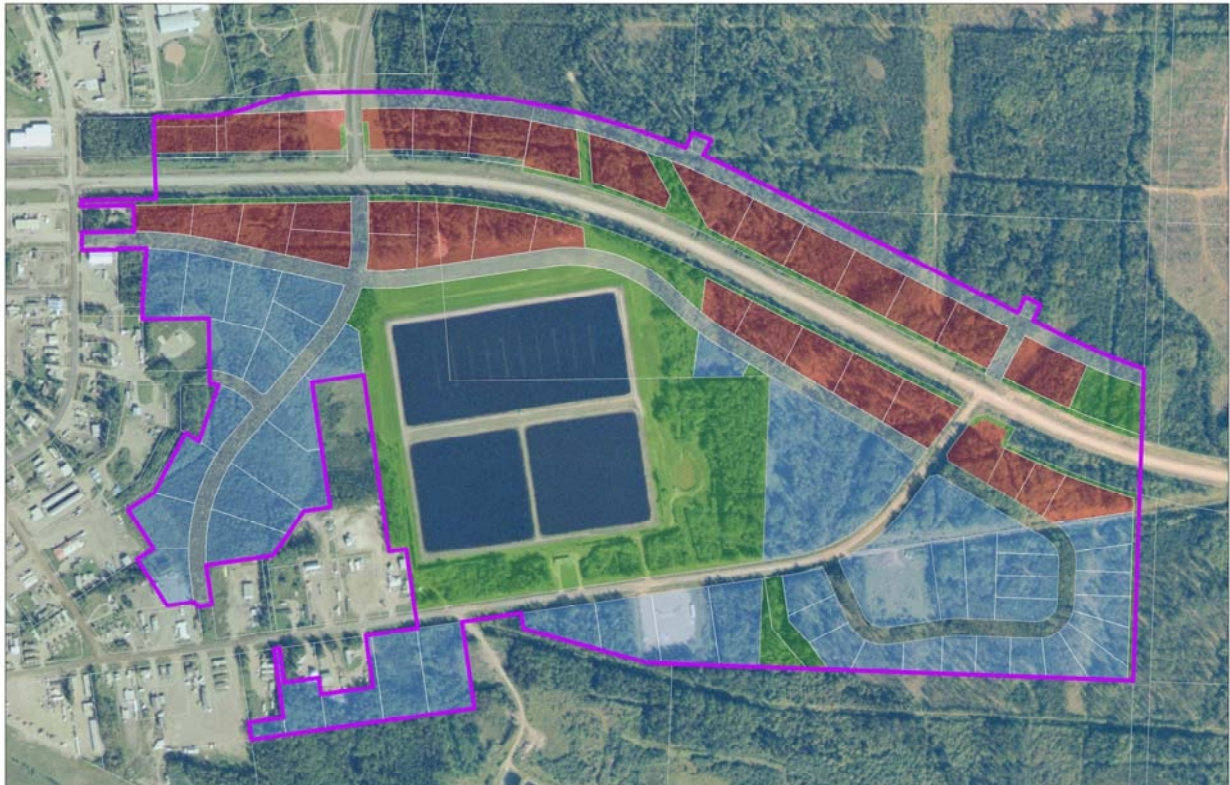




TOWN OF RAINBOW LAKE



SOUTHEAST AREA STRUCTURE PLAN

BY-LAW No. 2010-02

ADOPTED MARCH 15, 2010

**PREPARED BY THE TOWN OF RAINBOW LAKE
AND
THE MACKENZIE MUNICIPAL SERVICES AGENCY**

TABLE OF CONTENTS

PART 1: INTRODUCTION	1
1.1 LOCATION OF SOUTHEAST AREA STRUCTURE PLAN.....	1
1.2 ENABLING LEGISLATION	1
PART 2: PLANNING FRAMEWORK	3
2.1 MUNICIPAL DEVELOPMENT PLAN.....	3
2.2 CONSISTENCY AMONG PLANS.....	3
2.3 LAND USE BYLAW	4
PART 3: PLANNING FACTORS	5
3.1 LOCATION	5
3.2 EXISTING LAND USE DISTRICTS	5
3.3 NATURAL FEATURES	5
3.4 BUILT ENVIRONMENT AND INFRASTRUCTURE	6
3.5 LAND OWNERSHIP	6
PART 4: GOAL AND DESIGN PRINCIPLES	7
4.1 GOAL	7
4.2 DESIGN PRINCIPLES	7
4.3 INDUSTRIAL DEVELOPMENT	8
4.4 COMMERCIAL DEVELOPMENT	8
4.5 CONTINUOUS GREEN CORRIDOR	8
PART 5: LAND USE CONCEPT	10
5.1 SUMMARY	10
5.2 LAND USES	11
5.3 PHASING	13
5.4 PARTIAL ADDRESSING & PROPOSED LOT CONFIGURATIONS SOUTH OF HOME ROAD	14
PART 6: LAND USE POLICY	15
6.1 LAND USE POLICIES.....	15
6.2 INDUSTRIAL	15
6.3 HIGHWAY COMMERCIAL	16
6.4 COMMUNITY AND SOCIAL FACILITIES.....	16
6.5 OPEN SPACE AND LINKAGES	16
PART 7: DEVELOPMENT STANDARDS	18
7.1 OVERVIEW	18
7.2 SITE DESIGN	18
7.3 SITE ORGANIZATION.....	19
7.4 SITE COVERAGE AND OPEN SPACE	20
7.5 BUILDING DESIGN	20
7.6 PARKING AND CIRCULATION	22
7.7 LOADING FACILITIES.....	22
7.8 LANDSCAPING	22
7.9 LIGHTING	25
7.10 SIGNAGE	25

PART 8: SERVICING27

8.1 WATER AND SANITARY SEWER27

8.2 STORMWATER28

8.3 OTHER UTILITIES28

8.4 ROADS AND INTERSECTIONS28

8.5 ADDITIONAL REQUIREMENTS:29

PART 9: IMPLEMENTATION, INTERPRETATION AND AMENDMENT.....30

9.1 IMPLEMENTATION30

9.2 INTERPRETATION31

9.3 AMENDMENTS31

SCHEDULES

SCHEDULE “A” – CONTEXT MAP
 SCHEDULE “B” – EXISTING LAND USE BYLAW DISTRICTS (NO. 99-05 AS AMENDED)
 SCHEDULE “C” – EXISTING LAND USE CONDITION
 SCHEDULE “D” – LAND USE DESIGN
 SCHEDULE “E” – PHASING
 SCHEDULE “F” – PARTIAL ADDRESSING & REVISED LOT CONFIGURATIONS
 SOUTH OF HOME ROAD
 SCHEDULE “G” – SERVICING
 SCHEDULE “H” – DEVELOPMENT STANDARDS
 SCHEDULE “I” – DEVELOPMENT STANDARDS
 SCHEDULE “J” – LAND USE BYLAW 2007-06 SCHEDULE

APPENDIX

APPENDIX “A” – TYPICAL CROSS SECTION FOR GRADING AND GRAVEL SURFACE ROAD

PART 1: INTRODUCTION

1.1 LOCATION OF SOUTHEAST AREA STRUCTURE PLAN

1.1.1 Located approximately 920 kilometres northwest of the City of Edmonton and 140 kilometres west of High Level, the Town of Rainbow Lake serves as a regional oil and gas field service centre (Please refer to Schedule “A” – Context Map). Established in 1966, the Town has steadily grown throughout the years, both in population and in the range of services offered. With the continuing growth in the oil and gas sector, the community has experienced numerous development pressures resulting from increased demand for industrial, commercial, and residential development within Town boundaries. Accordingly, the availability of vacant parcels suitable for development has declined and there has been an increasing propensity towards ad hoc development at the sacrifice of the efficient disposition of land and delivery of municipal services.

1.1.2 In order to meet housing demand, ensure long-term economic sustainability, efficient use of land and resources, and protection of the local water supply; Area Structure Plans are being prepared at the request of Council for key areas throughout the municipality. These areas have been identified in the General Municipal Plan (Bylaw No. 295) as likely areas to accommodate future growth. The primary focus of this Area Structure Plan is the Southeast portion of the municipality that has been identified to accommodate future commercial and industrial expansion (Please refer to Schedule “A” – Context Map).

A large portion of the Area Structure Plan is at the conceptual stage and as such will evolve over time to reflect the realities on the ground, varying development interests and the philosophies of Council. The proposed industrial area lot configurations south of Home Road, west of Highway 58 were redesigned and passed through Council on June 15, 2009. These revisions are reflected in this revised Southeast Area Structure Plan. The re-addressing of Home Road within a portion of the Plan is also included in this revised Southeast Area Structure Plan.

1.2 ENABLING LEGISLATION

1.2.1 The Municipal Government Act (the Act) enables the Council of a municipality to adopt by bylaw an ASP for the purpose of providing a framework for the subsequent subdivision and development of an area of land. The Act prescribes that an Area Structure Plan must address either generally or specifically the proposed uses of land, the proposed sequence of development and the density of population as well as the general

location of major transportation routes and public utilities. The Act also indicates that any other matter deemed necessary by Council may be included in an Area Structure Plan.

- 1.2.2 Every municipality in Alberta is also expected to incorporate land use policies (Order in Council 522/96 pursuant to Section 622 of the Municipal Government Act) into its planning documents. The land use policies contain a series of general directives related to planning cooperation, land use patterns, the natural environment, resource conservation, transportation and residential development.
- 1.2.3 Through the adoption of this plan, Council has fulfilled its duties under the Act respecting the process of adoption as addressed in Sections 187-189, including an advertisement of the bylaw (Section 606) and the opportunities for making suggestions and representations (Section 636).
- 1.2.4 The recommendations of the Southeast Area Structure Plan land use districts were incorporated into the Land Use Bylaw through the passage of Bylaw 2005-01. This revised Area Structure Plan does not alter any land use districts.
- 1.2.5 In 2009, Council directed that changes be made to the Southeast Area Structure Plan to accommodate smaller Industrial lots. Along with these changes, the original document is revised to include partial addressing changes, revisions to the Schedules and road standards, the addition of a typical gravel road cross section, development standards, densities, and the addition of land use bylaw 2007-06 that provides the ability of the development authority to consider development of un-serviced industrial lots along the loop road south of Home Road, west of Highway 58 (see Schedule J).

PART 2: PLANNING FRAMEWORK

2.1 MUNICIPAL DEVELOPMENT PLAN

- 2.1.1 The Municipal Government Act contains provisions regarding the need for a Municipal Development Plan depending on the size of the municipality. Although the Town of Rainbow Lake is not required to have a Municipal Development Plan, the municipality currently has a plan in place known as the “Town of Rainbow Lake: General Municipal Plan” (GMP, being Bylaw No. 295) that was adopted in January, 1995. Parts of the many purposes of the General Municipal Plan are to “minimize land use conflicts, to identify development options and to enhance the ability of the Town to provide effective land use planning policies for its community and residents.” In keeping with this objective and direction, Council has adopted this plan to ensure the coordinated and planned growth of the Southeast Expansion area in the Town of Rainbow Lake.

This Area Structure Plan provides for an array of industrial and commercial expansion opportunities in the Southeast Area Structure Plan area of the municipality. It establishes a strong transportation network that will facilitate the effective provision of services, while balancing the need to protect sensitive areas in the plan boundary including the existing water reservoir, drainage network, public works, utility easements and the wastewater treatment plant. The majority of the plan area accommodates an array of industrial lots, while highway commercial expansion is located immediately adjacent to Hwy 58. Within the plan area, provisions are made for municipal reserves to limit direct access to Highway #58 and to facilitate the development of screening and buffering areas to create more attractive industrial development and expansion areas.

2.2 CONSISTENCY AMONG PLANS

- 2.2.1 The Municipal Government Act requires that all statutory plans adopted by a municipality remain consistent with one another. Subject to small amendments to the Land Use Bylaw to potentially accommodate new industrial land use districts, the provisions in the Town of Rainbow Lake Southeast Area Structure Plan remain consistent with policies and directives within the General Municipal Plan, and meet the Municipal Government Act requirements.

2.3 LAND USE BYLAW

- 2.3.1 Every municipality must have a land use bylaw to regulate and control the use of land and buildings within the municipality. The Town of Rainbow Lake's land use bylaw (Bylaw No. 99-05) is used to implement the goals, objectives, and policies contained within the General Municipal Plan and any other statutory plans adopted by Council. Upon re-adoption of the Southeast Area Structure Plan, Council may need to implement a series of land use bylaw amendments over time (i.e. creation of new land use districts, redistricting, amendments to existing land use districts etc.) to accommodate the land use directives and policies of this plan.

PART 3: PLANNING FACTORS

3.1 LOCATION

- 3.1.1 In general terms, the Town is divided by Highway 58, moving in an easterly direction towards and connecting to High Level and Highway 35. All industrial development is currently located on the south side of Highway 58, while residential and commercial developments are located on the north side of Highway 58. Highway 58 terminates just west of the Town, but may be extended in the future to connect Rainbow Lake with Fort Nelson in British Columbia.
- 3.1.2 The Town's existing transportation system includes cul-de-sacs, semi-grid, loop roads, and dead-end streets. Perhaps the most noteworthy road is Rainbow Drive, which provides a loop around the community and serves as a major connector. Commercial Road has potential for collector road status. Home road has potential to serve as the primary access point serving the plan area south of Highway 58.
- 3.1.3 The Southeast expansion area is situated in the Southeast Area Structure Plan area of the Town of Rainbow Lake. The expansion area is bounded approximately by Highway 58 to the North, the municipal boundary to the east, Rainbow Drive to the west and Home Drive to the south. The area is predominantly wooded, excluding a current lease arrangement and large tracts of land that have been cleared to accommodate municipal infrastructure.

3.2 EXISTING LAND USE DISTRICTS

- 3.2.1 Schedule "B" - Existing Land Use Districts, outline the existing land use by-law districts within the plan area. Consistent with the objectives laid out in the General Municipal Plan, the land use districts for the Southeast Area Structure Plan area include Urban Reserve (UR) and Industrial (M1 & M2) districts. The area structure plan remains consistent with both the General Municipal Plan and the objectives and polices of these land uses.

3.3 NATURAL FEATURES

- 3.3.1 The majority of the plan area is currently wooded, excluding the large tracts of land that have been cleared to accommodate the municipal water reservoir, and a number of utility easements. The most significant natural features that are situated within the plan area include the existing drainage course to the reservoir, as well as a drainage course that runs along the western portion of the plan area. The area also has sporadic deposits of organic soils ranging from 0.5 metres to 3 metres deep located to the east

of the reservoir that may present some development challenges (Please refer to Schedule “C” – Existing Land Use Conditions).

3.4 BUILT ENVIRONMENT AND INFRASTRUCTURE

3.4.1 The plan area currently contains a wide range of public infrastructure servicing the Town of Rainbow Lake. The Southeast Area Structure Plan area includes the existing water reservoir for the Town, and the drainage courses that support the reservoir. Furthermore, the wastewater treatment plant is situated immediately south of the Southeast Area Structure plan area. See Schedule “G” for the Servicing Plan.

3.4.2 Currently, the intensity of development is greatest along the western boundary of the plan area with a variety of industrial uses. Throughout the balance of the Southeast Area Structure Plan area, there is minimal development with the exception of the lease arrangement immediately adjacent to Home Road, the subdivision of a 12-acre parcel east of the water reservoir owned by Neufeld Petroleum and the development of the lot adjacent to Neufeld Petroleum two properties located on the south side of Home Road. One is owned by the Town and the other is owned by a numbered company. The primary arterials providing access to the Southeast Area Structure Plan area include Rainbow Drive to the west and Home Road along the southern boundary.

3.5 LAND OWNERSHIP

3.5.1 The majority of lands within the Southeast Area Structure Plan Area are lands owned by the Town of Rainbow Lake. It is the intent of Rainbow Lake to facilitate the development of the Southeast Area Structure Plan area through the subdivision and servicing process and to dispose of their holdings at fair market value.

PART 4: GOAL AND DESIGN PRINCIPLES

4.1 GOAL

- 4.1.1 The primary goal of the Southeast Area Structure Plan is to help facilitate the economic and orderly disposition of land within the Town of Rainbow Lake and to ensure the most effective and efficient delivery of municipal services and/or resources. The implementation of the Southeast Area Structure Plan goal will guide the development of Plan area in a manner that accommodates growth and expansion to benefit the citizens of the Town of Rainbow Lake, while protecting the municipal assets and environmental features of the Southeast Area Structure Plan Area.

4.2 DESIGN PRINCIPLES

- 4.2.1 Based on the goal, the following design principles were adopted during the development of the Southeast Area Structure Plan:

- 1) to encourage economic growth by providing opportunities for commercial development along Highway 58.
- 2) to encourage industrial expansion by providing opportunities for increased industrial development south of Highway 58.
- 3) to protect the Town's primary drinking water source and water works by providing vegetated and bermed buffer/easements between development and the drinking water source.
- 4) to promote interconnectivity through an efficient transportation system that will service current and future development, facilitating the efficient movement of people and goods.
- 5) to protect sensitive environmental features and public works including utility easements, the water reservoir, gas line right of way and wastewater treatment plant through the provision of buffers as municipal reserve.
- 6) To accommodate varying industrial and commercial uses through the provision of a range of lots sizes catering to different intensities and expansion needs.
- 7) to promote a pedestrian-oriented community with opportunities for nature walks.

The following descriptions outline the concept for the various land uses being proposed by this Area Structure Plan.

4.3 INDUSTRIAL DEVELOPMENT

4.3.1 Industrial development is the backbone of the community. The Area Structure Plan aims to provide a variety of lot sizes to allow for industrial expansion and diversification. The industrial development area identified by the Area Structure Plan is located south of Highway 58 along Home Road. The design aims to reduce the length of road required to serve the development.

Further, the design looks to accommodate industrial expansion while protecting the Town's water supply and infrastructure within the Southeast Area Structure Plan Area. Buffers are being proposed between industrial development and the water reservoir, and other sensitive environmental features situated in the Southeast Area Structure Plan area. In addition the proposed industrial lots are provided in a range of sizes to accommodate varying intensities and types of industrial uses.

4.4 COMMERCIAL DEVELOPMENT

4.4.1 Commercial development is a significant economic driver for the Town. Limited opportunity for commercial expansion exists in the downtown core. The Southeast Area Structure Plan provides ample room for expansion along the northern and southern portion of the Highway 58 corridor. The intent of these lands will be to accommodate highway commercial uses, which allow the balance of commercial land in the central portion of Town to be reserved for more main street commercial functions.

4.5 CONTINUOUS GREEN CORRIDOR

4.5.1 Green space is a vital part of building a healthy community by providing residents with the opportunity for recreation in a natural landscape in close proximity to their dwelling, providing wildlife habitat, acting as a natural storm water management system, and promoting health and well being. Green space is land that remains in its natural state or is used for light recreational uses. It is vital that green space becomes an integral part of any community design. Interconnectivity between green space areas is important in order to maintain non-fragmented habitat for wildlife and effective recreation areas.

The Southeast Area Structure Plan incorporates green space primarily in areas not suitable for development. These green space corridors are contiguous and connected to each other and to surrounding uses. Areas identified in the Southeast Area Structure Plan area as green space/municipal reserve include a buffer on both the north and south side Hwy 58, as well as corridors to protect the reservoir and sensitive environmental features throughout the Southeast Area Structure Plan area. Further, the design provides for green space along industrial land adjacent to Highway commercial uses that will help serve as a visual buffer and maintain a higher standard of visual quality in the highway commercial corridor.

PART 5: LAND USE CONCEPT

5.1 SUMMARY

5.1.1 The land use concept for the Southeast Area Structure Plan area looks to accommodate a mixture of highway commercial and industrial expansion opportunities while protecting sensitive environmental features and public works found within the Southeast Area Structure Plan area (Please refer to Schedule “D” – Land Use Design). In keeping with the intent of the General Municipal Plan, the Area Structure Plan accommodates opportunities for commercial development adjacent to Highway 58 and industrial expansion south of the Highway. The plan utilizes the existing transportation infrastructure and buffers sensitive municipal assets through the provision of municipal reserve and a loop/grid road network. Four distinct features are evident in the Southeast Area Structure Plan:

- 1) Commercial development linear to Hwy 58;
- 2) Varying intensities and sizes of industrial parcels;
- 3) The conservation of sensitive environmental features and buffering of the water reservoir;
- 4) Loop/grid transportation network tying into existing development and road network;

The following table summarizes the land use concept for the Southeast Area Structure Plan.

SOUTHEAST EXPANSION AREA LAND USE SUMMARY

LAND USE	PARCELS	AREA (ACRES)	DENSITY PER ACRE	% OF LAND	% OF PARCELS
COMMERCIAL	34	61.9**	0.55	22.22%	40.48%
INDUSTRIAL	50	111.2	0.45	39.93%	59.52%
ROADS	N/A***	39.4	N/A***	14.14%	N/A***
MUNICIPAL RESERVE	N/A	66	N/A***	23.69 %	N/A
TOTAL	84	278.5		100 %	100 %

***Not applicable

**Area calculations are approximate

5.1.2 Density

The parcel and employee density of the commercial and industrial areas will vary depending on the type of industries developed. The density as defined by the Southeast Area Structure Plan is 0.55 per net acre for commercial parcels and 0.45 per net acre for industrial parcels. The population density for commercial parcels is 3-32 employees per net acre (1.21 – 12.95 per net hectare)¹. The population density for industrial parcels is 8-30 employees per net acre (25-75 per net hectare)². The above figures are based on predominately on larger urban centres. As The Town is essentially a frontier Town it is expected the lower employment figures would apply. Accordingly, a growth of 3 employees per net acre for commercial businesses would increase the employment demand by approximately 140 employees; and a growth of 8 employees per net acre for industrial businesses would increase the employment demand by approximately 665 employees. The chart on the previous page is based on Gross Acres. To bring the density calculations to net figures, 25% of the land area was removed representing roads, municipal reserves and buffers.

5.2 LAND USES

5.2.1 Highway Commercial

The Southeast Area Structure Plan accommodates the expansion of the central core area in the Town of Rainbow Lake by allowing for highway commercial development. The Southeast Area Structure Plan allocates approximately 61.9 acres of land for highway commercial expansion or approximately 34 parcels that will be finalized subject to surveying and final subdivision. The provision of this land is intended to accommodate the long-term expansion of highway commercial development in Rainbow Lake. Furthermore, the expansion of this land base will allow for the expected increase in the demand for Highway commercial property should the proposed Hwy 58 expansion proceed. The highway commercial development will meet the needs of citizens and residents of the community, as well as the various industries that are continuously expanding.

¹ Wholesaling proper - 32 employees per net acre
Trucking and Warehousing – 10 employees per net acre
Petroleum and bulk stations – 3 employees per net acre

² Intensive – 30 employees per net acre
Intermediate – 14 employees per net
Extensive 8 – employees per net acre

5.2.2 *Industrial*

Buffered by the highway commercial expansion along Hwy 58, the plan proposes to accommodate an array of industrial parcels providing for opportunities of coordinated industrial expansion within the Southeast Area Structure Plan boundary. The Southeast Area Structure Plan allocates 39.93% of the land base to industrial uses or approximately 111.2 acres or 50 parcels. The design addresses the existing subdivision of industrial uses within the Southeast Area Structure Plan area, and utilizes the existing transportation network to facilitate access to the parcels. The plan proposes an array of lots sizes ranging from approximately 4,000 m² to 11,000 m². The various lot sizes are intended to accommodate the increasing demands of the industrial sector in the Town and should facilitate the orderly circulation of large transport trucks and storage requirements on site. The Southeast Area Structure Plan proposes that the lots adjacent to the Highway commercial expansion area be redistricted to light industrial uses.

5.2.3 *Municipal and Environmental Reserve*

In the Southeast Area Structure Plan, existing public works and sensitive environmental features are protected by the allocation of the municipal reserve. The preliminary estimate suggests that approximately 66 acres will be devoted to reserve that will help buffer the reservoir, highway commercial uses along HWY 58, drainage courses and utility easements. Taken together, this land will serve as both an aesthetic function in the Southeast Area Structure Plan area, and will protect the Town's water supply. Furthermore, the municipal reserve will provide the opportunity to establish linear systems of natural spaces for preservation or recreation opportunities throughout the community.

5.2.4 *Roads*

Lastly, the Southeast Area Structure Plan has identified an efficient transportation network stemming from existing road alignments to serve the development area. The Southeast Area Structure Plan allocates approximately 39 acres of land for road right of ways to service the plan area. The improvements will build on the major arterials already in place including Home Road and Rainbow Drive. The Southeast Area Structure Plan identifies a semi-grid/loop system that will help facilitate proper circulation of traffic. The addition of internal service roads paralleling Highway 58 will help prevent conflicts of direct access to the highway. Furthermore, the combination of municipal reserve buffers with the transportation system will help separate industrial traffic from the Highway Commercial corridor, mitigating the potential conflicts between the users of these lands.

5.3 PHASING

- 5.3.1 It is anticipated that the phasing of the development plan may likely occur in five phases depending on market demand, development interest and the provision of key services to facilitate commercial and industrial expansion (Please see Schedule "E" – Phasing).
- 5.3.2 Based on the pent up demand for large lot industrial expansion, we would anticipate that initial industrial expansion should occur to the South of Home road immediately adjacent to existing development and current services. This would take advantage of the existing road frontage and services in place and provide the opportunity for immediate industrial expansion. At this time, we would propose the Town could market a number of highway commercial properties adjacent to Rainbow Drive East. As well, we anticipate the development of a few industrial lots based on the Neufeld Petroleum development established in 2005.
- 5.3.3 Phase two represents a combination of highway commercial and industrial expansion that would be facilitated by the extension of Rainbow Drive East to a service road south of Highway 58. This subdivision would complete the build out of a number of highway commercial lots in and around the Highway 58/Rainbow Drive East intersection. Furthermore, at this time we would anticipate the expansion of industrial lots adjacent to Home Road close to, and at Highway 58.
- 5.3.4 Phase three would see the completion of the north and south service road, as well as the ring road in the southeastern corner of the plan area. The addition of these connector roads to the primary arterials would facilitate the completion of large lot industrial expansion to the southeast, as well as the balance of the highway commercial lots adjacent to the primary service roads.
- 5.3.5 Phases 4 and 5 will complete the build out of the plan area with the completion of Rainbow Drive East south to Home Road. While development capability in this area may be somewhat limited due to existing soil conditions, we anticipate this would complete the infilling of the Southeast Area Structure Plan area with the development of a small connector road to Pan Am Street. This would aid in improving circulation throughout the Southeast Area Structure Plan area completing the development of the Southeast Area Structure Plan area.

5.4 PARTIAL ADDRESSING & PROPOSED LOT CONFIGURATIONS SOUTH OF HOME ROAD

- 5.4.1 In addition, in October 2007 the Town requested the readdressing of lots along Home Road to accommodate additional lots being proposed along Home Road. The proposed numbering system did not meet the needs of the Town as the current numbering system would not permit additional numbers east of Lot O Block 14 (address number 1 Home Road.) This was again revised in 2009 as the proposed 2007 numbering system would require the renumbering of several existing properties. In 2009 the Town requested revisions to the industrial lot configurations south of Home Road on the proposed loop road to accommodate smaller lots to meet demand. The loop road has also been renumbered to accommodate the smaller lots. (Please see Schedule "F" – Partial Addressing & Proposed Lot Configurations South of Home Road).

PART 6: LAND USE POLICY

6.1 LAND USE POLICIES

6.1.1 Future land use development in the Southeast Area Structure Plan area will be in accordance with the following land use policies. These policies generally outline the manner in which development will occur and are reflected on the Land Use Design plan as shown in Schedule "D". The primary land use in the Southeast Area Structure Plan area is intended to accommodate industrial uses. Secondary land uses include a concentration of highway commercial uses linear to Hwy 58, and a mixture of municipal reserves to accommodate buffers around sensitive environmental features, public works and non-compatible land uses.

6.2 INDUSTRIAL

6.2.1 The Town of Rainbow Lake will plan for the development of an array of industrial uses within the Southeast Area Structure Plan area. This includes:

- 1) Lighter industrial uses adjacent to the internal service road servicing the Highway commercial corridor parallel to Highway 58;
- 2) Smaller lot, lighter industrial uses adjacent to the Rainbow Drive East Corridor;
- 3) Heavier industrial uses, with larger land and storage requirements south of Home Road, with the exception of the loop road off Home Road where smaller lots have been configured at the request of Council in 2009;
- 4) Industrial areas will be developed in a manner that minimizes land use conflicts between adjacent properties and provides adequate buffering, dust control and landscaping measures as to ensure a high standard of industrial expansion and growth in the Town of Rainbow Lake. This may include specific buffering techniques along property frontages, landscaping measures and signage requirements as directed at the discretion of the Development Officer. Please refer to the development standards proposed in Section 7 as well as Schedules "H" and "I".
- 5) Physical separations, buffers, open spaces and landscaping will be utilized to separate industrial uses from incompatible adjacent uses. Further, these measures will be used to provide attractive lot frontages adjacent to highway commercial development and major transportation corridors through the Southeast Area Structure Plan area.

- 6) Future industrial development will be phased upon the availability of industrial services.
- 7) Lots will be developed to accommodate on site parking
- 8) Residential development on lots, excluding caretakers' residences, will not be encouraged. Mobile homes, bunk houses, and industrial related residential camps are not permitted.

6.3 HIGHWAY COMMERCIAL

6.3.1 Although the primary land use in the Southeast Area Structure Plan area remains industrial, land located adjacent to Highway 58 will accommodate future commercial uses.

- 1) The Town will encourage commercial uses that are compatible with large lot highway commercial development. The uses may include a variety of retail, office, hotel and other uses deemed compatible by Council;
- 2) The Town will encourage a high standard of development for Highway commercial uses for both the appearance and accessibility of the area. Landscaping measures adjacent to highway frontages and road right of ways will be strongly encouraged, in conjunction with measures to preserve and protect natural corridors where deemed appropriate;
- 3) All parking for highway commercial uses will be required to be accommodated on site;
- 4) Future commercial development will be phased upon the availability of municipal services.

6.4 COMMUNITY AND SOCIAL FACILITIES

6.4.1 As shown in the "Land Use Design" plan, the Southeast Area Structure Plan area contains an array of community uses including the existing water reservoir and a number of utility easements and drainage courses. It is the intent of this plan to ensure the continued protection and feasibility of these uses for the Town of Rainbow Lake through the provision of buffers and reserves on adjacent parcels.

6.5 OPEN SPACE AND LINKAGES

6.5.1 As part of efforts to ensure the protection of community assets and natural features in the plan area, the Southeast Area Structure Plan allocates municipal reserves throughout the Plan area. It is the intent of Council to utilize this municipal reserve to both separate incompatible land uses and to

facilitate the development of recreational linkages and the open space network in the Plan area.

- 1) Municipal reserves will be dedicated along the highway commercial corridor north and south of Highway 58 to prevent direct access to the highway and to assist in the development of a potential trail system throughout the Town.
- 2) Municipal reserves will be allocated along existing utility easements and right of ways as to mitigate the potential conflict between incompatible land uses as shown in the Southeast Area Structure Plan area.
- 3) Where possible, on site stormwater detention areas should be situated adjacent to existing open space or reserves to compliment and expand the open space and green corridor network in the Southeast Area Structure Plan area.

PART 7: DEVELOPMENT STANDARDS

7.1 OVERVIEW

- 7.1.1 Considering the significant investment of developers to develop Industrial and Commercial properties it is recommended high quality standards be established to create aesthetically pleasing and functional areas throughout the Southeast Area Structure Plan area. Development standards as contained within Schedules “H” and “I” may be utilized in the interpretation of the following policies and in evaluating development applications.
- 7.1.2 The intent of this requirement is to establish a synergy between developments and to create attractiveness for additional investment throughout the area. The following section establishes minimum standards for development within the plan area. The guidelines may apply to all development permit applications submitted for development within the plan area. The following is a general set of guidelines for both commercial and industrial development proposals. These guidelines may serve as the basis for evaluating permit applications, in addition to requirements outlined within the Town’s land use bylaw. As a condition of development approval, the Town may require the developer to enter into a developer’s agreement outlining terms, conditions of development of the site.
- 7.1.3 As outlined in the land use bylaw, prior to any development, plans and specifications (including landscaping plans) shall be submitted to the development authority for consideration. **A development permit application shall not be deemed complete until such time as the appropriate plan, specifications and supportive materials (if required) have been submitted.** Development approval may be withheld if in the opinion of the development authority the plans and specifications do not embody or reflect the direction and intent of these guidelines.

7.2 SITE DESIGN

- 7.2.1 The design of new development shall be sensitive to the characteristics of surrounding development and shall take into consideration natural characteristics, and features of the site. Where appropriate, key natural features shall be identified and integrated into site development plans.
- 7.2.2 New development may advance the image and character of the Southeast Area Structure Plan Area through attention to site configuration, architecture and landscaping. Expansion of existing development may reflect the same principles as contained within these standards.

- 7.2.3 In the formulation of development plans, particular attention may be given to the siting of buildings, access points, character, site circulation, storage areas, fencing, landscaping, and frontage treatments.
- 7.2.4 For multiple building proposals, or on a site where several business units are proposed, clear visual linkages and site relationships may be established through the use of common design elements such as building materials, courtyards, plazas, landscaping and walkways to unify the project.
- 7.2.5 Where required, project perimeter landscaping may be integrated with the landscaping of adjacent development for streetscape continuity.
- 7.2.6 Where required, new sidewalks may be provided on the project perimeter and may be integrated with frontage landscaping as well as adjacent development for streetscape continuity.
- 7.2.7 Natural features on site such as mature trees, creeks, and any other environmentally sensitive area are to be preserved and incorporated into the design of the project. Where appropriate, the Town may seek the registration of an environmental reserve easement to limit development impact on environmentally sensitive areas as a condition of development approval.

7.3 SITE ORGANIZATION

- 7.3.1 Site organization shall remain paramount to achieving a higher development standard within the Southeast Area Structure Plan area. Site components such as structures, parking, driveways, and landscaped areas shall be organized in such a manner as to emphasize the pleasant components of the site to the street and disguise less attractive components such as service areas, outside storage and equipment areas through the placement and design of such areas, and considering integration with an overall fencing and landscaping plan.
- 7.3.2 The siting and location of storage areas, mechanical operations and equipment storage shall be located to the rear of the principal building at the side of the rear lot line.
- 7.3.3 The siting of noise and odour producing functions shall be undertaken in a manner that does not cause undue impact on adjacent or surrounding land uses.
- 7.3.4 On site walkway systems may be provided in a manner to separate pedestrian circulation from vehicular flows, provide linkages to outdoor activity areas, building access points and linkages to the public sidewalk system where required. This has not been included in the design, nor in

the typical cross section in Appendix A, however, the walkway systems can be incorporated into the existing Right of Ways if requested by Council.

- 7.3.5 Access and egress points to the development site shall be integrated within an overall Site Plan and developed to Town standards to accommodate required turning radii. Where necessary the location of such points shall be at the discretion of the Town especially when in proximity to intersections.

7.4 SITE COVERAGE AND OPEN SPACE

- 7.4.1 Within commercial/retail areas, a maximum building coverage of 35% (building footprint area divided by total area) shall be permitted; industrial uses shall be permitted to a maximum site coverage of 55%. The balance shall be regarded as open space for incorporation of site elements including landscaping, storage, parking, fencing, etc. Please refer to Schedules "H" and "I".
- 7.4.2 Each development site within the Southeast Area Structure Plan area shall develop in a manner to maximize the utility of open space for ventilation, sunlight, recreation and views as well as other functions of the proposed development.
- 7.4.3 Where appropriate, the incorporation of benches, artwork, landscaping and hardscaping features may be encouraged. These elements may be required for commercial development proposals.
- 7.4.4 Where a parcel abuts a reserve allocation and proposes a development integrated or using the reserve system, development may be designed in a manner as to develop thoughtful integration and connectivity. In instances where such development is proposed, the developer may be required to participate in contributing to the development of the adjacent reserve in accordance with Town standards.

7.5 BUILDING DESIGN

- 7.5.1 It is recommended the scale, character and design of new development be aesthetically pleasing.

Scale and Character

- 7.5.2 Building entrances and primary building elevations shall face public roadways.
- 7.5.3 Adjacent buildings on the same or separate parcels shall be compatible in height, scale and design. If for functional reasons a different scale is

required, the building design shall incorporate adequate transitional elements.

7.5.4 Front façades of buildings visible from a public street may include architectural features such as reveals, windows, expansion joints, changes in colour/texture and varying articulation to add interest to the building. Particular emphasis on the following may be given in areas identified for future commercial development. Industrial building façades may utilize similar techniques and incorporate landscaping to improve the overall appearance of the building to the street.

7.5.5 Setbacks of new buildings shall compliment the pattern of setbacks in the area.

Architecture and Design

7.5.6 New buildings may maintain diversity and individual style while improving and contributing to the advancement of the aesthetic character of the area.

7.5.7 In multi-building complexes, a comprehensive architectural theme may be developed and maintained through attention to design, material, and colour scheming.

7.5.8 New buildings may have varying elements of horizontal and vertical articulation that relate to the functional components of the building. Façade articulation may consist of changes in the wall plane, use of openings and projections, material and colour elevations.

7.5.9 Where function necessitates a basic box like building form, attention may be paid by the proponent to integrate basic elements to add articulation to the building including the use of colour changes, texture changes and landscaping.

7.5.10 Main entrances to buildings shall be well defined and relate to the street through pedestrian access on site and to the public walkway system where planned.

Accessory Buildings

7.5.11 The design and incorporation of accessory buildings such as maintenance and materials buildings and outdoor equipment enclosures may be compatible in design with the overall development concept and standard of the main buildings on site.

7.5.12 Accessory buildings shall not be on that portion of the site from the front of the principal building footprint to the front lot line.

- 7.5.13 Accessory/Temporary buildings used as site offices may only be granted on an interim temporary basis as determined by the development authority.

7.6 PARKING AND CIRCULATION

- 7.6.1 The design of parking and circulation in the plan area shall provide for maximum vehicle and pedestrian safety, contribute to the aesthetic qualities of the Southeast Area Structure Plan and be sensitive to surrounding land uses.
- 7.6.2 To avoid excessive expanses of parking, and to provide safer accessibility to buildings, large parking lots may be divided into smaller parking areas and dispersed throughout the site.
- 7.6.3 Where appropriate, adequate landscaped pockets may be integrated into parking areas. This may be a requirement for commercial development proposals.
- 7.6.4 Pedestrian and automobile traffic areas shall be separated and conflict areas minimized.
- 7.6.5 Landscaped buffers shall always be provided between parking areas and public streets as well as between parking areas and buildings. These areas shall form linkages with the planned on site pedestrian system.
- 7.6.6 Parking areas within commercial development areas may be paved.
- 7.6.7 All parking areas shall provide adequate directional signage for visitors, delivery vehicles, and employees.

7.7 LOADING FACILITIES

- 7.7.1 Loading facilities shall be encouraged to be planned or sited at the side or rear of the building, and separated from planned parking and storage areas accordingly.
- 7.7.2 Where visible from the street, loading areas may be screened via landscaping and fencing.

7.8 LANDSCAPING

- 7.8.1 Landscaping shall be designed to enhance the overall aesthetic quality of each site and contribute to the beautification and image of the plan area. Landscape plans may be required in addition to overall plans and specifications. Plans and specifications shall also specify planned site improvements to support landscape plans such as irrigation systems.

7.8.2 As a condition of development approval, the Town may require a performance and maintenance bond to ensure adherence to landscaping plans and specifications approved for development.

General Landscaping Treatment

7.8.3 Landscape design shall follow an overall concept and shall link various site components together.

7.8.4 It is recommended all areas not in use by structures, driveways, parking areas and storage areas be properly landscaped.

7.8.5 Landscaping shall consist of live plant material established to a standard as determined by the Town. Rock and gravel may be incorporated into the overall design but shall not replace live material.

7.8.6 Walls and fences may be integrated into landscape design.

7.8.7 Where appropriate, landscaping shall be used to enhance focal points, entrances and key areas within the development area.

7.8.8 Site furniture, fixtures such as planters, light standards, tree grates, benches, newspaper racks etc. may be integrated into the overall landscaping and design plan.

7.8.9 Site furniture and light fixtures may follow the same design concept as major structures on site.

7.8.10 Sites adjacent to creeks and environmentally sensitive areas may provide particular attention to landscaping, fence, and wall design in order to enhance natural features and minimize development impacts.

Peripheral Landscaping Treatment

7.8.11 A minimum of a 10 ft wide landscape strip may be provided along all public street frontages of projects, excluding planned access points.

7.8.12 A minimum of 5 ft wide landscape strip may be provided along the sides and rear of a property.

7.8.13 In designing perimeter landscaping, street trees and sidewalks may be taken into consideration and incorporated into the design.

7.8.14 Street trees may be combined with on site trees to provide a double row of trees where possible.

- 7.8.15 When perimeter landscaping is used to screen a development, fences and berms may be incorporated to reduce the height of fencing that is required.

Internal Landscape Treatment

- 7.8.16 Internal landscape areas may be clustered to provide maximum open space to the site.
- 7.8.17 In multi-building complexes, internal landscape areas may be designed to connect building areas together and be integrated with pedestrian connections.
- 7.8.18 Landscape areas should be integrated with hardscape features such as textured pavings, walkways, artwork etc. to enhance the overall design of the site.

Parking Lots Landscaping Treatment

- 7.8.19 Landscaping shall be adequately provided throughout parking lots to help in stormwater management and to reduce the overall impact of expansive parking areas on the aesthetic quality of the Southeast Area Structure Plan.
- 7.8.20 When parking lots are adjacent to a public right of way, parking shall be screened by combining berms, shrubs and trees.
- 7.8.21 Landscape pockets may be provided in the development of parking spaces, specifically in the middle of parking areas and at the end of each row of parking spaces.
- 7.8.22 When selecting landscaping materials for parking lots, material with deep rooting shall be utilized to avoid damaging parking lots.
- 7.8.23 Walkways and paths shall be provided in parking lots and provide safe pedestrian access to buildings and to the fronting sidewalk system where planned.
- 7.8.24 All parking and landscape areas shall be separated by a minimum 6 inch wide curb. In lieu of curbing, the Town may consider an appropriate equivalent as proposed at the time of development.

Fences and Walls

- 7.8.25 Where chain linked fences are proposed for security purposes or for screening areas, landscaping may be provided to screen the fence.

7.8.26 Security proposals along public streets may propose a higher aesthetic standard of fencing integrated with landscaping to provide front yard security.

7.8.27 All fences shall be made of durable and weather resistant materials.

7.9 LIGHTING

7.9.1 All development proposals must outline lighting plans for the development site.

7.9.2 Height of a light pole shall not exceed 40 feet.

7.9.3 Light standards may tie into the design and character of the development area.

7.9.4 Illumination shall be adequate for the intended use of the site.

7.9.5 Planned illumination shall be designed in such a manner as to not have an adverse impact on adjacent development. This can be achieved by using cut-off lighting.

7.10 SIGNAGE

7.10.1 At a later date, the Town may develop detailed signage guidelines as an amendment to this plan outlining design specifications for signage proposals. The following may be used on an interim basis.

7.10.2 No sign of advertising, directional or information nature may be erected on land or affixed to any surface of any building within the plan area, without first submitting plans and specifications and receiving an approval from the Town development authority.

7.10.3 The quality, aesthetic character and finishing shall be at the discretion of the development authority.

7.10.4 Each development site shall be granted one wall mounted sign per principal building, plus one free standing sign.

7.10.5 In multi building complexes, with multiple business uses, each business may be granted an appropriate wall mounted sign, with the free standing sign showing a consolidation of businesses within the development complex.

7.10.6 The Town may not support the use of trailers, oilfield tanks or other “mobile” structures of similar nature for the provision of signage.

7.10.7 Roof signage may not be permitted within the plan area.

Wall mounted signage

7.10.8 Wall mounted signage shall be of an appropriate scale to the building as determined by the development authority. In general terms, it should not exceed 30% of the proposed mounting wall. Wall mounted signage shall be oriented in a fashion as to face the public street.

7.10.9 Wall mounted signage may be designed in a fashion respecting the colours, and architecture of the principal building.

7.10.10 Proposed illumination of wall mounted signage shall not impact adjacent properties.

7.10.11 At the discretion of the development authority, one additional wall mounted sign may be considered that advertises the principal products and services of the business.

Free standing signage

7.10.12 All proposed free standing signage shall be completely contained within the subject development property and not encroach on adjacent property, public roads, right of ways or easements.

7.10.13 The Town may permit the use of any temporary structure such as trailers, oilfield tanks, and utility trailer for signage purposes of the development site.

7.10.14 One freestanding sign may be allowed per site to a maximum of 15 feet above grade or as per the discretion of Council or the Development Officer.

7.10.15 Freestanding signs shall be located in proximity to access points.

7.10.16 As a general guideline, freestanding signs may be allowed in accordance with the Land Use Bylaw.

7.10.17 All freestanding sign locations shall be integrated with landscaping plans. Landscaping shall be provided to an appropriate scale and standard.

7.10.18 There shall be a minimum distance separation of freestanding signs of 3 metres.

PART 8: SERVICING

8.1 WATER AND SANITARY SEWER

8.1.1 The pattern of water and sanitary sewers in the plan area shall follow an Engineering and Design Standard approved by Alberta Environment. The general Services and Utilities plan for the planning area is shown in Schedule "G" - Servicing.

8.1.2 The following Land Use Bylaw 2007-06 permits the development authority the ability to consider un-serviced light industrial development in the Industrial subdivision south of Home Road, west of Highway 58.

- 1) Notwithstanding Subsection 7.1.1, the development authority may consider un-serviced light industrial development in the area as outlined on the attached "J". In evaluating the merits of un-serviced development proposal within this area, the development authority shall have regard to the proposed land use, and intensity of the development in rendering a decision on un-serviced development in this location.
- 2) In support of an application for un-serviced development within this area the development authority may require confirmation of the necessary permits and approvals for the proposed private water and sewer systems from the authority having jurisdiction. Water and sewer systems within this area shall meet design standards and guidelines approved by Alberta Safety Codes or other regulatory authority having jurisdiction.
- 3) As a condition of development approval, the development authority shall:
 - (a) Require the developer to enter into a Development Agreement with the Town of Rainbow Lake.
 - (b) Require the developer to enter into a Deferred Servicing Agreement or other registerable instruments that shall outline the developer's obligations to connect to and pay for a portion of the cost of providing municipal water and sewer servicing to the land if and when those services are available as calculated for other benefitting landowners. To ensure the continuity of this agreement until such time as services are available, the development authority shall seek registration of said agreement via caveat against the subject property.

8.2 STORMWATER

- 8.2.1 Stormwater flowing from the developed areas shall not exceed predevelopment rates and shall meet the Provinces standard and Guidelines for Municipal Waterworks, Wastewater and Storm Drainage Systems.

8.3 OTHER UTILITIES

- 8.3.1 Natural gas, electrical and communication utilities shall be provided to proposed development in keeping with municipal development standards. Outline Plans and subdivision plans must accommodate these utilities and must recognize existing right of ways necessary to be retained and of the requirements for future right of ways and or/easements.

8.4 ROADS AND INTERSECTIONS

- 8.4.1 Access roads to the Southeast Area Structure Plan area shall include Home Road and Rainbow Drive East. The balance of industrial and highway commercial uses shall be served by a series of collector roads in a pattern similar to that shown on Schedule "D" Land Use Design. To increase the attractiveness of the Southeast Area Structure Plan area, all roads shall be constructed to a high standard and proposed access points to development should be landscaped with high visual standards with requirements for both signage and landscaping.

The minimum right of ways for the road network in the Southeast Area Structure Plan area shall be as follows:

- | | |
|--------------------|------------------------------|
| a. Arterial roads | 30.4 – 60.9 m (100 – 200 ft) |
| b. Collector roads | 20.1 – 30.4 m (66 – 100 ft) |
| c. Local roads | 15.2 - 20.1 m (50 – 66 ft) |
| d. Lanes | 6 m (20 ft) |

- 8.4.2 Throughout the development of the Southeast Area Structure Plan area, the Town may require traffic impact assessments and geometric analysis studies to be completed to the satisfaction of Alberta Transportation for the intersections with Highway 58. As it is likely that the development will be phased over time, a separate study will be required to be prepared prior to each phase of subdivision approval.

8.5 ADDITIONAL REQUIREMENTS:

- 8.5.1 Notwithstanding the general guidelines above, all access to and from all developments shall be to municipal standards. Utilities shall be provided for development at the developer's expense. The precise location of future utilities shall be determined by the Town Engineer in cooperation with affected stakeholders, using this Area Structure Plan as a guide in this process.

PART 9: IMPLEMENTATION, INTERPRETATION AND AMENDMENT

9.1 IMPLEMENTATION

- 9.1.1 The goals, design principles and policies of the Southeast Area Structure Plan shall be implemented through:
- 1) Outline Plans as required by this plan;
 - 2) The Town of Rainbow Lake Land Use bylaw, including zoning/district redesignation and the application of development regulations and site provisions;
 - 3) Subdivision approvals.
- 9.1.2 The land use districts of the Southeast Area Structure Plan should be appropriately redesignated prior to final consideration of subdivision approval or the issuance of a development permit. Council will consider redesignation upon or on behalf of a landowner. Upon such submission being made, the Town of Rainbow Lake will require the submission of an Outline Plan in accordance with this plan, including an indication of proposed phasing. At the same time, or at some other time, the Town of Rainbow Lake may request the submission of a detailed tentative plan of subdivision or development plan for a land holding.
- 9.1.3 The Town of Rainbow Lake will require each phase of the development to:
- 1) Form a logical and efficient extension of municipal services and the developed area of the Town of Rainbow Lake;
 - 2) Not be prejudiced towards the future subdivision and development of any forthcoming phases and adjoining lands slated to accommodate growth;
 - 3) Make sufficient provision for road access;
 - 4) Dedicate municipal and environmental reserves as the Town considers necessary that may not necessarily be limited to the provisions contained within this plan.
- 9.1.4 All costs of development of private land and all applicable off-site development costs associated with the development identified in a development agreement with the Town of Rainbow Lake will be the responsibility of the developer. Council as necessary shall determine off-site and other development levies.

9.1.5 *Referral:* The Town of Rainbow Lake may refer any development proposal to the appropriate government agency departments and/or the Mackenzie Municipal Services Agency for information, comments and advice.

9.1.6 Development Agreements must:

- 1) Be signed prior to the commencement of development;
- 2) Outline the developers responsibility for the provision of utilities and services;
- 3) Contain other matters deemed necessary by Council.

9.1.7 Fire protection: The Town of Rainbow Lake will undertake a periodic review of its fire protection measures, such as water supply and fire fighting equipment, during the implementation of this plan, in order to ensure adequate fire protection capacity for the Southeast Area Structure Plan area is at an appropriate standard and suitable to support the aforementioned expansion.

9.2 INTERPRETATION

9.2.1 This plan is a supplement to the Town of Rainbow Lake General Municipal Plan. It shall be interpreted with flexibility and have regard to its purpose and concepts, as well as the objectives and policies of the General Municipal Plan. Council's interpretation shall be final.

9.2.2 The Outline Plan shall generally follow the Land Use Design concept of Schedule "D", but the final boundaries between land uses, location of stormwater detention facilities, reserve and road alignments will be subject to Outline Plans approved by Council.

9.3 AMENDMENTS

9.3.1 This Plan may be amended in accordance with the procedures established in the Municipal Government Act.

9.3.2 When legal entities, other than the Town of Rainbow Lake, initiates an amendment prior to the commencement of the bylaw amendment process, the Town of Rainbow Lake, may require the initiators of the amendment to provide a report and other background information, as determined by Council, to support the proposed amendments.

9.3.3 Bylaw #2004-08 adopted by Council as the Southeast Area Structure Plan will be repealed with the passing of this updated Southeast Area Structure Plan as Bylaw #2010-02, pursuant to the procedures established in the Municipal Government Act.

SCHEDULES

Schedule "A" – Context Map

Schedule "B" – Existing Land Use Bylaw Districts (No. 99-05 As amended)

Schedule "C" – Existing Land Use Conditions

Schedule "D" – Land Use Design

Schedule "E" – Phasing

Schedule "F" – Partial Addressing & Revised Lot Configurations South of Home Road

Schedule "G" – Servicing




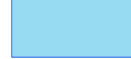
Schedule "H" – Development Standards

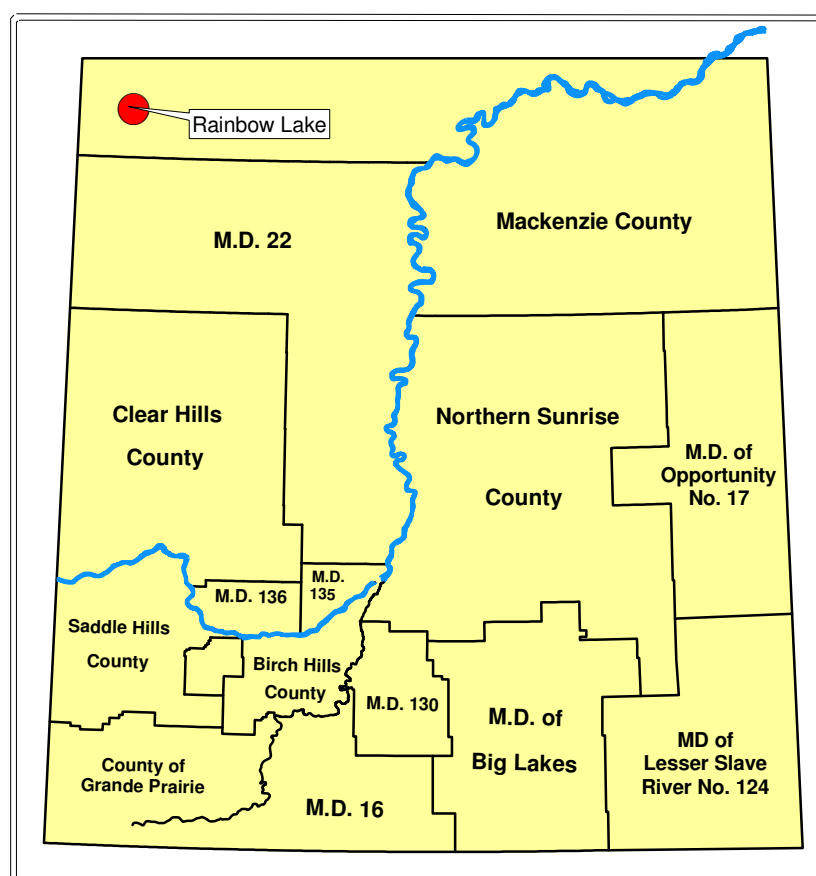
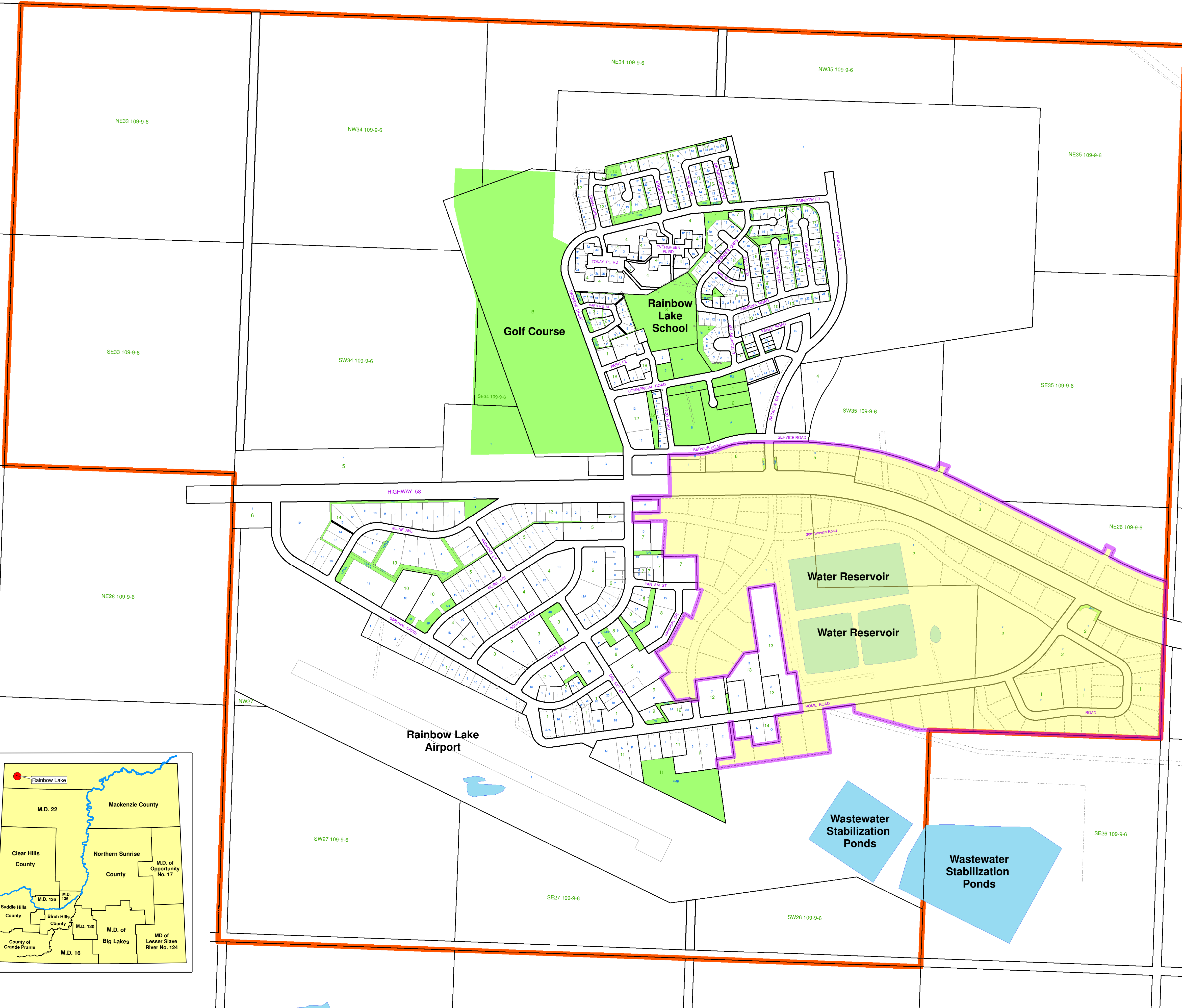
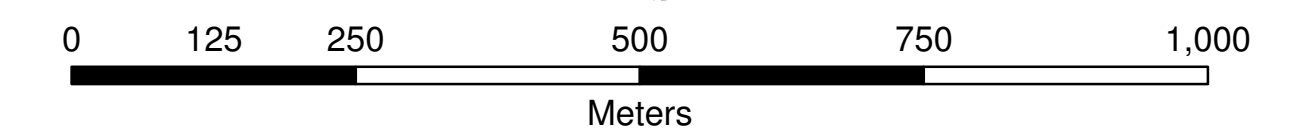
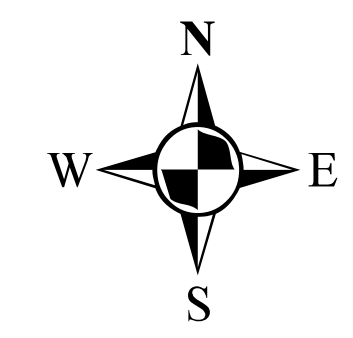
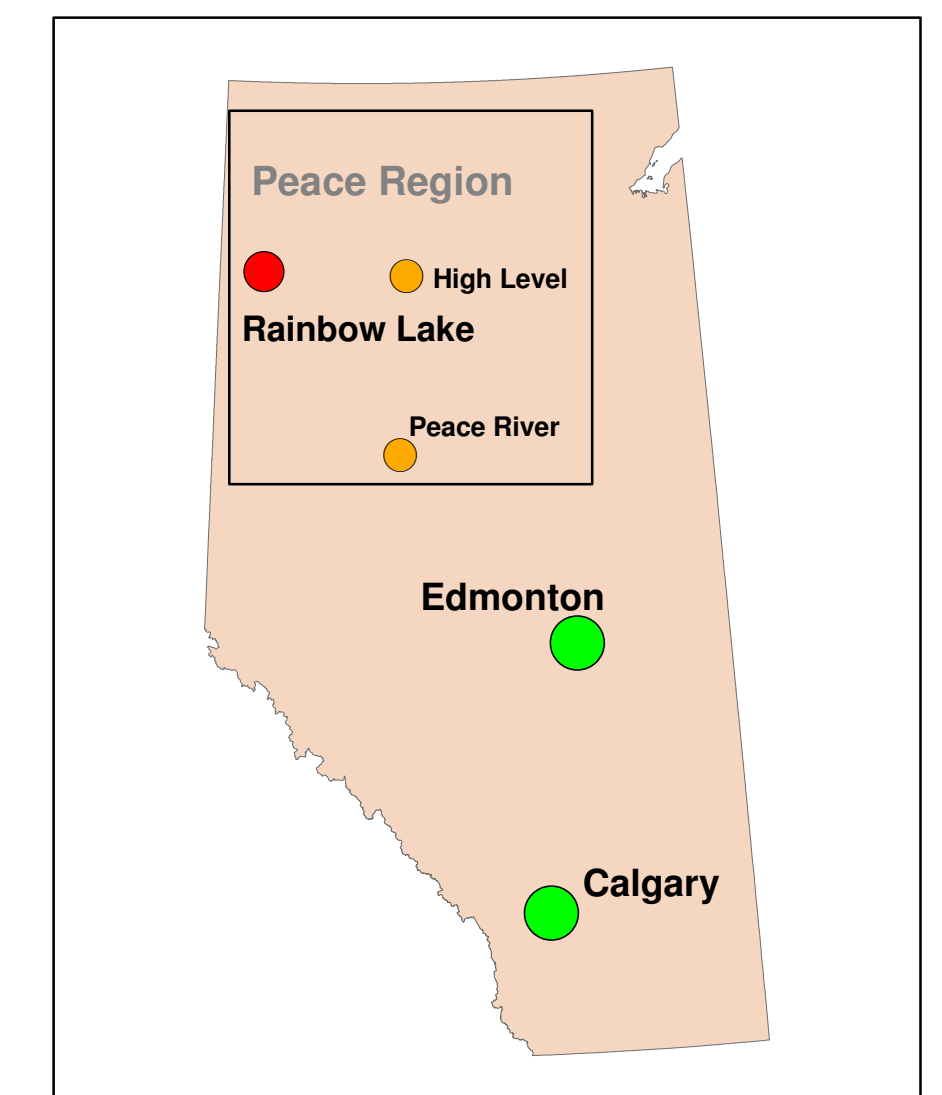
Schedule "I" – Development Standards

Schedule "J" – Land Use Bylaw 2007-06 Schedule

Town of Rainbow Lake SE Area Structure Plan (Bylaw 2010-02)

Schedule A Proposed Amendments Context Map

-  SEASP Boundary
-  Town Boundary
-  Park, Reserve and Community Facilities
-  Hydrographic Features



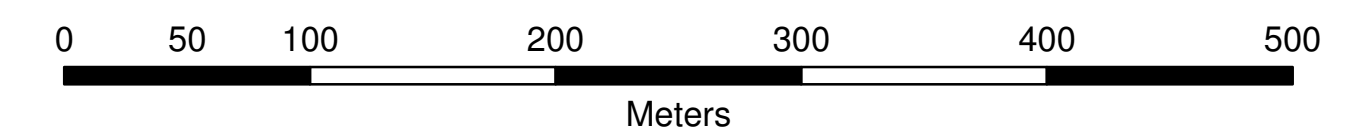
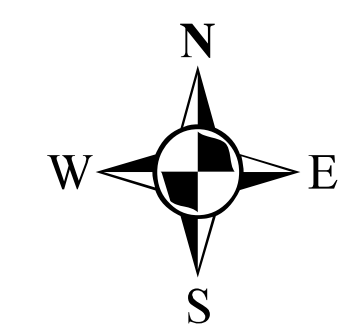


Town of Rainbow Lake SE Area Structure Plan (Bylaw 2010-02)

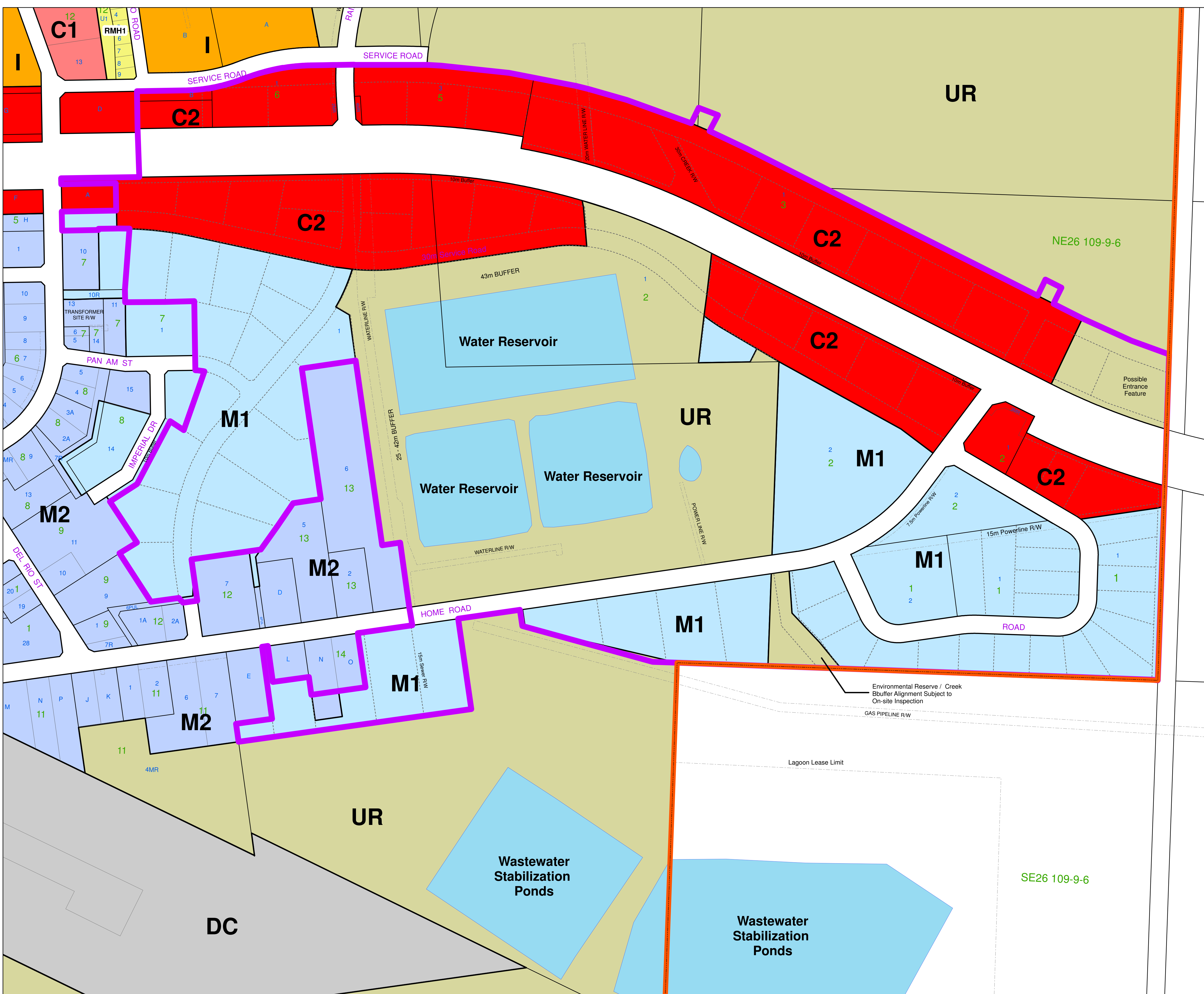
Schedule B Proposed Amendments

Existing Land Use Bylaw Districts (No. 99 - 05)

- Commercial (C1)
- Commercial - Highway (C2)
- Direct Control (DC)
- Institutional (I)
- Industrial (M1)
- Industrial (M2)
- Residential (R1)
- Mobile Home - Subdivision (RMH1)
- Mobile Home District (RMH2)
- Urban Reserve (UR)
- Hydrographic Features
- SEASP Boundary
- Town Boundary






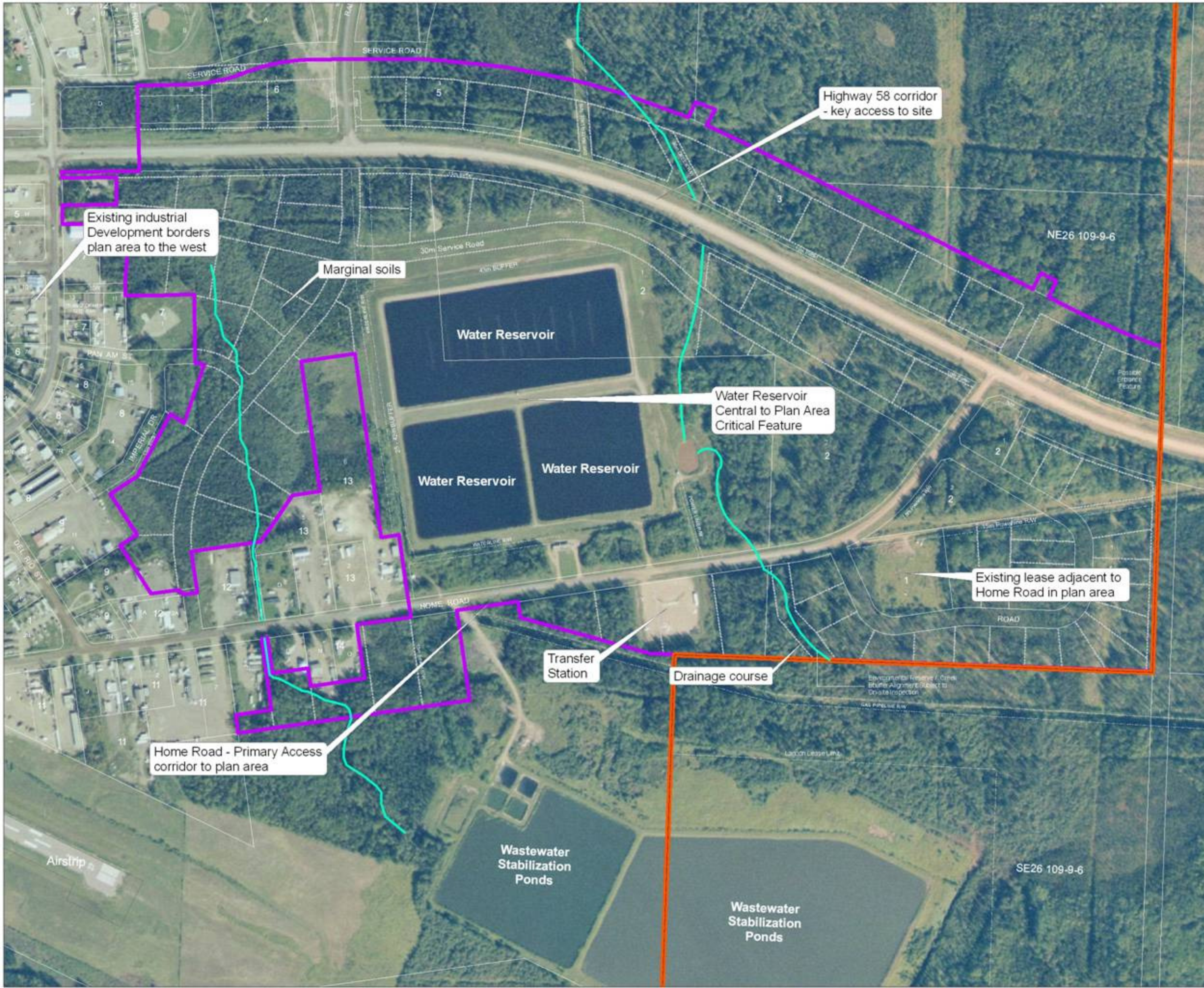
December 2009



Town of Rainbow Lake SE Area Structure Plan (Bylaw 2010-02)

Schedule C Proposed Amendments Existing Land Use Condition

-  Stream and Drainage Ditch
-  SEASP Boundary
-  Town Boundary

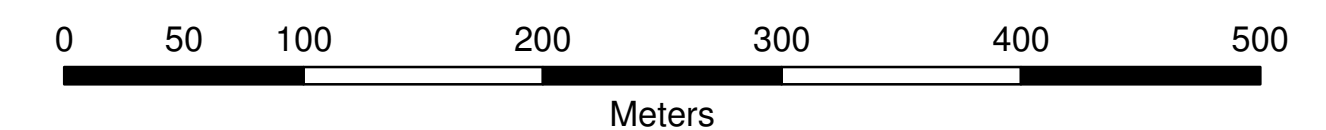
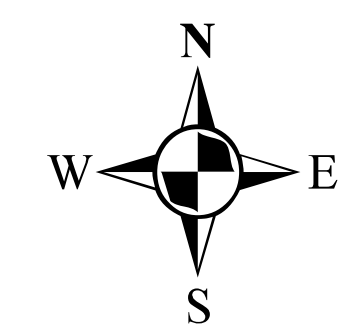




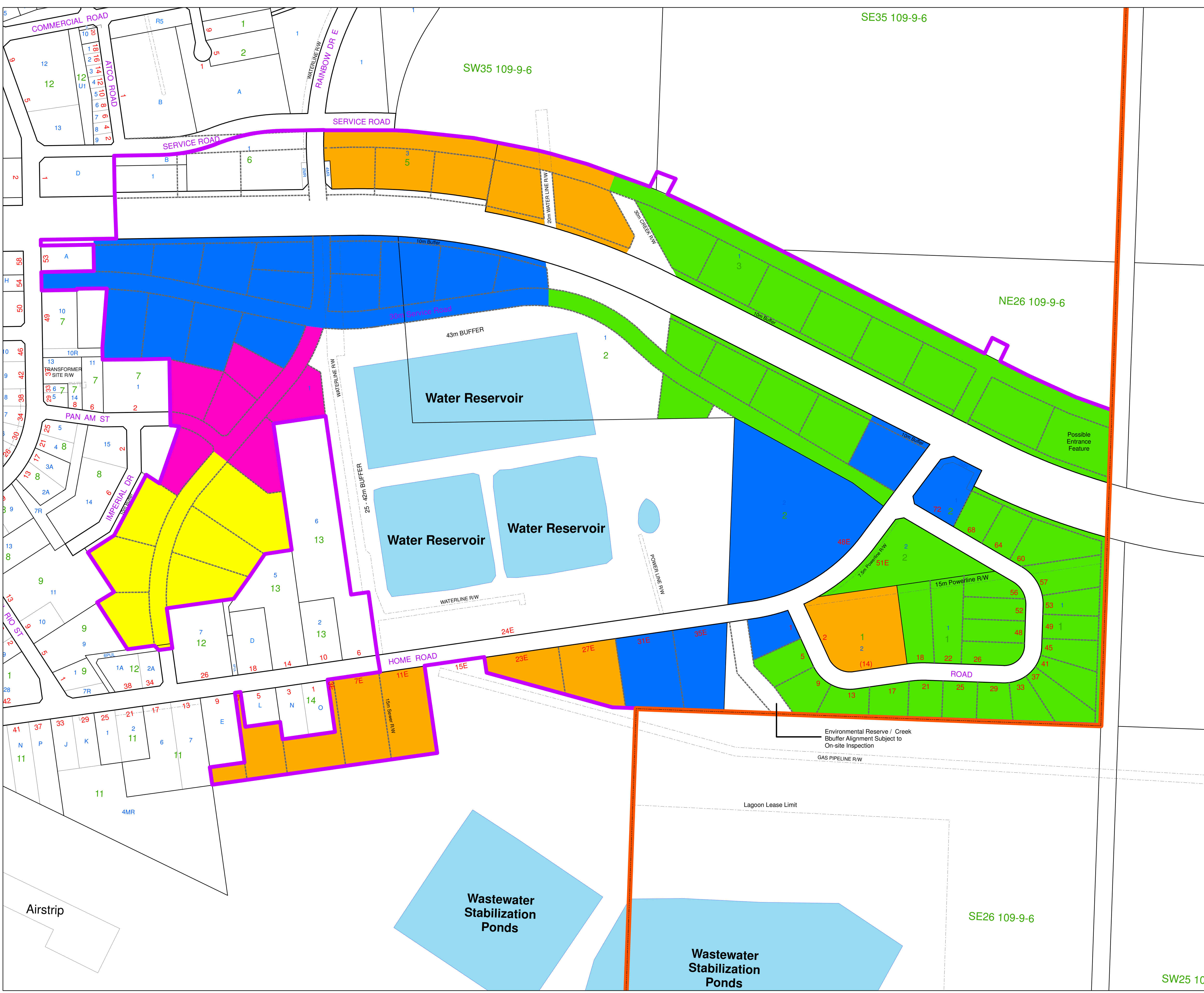
Town of Rainbow Lake SE Area Structure Plan (Bylaw 2010-02)

Schedule E Proposed Amendments Phasing

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Hydrographic Features
- SEASP Boundary
- Town Boundary



December 2009





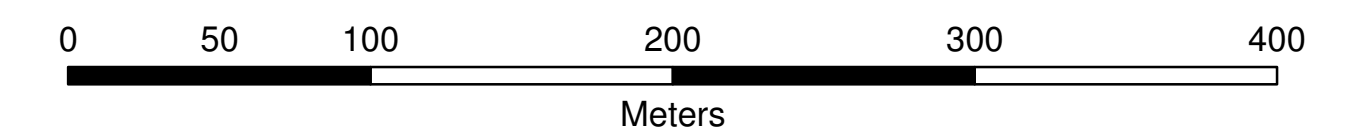
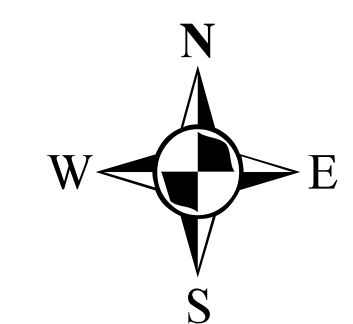


Town of Rainbow Lake SE Area Structure Plan (Bylaw 2010-02)

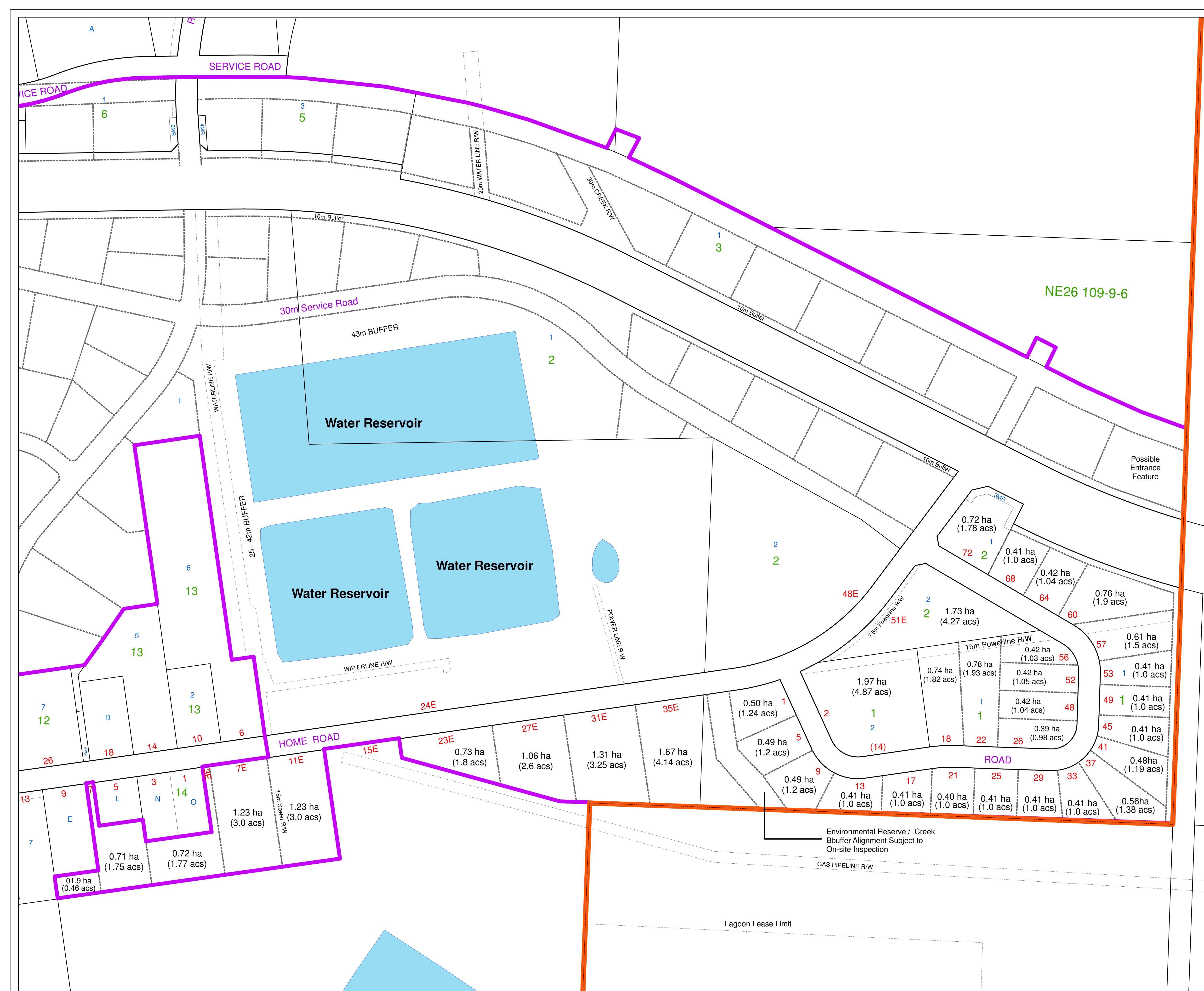
Schedule F Proposed Amendments

Partial Addressing and Revised Lot Configurations South of Home Road

-  SEASP Boundary
-  Town Boundary



December 2009

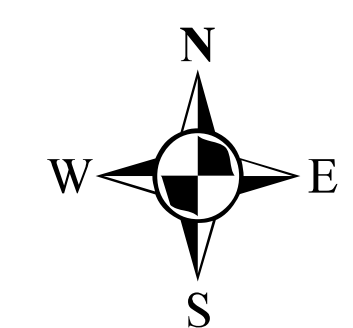




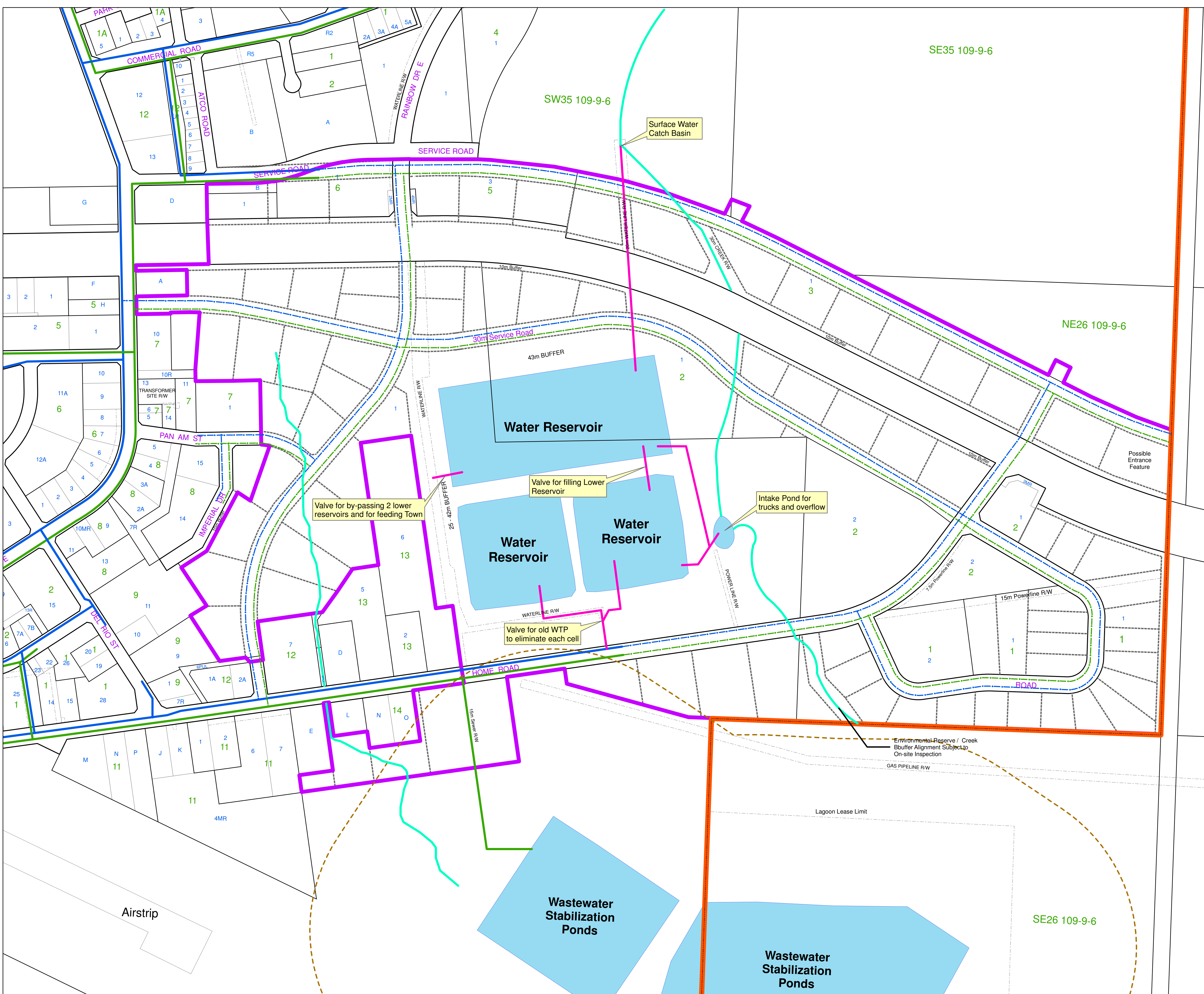
Town of Rainbow Lake SE Area Structure Plan (Bylaw 2010-02)

Schedule G Proposed Amendments Servicing

- 300m Buffer from Stabilization Ponds
- Existing Sewer Main Lines
- Existing Water Main Lines
- Proposed Sewer Main Lines
- Proposed Water Main Lines
- Stream and Drainage Ditch
- Reservoir Lines
- SEASP Boundary
- Town Boundary
- Hydrographic Features



December 2009



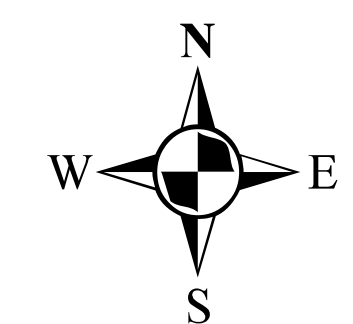
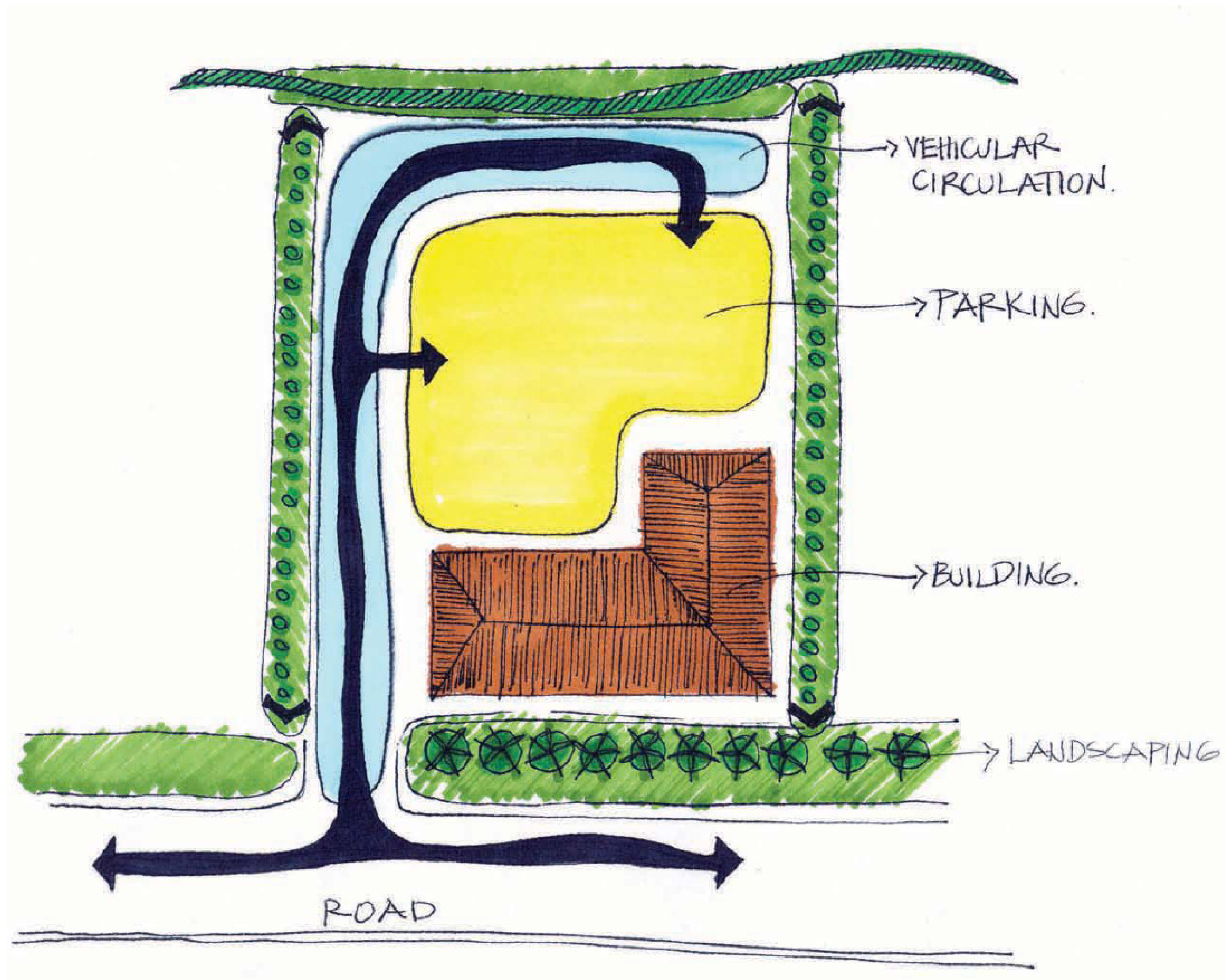
SITE DESIGN AND ORGANIZATION – CONCEPTUAL FRAMEWORK FOR INDUSTRIAL DEVELOPMENT



Town of Rainbow Lake SE Area Structure Plan (Bylaw 2010-02)

Schedule H Proposed Amendments Development Standards

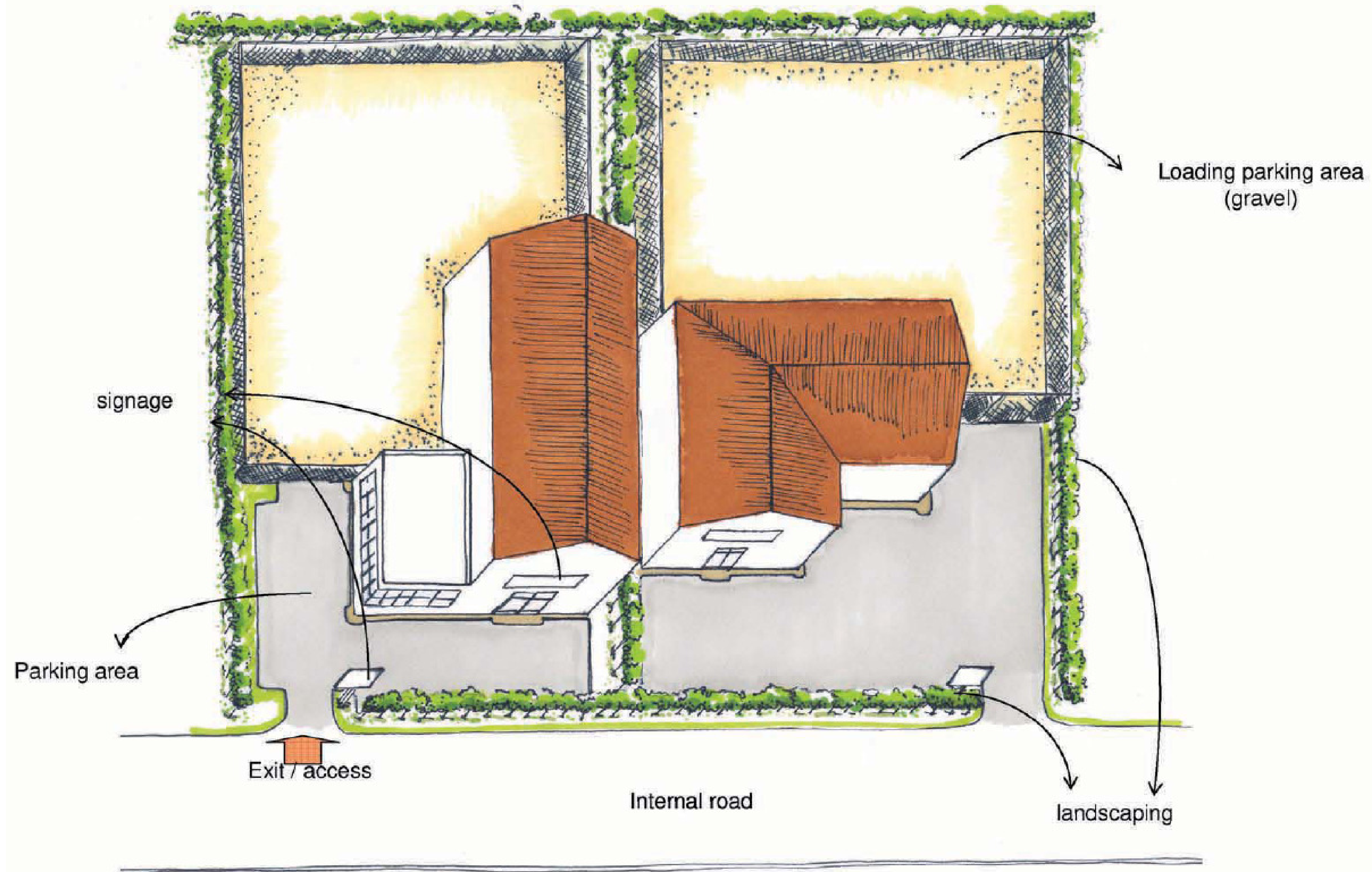
This schedule represents a conceptual and generalized guideline serving as the basis for the development of the Southeast Area Structure Plan. This may be used in conjunction with the Town Land Use Bylaw in the evaluation and interpretation of all development proposals within the Plan area.



A basic premise in achieving orderly development is the siting of development components on the proposed development site. This diagram represents a conceptual framework that may be used as a foundation in evaluating industrial development proposals. The intent of this framework is to guide site organization as one component in guiding development proposals that contribute to the aesthetic quality, image and identity of the Southeast Area Structure Plan.



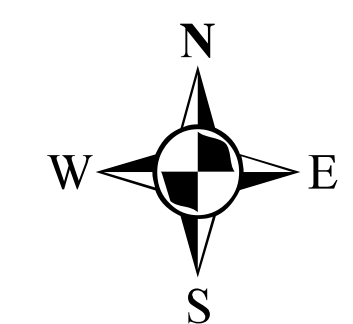
SITE DESIGN AND ORGANIZATION – INDUSTRIAL EXAMPLE (AXIOMETRIC VIEW)



Town of Rainbow Lake SE Area Structure Plan (Bylaw 2010-02)

Schedule I Proposed Amendments Development Standards

This schedule represents a conceptual and generalized guideline serving as the basis for the development of the Southeast Area Structure Plan. This may be used in conjunction with the Town Land Use Bylaw in the evaluation and interpretation of all development proposals within the Plan area.

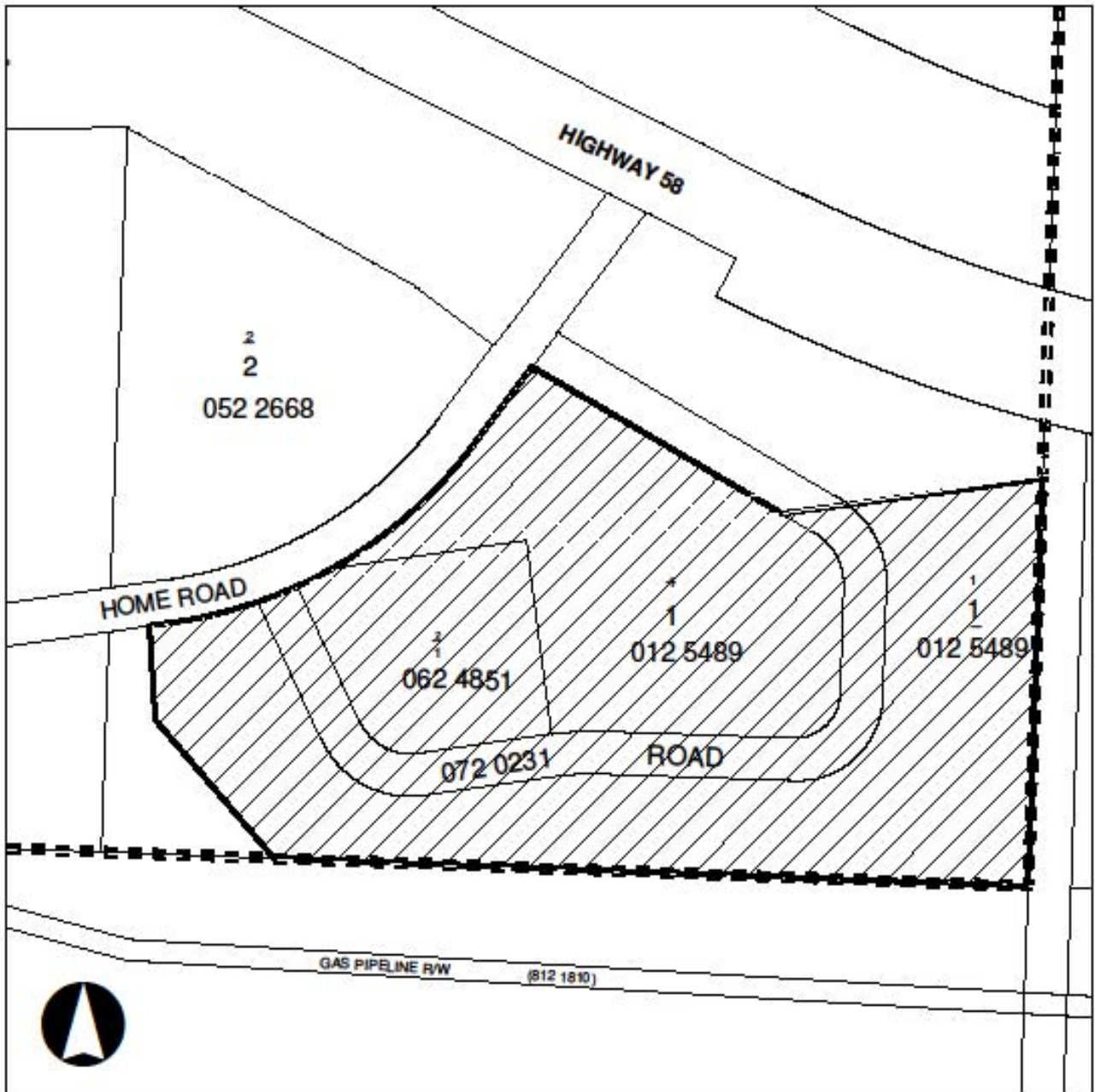


The Town may actively pursue improved development standards through site organization. The following concept drawing represents a bird eye view of a potential site organization for industrial development. A key element that shall be required will be the allocation of storage activities to the portion of the lot from the rear lot line to the rear of the principal building as storage. Appropriate fencing and screening, architectural variation of the principal building, appropriately scaled signage, separation of parking and landscape areas and the provision of curbs to separate landscape and parking areas are encouraged.



December 2009

Schedule "J" – Land Use Bylaw 2007-06 Schedule



APPENDIX

Appendix "A" – Typical Cross Section for Grading and Gravel Surface Road

Town of Rainbow Lake SE Area Structure Plan (Bylaw 2010-02)

Appendix A Proposed Amendments Typical Cross Section for Grading and Gravel Surface Road

