

Area Structure Plan
Hamlet of La Crete

Bylaw No. XXXX



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1 Purpose and Scope

This Area Structure Plan (Plan) has been prepared for the Hamlet of La Crete at the request of Mackenzie County (County), a Specialized Municipality with both urban and rural areas within its jurisdiction.

1.1 Introduction

La Crete is a fast growing community. Growth scenarios indicate that within 20-years its population could more than double. This population growth rate coincides with an expectation that industrial and commercial growth will continue. The purpose of the Plan is to provide a framework for future subdivision, servicing, and development of the Hamlet that builds on the existing community strengths to create an urban environment where residents are happy to live, work and play.

The Plan is primarily based on policy direction from the County Municipal Development Plan Bylaw 735-09. It sets out a vision and specifies actions and policies needed to achieve that vision based on the requirements of the *Municipal Government Act* (MGA). The MGA requires an Area Structure Plan to identify:

- Sequence of development for the Plan area;
- Land uses proposed for the area, either generally or with respect to specific parts of the area;
- Density of population proposed for the area either generally or with respect to specific parts of the area;
- General location of major transportation routes and public utilities; and,
- Other matters Council considers necessary.

Area Structure Plans are long-term “living documents.” As the land use, socio-demographic and economic context changes it is not uncommon for plans to receive review and amendments. Despite such changes, the vision of this Plan should remain consistent. However, it is anticipated that more detailed components may be amended in accordance with Hamlet and County needs.

The policies and actions identified in this Plan are meant to influence the Mackenzie County Land Use Bylaw, development standards, neighbourhood area plans, subdivision design, and development approvals to ensure that the long term vision for growth determined through this planning process is achieved.

1.2 Background Report

Along with the Plan, a background report was prepared. This report contains most of the analysis undertaken to identify the vision, goals and policies for the Plan. This includes a review of the planning context; an update of demographic considerations; review of existing land uses, natural features, facilities and infrastructure; and identification of opportunities associated with the same.

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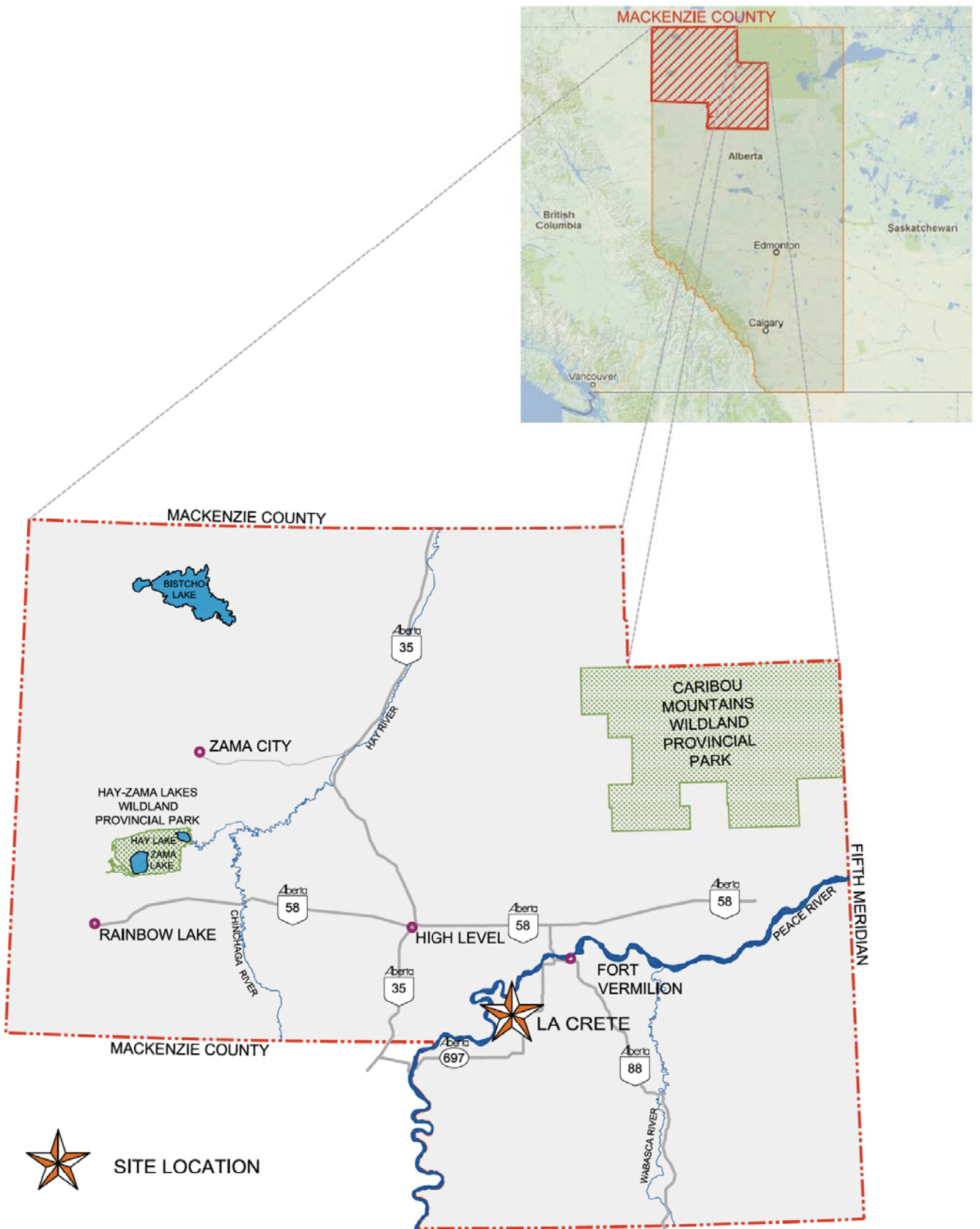


FIGURE 1
LOCATION PLAN
LA CRETE AREA STRUCTURE PLAN
NOT TO SCALE
MARCH 2013

1.3 Mackenzie County Municipal Development Plan (2009)

The Municipal Development Plan (MDP) defines the vision, principles, objectives, and policies of the County as well as objectives and policies for Hamlets. By doing so, a foundation for the preparation of more detailed land use plans within existing Hamlets is established.

1.3.1 Objectives for Hamlet Growth

Expanding the role of Hamlets as service centres for surrounding rural areas is a common theme throughout the MDP and is a sound objective to achieving the overall vision for the County and a long term growth strategy for La Crete.

Key objectives expressed in the MDP that provide a foundation for growth in La Crete include:

- Plan for a positive growth rate;
- Promote orderly and economic growth;
- Provide a variety of housing types;
- Plan for future subdivision and development of residential areas;
- Facilitate growth of commercial and industrial areas;
- Provide institutional, recreational, and cultural opportunities;
- Optimize the use of existing services and infrastructure; and,
- Strengthen the long term viability of La Crete.

1.3.2 Policies for Hamlet of La Crete

Key policies in the MDP that outline a long term growth strategy for La Crete include:

- Review and update the existing Hamlet of La Crete Area Structure Plan;
- Establishment of designated growth areas;
- Support contiguous development;
- Require Neighbourhood Structure Plans or Outline Plans for multi-lot subdivision applications;
- Promote the growth of a compact central business district;
- Encourage industrial uses to be located within industrial parks and buffered from incompatible uses;
- Encourage the grouping of major community facilities to create a focal point for the community;
- Support initiatives that promote La Crete's culture and heritage;
- Identify multi-family sites that accommodate a range of densities; and,
- Ensure sufficient supply of zoned and serviced commercial and industrial lands in close proximity to the aerodrome.

1.4 Community Consultation

Community consultation formed the cornerstone for this Plan. Early stakeholder consultation in La Crete helped focus the direction of this plan, while a public open house ensured wider input into the Plan's vision, policies and concepts. Results of this consultation can be found in the background report for this plan.

Key points recorded during consultation were:

1.4.1 Early Stakeholder Consultation

- Vibrancy and growth are opportunities.
- Pedestrian friendliness is an area for improvement.
- Business areas could be improved by paving parking lots and improving neatness.
- As community grows, there should be a separation of uses, particularly heavier industrial uses and residential.
- Land for increasing retail supply would be beneficial.
- Quality of development should be regulated (e.g. architectural controls).
- The lake area should be kept natural.
- Leap frog development is occurring and is not good from a service cost perspective.
- Encourage development instead of land banking.

1.4.2 Public Open Houses

THIS SECTION WILL BE UPDATED WHEN OPEN HOUSE IS COMPLETE

2 Creating a Vision

The County has prepared this Plan to clarify, communicate and deliver its vision for the future development and redevelopment of La Crete.

In 20-years La Crete is envisioned to be a vibrant community serving as a cultural and commercial centre for the surrounding agricultural community while providing opportunities for all ages to live, work, and play with a diversity of housing, recreation and employment opportunities in a rural setting.

In order to implement the vision, the Plan seeks to achieve specific objectives which are identified below. These objectives recognize and build on the La Crete policies of the MDP.

- Guide interim and long-term growth in a deliberate manner that coordinates with infrastructure provision and facilitates a complementary land use mix.
- Promote development of a town centre as a walkable and mixed use precinct that can help strengthen community identity.
- Expand residential development primarily to the west and south, integrating with existing recreational opportunities and providing key connections to commercial areas of town.
- Recognize the changing needs of the community by allowing a range of housing choices, including multi-family.
- Expand business land supply in order to support economic development and encourage well designed developments in high profile areas such as 100 Street and the town centre.
- Protect natural areas that contribute to the rural character of La Crete.
- Expand community facilities and services to meet increasing demands, including space for two new schools, the trail network and the Lake Tourangeau recreational area.

As part of delivering these objectives, the Plan must be consistent with existing municipal, provincial, and federal policies, regulations and plans for the area. To illustrate the intent of the Land Use Concept, plans for municipal services, roadways and staging have been prepared.

2.1 Land Use Concept

The Land Use Concept integrates the natural and man-made considerations of the Plan area with the needs of the community while meeting all relevant policy guides and regulatory requirements.

The land use areas displayed in the Land Use Concept are conceptual. They are intended to provide a broad road map for future development. Further planning through Conceptual Schemes or Neighbourhood Area Structure Plans and Outline Plans may revise the designation and area of land uses. Substantial deviations from this concept will require amendments to the Plan; however, if the intent of the concept is preserved amendments may not be necessary.

The Land Use Concept recognizes the established development pattern within the existing hamlet, and integrates compatible and complementary land uses to create a complete community while maintaining a distinct rural hamlet character.

Where the land use area identified in the Land Use Concept does not follow a property, road or significant natural feature, or where there is uncertainty regarding the location of the boundary, the specific boundary location may be determined at the time of subdivision or development, through legal survey and/or supporting technical documents.

2.2 Land Use Distribution

The tables below display the land use statistics for the 2033 Land Use Concept. Net developable area includes only undeveloped areas identified in the Plan for development, while the gross developable area includes the entire hamlet area.

Table 1 Land Use Statistics

	Area (ha)	% of NDA
Gross Developable Area	1724	
Existing Developed Areas	564	
Net Developable Area (NDA)		100%
Future Residential	357.57	31%
Residential	141.08	12%
Industrial	88.14	8%
Commercial	167.23	14%
Open Space (assumed 10% NDA)	116	10%
Stormwater Management Facilities (assumed 5% NDA)	58	5%
Roads and Access (assumed 20% NDA)	232	20%

Table 2 Unit and Population Estimates

	Net Area (ha)	Units/Net ha	Units	People/Unit	Population
Existing Hamlet Residential	239.33	3.52	844	2.85	2408
New Hamlet Residential	141.08	10.1	1425	2.85	4061
Total	743.419		2,269	-	6,469

Note: these statistics are intended for discussion purposes and are subject to change.

3 Achieving the Vision

This section sets out policies to guide development in a manner that can achieve the 20-year vision for La Crete, as well as fulfill the requirements of the MGA.

3.1 General Development Policies

The following policies reflect the intent of the vision across the hamlet and also speak to development processes that can help ensure that the vision is implemented.

- All Areas 1. Mackenzie County may require the following when a land use or development is proposed for lands adjacent to a pipeline right-of-way:*
- 1. Provisions to clearly identify the edge of the pipeline right-of-way;*
 - 2. Restrictions on the development of that portion of the property closest to the pipeline right-of-way; and*
 - 3. An emergency response plan relating to the pipeline right-of-way.*
- All Areas 2. Development should strive to maintain the natural drainage pattern of the land to reduce impacts from development.*
- All Areas 3. New multi-lot development should be in accordance with a Conceptual Scheme (or Outline Plan or Neighbourhood Area Structure Plan).*
- All Areas 4. Developers should be encouraged to retain existing trees during design and development in order to maintain the rural character of La Crete.*
- All Areas 5. The planning area is considered to have high potential to contain archaeological, paleontological and/or historic period resources. A Historic Resource Impact Assessment may be required prior to development. All development proposals should be referred to the Historic Resources Management Branch for review and will require an application for Historical Resources Act clearance.*
- All Areas 6. Conceptual Schemes, Neighbourhood Structure Plans or Outline Plans should be generally consistent with the Land Use Concept; however:*
- 1. They may deviate from the Land Use Concept provided the objectives of this Plan are maintained.*
 - 2. They may deviate from the Land Use Concept when a new site specific constraint is identified that requires a change.*
 - 3. Amendments to this Plan may be required.*
- All Areas 7. Developers may be required to prepare an emergency plan as part of a subdivision, Conceptual Scheme or similar plan. The emergency plan would address recommendations in the Fire Smart: Protecting Your Community from Wildfire manual published by Partners in Protection.*

3.2 Residential Policies

This section outlines policies for all residential areas, and those for specific residential areas.

3.2.1 Policies Applying to All Residential Areas

The following policies reflect the general intent of the vision and apply in all residential areas.

- All Residential A.* *Home based businesses are encouraged, provided they do not alter the residential character of a property.*
- All Residential B.* *Connectivity between neighbourhoods should be encouraged through the provision of streets that are designed to support safe pedestrian, cycle and vehicle movements.*
- All Residential C.* *Residential intensification is encouraged through subdivision of lots in existing developed areas and through development of multi-family dwellings.*
- All Residential D.* *Multi-family developments should reflect the following provisions:*
- 1. Multi-family residential development is primarily encouraged within a ten minute walk of the Town Centre Area.*
 - 2. Infill should be contextual and enhance the streetscape through landscaping and built form and mass which reflects that of nearby structures and properties.*
 - 3. Multi-family developments should offer a suitable transition from adjacent single-detached residential dwellings, such as landscaping or architectural treatments.*
 - 4. Multi-family development should be designed to encourage a pedestrian friendly streetscape.*
 - 5. Crime Prevention through Environmental Design should be considered when buildings and sites are designed.*

3.2.2 Hamlet Residential Area

The majority of the residential lands are located in the west and south of the current built area. There are also residential areas identified for lands east of 100 Street. The predominant dwelling type is anticipated to be low density residential (i.e. single detached dwellings, manufactured homes). Variety in residential building types is encouraged within a short walk to the Town Centre Area, which is permissive of higher density residential typologies.

3.2.2.1. Proposed Policies

- Hamlet Residential A. Single-family detached dwellings will be the primary development in this area, however duplex and row houses are suitable in appropriate locations.*
- Hamlet Residential B. Mobile homes should be constructed in areas separate from “stick-built” single family detached homes in future development.*
- Hamlet Residential C. Single-family detached homes in future development areas should be placed on a lot t in a manner that reflects typical setbacks of nearby residential developments in the community.*
- Hamlet Residential D. Infill housing should be designed to ensure the front yard setback is consistent with those buildings on adjacent properties.*

3.2.3 Country Residential Area

There are two pockets of Country Residential development in the hamlet, characterised by large lots, open spaces with landscaping including trees and low profile buildings. The MDP does not identify the north-western Country Residential pocket for expansion. The eastern pocket of Country Residential is identified in the MDP to expand over the balance of the two quarter sections it currently occupies. No other Country Residential development is identified within the Hamlet Boundaries, though the MDP does identify Country Residential for areas west, south and northeast of the Hamlet.

3.2.3.1. Proposed Policies

- Country Residential A. New country residential development should be consistent with existing country residential development in terms of servicing, lot areas, and landscaping.*
- Country Residential B. Wherever possible when there are existing trees on a property they should be preserved.*
- Country Residential C. No new country residential areas should be created other than those identified in the Land Use Concept.*

3.3 Commercial Development Policies

Commercial uses are concentrated along 100 Street, the town centre area, and east along 94 Avenue and Township Road 1062. There are three types of commercial lands identified: hamlet town centre, highway commercial and general commercial.

3.3.1 Town Centre Area

The Plan recognizes an opportunity to establish a centrally located multi-use destination that could over time evolve to become the commercial and cultural ‘heart’ of La Crete. Within a short walk of the Town Centre Area are parks, existing and future school sites and neighbourhood commercial uses, and existing residential. Support for residential intensification in this area and within a 10-minute walk west of 100 Street can encourage the growth of a walk-up market, important to ensure a vibrant town centre emerges with viable commercial uses.

Town Centre A. Development within the Town Centre Area should incorporate design elements that encourage high quality public realm, recreation, and pedestrian connectivity.

Town Centre B. Commercial uses and multi-family developments are appropriate in this area provided they are designed to support a main street character, including the following elements:

- a. Buildings should maintain a consistent setback along a public street.*
- b. The space between a building and the street should be landscaped to encourage a high level of public amenity and a visually pleasing streetscape.*
- c. In order to promote a consistent street wall (defined by individual building massing), the location of parking should not be between the front façade of a building and the street.*
- d. Vehicle crossings of sidewalks should be minimized through the use of rear lanes for parking lot access, and where this is not possible shared accesses and common parking areas used by adjacent properties.*
- e. Minimum off-street parking requirements should be substantially relaxed in the Town Centre for new development to encourage a pedestrian friendly town centre environment. In some cases parking requirements may be waived entirely.*
- f. Changes in use for already established buildings may be deemed to meet parking requirements as set out in the Land Use Bylaw.*
- g. New building and site design should emphasize creating a pedestrian friendly environment, including windows and doors in street-facing ground floor walls and the articulation of building mass to create visual interest and reduce the bulk of larger structures.*

- h. New development located next to a residential district should address a transition between residential and commercial uses through landscaping and architectural treatments*
- i. Building mass and arrangement should enable solar access to sidewalks and public areas during winter months.*

- Town Centre C. Residential intensification is supported in this area, though if new development faces onto 100 Avenue the ground floor level should include commercial uses.*
- Town Centre D. Recreational, cultural and institutional uses are encouraged to locate in the town centre to help develop a critical mass of uses that can support a vibrant commercial centre.*
- Town Centre E. Public open spaces such as a market garden or small parks are encouraged. Sunlight access year round and low impact design features should be considered during site selection and design.*
- Town Centre F. The streetscape in the town centre should incorporate elements such as wide sidewalks, benches, bike racks, pedestrian scale lighting, planters and street trees to enhance the pedestrian experience.*
- Town Centre G. At the discretion of the County, parking areas should be paved, incorporating low impact design features.*

3.3.2 Highway Commercial Area

Highways create attractive locations for commercial businesses due to relatively higher levels of visibility and access. The commercial uses are anticipated to be in the form of large scale commercial developments (i.e. box stores, power centre, etc) that serve a regional market catchment. It is suggested that an enclosed mall should not be permitted in La Crete until such a time as the town centre is well established as this would likely preclude the growth of the town centre.

When development applications are made for specific sites in the highway commercial area, they should be required to demonstrate the relation between the next nearest buildings. Traffic and pedestrian circulation routes on site need to be specified and rationalized amongst adjacent properties.

- Highway Commercial A. Sites should be designed in a comprehensive manner that integrates with existing and future development opportunities on surrounding sites, including consideration of building design, mass, transportation and site operation. This may require cooperation amongst adjacent property owners through a Concept Scheme, Neighbourhood Structure Plan or Outline Plan process to create attractive and functional commercial areas. Joint access, drainage and parking easement agreements may be required to facilitate cooperative use and development.*



- Highway Commercial B. Development should provide pedestrian and bicycle amenities, including walkways from the main street frontage to main entrances of commercial buildings and conveniently located bicycle storage.*
- Highway Commercial C. New developments are encouraged to enter into shared parking agreements to meet minimum parking standards. Parking should mainly be provided to the side and rear of new developments.*
- Highway Commercial D. New developments should be subject to landscaping and appearance requirements to ensure that these areas are aesthetically pleasing.*
- Highway Commercial E. Development of properties adjacent to residential areas should address potential land use conflicts through building orientation, landscaped buffers, lighting design, architectural treatments and operational requirements.*
- Highway Commercial F. A property developed with multiple commercial buildings should be designed as a comprehensive development, considering the relation between the appearance and operational characteristics of the different buildings and their individual uses.*
- Highway Commercial G. Low impact design features should be incorporated into development.*

3.3.3 General Commercial

General Commercial uses have a larger commercial footprint than those identified for the Town Centre Area and do not need direct exposure to a high traffic route for their business, although good access to the road network is desirable. These uses could include retail with accessory warehouses or shops, large office buildings, motels and hotels, automotive equipment and vehicle services, bus depot, equipment rentals facility, exhibition grounds, home improvement centre, lumber yard, manufactured homes sales and service, recreational vehicle storage, recycling facility, and similar uses.

- General Commercial A. Development of properties adjacent residential areas should address potential conflicts through building orientation, lighting design, architectural treatments and operational plans. Additionally, landscaped buffer areas may be required at the interface.*
- General Commercial B. New developments should be subject to landscaping and appearance requirements to ensure that the view of these areas is aesthetically pleasing.*
- General Commercial C. Development should provide pedestrian and bicycle amenities, including walkways from the main street frontage to main entrances of commercial buildings, and conveniently located bicycle storage.*
- General Commercial D. New developments are encouraged to enter into shared parking agreements to meet minimum parking standards.*
- General Commercial E. Low impact design features should be incorporated into developments.*

3.4 Industrial Development Policies

There are two industrial areas addressed by this section: Industrial and Light Industrial.

The light industrial area is used as a buffer between the heavy industrial area and nearby land uses which are potentially sensitive to nuisance (e.g. noise, dust, odours, gases, particulate substances, toxic substances). It is not expected that heavy industrial uses involved with manufacturing or resource processing will be developed within the Light Industrial Area.

The Industrial area is expected to accommodate manufacturing, processing, assembly, distribution, service and repair uses. Typical uses in this area will carry out a portion of their operations in an outdoor area and are not compatible with residential uses.

Industrial A. Industrial uses should not be permitted to locate in the light industrial area as this area serves as an intermediate area between nearby residential uses.

Industrial B. Light industrial uses should be compatible with nearby residential land uses.

Industrial C. All industrial sites should be developed in a manner that minimizes the potential impacts on adjacent or nearby properties. Methods to ensure industrial developments do not negatively impact adjacent properties and roadways may include the construction of landscaped berms, architectural treatments, landscaping and fencing, distance separation, the retention or planting of native vegetation, and the on site treatment of stormwater.

Industrial D. All industrial development may require visual and noise buffering depending on the nature of the use.

3.5 Open Space Development Policies

Open space, both formally landscaped and natural, is an essential component of the physical structure of the Land Use Concept.

3.5.1 Open Spaces

Along with protecting sensitive areas, Natural Areas form part of the Land Use Concept's open space system. It is anticipated that the following lands may ultimately be dedicated:

- Lands around Lake Tourangeau and areas of residual forest that coincide with parks identified in the Land Use Concept or MDP.
- Areas identified as environmental reserves for stormwater management facilities during subdivision processes.

Natural Areas are intended to be left in their natural state including topography and vegetation. Low impact recreational uses (i.e. trails and benches) are appropriate within the Natural Areas. Additionally, complementing community infrastructure (i.e. stormwater management facilities, small parks integrated with existing landscaping) may also be appropriate.

At the time of subdivision the Natural Area lands should be dedicated as Environmental Reserve.

3.5.2 Parks

Parks are strategically located within the plan area to maximize their benefits to residents. Generally, a park will be accessible to all residents of the neighbourhood within a short walk from each dwelling. Parks should be landscaped and where appropriate should have recreation facilities (i.e. trails, playgrounds, fields).

School and park sites should be dedicated as Municipal Reserve at the time of subdivision.

3.5.3 Open Space and Parks Policies

Open Space A. Areas of steep slopes and potentially environmentally sensitive lands should be deemed undevelopable and be identified at time of subdivision.

Open Space B. Natural Areas in the plan area should remain in their natural state with exceptions only for developments related to or supporting recreation, such as trails, natural interpretation sites and parks.

Open Space C. Stormwater management facilities (SWMF) are intended to be multi-purpose in that they also function as open space and amenity areas. SWMFs should generally have a naturalized landscaping aesthetic with low intensity recreation opportunities built into their design. The recreation facilities may include trails, benches, and open access (no fences) to the facilities. To complement and be fully integrated into the community it is important that all SWMF integrate recreational opportunities into their design.

- Open Space D. At the time of subdivision the stormwater management facilities will be dedicated as Public Utility Lots. Those stormwater management facilities that incorporate recreational opportunities and benefit the community may receive municipal reserve credit for 20% of their area.*
- Open Space E. Developers may be required to establish caveats on the title of privately owned lands that are adjacent to or are a part of significant natural areas as a method of protecting environmental features against development, or to establish environmental reserve easements as provided for in the Municipal Government Act. These caveats and environmental reserve easements may address lands that would otherwise qualify as environmental reserve. Mackenzie County may also establish conservation easements as provided for in the Alberta Land Stewardship Act.*
- Open Space F. Mackenzie County should accept the full 10% of municipal reserve entitled to the County according to the Municipal Government Act in the form of land, cash in- lieu of land or a combination of both. Future municipal reserve dedications may be used to further the development of the proposed recreational trail system, or to develop a park site within or near the plan area with the intention of providing a recreation facility for the existing or planned residential population. Trails which form part of the circulation network should be considered part of the road dedication.*
- Open Space G. Mackenzie County may require that municipal reserve dedications in residential areas be in the form of land or cash-in-lieu. Where there are multiple land owners in an area, some land owners may be requested to provide more than their share of the 10% reserve dedication, while others may be requested to pay ‘money in lieu’ of dedicating land to compensate those land owners who provided the land so that in effect every developer makes a similar contribution of 10%.*
- Open Space H. The landscaping of public parks and open space should include species which are sustainable in local climate conditions.*
- Open Space I. Substantial natural water bodies that are potentially subject to flooding or are environmentally significant should be dedicated as Environmental Reserve.*

3.6 Institutional and Community Services Policies

Institutional land uses include developments such as schools, emergency services, municipal services, cemeteries, places of worship, and community health services. These land uses can provide valuable cultural, social and health services to the community and surrounding areas

3.6.1 Community Facilities and Emergency Service Policies

- Facilities A. The County should encourage the development of institutional land uses that provide cultural, social or health services to residents. This includes a library and associated open space in the Town Centre Area and a new recreational centre (as demand requires) located in a General Commercial Area.*
- Facilities B. The County should consult with and work with the Fort Vermilion School District to facilitate the acquisition of the lands identified for two schools sites.*
- Facilities C. The County may permit the development of institutional land uses in areas identified for industrial, commercial or residential land uses where adjacent existing and planned development is compatible. High traffic generating uses should be required to locate near streets capable of accommodating the traffic effects.*
- Facilities D. The County should provide for the development of emergency services such as fire stations, police stations and ambulance services as needed. Care should be taken to ensure that these uses do not create land use conflicts with residential uses.*
- Facilities E. Emergency services providers should be consulted on all subdivision applications, Concept Plans, or similar.*
- Facilities F. Development within the Plan area should integrate Crime Prevention through Environmental Design principles in the design of public and private spaces.*

3.7 Servicing Policies

Services identified in this Plan are conceptual, and therefore it is anticipated that more detailed land use and subdivision plans will be completed in the future to provide further required detail to the concepts.

UPDATE THIS SECTION WITH DCL SIEMENS INPUTS

3.7.1 Proposed Servicing Policies

- Servicing A.* All development should be serviced by municipal water and wastewater.
- Servicing B.* Infrastructure should be designed to accommodate lands outside of the Plan boundaries where required by the County.
- Servicing C.* Municipal services should be provided by a developer at their cost, including extensions to adjacent sites where deemed useful by the County.
- Servicing D.* Production and distribution capacity for power and natural gas service in Mackenzie County should not be considered as limiting factors to development.
- Servicing E.* A servicing study to the satisfaction of the County may be required to be completed prior to developing any lands.
- Servicing F.* Developers are encouraged to explore the most cost efficient servicing options available.
- Servicing G.* Developers should take into consideration the long-term operation and maintenance cost to the County when evaluating servicing options.
- Servicing H.* The layout of municipal utilities is likely to be subject to refinement at the subdivision stage.
- Servicing I.* All water services should be metered and designed for peak servicing requirements and adequate fire suppression needs.
- Servicing J.* Where desirable, stormwater management facilities and utility corridors should accommodate passive recreation opportunities.
- Servicing K.* A developer may be required to provide rights-of way for shallow services.
- Servicing L.* Provision of services should be in accordance with the Infrastructure Master Plan for La Crete.

3.8 Roads and Access Policies

As this Plan incorporates residential, commercial and industrial development, future transportation networks both within the plan area and connecting to adjacent lands should be able to accommodate a wide variety of vehicles, volumes and traffic use patterns. The Roads and Access Map of this Plan generally describes how current, upgraded and new roadways can service existing and planned developments.

3.8.1 New Road Profiles

There are two new road profiles that should be considered to help achieve the vision put forward in this Plan.

The town centre road profile is intended to improve the walking environment through the town centre to support a pedestrian friendly environment. This includes wider sidewalks, street trees, and pedestrian scale street lights.

The green link roads are intended to be developed with shared paths down one side of the street. These links are intended to provide connections for active modes to major parks, schools and the town centre. In some cases these roads will need retrofitting when funding and improvement projects permit, however in new areas they should be developed in full. Where a green link is identified but retrofitting is not possible for some time, the County should provide additional signage to indicate the presence of active mode users on the street and also provide wayfinding signs so that active mode users can easily navigate their way through the trail system.

3.8.2 Trail Network

Trails are a critical component of the open space network, and will provide much needed connectivity and recreational opportunities. The trail network also contributes to maintaining the rural character of La Crete. The Roads and Access Map identifies key trails to maintain and others to be created during new development and redevelopment. Trail rights of way within a Municipal Reserve should be a minimum of four metres wide, with the trail surface a minimum of two metres wide.

3.8.3 Roads and Access Policies

- | | |
|----------------------------|--|
| <i>Roads and Access A.</i> | <i>All roadways, intersections and accesses should be developed to Mackenzie County standards.</i> |
| <i>Roads and Access B.</i> | <i>Developers in the commercial areas should be encouraged to share accesses and parking lots with adjacent developments and these agreements may be registered against the property titles of participants.</i> |
| <i>Roads and Access C.</i> | <i>The local road system should allow for a number of vehicular and pedestrian route alternatives linking community destinations.</i> |



- Roads and Access D. Where possible local roads should be aligned to allow for dwellings to benefit from solar orientation.*
- Roads and Access E. Developers should install at their cost paved roads, sidewalks and trails to the satisfaction of the County.*
- Roads and Access F. The County should require all benefitting developers to contribute proportionally to the cost of road upgrades.*
- Roads and Access G. The County should work with Alberta Transportation and other relevant agencies to incorporate a dangerous goods route that can adequately service planned developments.*
- Roads and Access H. The County may consider deviation from the transportation network without amending the Plan if the deviation is to avoid creating isolated undevelopable parcels, enable safer intersection design, or achieve an identifiable better outcome.*
- Roads and Access I. The “Green Link” and “Town Centre” road profiles should be used to inform the road standard for the areas of the transportation network identified in the Roads and Access Map of this Plan for their use.*
- Roads and Access J. The road and access network of the Plan area should facilitate the prominence of the Hamlet Core as the community hub.*

4 Making it Work

The implementation strategy addresses three primary areas of action: transformative projects, planning processes, and development sequence.

4.1 Transformative Public Projects

Sometimes projects led by the public sector can alter the nature of the community in which they are developed. They are intended to help alter the current direction development is going in order to achieve a vision that does not necessarily reflect continuing with the present nature of development outcomes.

4.1.1 Town Centre Actions

La Crete does not currently have a defined town centre with pedestrian-scale built form, public amenity areas and pedestrian friendly street areas that supports a cultural centre to La Crete. The County can support the development of a town centre through their capital improvement projects and also through amending the land use bylaw to help ensure that buildings and uses located in the town centre area support the vision for a pedestrian friendly commercial centre.

The Plan proposes that a new town centre district be added to the Land Use Bylaw, with design controls on new development to ensure they deliver pedestrian friendly outcomes in keeping with a town centre concept. Additionally, capital improvements can be undertaken to support development of a town centre. These include the new library programmed for around 2017 and streetscape upgrades that can be done in an ad hoc manner as funds permit, so long as a cohesive streetscape plan is being implemented. The addition of a public open space, such as a plaza or market square, associated with the library would help add a focal point to the centre of La Crete, which can support an increased community identity and sense of place. The intent is that over time people will be encouraged to regularly frequent the town centre, with the fringe benefit of supporting nearby businesses.

Actions for consideration:

1. *Add a new town centre district to the Land Use Bylaw that includes design controls to support the development of a pedestrian friendly town centre.*
2. *Attempt to identify and acquire land in the town centre area for a library.*
3. *Attempt to develop a market square or plaza in the town centre area.*
4. *Attempt to influence Canada Post to relocate their post office to a town centre site.*
5. *Work with owners of brownfield sites to redevelop into a commercial use or landscape for a park to promote the beautification of the town centre.*
6. *Use a new street design standard for the town centre area and create a streetscape master plan for this area to be implemented over time.*

4.1.2 Trail Network and “Green” Streets Actions

The current recreational trail network is a prominent recreation feature in the community and helps give the hamlet its identity. It provides a way for residents to interact with the rural natural setting in which the hamlet is situated and helps the hamlet maintain a rural character.

The Plan proposes to expand the trail network throughout the town along key street corridors to connect large open spaces and cultural activity areas, such as the town centre, schools and parks.

The existing trail network could benefit from the development of key connections identified in this Plan. These would help establish the trail network as a complete system. Identifying this as a core element of La Crete’s character before substantial expansion of the hamlet occurs will assist in fully integrating this feature in new developments.

Actions for consideration:

1. *Implement the proposed street network design for the Green Streets as new development occurs and redevelopment opportunities are presented.*
2. *Include funding contributions from developers to assist with costs of expanding the trail network.*

4.1.3 Brownfield Properties

It would be beneficial for the County to work with the owners of brownfield sites to remediate them to an appropriate standard for commercial development. An alternative to commercial development could be to beautify the properties through landscaping and creation of walking paths, providing environmental issues are safe for passive recreation use of the sites.

Actions for consideration:

1. *Approach the owners of the brownfield properties to investigate options for redevelopment or passive uses (e.g. landscaped open spaces).*
2. *Pursue funding to redevelop these properties from Federation of Canadian Municipalities Green Municipal Fund, Alberta Municipal Sustainability Initiative and others as applicable to assist in funding the re-development and feasibility assessment of these properties.*

4.2 Planning Processes

4.2.1 Implications for Other Municipal Plans and Bylaws

This Plan has been prepared to be generally consistent with the MDP and other overarching land use planning documents that affect the Plan area. However, to ensure consistency between plans the following is suggested:

- Repeal Hamlet of La Crete Area Structure Plan (2005).

- Update the Land Use Bylaw to reflect any differences between the Plan's Land Use Concept and the current land use districts.

4.2.2 Conceptual Schemes

The Plan addresses future development in conceptual terms. Prior to development and at the discretion of the County, an application for subdivision and development may require the preparation of a Conceptual Scheme as defined in the MGA (a site specific Neighbourhood Structure Plan or Outline Plan may achieve a similar result). The boundary of these plans should be based on good planning practice and not necessarily land ownership. These documents would ensure consistency with the Plan and identify servicing details.

4.2.3 Municipal Reserve Credit

To create a complete and functional community, cooperation and a strategy is required to ensure that parks and school sites are located in appropriate locations to serve future residents. To accomplish this where there are multiple land owners in an area, it is often a requirement for some land owners to provide more than their share of the 10% reserve dedication, while others are requested to pay 'money in lieu' of dedicating land to compensate those land owners who provided the land so that in effect every developer makes a similar contribution of 10%. Thus to implement the Plan, a reserve dedication process that involves over-dedication in some cases and compensation in others is important to ensure that the open space provision is distributed effectively throughout the hamlet as it grows.

4.3 Development Sequence

Development of lands within the Plan should follow a general practice of contiguous expansion. It is generally anticipated that future development will occur in areas adjacent to existing development. Additionally, the sequencing and extent of development will largely be governed by the availability of services (water and sanitary) to accommodate the expansion of the community and timing will be at the behest of the development industry as demand for new units develops over time.

A suggested development sequence is identified in the Development Staging Map.



5 Maps and Diagrams

The following maps and diagrams are included in this section:

- Plan Boundaries
- Man Made Constraints
- Environmental Considerations
- Parks, Open Spaces and Facilities
- Roads and Access
- Road Diagrams
- Water
- Sanitary
- Stormwater
- Development Staging
- Plan Boundaries



Mackenzie County



LEGEND
— HAMLET OF LA CRETE

FIGURE 3
PLAN BOUNDARIES
LA CRETE AREA STRUCTURE PLAN
NOT TO SCALE
MARCH 2013

Scheffer Andrew Ltd.
Planners & Engineers

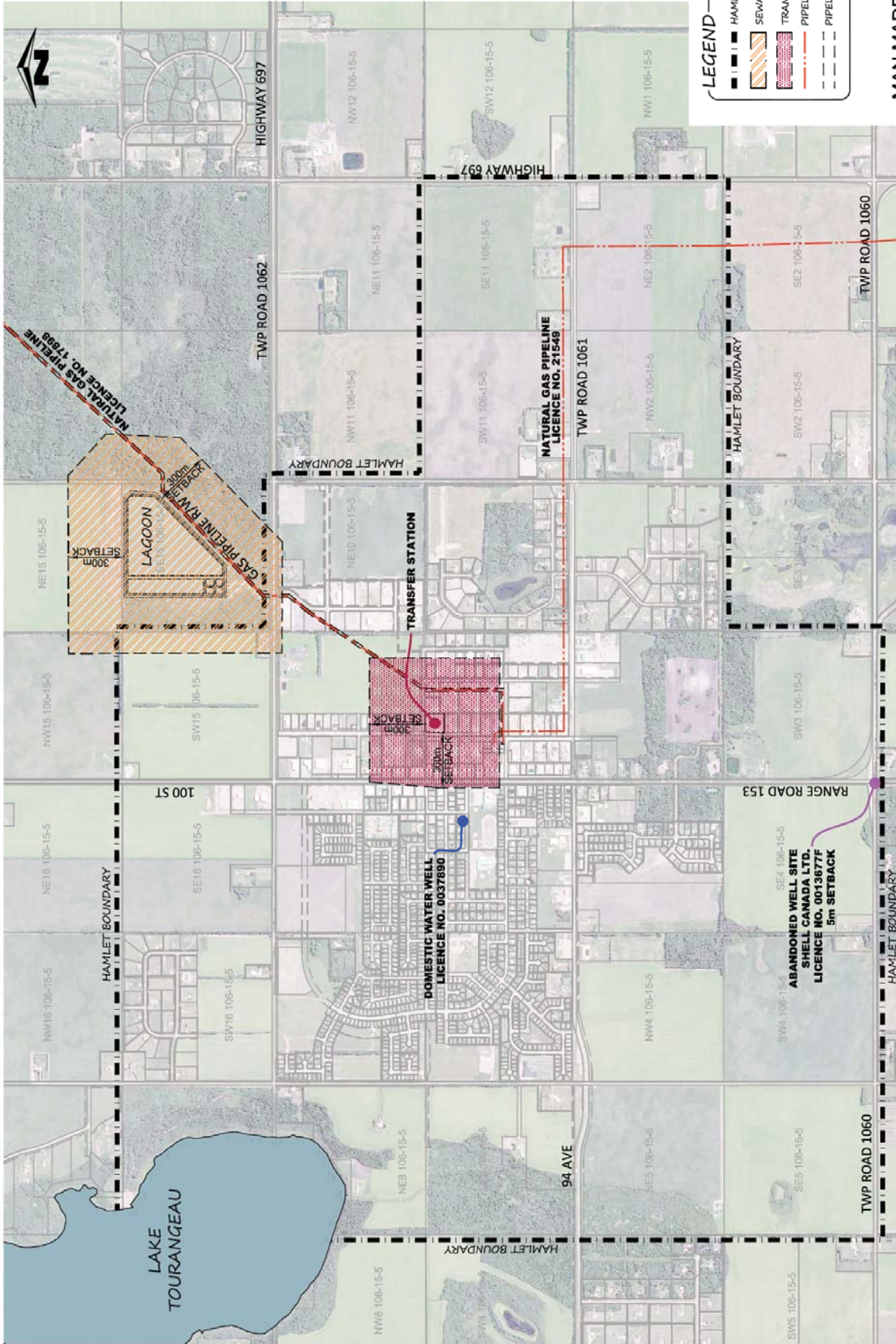
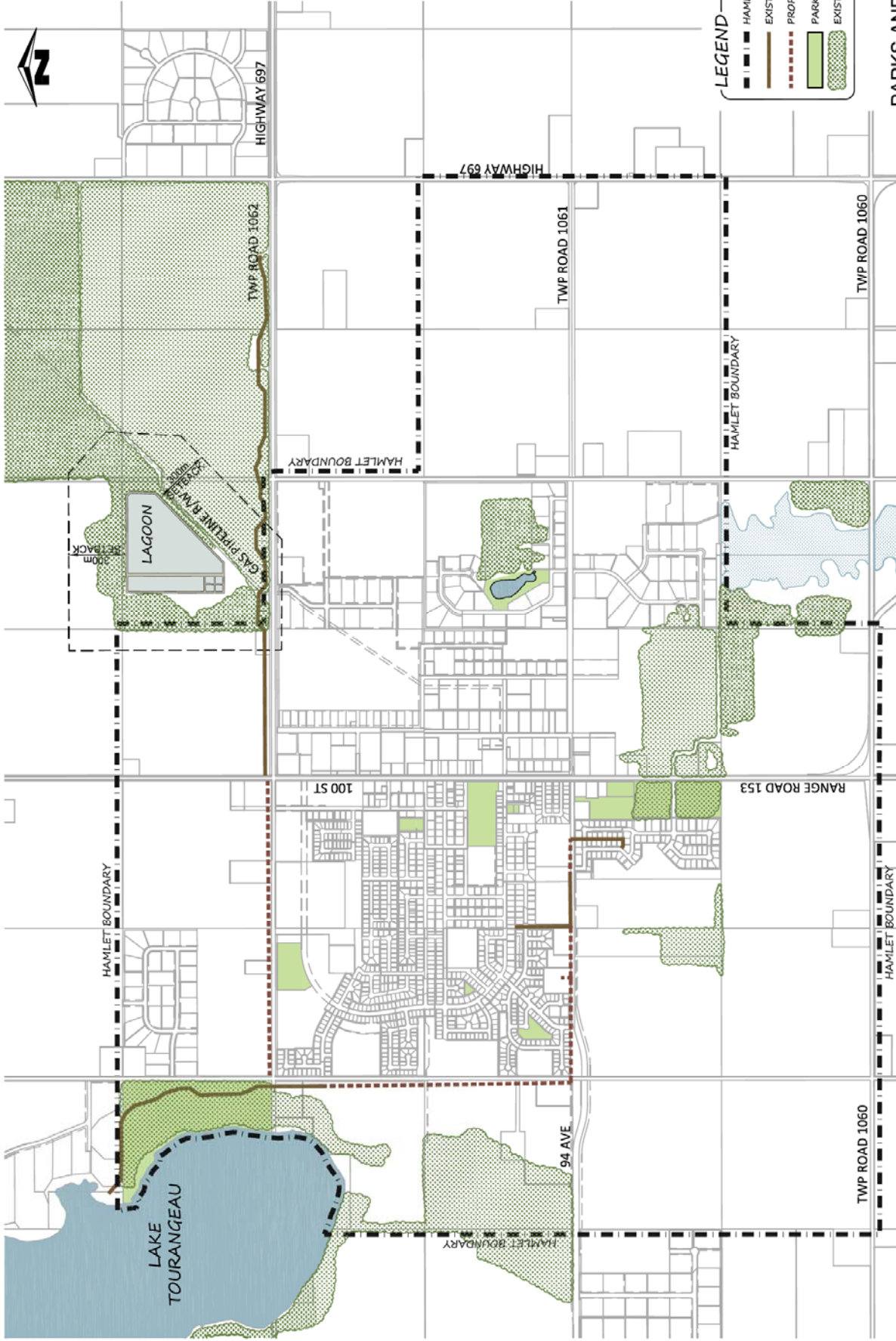


FIGURE 4
MAN MADE CONSTRAINTS
LA CRETE AREA STRUCTURE PLAN
 NOT TO SCALE
 MARCH 2013



Mackenzie County



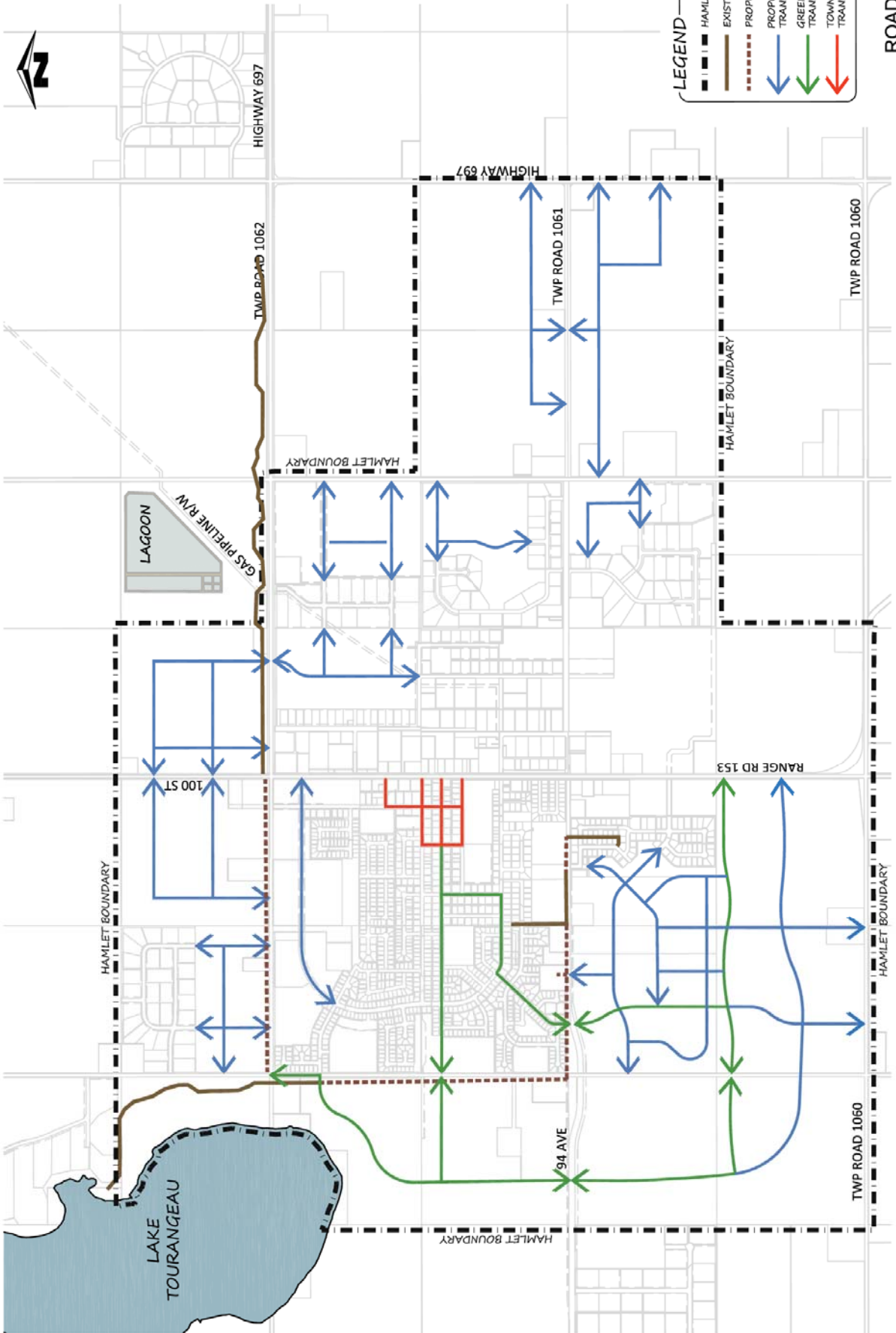
- LEGEND**
- HAMLET OF LA CRETE
 - - - EXISTING TRAIL
 - ⋯ PROPOSED TRAIL
 - PARK AREA
 - ▨ EXISTING TREED AREA

FIGURE 6
PARKS AND OPEN SPACES
LA CRETE AREA STRUCTURE PLAN
 NOT TO SCALE
 MARCH 2013



Scheffer Andrew Ltd.
 Planners & Engineers

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LEGEND







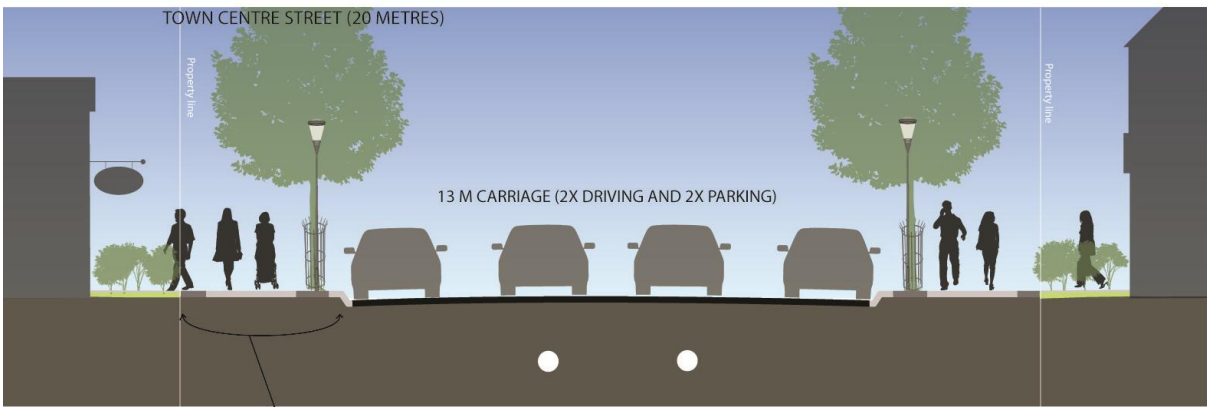
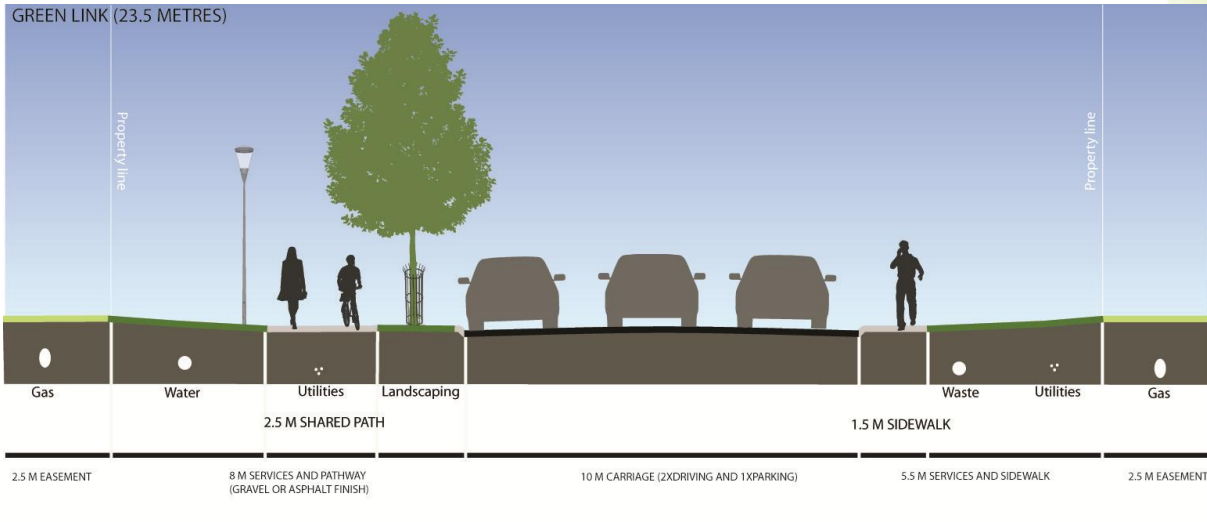
-  HAMLET OF LA CRETE
-  EXISTING TRAIL
-  PROPOSED TRAIL
-  PROPOSED MAJOR TRANSPORT CONNECTION
-  GREEN LINK TRANSPORT CONNECTION
-  TOWN CENTRE TRANSPORT CONNECTION

FIGURE 7
ROADS AND ACCESS
 LA CRETE AREA STRUCTURE PLAN
 NOT TO SCALE
 MARCH 2013

Figure 8 Road Diagrams

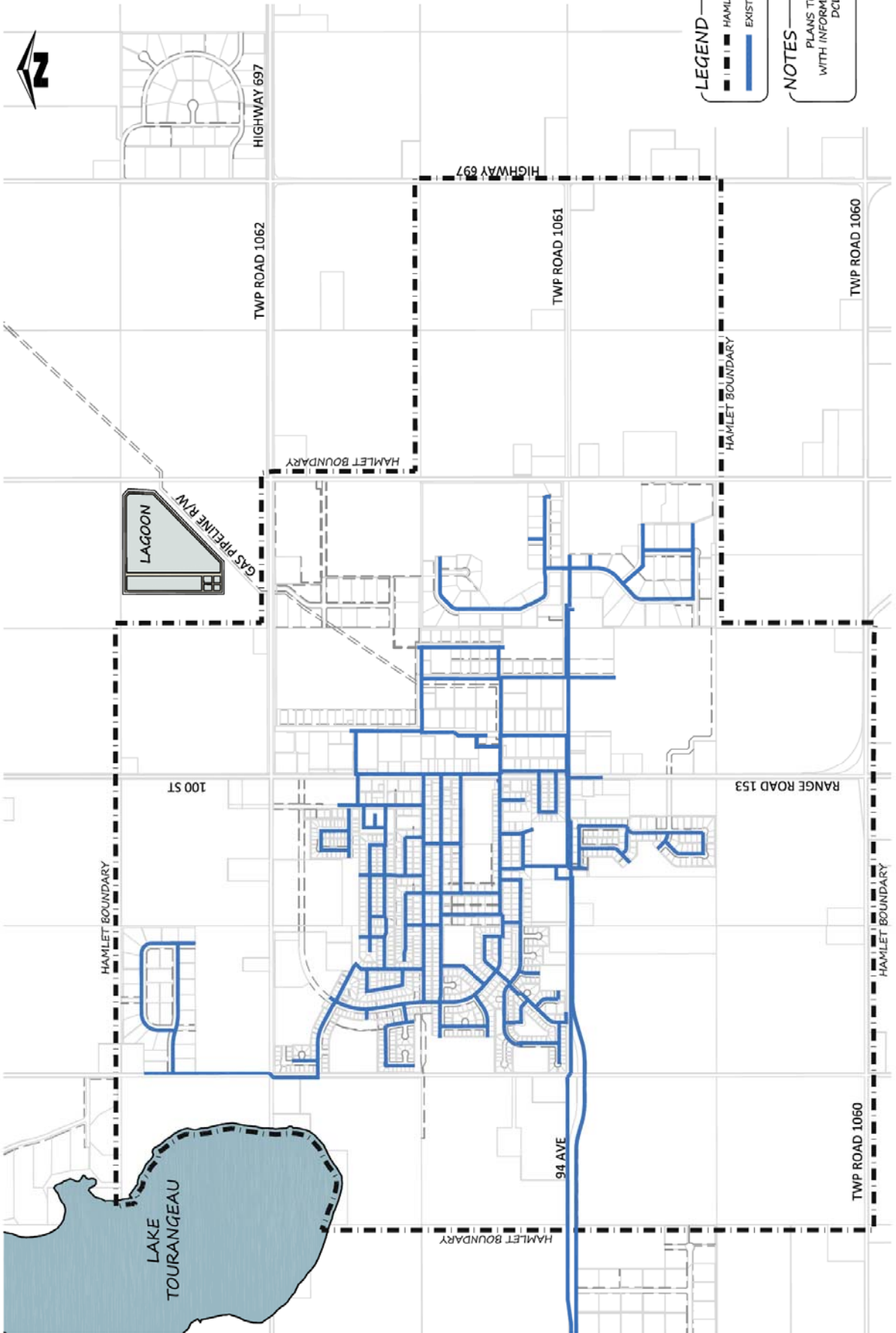


Water Waste
SERVICES (GAS, UTILITIES, ETC) SHOULD BE PROVIDED THROUGH REAR LANE

1.0 M FURNITURE
2.0 M SIDEWALK
0.5 M TRANSITION



Mackenzie County



LEGEND

- HAMLET OF LA CRETE
- EXISTING WATER MAIN

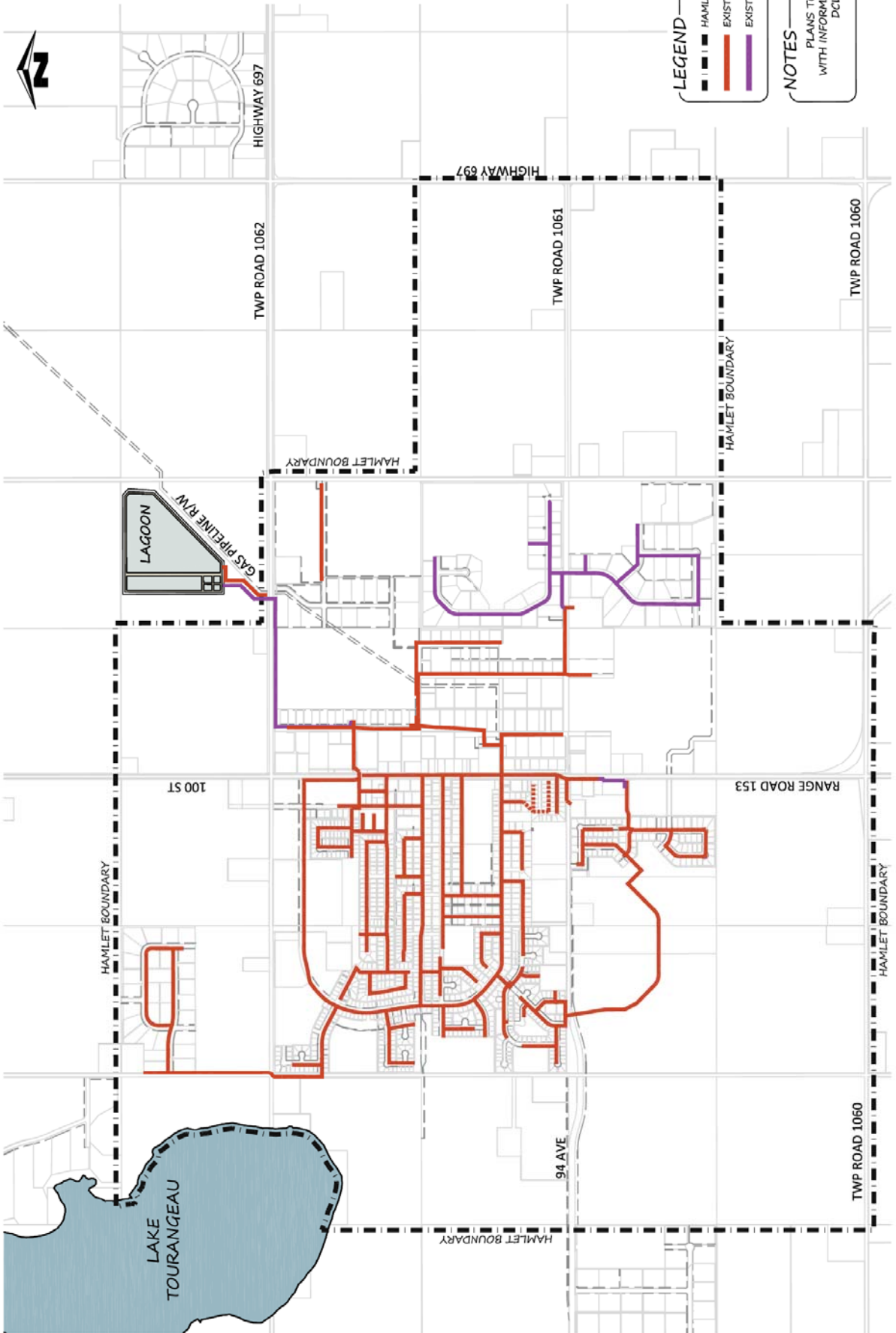
NOTES

PLANS TO BE FINALIZED WITH INFORMATION PROVIDED BY DCL SIEMENS.

FIGURE 9
WATER
 LA CRETE AREA STRUCTURE PLAN
 SCALE 1:20,000
 FEBRUARY 2013



1/1/2013 - Mackenzie County App\12-15-13\Figures\Fig 9 - Water Structure.dwg 2013/01/11 03:30 pm Alexander



LEGEND

- HAMLET OF LA CRETE
- EXISTING SANITARY GRAVITY
- EXISTING SANITARY FORCEMAIN

NOTES

PLANS TO BE FINALIZED WITH INFORMATION PROVIDED BY DCL SIEMENS.

FIGURE 10
SANITARY
 LA CRETE AREA STRUCTURE PLAN
 SCALE 1:20,000
 FEBRUARY 2013

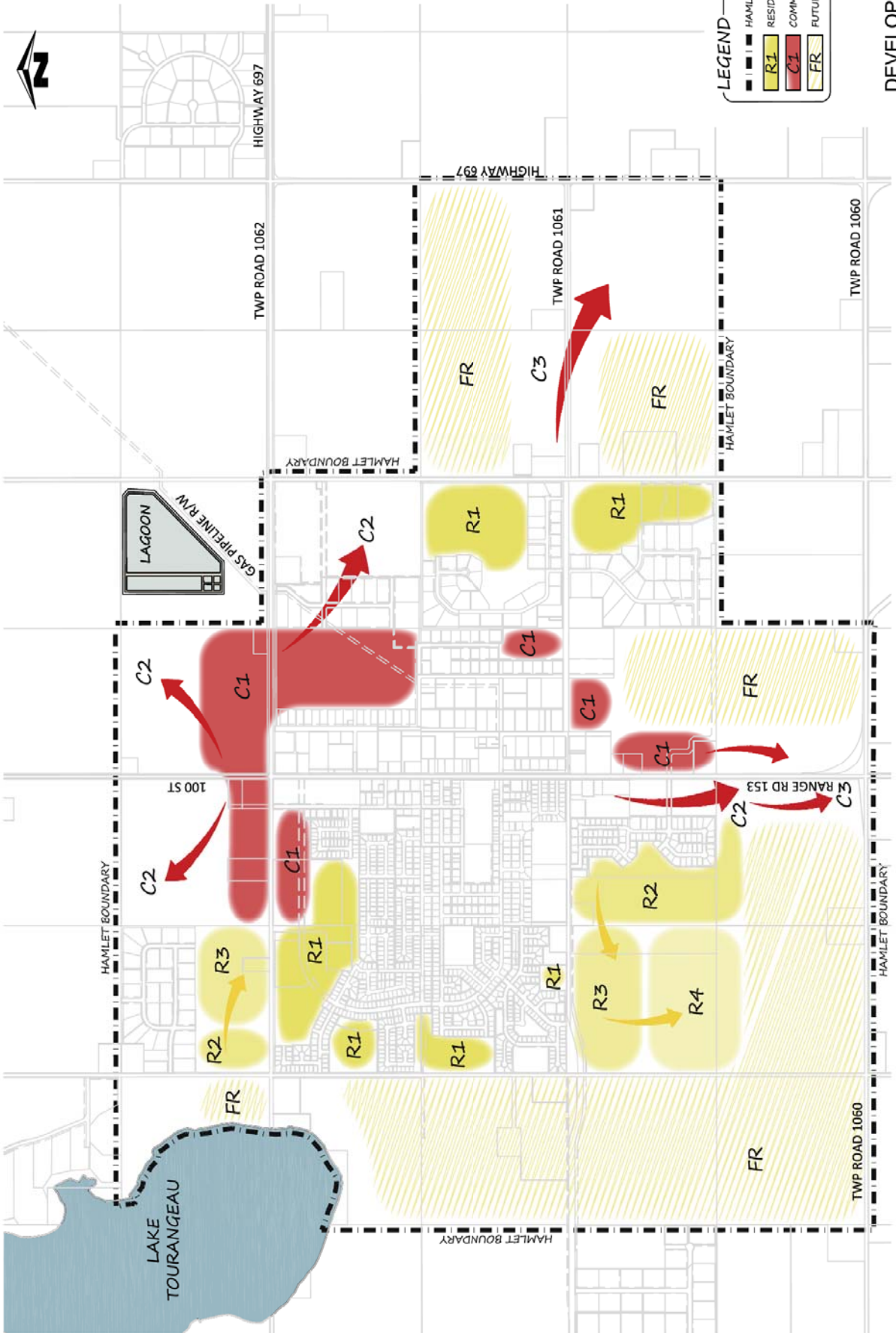


FIGURE 12
DEVELOPMENT STAGING
 LA CRETE AREA STRUCTURE PLAN
 NOT TO SCALE
 MARCH 2013