

TOWN OF SLAVE LAKE
SOUTHWEST AREA STRUCTURE PLAN
LAND USE BYLAW NO. 20 - 1988

July 1988

Note: Copies of the bylaw and any amendments are available from the
Town Office.

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1.0 PREAMBLE

This document has been prepared in accordance with a policy in the Town's General Municipal Plan (G.M.P.) which states: "In new development areas, development may only proceed following preparation (and adoption by Council) of a detailed Outline Plan or Area Structure Plan. The plan should consider staging of development, road patterns, lot design, proposed mix of land uses, reserve land provision, buffers between conflicting uses, utilities, servicing, and any other matters requested by Council".

The legislative requirements for an Area Structure Plans (A.S.P.) are outlined in Section 64 of the Planning Act, R.S.A. 1980, as follows:

- 64(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality, a council may, by bylaw passed in accordance with Part 6, adopt a plan to be known as the "(name) Area Structure Plan".
- (2) An area structure plan shall
 - (a) conform to any general municipal plan in existence and affecting the area that is the subject of the area structure plan;
 - (b) describe
 - (i) the sequence of development proposed for the area,
 - (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
 - (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
 - (iv) the general location of major transportation routes and public utilities;
 - (c) contain any other matters the council considers necessary.

The Area Structure plan is an intermediate step between the G.M.P. and specific plans of subdivision. It is set out in sufficient detail to properly guide this process without infringing on needed flexibility both in terms of subdivision specific land use and subdivision specific street and servicing systems.

2.0 BACKGROUND INFORMATION

2.1 Location (Map 1)

The A.S.P. specifically relates to the southwest sector of the Town of Slave Lake as shown on Map 1. This sector is bordered on the south by Highway 2, on the west by the Town boundary, on the north by the Canadian National Railway, and on the east by Main Street. The total area included in this sector is approximately 326 acres (132 ha).

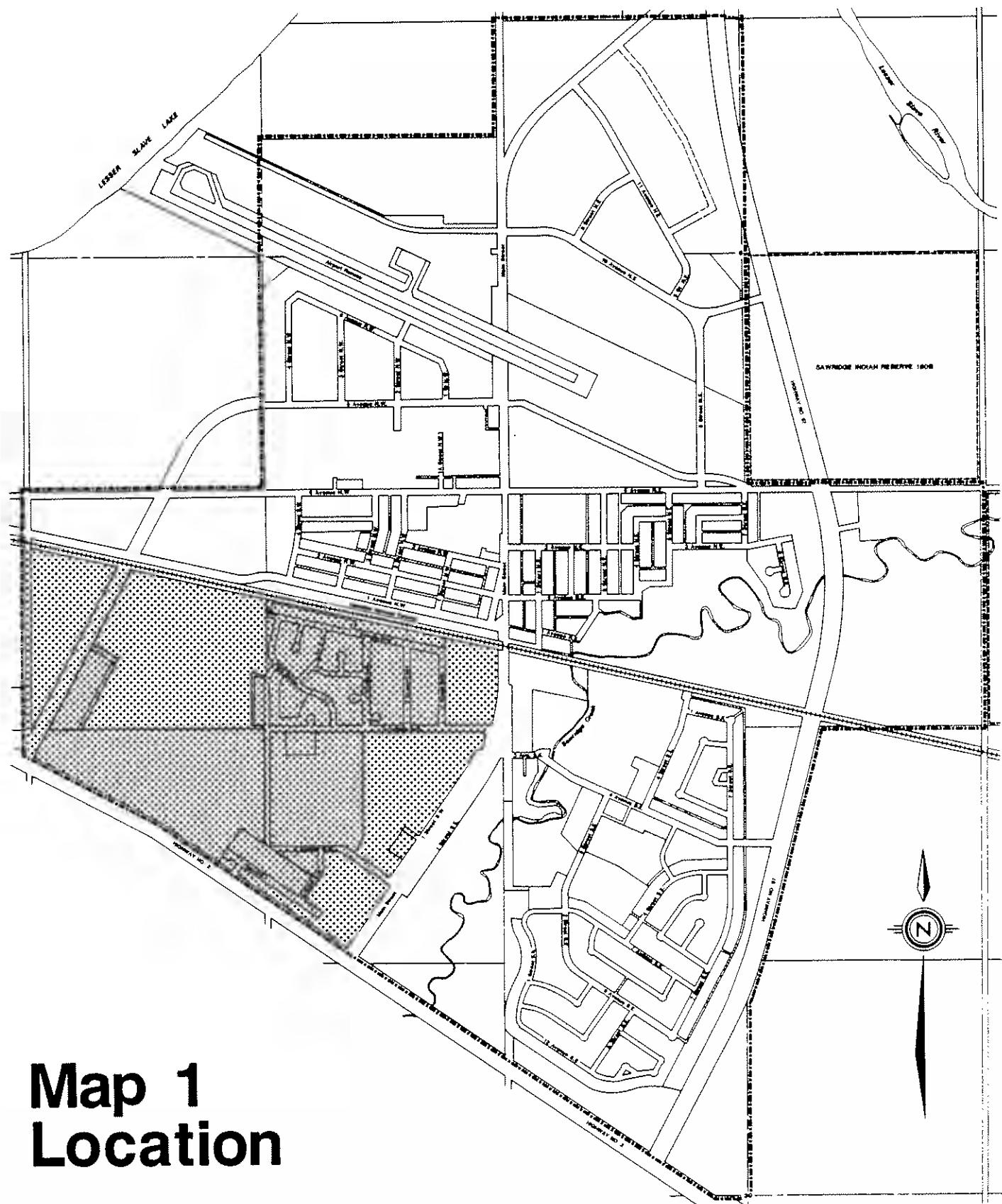
2.2 Existing Land Use

Lands bordering Main Street south of 3 Avenue contain various secondary commercial uses (e.g. car dealerships, fast food restaurants, service stations, convenience stores, and motels) with similar highway commercial uses found adjacent to Highway 2. The area north of 3 Avenue in the block immediately west of Main Street is a vacant site proposed for commercial uses.

The area north of 3 Avenue and west of 1 Street contains a mixture of mobile homes and detached houses, all on individual lots. There are several older industrial uses located adjacent to the railway. The Town has developed two residential subdivisions in this area. Approximately 60 lots are unserviced and undeveloped in the older subdivision, while 12 serviced lots remain undeveloped in the newer subdivision.

The area south of 3 Avenue west of the Main Street commercial development contains a mixture of uses. The Town has major public facilities (arena, curling rink, ball diamonds, daycare) at a 10 acre site on 3 Avenue. To the south and west of this site are found two older mobile home parks (Slave River and Three Acre Holdings). Further west on 3 Avenue are the Alberta Transportation yards and a townhouse development. Two apartment buildings and several vacant commercial lots are located on 4 Avenue near 2 Street.

The western portion of the A.S.P. is mainly undeveloped, with the exception of several vacant light industrial lots on the east side of the Ring Road, south of the future extension of 3 Avenue. The area between the Ring Road and the existing development to the east is largely undeveloped. Some portions have tree cover, while others are used for hay crop production. The area west of the Ring Road is undeveloped bush land.



Map 1 Location

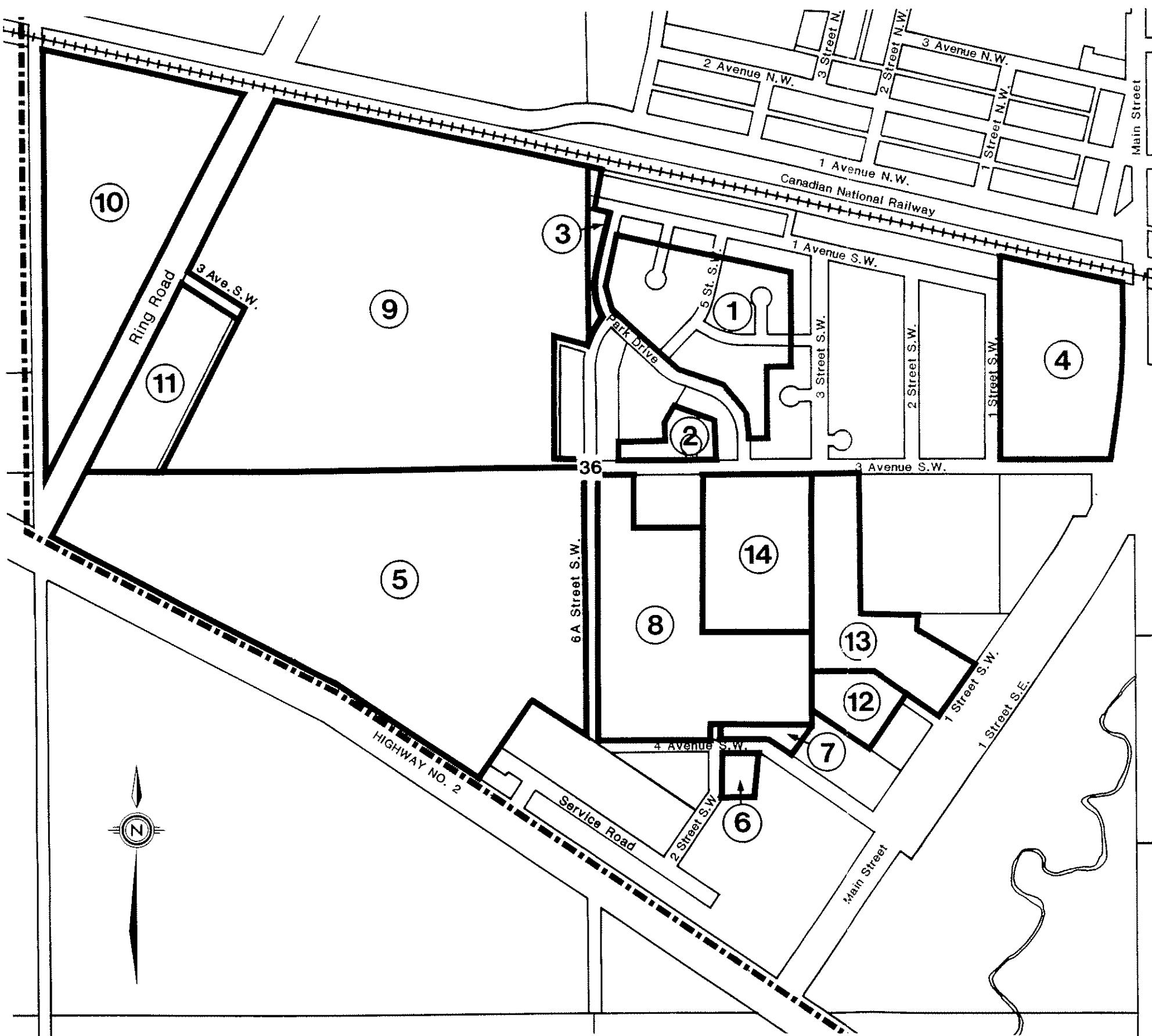
2.3 Ownership

There are numerous owners of developed properties within the A.S.P. The major land owners of undeveloped property or lands which could be redeveloped* are shown on Map 2 and are listed below:

TABLE 1
LAND OWNERSHIP

<u>Owner</u>	<u>Legal Description</u>	<u>Area</u>
Town of Slave Lake	pt. Plan 772 2028	60 residential lots 7.5 acres
	pt. Plan 862 0512	12 residential lots 1.5 acres
	pt. NE 36-72-6-5	0.4 acres
Sawridge Holdings	pt. NE 36-72-6-5	12.4 acres
	pt. SW 36-72-6-5	54.6 acres
	Plan 852 2283	1 apartment site
	Block 7 Lot 2	0.8 acres
Slave Lake Developments	Plan 872 2073	4 commercial lots 1.5 acres
	pt. SE 36-72-6-5	19.6 acres
J. Mouallem	pt. NW 36-72-6-5 (east of Ring Road)	65.7 acres
	pt. NW 36-72-6-5 (west of Ring Road)	23.8 acres
	Plan 862 0464	6 industrial lots 7.4 acres
*Three Acre Holdings	Plan 752 1045 Lot 4A	2.7 acres (Mobile home park)
*First Investors/ Associated Investors	Plan 798 N.Y. Block 3 Lot 1 Block 2 Lot 3	10.1 acres mobile home park and motel
*Alberta Public Works, Supply and Services	Plan 742 P.X.	8.6 acres Transportation yards

Map 2 Ownership



- ① Town of Slave Lake
- 60 residential lots in Plan 772 2028 (7.5acs.)
- ② Town of Slave Lake
- 12 residential lots in Plan 862 0512 (1.5acs.)
- ③ Town of Slave Lake
- pt. N.E. 36-72-6-5 (0.4acs.)
- ④ Sawridge Holdings
- pt. N.E. 36-72-6-5 (12.4acs.)
- ⑤ Sawridge Holdings
- pt. S.W. 36-72-6-5 (54.6acs.)
- ⑥ Sawridge Holdings
- 1 apartment site (0.8acs.)
- ⑦ Slave Lake Developments
- 4 commercial lots (1.5acs.)
- ⑧ Slave Lake Developments - (19.6acs.)
- ⑨ J. Mouallem - pt. N.W. 36-72-6-5 (65.7acs.)
- ⑩ J. Mouallem - pt. N.W. 36-72-6-5 (23.8acs.)
- ⑪ J. Mouallem - 6 industrial lots (7.4acs.)
- ⑫ Three Acre Holdings
- mobile home park (2.7acs.)
- ⑬ First Investors/Associated Investors
- mobile home park/motel (10.1acs.)
- ⑭ Alberta Public Works, Supply and Services
- (8.6acs.)

Areas not indicated by numbers are subdivided

2.4 General Municipal Plan

Specific G.M.P. policies to be addressed in the Area Structure Plan are as follows:

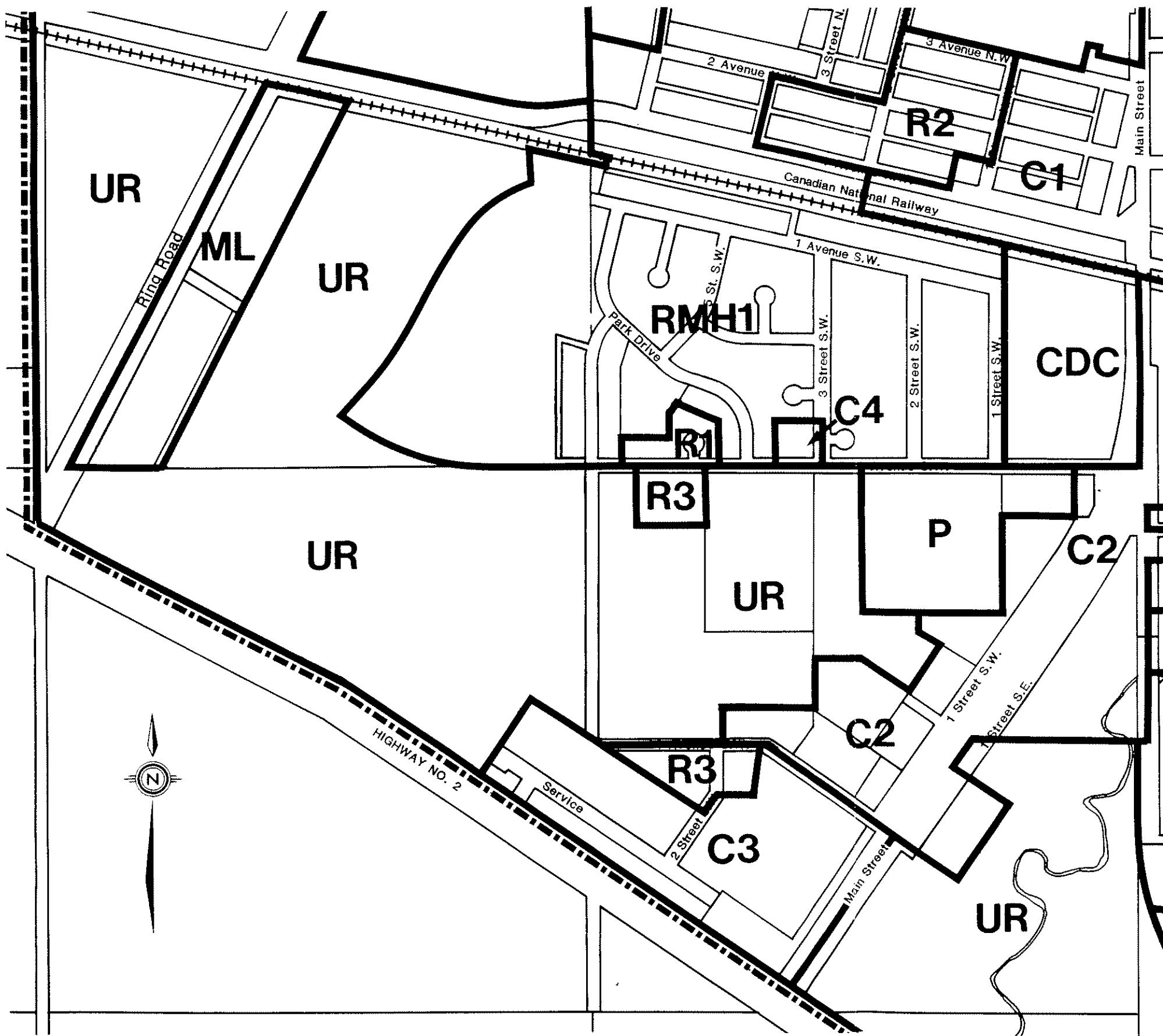
1. A variety of housing types are to be provided. Medium and high density residential uses should be provided at various locations rather than being concentrated in one area of town. Higher density residential uses are to be encouraged near retail commercial areas. The proportion of various types of units will be decided by the Town at the time of application, taking into account current community needs.
2. The establishment of basement-less dwellings will be encouraged, where feasible, in those areas where subgrade development is not possible due to unsuitable soil conditions or high water tables.
3. Redevelopment of existing substandard mobile home parks to current standards will be encouraged.
4. The development of lots to suit the needs of industrial uses with respect to variety in lot sizing, levels of servicing, and exposure to highway and rail facilities will be encouraged.

2.5 Land Use Bylaw

Existing zoning under the Town's Land Use Bylaw is shown on Map 3. The majority of the Area Structure Plan site is classified "Urban Reserve", to protect land suited for urban development from premature uses. While most of the Urban Reserve area is undeveloped, it should be noted that the Alberta Transportation yards and the Slave River mobile home park are found in this zone. This would indicate that these uses are considered to be either temporary in nature, or non-conforming, and that the intent is that these sites should be redeveloped in the future.

Other areas have specific zonings related to their present or proposed uses. The undeveloped industrial parcels along the Ring Road are classed as "Light Industrial". The commercial development along Highway 2 is classed as "Highway Commercial". Commercial uses along Main Street and undeveloped commercial lots on 4 Avenue are classed as "Secondary Commercial", as is the Three Acres mobile home park. Again, this park is considered as a non conforming use which may be redeveloped in the future. An undeveloped commercial site at 3 Avenue and 3 Street is zoned "Neighbourhood Commercial". The recreational facilities on 3 Avenue are zoned "Community". The future commercial area for southward expansion of the downtown (on Main Street north of 3 Avenue) is zoned "Commercial Direct Control". Residential areas north of 3 Avenue are classed as "Mobile Home Subdivision", except for several lots adjacent to 3 Avenue which are zoned as "One Family Residential". The townhouse development on 3 Avenue and the apartment sites on 4 Avenue are zoned "Multiple Family Residential".

Map 3 Existing Zoning



- R1A Residential - One Family
- R1E Residential - One Family
- R1 Residential - One Family
- R2 Residential - Two Family
- R3 Residential - Multiple Family
- RDC Residential Direct Control
- RMH1 Mobile Home - Subdivision
- RMH2 Mobile Home - Park
- C1 Commercial - Central
- C2 Commercial - Secondary
- C3 Commercial - Highway
- C4 Commercial - Neighbourhood
- CDC Commercial - Direct Control
- MG Industrial - General
- MA Industrial - Airport
- MA1 Industrial - Airport
- ML Industrial - Light
- P Community
- I Institutional
- UR Urban Reserve

Future development and redevelopment will require changes in the zoning of certain parts of the A.S.P. The entire Area Structure Plan will be classified appropriately following the regular process of plan approvals.

2.6 Parks Guidelines and Standards

The draft Parks Master Plan contains guidelines for the provision of park areas in new development districts. These guidelines would require that a community park site of approximately 8 acres be provided within the A.S.P. to accommodate sports fields, passive green space and informal play areas. Three neighbourhood parks, each 0.7 acres in size, should be provided within the A.S.P. Block parks for pre-schoolers should also be provided within each residential subdivision.

2.7 Site Characteristics

2.7.1 Topography

The A.S.P. site is generally level, with a gentle slope (less than 1%) falling to the northwest. Elevation varies from a high of 1924 ft. (586 m) in the southeast corner to a low of 1900 ft. (579 m) in the extreme northwest. There are no defined drainage courses.

2.7.2 Soils and Groundwater

The A.S.P. can be considered as two zones separated by the Ring Road.

The area east of the Ring Road is part of an alluvial delta. Its soils are mainly clay with minor silt and sand interbeds. Groundwater is encountered at 1 m to 2 m below surface. The area is surficially well-drained, and has poor to fair conditions for construction of foundations and installation of underground utilities. This area can be considered similar in nature to southeast Slave Lake.

The area west of the Ring Road is part of a lacustrine plain. Its soils are mainly sand with silt and clay interbeds. The area has fair surface drainage and high groundwater tables. It exhibits fair to poor development conditions and is very difficult for service installation.

3.0 LAND USE CONCEPT

Proposed land uses within the Area Structure Plan are shown on Map 4. The land distribution is schematic, with exact road locations and parcel configurations to be determined at the time of subdivision approval. Minor adjustments in the road and land use patterns shown on Map 4 will not require amendments to the Area Structure Plan. Specific land use recommendations are discussed in the following subsections.

3.1 Residential

A full range of residential uses must be provided for in the Area Structure Plan. The land use concept proposes that the southwest sector be mainly low density residential uses, with some opportunities provided for higher densities at appropriate locations as per G.M.P. policies. Within areas which have not as yet been subdivided, higher density or multiple family development should be located in accordance with the following criteria:

- (a) accessibility to main or collector roads
- (b) proximity to commercial and community facilities
- (c) avoidance of undue concentration

It is recommended that most of the area north of 3 Avenue be developed as a mixture of mobile homes and detached houses, as per the RMH1 provisions of the Land Use Bylaw. Lots adjacent to 3 Avenue should be reserved for "stick-built" housing, given the high visibility of this area. This could possibly include some medium to higher density units, such as duplexes, fourplexes, townhouses or apartments. Such uses could also be located on the west side of 1 Street opposite the proposed shopping centre, should redevelopment occur in the future. Opportunities should be provided for development of a mobile home park in the area west of 6A Street. Development of a mobile home park would require rezoning from RMH1 to RMH2. The C4 lot located at the northwest corner of 3 Street and 3 Avenue should be rezoned to R3.

In the area south of 3 Avenue, low density development should occur according to the R1 and R2 provisions of the Land Use Bylaw. Mobile home development should not be considered in this area. Higher density sites could be located along 3 Avenue in the Alberta Transportation property (which should be redeveloped for residential use), west of the Sawridge apartments on the 4 Avenue extension, along 6A Street, and at the southwest corner of 6A Street and 3 Avenue. All of these higher density sites will require rezoning to the R3 district before they are developed.

The two existing mobile home parks do not meet the standards of the current Land Use Bylaw. The parks are presently non-conforming (one is zoned Urban Reserve, the other Secondary Commercial). The lands are, however, suitable locations for residential uses. Although the General Municipal Plan suggests that these parks should be upgraded to comply with current standards, it is felt that a better option is that they be redeveloped for other residential purposes.

Suitable redevelopment could include medium density sites near 3 Avenue and near Main Street, with lower density sites on the remaining area. Any redevelopment of the mobile home parks would require rezoning to an appropriate district.

The vacant R3 site west of the Sawridge Hotel is not suited for residential uses, due to its proximity to the hotel parking lot, and should be reclassified for commercial use.

3.1.1 Population Estimates

The present population of the A.S.P. is estimated to be 810 persons. The ultimate maximum population for the A.S.P. is estimated to be 2,500 persons. This estimate has been calculated based on an average household size of 3.2 persons, and a low density residential use at 5 dwelling units per gross acre of developable land. This density figure allows for provision of necessary roads, lanes, and parkland.

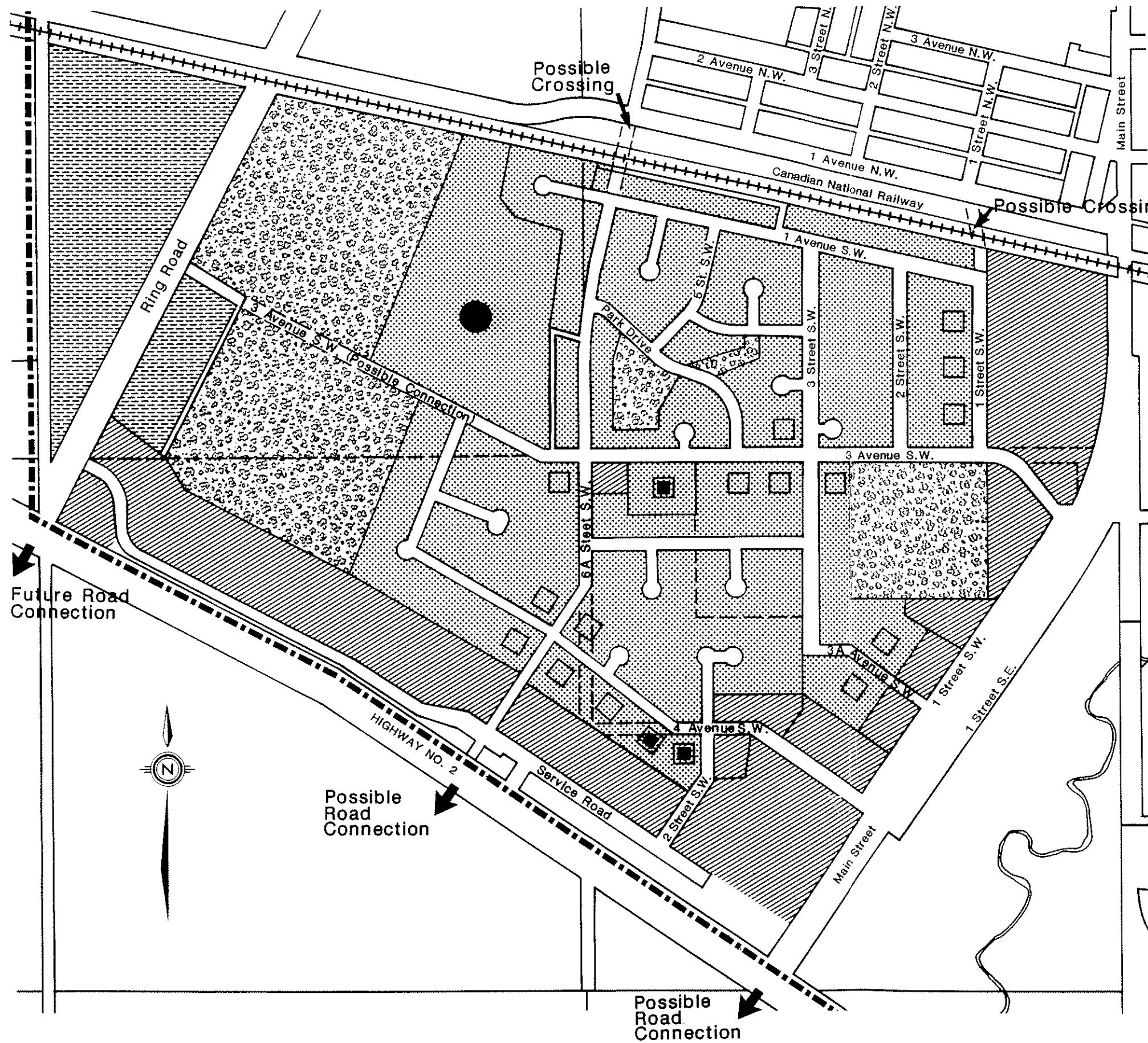
The "built-out" population figure of 2,500 for the A.S.P. was arrived at based on the calculations below:

TABLE 2
A.S.P. POPULATION ESTIMATES

Note: These estimates assume the two existing mobile home parks maintain their present population levels. A higher ultimate population would result if all of the medium/higher density sites indicated on Map 4 (Land Use Concept) were developed.

Map 4

Land Use Concept



Note: Land use distribution is schematic. Exact road locations and parcel configurations to be determined at time of subdivision approval. Although lanes are not shown, they may be required for drainage and utility purposes.

3.2 Commercial

A small Neighbourhood Commercial site is presently designated at 3 Street and 3 Avenue for a convenience store. This site should be used for a medium/higher density residential use and should be rezoned to R3 District. A better location for a Neighbourhood Commercial use is at the intersection of 3 Avenue and 6A Street. A site has been shown at the southeast corner, although alternative siting at this intersection could be considered. This location will be more central to the Area Structure Plan, as well as being located at the intersection of two collector roads. Rezoning of this site to C4 District will be necessary prior to development.

A large commercial parcel (CDC zoning) on Main Street north of 3 Avenue is proposed for expansion of the central business district as outlined in the G.M.P.

Secondary commercial uses are proposed on 4 Avenue between Main Street and 2 Street, recognizing this road's role as a collector. This includes a vacant apartment site behind the Sawridge Motel which is more suited to commercial use, and should be rezoned to the C2 or C3 District. Extension of highway commercial uses along the Highway 2 service road to the Ring Road is proposed. The undeveloped light industrial lot north of the future Service Road/Ring Road intersection could possibly be used for commercial purposes. Uses in the area near the Ring Road may be limited due to servicing restrictions.

The Three Acres Holdings Mobile Home Park, which is presently zoned C2, should be reclassified to UR pending redevelopment of this site or upgrading of the existing park. The C2 zoning is inappropriate as the site does not have direct access onto an arterial or collector road.

3.3 Industrial

The presently undeveloped light industrial lots located east of the Ring Road and south of 3 Avenue, as well as that portion of the A.S.P. west of the Ring Road are proposed for partially serviced industrial uses. These areas have excellent access to Highway 2 and the Ring Road. Elevated groundwater tables restrict basement construction. Industrial uses will have to be compatible with residential and recreational uses proposed in the A.S.P. In the area west of the Ring Road, the Town may require submission of geotechnical information to demonstrate the suitability of this area for potential development. The number of access points onto the Ring Road should be restricted through use of joint accesses or a service road.

3.4 Parks and Open Space

Land dedication for Municipal Reserve purposes is based on requirements outlined in the Planning Act. The Town's G.M.P. calls for provision of the maximum area (i.e. 10% of gross developable land area) as a combination of land and/or money in-lieu-of land.

Within the A.S.P. site area, several reserve parcels have already been dedicated through previous subdivisions. If all of the area within the A.S.P. site is subdivided and developed, reserve land totalling 18.51 acres would be provided as outlined in Table 3.

TABLE 3
RESERVE LAND PROVISION

<u>Owner</u>	<u>Legal Description</u>	<u>Title Area</u>	<u>Reserve Required</u>
Sawridge Holdings	pt. NE 36-72-6-5	12.4 acres	1.24 acres
Sawridge Holdings	pt. SW 36-72-6-5	54.6 acres	5.46 acres
Slave Lake Developments	pt. SE 36-72-6-5	19.6 acres	0.99 acres (D.R.C.)
J. Mouallem	pt. NW 36-72-6-5	65.7 acres	6.30 acres (D.R.C.)
J. Mouallem	pt. NW 36-72-6-5	23.8 acres	2.38 acres
Three Acre Holdings	Plan 752 1046 Lot A	2.7 acres	0.27 acres
First/Associated Investors	Plan 798 N.Y. Blk 3 Lot 1 and Blk 2 Lot 3	10.1 acres	1.01 acres
Alberta Public Works, Supply and Services	Plan 742 P.X.	8.6 acres	<u>0.86 acres</u>
TOTAL RESERVE PROVISION			<u>18.51 ACRES*</u>

* Assuming all lands are subdivided for development purposes.

The land use concept in the A.S.P. shows two major land areas to be provided in the western portion of the A.S.P. for park and recreational purposes. A large parcel (approximately 25 acres) is shown south of 3 Avenue between the industrial parcel and the future residential area. This land is proposed for major sports field facilities, specifically ball diamonds. A second large parcel (approximately 27 acres) is shown north of 3 Avenue, east of the Ring Road. This parcel is proposed as the possible site of a major exhibition/fairgrounds. In addition to these two major areas, smaller block parks should be provided within the residential areas according to the guidelines of the draft Parks Master Plan. A neighbourhood park of approximately 0.7 acres should be provided in the area south of 3 Avenue east of 6A Street.

As the total area shown for parks and open space purposes in the Land Use Concept exceeds the area which can be required as reserve land dedication through the subdivision approval process, the Town will have to find an alternate means of acquiring the extra land. This may be accomplished by purchasing the land from landowners, or through an exchange of Town-owned property for privately-owned lands.

4.0 TRANSPORTATION

The transportation network for the southwest sector was established in the Town's 1986 Transportation Study. Map 5 shows the road network required to support ultimate development of the A.S.P. area.

The A.S.P. is bordered on the south by Highway 2. In order to protect the role of the highway as a through traffic route, no additional highway access points should be permitted. Highway commercial frontage will have access via the service road, which will connect to the Ring Road, 6A Street, and 2 Street.

Main Street is an arterial roadway bordering the A.S.P. on the east. Roads connecting onto Main Street are 3 Avenue, 3A Avenue and 4 Avenue. Commercial uses flanking Main Street will eventually have access via a parallel service road to be constructed in the future as outlined in the 1986 Transportation Study.

The Ring Road is an arterial passing through the west side of the A.S.P. It provides a direct route for industrial traffic between Highway 2 and the northwest industrial area.

Future arterial roads connecting the proposed annexation area south of Highway 2 with the existing Town may align with Main Street and/or 6A Street, and will align with the Ring Road.

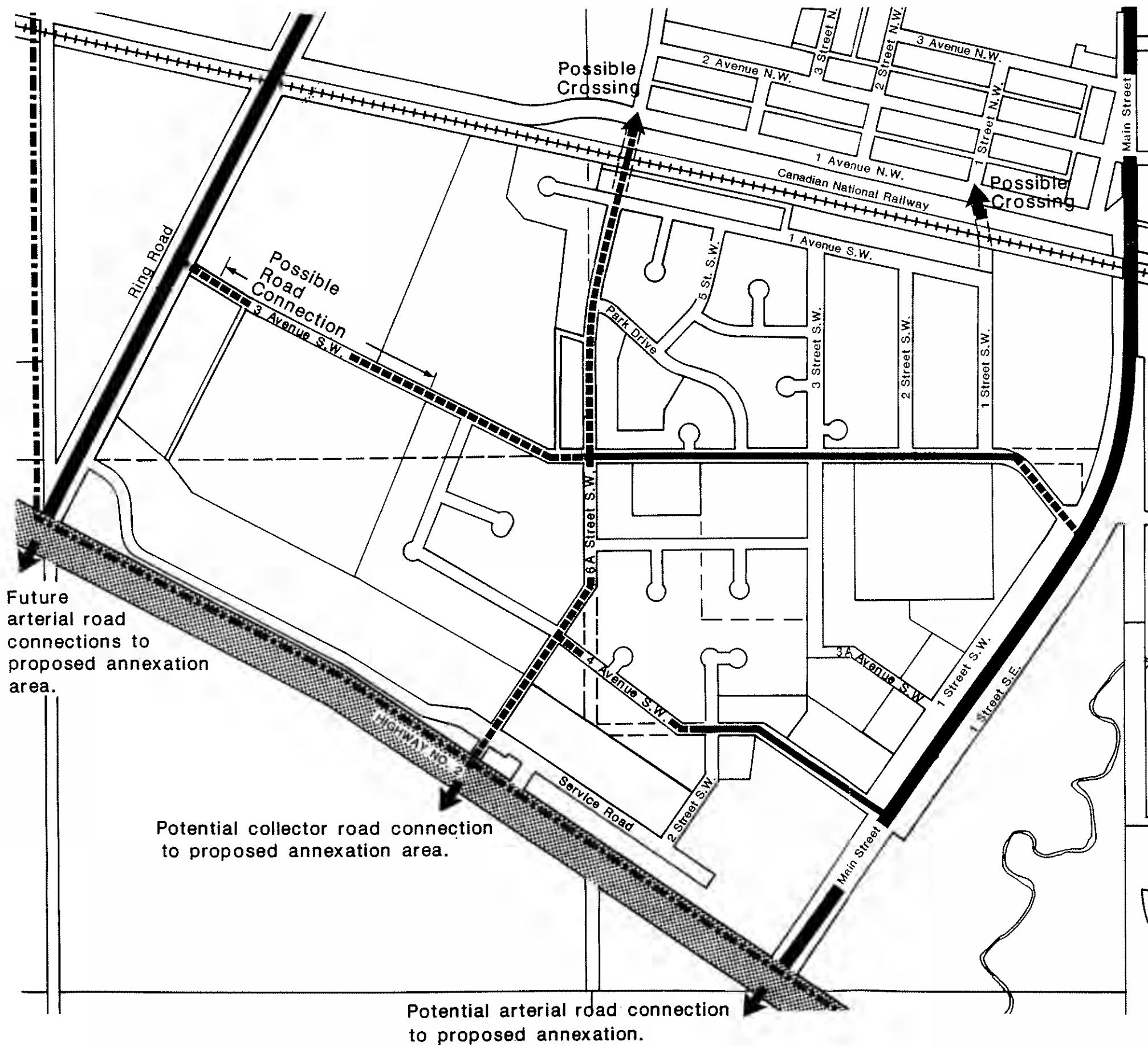
The internal roadway network in the A.S.P. site has been designed to accommodate extensions to existing roads. 3 Avenue will be the major collector road for the southwest area, linking it to Main Street and possibly to the Ring Road. 6A Street and 4 Avenue have been designed to act as collector roads and will provide access to Main Street and Highway 2. 6A Street could be extended north across the railway to connect with 4 Street N.W. This would provide an alternate route between the southwest, the downtown, and the northwest industrial area. 1 Street could also be extended north across the railway to relieve traffic on Main Street.

The need to extend 3 Avenue to the Ring Road will depend on whether 6A Street crosses the railway. The future need to construct these roads will have to be evaluated, but it is important that the rights-of-way be protected to allow for possible future road construction.

The remaining roadways in the A.S.P. will act as residential streets. Residential streets required to provide local access are indicated in diagrammatic form. Specific locations and right-of-way requirements will be established at the subdivision approval stage. Pedestrian walkways should be incorporated into subdivision designs where appropriate to allow convenient pedestrian access through areas to major facilities and destinations, as per G.M.P. policies.

Several roadway alignments should be altered to ensure better traffic flow in the A.S.P. area. The Main Street intersection at 3 Avenue S.W./3 Avenue S.E. should be physically realigned to eliminate the traffic problems caused by the existing offset avenues. The future intersection of 6A Street and Park Drive should be altered prior to construction to ensure that 6A Street is the major traffic route. 4 Avenue should be realigned west of 2 Street before it is built to eliminate an awkward corner. 6A Street should be realigned prior to its development so that it will join Highway 2 west of the Esso Station. The existing highway access point onto the Service Road should be shifted west to coincide with the future 6A Street alignment.

Map 5 Transportation Network



- Highway
- Arterials
- Existing Collector
- Proposed Collector
 - * 21.0m (69ft.) right-of-way
- Local Roads
 - * 18.0m (59ft.) right-of-way

Note: Lanes are not shown, but may be required for drainage and utilities.

* Rights-Of-Way as recommended in 1986 Transportation Study

5.0 SERVICING

5.1 Sanitary Sewer

The southwest sector is presently served by two sanitary sewer lines.

The area adjacent to Main Street, north of 4 Avenue is served by a small gravity sewer which flows north to Lift Station "D". Sewage is pumped north from the lift station across the railway and then flows by gravity toward the treatment plant.

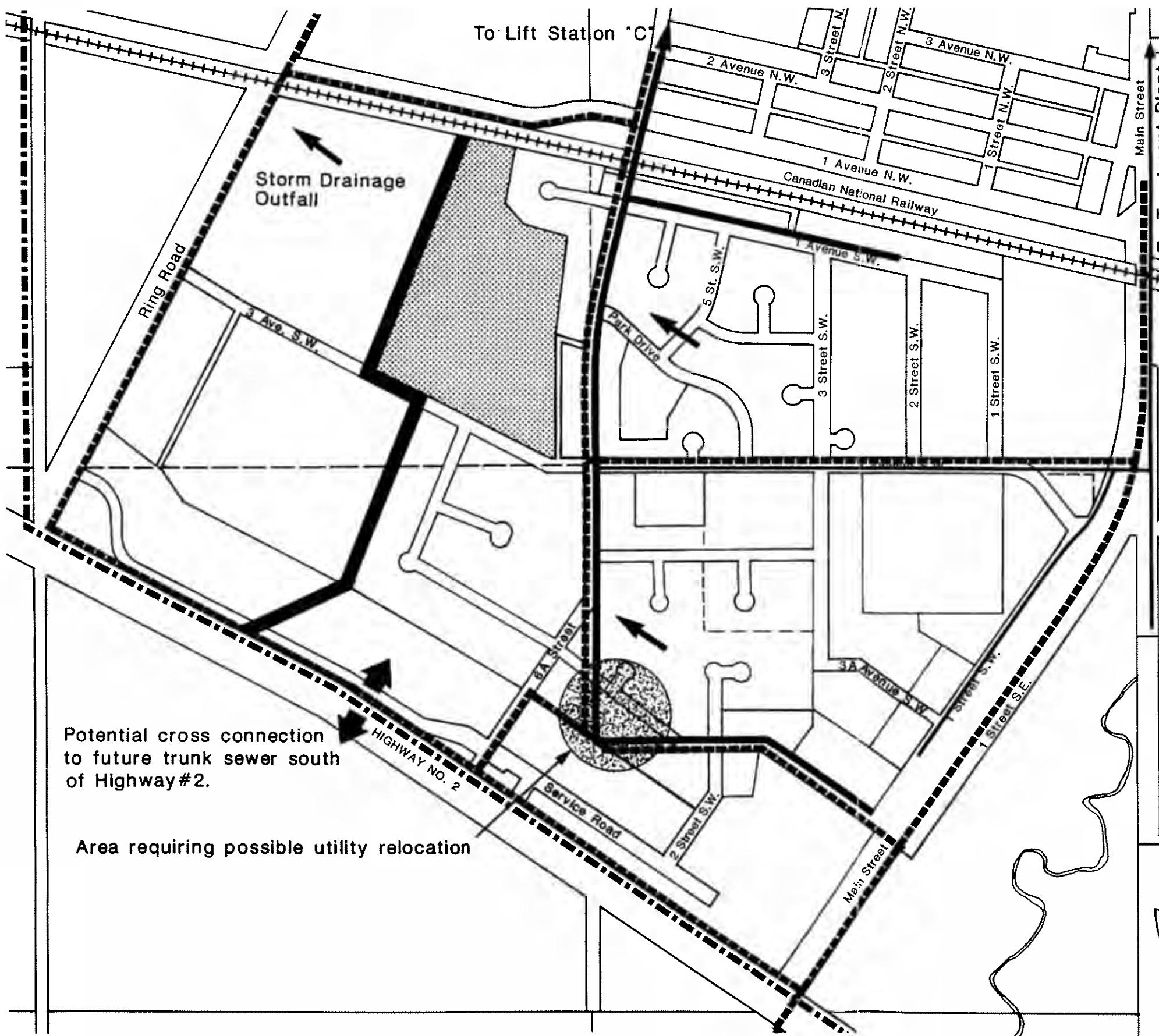
The majority of the A.S.P. is part of the catchment area of the sanitary sewer located along 4 Avenue and 6A Street/Park Drive. This gravity sewer carries sewage north to Lift Station "C" (4 Street W. and 5 Avenue N.). There is adequate capacity presently available in Lift Station "C" and the gravity sewer to accommodate an additional 1,400 persons from the southwest and northwest sectors of town. Additional capacity for up to 1,000 extra persons may be available by extending the Lift Station "E" hookup to the trunk sewer.

Although the existing sanitary sewer system has the capacity to potentially accommodate an additional 2,400 people, it should be stressed that not all of this capacity can be allocated to future development in the A.S.P. The northwest sector of the Town has vacant land which, if fully developed, could require sewer capability for approximately 1,000 people. It will therefore be necessary to share the 2,400 available capacity between the northwest and southwest sectors. This means that part of the A.S.P. may at some time require an alternative sewage outfall in order to be developed. Sanitary sewer servicing must therefore be flexibly designed to allow for part of the A.S.P. to potentially flow into sewers not connected to Lift Station "C". The area south of 3 Avenue, west of 6A Street will likely be the last portion of the A.S.P. to be developed. This area could potentially connect to the future sanitary trunk sewer to be constructed south of Highway 2 in the proposed annexation area.

It should be noted that a large portion of the proposed residential area north of 3 Avenue, west of 6A Street will require a lift station to pump into the existing gravity sewer and make use of available capacity. Due to the slope of the southwest sector, much of the western part of the A.S.P. cannot be serviced by the present sanitary sewers, as there would not be adequate ground cover to prevent freezing in winter. There would also not be sufficient gradient to connect into the existing sewers. The A.S.P. land use concept indirectly shows the western limit of possible sewer servicing, which corresponds to the western boundary of the proposed residential area.

The industrial areas and part of the western portion of the highway commercial area will not be serviceable by the present sewer network.

Map 6 Servicing



- Existing Major Water Main
- Existing Major Sanitary Sewer
- Existing Minor Sanitary Sewer
- Western Limit Of Future Sanitary Sewer Service
- Area Requiring Lift Station
- Storm Drainage Pattern

It should be noted that the area south of Highway 2 west of Sawridge Creek may be able to temporarily tie into the southwest sanitary sewer system to take advantage of any unused capacity. This area will eventually be served by a new sanitary trunk sewer south of Highway 2, which could conceivably make sewer services available to the western portion of the A.S.P. in the future.

5.2 Water Supply and Distribution

The A.S.P. can be readily serviced as major trunk lines allow ample feed at predetermined tie-in points.

5.3 Drainage

Storm drainage will be via surface drainage. The A.S.P. slopes gently to the northwest. It is not possible to use storm sewers as there is no outfall available. A comprehensive stormwater drainage study would assist in determining any needed improvements. The costs of such a study would be shared by all benefitting properties.

It will be extremely important to take care with site grading to ensure that surface drainage will function properly. The use of lanes and drainage swales may be required as part of the drainage system, and should be incorporated into subdivision designs.

There may be a need to improve drainage from the A.S.P. in the area of the Ring Road railway crossing.

5.4 Shallow Utilities

Power, telephone, cable and gas services will be provided by the various utility companies currently providing service within the Town of Slave Lake. No problems are seen with the provision of these services since they are extensions to the existing systems.

All utilities in residential and commercial areas should be underground.

5.5 Offsite Levies

The Town has policies in effect which will require contributions of offsite levies in the A.S.P. site area. These include levies for Town-wide facilities, as well as a special levy for any development contributing flows to sanitary sewer lift Station "C".

5.6 Utility Relocation

Due to the proposed changes in the alignment of 4 Avenue and 6A Street, it may be necessary to relocate the existing sanitary sewer and water lines located in the presently unconstructed 4 Avenue/6A Street rights-of-way (north of the Sawridge apartments). These facilities will either have to be relocated into the new 4 Avenue alignment, or else development will have to be restricted over the existing lines. Overhead power lines located along the present 6A Street alignment should be either buried or relocated outside of the residential areas.

6.0 SEQUENCE OF DEVELOPMENT

The sequence of development in the A.S.P. is generally tied to the availability of water and/or sewer services in the area to be developed.

Priority should be given to development in areas adjacent to existing servicing mains. Generally speaking, it is anticipated that residential development will proceed from the east to the west, depending on landowners interests and market demands.

The extension of highway commercial uses will proceed westward from existing development. Industrial development will occur first along the Ring Road and will proceed west from it as development warrants.