



TOWN OF HINTON BYLAW NO. 1118

A BYLAW OF THE TOWN OF HINTON IN THE PROVINCE OF ALBERTA TO ADOPT AN AREA STRUCTURE PLAN

WHEREAS: Pursuant to Section 633 and 692 of the Municipal Government Act, R.S.A. 2000, and amendments thereof, a Council may, by bylaw adopt an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land.

NOW THEREFORE: The Council of the Town of Hinton in session duly assembled hereby enacts as follows:

1. The document attached as Schedule "A" and forming part of this Bylaw is hereby adopted as the "East Area Structure Plan".
2. This Bylaw shall take effect on the day of final passing thereof.
3. This Bylaw was advertised in the Voice on August 24, 31 and September 7, 2017 and the Public Hearing was held on September 19, 2017 at 4:00 p.m.
4. This Bylaw hereby rescinds Eaton Area Structure Plan (Bylaw No. 908), Hinton East Boundary Joint Area Structure Plan (Bylaw No. 955) and Thompson Lake Area Structure Plan (Bylaw No. 1012).

READ A FIRST TIME THIS 15th DAY OF AUGUST 2017.

READ A SECOND TIME THIS 19th DAY OF SEPTEMBER 2017.

READ A THIRD TIME THIS 19th DAY OF SEPTEMBER 2017.



MAYOR



DIRECTOR OF CORPORATE SERVICES

Prepared By:



East Area Structure Plan No. 1118

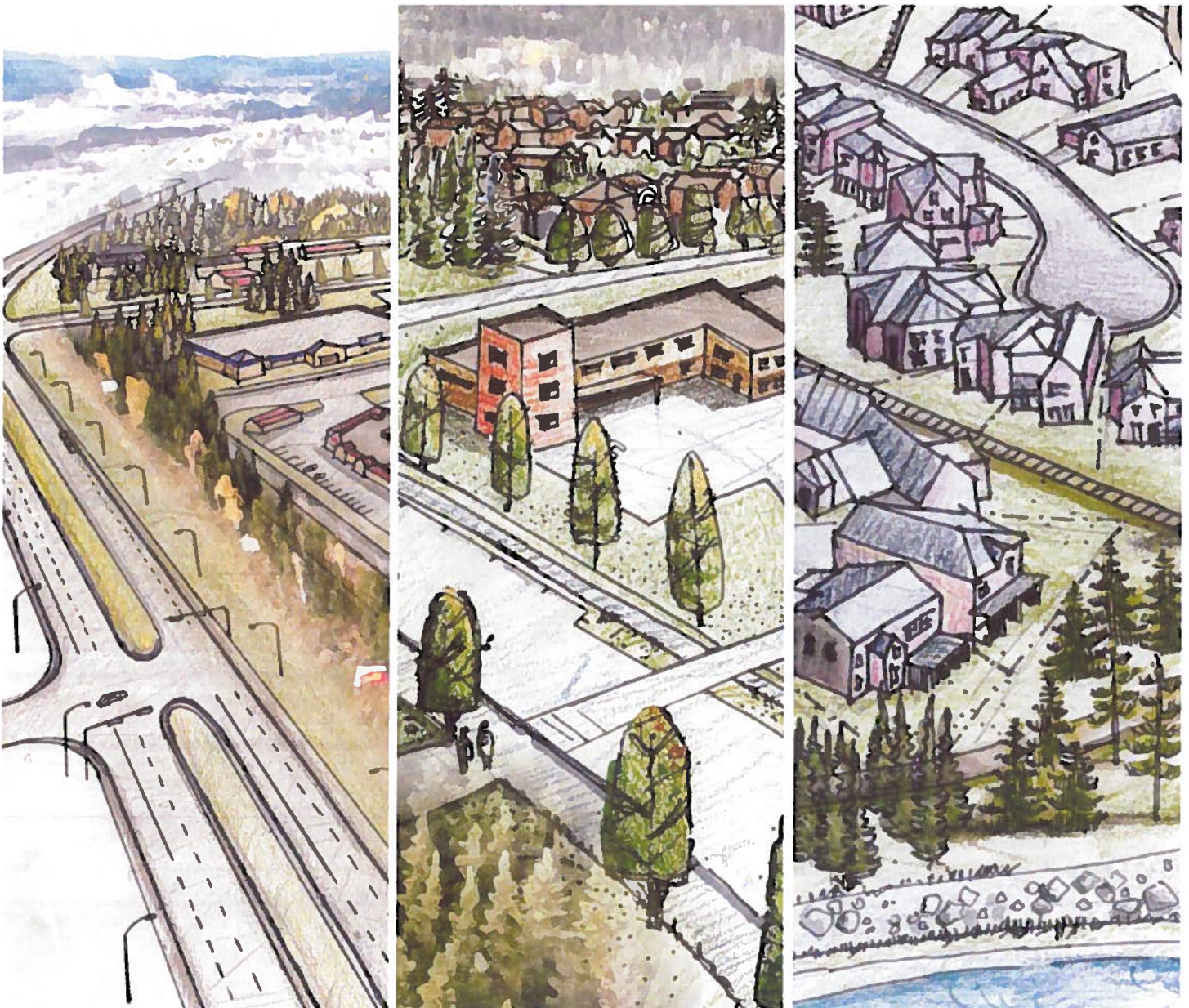


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SECTION ONE

Introduction

1

This section outlines the policy context of the East ASP as well as the interpretation, monitoring, review and amendment of policies herein.

1-1 PURPOSE

The East Area Structure Plan (“East ASP”) provides a comprehensive development concept for the future preparation of developer-led Outline Plans within its plan area. The East ASP plan area is a significant part of Hinton’s future development lands as identified in the Municipal Development Plan (Bylaw No. 1084).

The East ASP replaces those portions of the rescinded 1994 Eaton ASP (Bylaw No. 908), 2000 Hinton East Boundary Joint ASP (Bylaw No. 955), and 2006 Thompson Lake ASP (Bylaw No. 1012), which were previously enacted within the plan area.

As outlined in Section 633 (1) of the Municipal Government Act (MGA), ASPs are developed “For the purpose of providing a framework for subsequent subdivision and development of an area of land...”

An area structure plan:

(a) must 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, and

(b) may contain any other matters the council considers necessary.

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1-2 POLICY CONTEXT

It is intended that consistency between the East ASP, and other policy documents adopted by Council, including but not limited to the Hinton/Yellowhead County Intermunicipal Development Plan (IDP), Hinton Municipal Development Plan (MDP) and Hinton Land Use Bylaw (LUB) will be achieved such that all plans will be in compliance with each other.

1-3 PLAN INTERPRETATION

Map Interpretation

Unless otherwise specified within this plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or utility/road rights-of-way. Details shown on the maps will be subject to further study at the Outline Plan/Land Use Amendment stage. No measurements or area calculations should be taken from the ASP maps.

Policy Interpretation

Where “shall”, “will”, “must” or “require” are used in a policy, the policy is considered mandatory in order to achieve a desired result.

Where “should” is used in a policy it is anticipated that the policies will be applied in all situations unless it can be clearly demonstrated to the satisfaction of the Development Authority, that the policy is not reasonable, practical and feasible in a given situation.

Where a policy requires compliance at the Outline Plan/Land Use Amendment stage, that requirement may be deferred to the Subdivision Approval or Development Permit Approval stage at the discretion of the Development Authority.

Appendix Interpretation

Appendices included herein do not form part of the statutory portion of the ASP. The purpose of an appendix is to provide information to further clarify the intent of the ASP policies.

1-4 MONITORING AND REVIEW

The East ASP is a long-term policy document that promotes a vision for development within the plan area and provides guiding principles and policies that work towards achieving that vision overtime. The policies within the East ASP will be monitored and should be reviewed and updated every 10 years until such time as build-out of the plan area is achieved. The East ASP may also be amended in response to changes in the overall policy direction within Hinton or specific development applications.

1-5 AMENDING THE ASP

If major changes with regards to land use, road networks or any other significant aspect of the plan are contemplated, an amendment to the East ASP, that includes a public hearing, shall be held in accordance with the MGA. Minor changes will not require an amendment if, in the opinion of the Development Authority, the intent of the ASP is still achieved. Where an amendment to this ASP is requested by an applicant, the applicant shall be required to submit the justification and information necessary to support the amendment.

1-6 LIMITATIONS

Policies within the East ASP are not to be interpreted as an approval for a use on a specific site. This plan does not confirm that any particular site within the plan area is suitable for a particular purpose. Detailed site conditions or constraints – including environmental considerations – must be assessed on a case-by-case basis as part of an application for an Outline Plan, a Land Use Amendment, Subdivision, or a Development Permit.

SECTION TWO

Plan Area

2

This section highlights existing conditions of the East ASP plan area and the opportunities and constraints for future development.

2-1 LOCATION

The East ASP plan area (see **Figure 1**) is comprised of approximately 430.8 hectares (1,064.5 acres) of predominantly undeveloped land within Hinton. The plan area is bounded by the established areas to the north, Robb Road to the west, the Alberta Transportation Highway 16 bypass right-of-way and corporate boundary to the south, and the corporate boundary to the east. Those portions of the plan area that abut the corporate boundary are directly adjacent to Yellowhead County.

2-2 OWNERSHIP

Land Ownership within the East ASP plan area (see **Figure 2**) at the time of adoption is as follows:

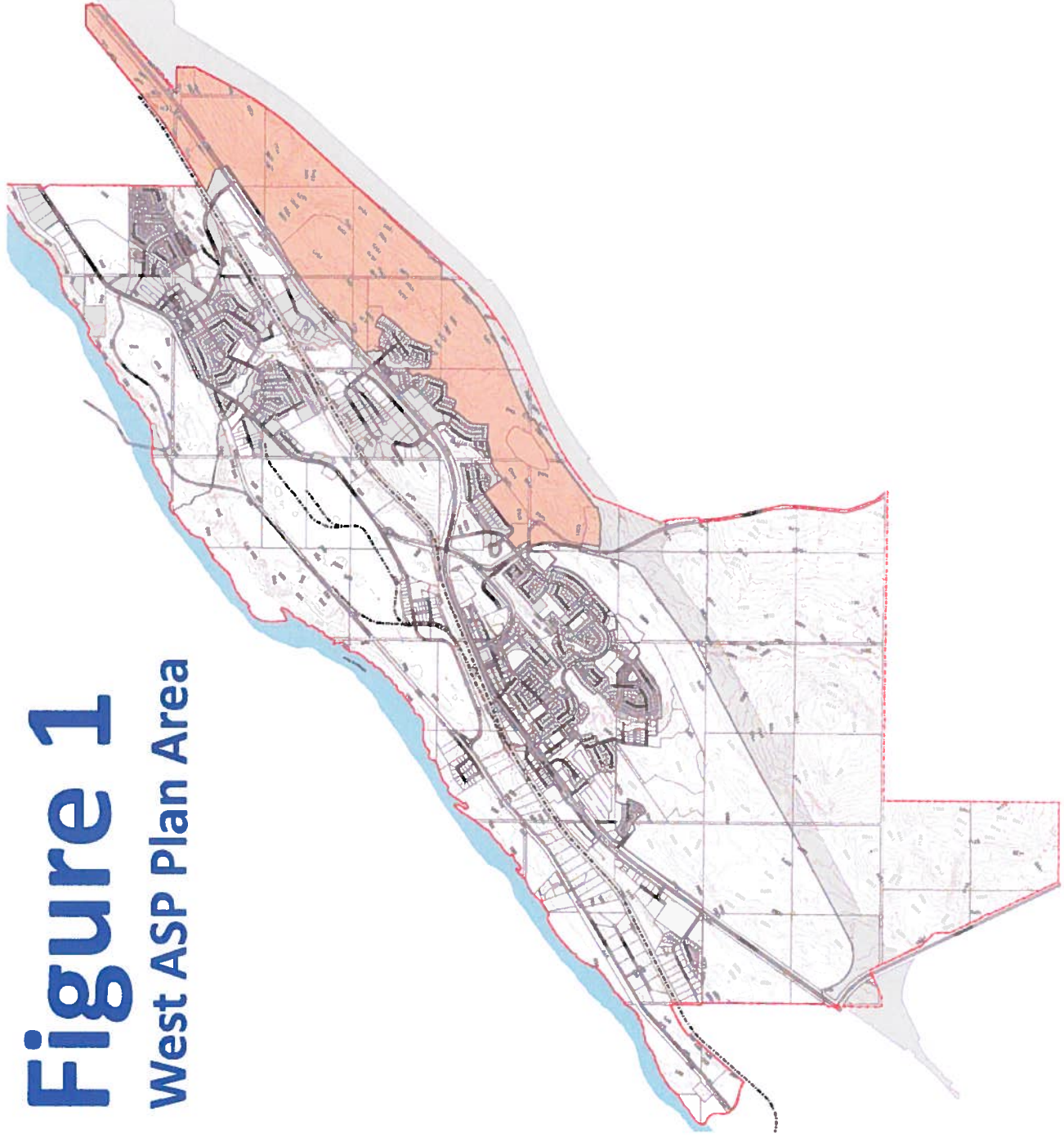
Table 1 – Ownership List

Owner	Parcel # & Approximate Area*
Beth Coelen	1256229 (06 ha.)
Board of Trustees of Evergreen Catholic	1267462 (03 ha.)
Town of Hinton	2773471 (03 ha.); 1269599 (0.1 ha.); 1267538 (02 ha.); 2519726 (01 ha.); 1267473 (09 ha.)
H.M.Q. Department of Transport & Highways	1269598 (07 ha.)
H.M.Q. Energy & Natural Resources	1270414 (37 ha.); 1257668 (03 ha.); 1257667 (28 ha.); 1269729 (07 ha.)
H.M.Q. Forestry, Lands & Wildlife	1256240 (04 ha.); 2286737 (13 ha.)
Hugh Ceal	2737063 (29 ha.)
Jules Hamel	1256218 (04 ha.)
Ken Harasymiw	2773472 (29 ha.)
Lotti Altenkirch, Susan Barbara, Rodney Shwetz	1256227 (41 ha.)
Non-Patent Estate	2701741 (12 ha.)
Plainsman Hinton Developments LTD.	2519724 (32 ha.); 2091359 (32 ha.); 1269605 (37 ha.)
Ralph Zuger	1256217 (09 ha.)
Unpatented Crown Land	1256302 (31 ha.)
Wilf's Landscaping LTD. & Wilfred Kwasney	1269267 (08 ha.)
Wilf's Landscaping LTD.	2519725 (03 ha.)

* Ownership areas do not equal total East ASP plan area

Figure 1

West ASP Plan Area



Legend :



East ASP Area



Future Highway Bypass



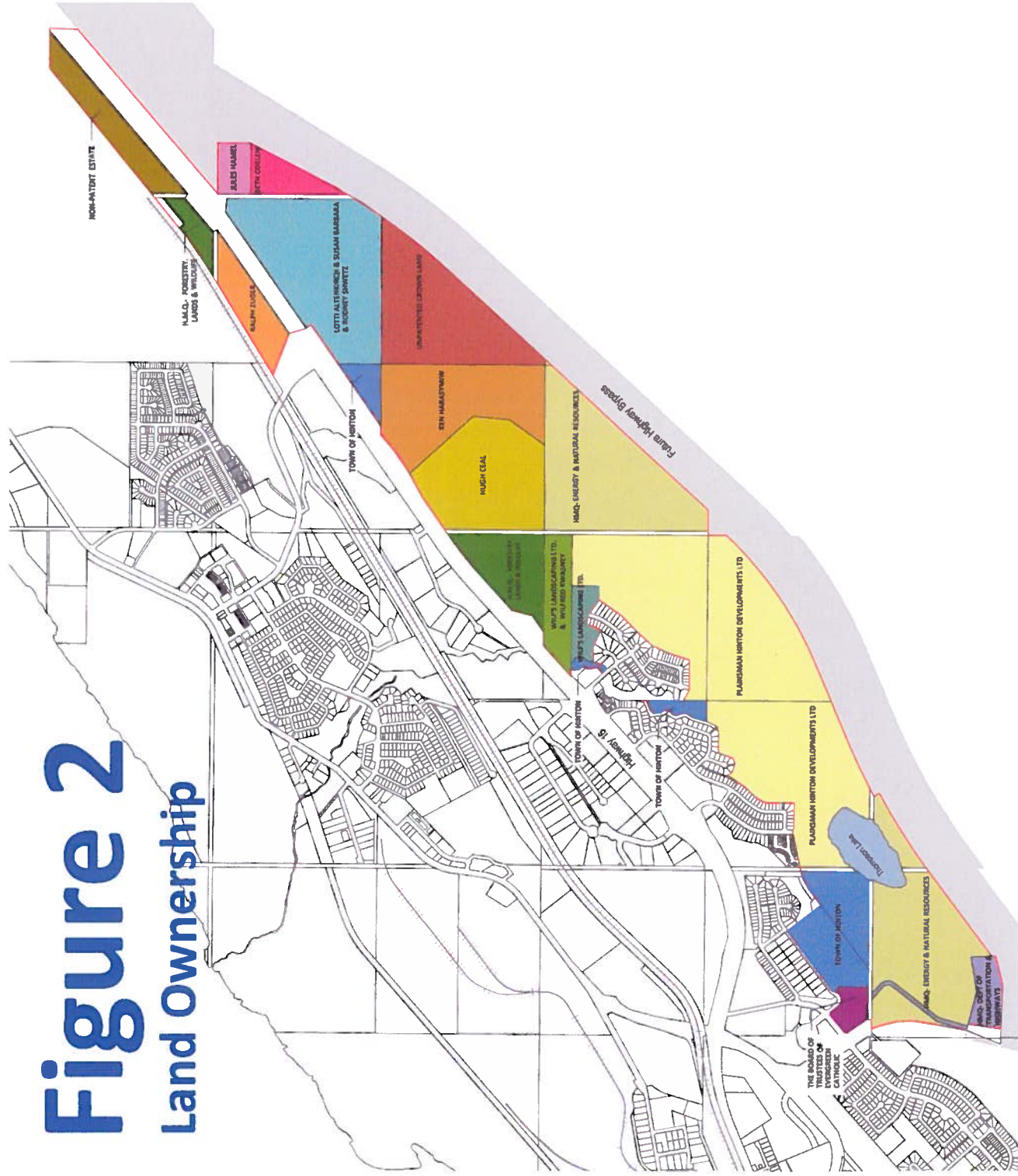
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Figure 2

Land Ownership



Legend :



East ASP Boundary



Future Highway Bypass



Railway

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2-3 CURRENT LAND USE

Land use within the plan area at the time of adoption is predominantly Future Urban Development District (S-FUD), which is intended to protect lands for future forms of development and provide for a limited range of temporary uses (see **Figure 3**).

A portion of the ASP area is designated Direct Control District (S-DC) to accommodate a future school site and recreational area. Another small area adjacent to existing development is designated Residential Standard Lot District (R-S2).

The existing land uses are consistent with the proposed Development Concept. The approximate area of these land uses are as follows:

Table 2 – Current Land Use

Land Use	Approximate Area (ha.)
Future Urban Development District (S-FUD)	413.2
Direct Control District (S-DC)	11.6
Residential Standard Lot District (R-S2)	6.0

2-4 EXISTING CONDITIONS

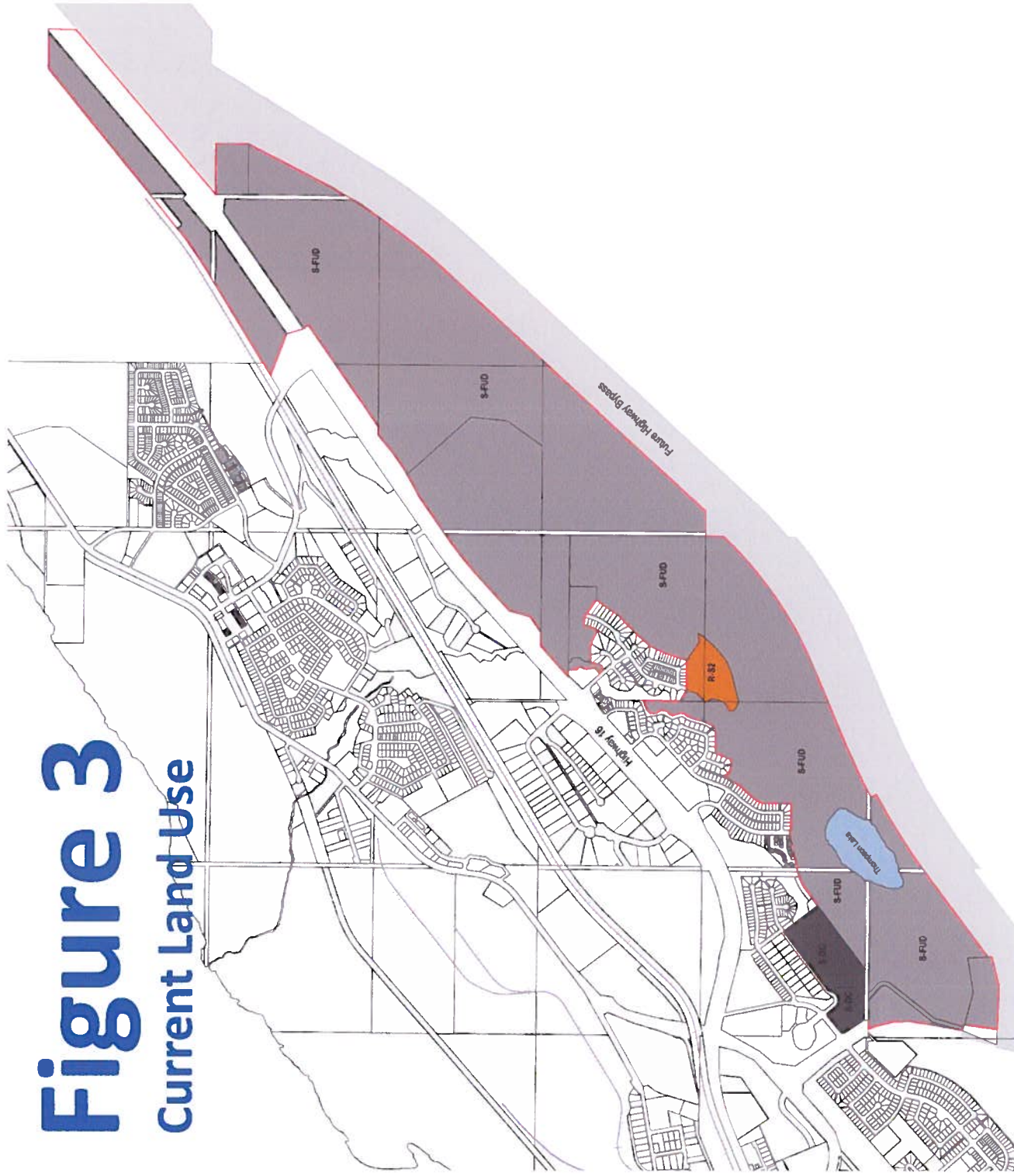
The predominant features of the plan area are the significant slopes onsite, including numerous ridgelines, valleys and plateaus, most of which are forested.

Thompson Lake is located in the western portion of the plan area. No above ground watercourses enter or exit the lake; however, seasonal above ground water flow occurs. Hardisty Creek bisects the plan area and eventually discharges into the Athabasca River. Protection of the creek will be required. Surface drainage is good, while sub-surface drainage is excessive in some areas. Soil conditions have severe limitations that restrict the capability for agriculture or permanent pasture.

The physical constraints within the plan area (see **Figure 4**) have been effectively integrated into the Development Concept outlined in Section 3.

Figure 3

Current Land Use



Legend :

- East ASP Boundary
- Future Highway Bypass
- Residential Standard Lot District (R-S2)
- Future Urban Development District (S-FUD)
- Direct Control District (S-DC)
- Railway

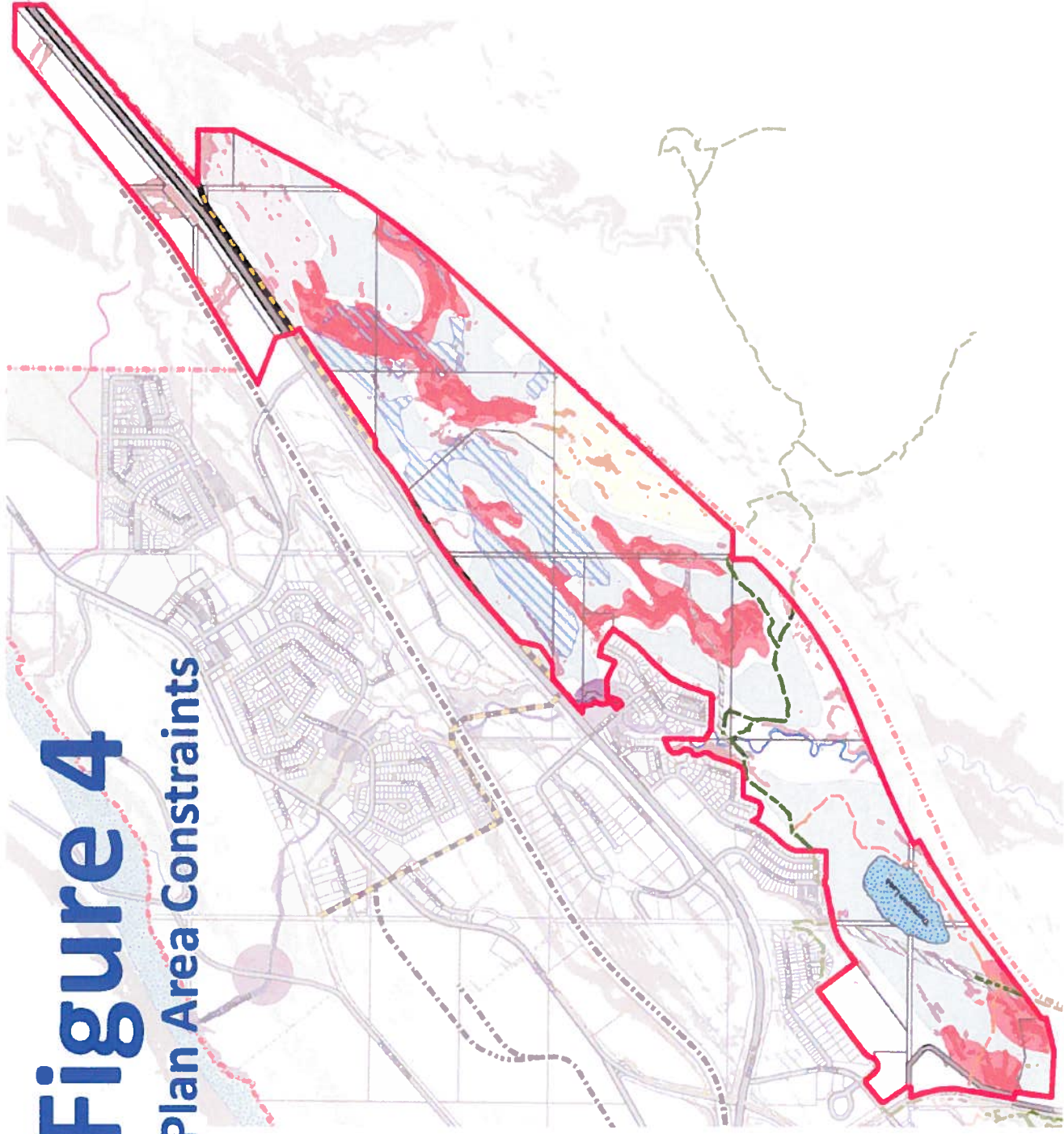


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Figure 4

Plan Area Constraints



Legend :

- Water Bodies
- Flood Risk Area
- 30m Railway Buffer
- WEST ASP
- Boundary
- Right of Ways
- Highway 10 Bypass
- Slope, 15% & Greater
- Golf Holes
- Golf Course
- Streets
- Beaver Boardwalk
- Mountain Bike Trails
- Town Trails
- Railway

Transportation Constraints

- Regrading required for intersection (max 4%)
- Max roads 0-4% Significant regrading required for intersection (max 4%)
- Regrading required to achieve max road grades of 0-4% Significant regrading required for intersection (max 4%)
- No roads / intersections reconstructed here

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SECTION THREE

Community Concept

3

This section provides the overall Development Concept for the East ASP; showing the general location of land uses, community amenities and the street network within the plan area.

3-1 CONSULTATION

The East ASP was developed in consultation with plan area landowners, selected stakeholders, the general public, and Council and Administration via a series of meetings, workshops and public engagement events. Feedback was gathered and used to inform the Development Concept and policies within this plan. East ASP consultation milestones included:

- **Landowner Meeting (June 23, 2016)** with landowners in the former Thompson Lake ASP lands to discuss the development of the East ASP.
- **Public Open House (March 23, 2017)** as part of the Comprehensive Planning & Development Strategy to introduce the draft Development Concept to the general public and key stakeholders in order to gather feedback.
- **Public Open House (June 15, 2017)** as part of the Comprehensive Planning & Development Strategy to introduce an updated Development Concept and development statistics from the draft East ASP to the general public and key stakeholders in order to gather feedback.
- **Draft ASP Private Circulation (July 2017)** to present an initial draft East ASP to landowners and stakeholders within the plan area for review and feedback.
- **Draft ASP Public Circulation (August – September 2017)** to present a revised draft East ASP to the broader public and approval agencies in addition to landowners and stakeholders for review and feedback.
- **Public Hearing (September 19, 2017)** to provide an opportunity for the public to provide comment and to aid Council in its decision to approve the plan as a local bylaw.

3-2 VISION

The East ASP provides a framework for diverse residential neighbourhoods, optimally located commercial development and municipal amenities that are sensitive to the unique topography of the plan area and the high quality open spaces and natural amenities in alignment with Hinton's planning objectives and current market trends.

3-3 GUIDING PRINCIPLES

The following principles provide guidance on the nature of development within the plan area:

Housing Diversity

A diversity of housing options is encouraged in order to respond to various market segments, address physical site constraints within the plan area and meet the needs of a variety of different income groups and lifestyles. While the predominant form of housing is anticipated to be single detached dwellings, demands for alternative housing choices will arise as Hinton continues to grow.



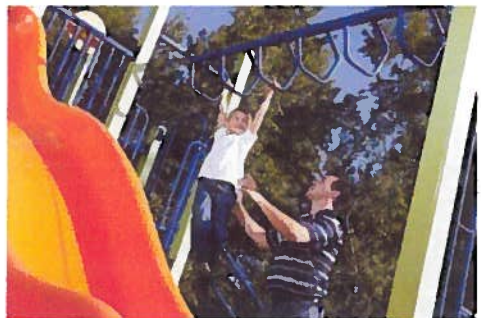
Commercial Vitality

The adjacent Highway 16 Corridor provides an opportunity to develop commercial uses that can leverage their location and act as a transitional land use to residential development. It is anticipated that future commercial development would complement existing commerce and would service the needs of the local residents and beyond. A mixed-use commercial node provides opportunities to develop a unique space for residents and tourists alike.



Community Amenities

While physical site constraints preclude standard development scenarios within much of the plan area, they provide an opportunity to align a network of linear parks within open space corridors; providing options for walking and cycling throughout the different neighbourhoods. Residents should have convenient access to the proposed school sites, local parks and recreational amenities.



Connectivity

Vibrant neighbourhoods promote walking, cycling and convenient vehicular access to amenities and services. The roadway network provides access throughout the plan area and connects to adjacent established areas. Trail networks can be incorporated into open space corridors to accommodate development constraints and promote a healthy balance of mobility choices.



Development Efficiency

Efficient design reduces capital and operating costs when land is developed in the future. Future neighbourhoods should be designed with respect to ownership boundaries and be concentrated on lands which are more favourable to engineering requirements. Innovative solutions such as clustering of development and/or use of emerging sustainable engineering solutions are encouraged.



Environmental Protection

Hinton's beauty, nestled in the foothills of the Rocky Mountains, is exemplified by breathtaking views and natural landscapes. Thompson Lake and Hardisty Creek are highly valued by both residents and visitors alike. Environmentally significant areas should be protected and future development should be sensitive to the natural environment.



FireSmart Best Practices

Hinton recognizes the threat of wildfires to existing and future development. FireSmart best practices have been incorporated into the Community Framework and East ASP policies in alignment with Hinton's FireSmart Mitigation Strategy.



3-4 DEVELOPMENT CONCEPT

The Development Concept (see **Figure 5**) has been created by translating the goals expressed by landowners and stakeholders into a design that:

1. Responds to physical constraints, such as steep topography and groundwater flow, within the plan area, and
2. Actualizes the vision and guiding principles.

The Development Concept accommodates predominantly residential uses with open space corridors proposed where the most significant development challenges occur. These corridors provide an efficient connectivity network which links to Hinton's extensive trail system and provides connections to the developed neighbourhoods, commercial centres, and amenities across Hinton. While physical constraints within the plan area do not preclude development they do affect the feasibility of standard development practices.

Mixed Use/Highway Commercial uses are proposed along the Highway 16 Corridor, consistent with existing highway development throughout Hinton. Access to the East ASP is oriented to Highway 16 as the future bypass route prohibits connections along the south portion of the plan area.

The following Projected Development Statistics are based on the Development Concept:

Table 3 – Projected Development Statistics^{1,2}

Land Use	Area (ha.)	Area (ac.)	% Total	Units ³	Anticipated Population ⁴
ASP Plan Area	430.8	1064.5	---	---	---
Highway 16	19.2	47.4	---	---	---
Wetlands (Likely Future Environmental Reserve)	40.9	101.1	---	---	---
Predominantly Recreation and Open Space (Thompson Lake)	65.0 (8.4)	160.6 (20.8)	---	---	---
Gross Developable Lands	305.7	755.4	100 %		
Predominantly Residential (incl. 15% Grade) (One (1) Future School Site @ ±5ha.) ⁵ (Four (4) Neighbourhood Commercial Sites @ ±1ha.)	236.3 (±5.0) (±4.0)	583.9 (±12.3) (±9.9)	77.3	4,726	12,287
Predominantly Highway Commercial	57.8	142.8	18.9	N/A	N/A
Existing Direct Control (incl. one (1) Future School Site)	11.6	28.7	3.8	N/A	N/A
TOTAL				4,726	12,287

¹ All calculations are approximate and will be confirmed at the Outline Plan/Land Use Amendment stage.

² Environmental Reserve (ER) and Municipal Reserve (MR) will be identified and dedicated at the Outline Plan Stage.

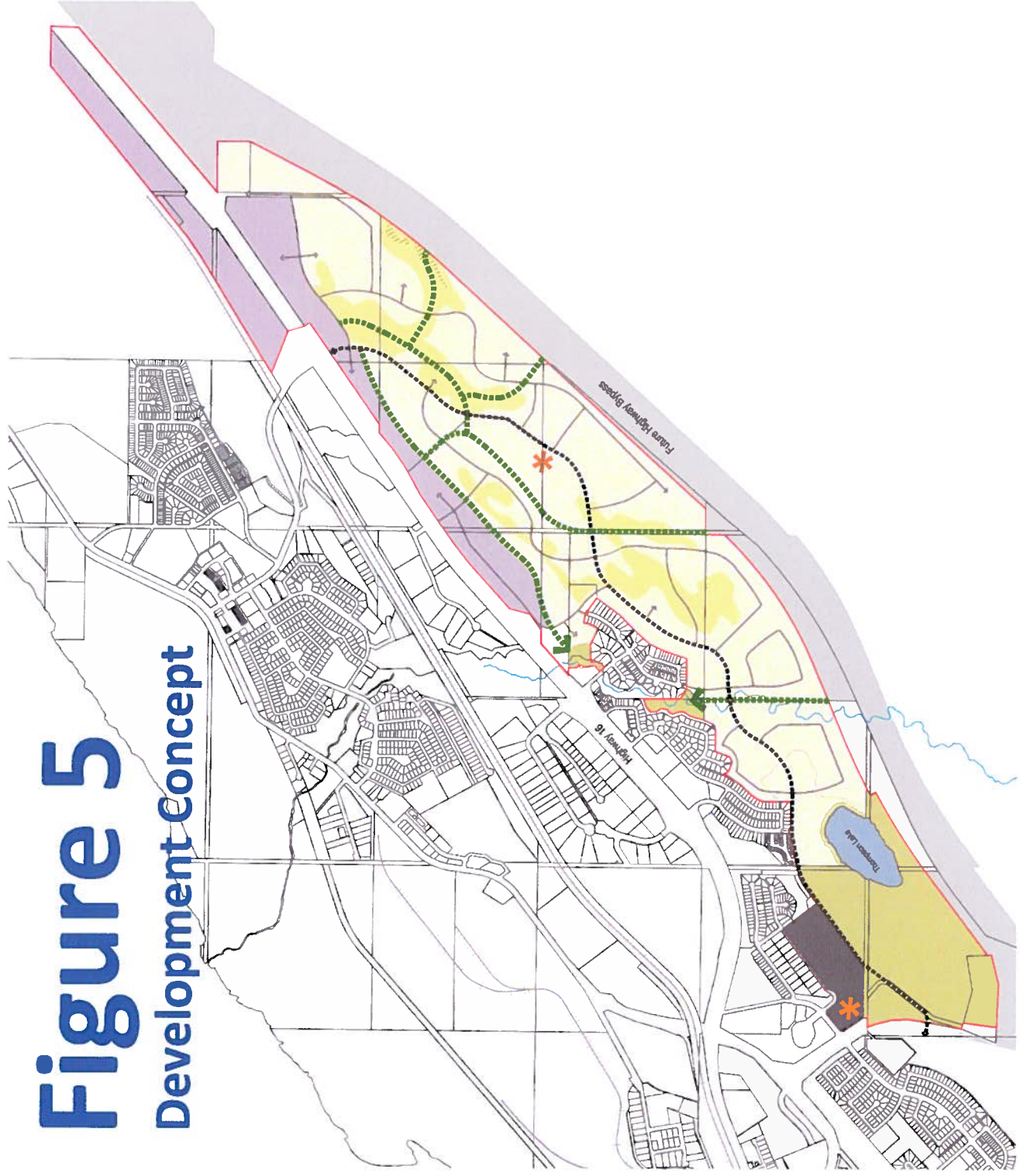
³ 20 units per hectare (uph; ±8 upa) of gross developable "predominantly residential" land (based on average of Neighbouring Municipalities & Calgary Metropolitan Area (Edmonton Metropolitan Area is 25-30 uph)).

⁴ 2.6 persons per unit (based on Statistics Canada average number of persons in a household in Alberta for 2011; Source: Statistics Canada, 2011 Census of Population and Statistics Canada catalogue no. 98-313-XCB).

⁵ Typical school parcel.

Figure 5

Development Concept



Legend :

- East ASP Boundary
- Future Highway Bypass
- Predominantly Recreational and Open Space
- No Roads/ Intersections Recommended Here
- Predominantly Residential
- Wetland
- Existing Direct Control District
- Predominantly Highway Commercial
- Green Corridor
- Collector Roadway Network
- Local Roads
- Rail Road
- Potential Future School Site

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SECTION FOUR

Community Framework

4

This section outlines the policy framework for achieving the Development Concept; detailing the policies designed to actualize vibrant and complete neighbourhoods within the plan area.

4-1 GENERAL DEVELOPMENT POLICY

The following policies apply to all development within the East ASP plan area.

- Policy 4.1.1** At the Outline Plan/Land Use Amendment stage, a Biophysical Impact Assessment (BIA) shall be required as a supporting study to the Outline Plan.
- Policy 4.1.2** At the Outline Plan/Land Use Amendment stage, a Geotechnical Report (including Slope Stability Analysis if any slopes are greater than 15%) shall be required as a supporting study to the Outline Plan.
- Policy 4.1.3** At the Outline Plan/Land Use Amendment stage, a Historical Resources Overview (HRO) shall be required as a supporting study to the Outline Plan.
- Policy 4.1.4** At the Outline Plan/Land Use Amendment stage, Municipal Reserve dedication shall be up to ten percent (10%) of the developable lands within an Outline Plan area per the MGA. At the discretion of the Development Authority:
- Municipal Reserve may be dedicated as cash-in-lieu when subdivision occurs.
 - Deferred Reserve, illustrated in a shadow plan, may be provided where reserve is proposed in future phases to accommodate future neighbourhood amenities.
- Policy 4.1.5** At the Outline Plan/Land Use Amendment stage, a Reserve Analysis that determines the amount of reserve owing and the allocation of reserve for the neighbourhood area shall be provided with the Outline Plan.

- Policy 4.1.6** At the Outline Plan/Land Use Amendment stage, when determining dedications:
- Natural features that qualify as Environmental Reserve in accordance with the MGA shall be dedicated as Environmental Reserve land.
 - Municipal Reserve dedication may be considered appropriate for environmentally significant natural areas which do not qualify as Environmental Reserve under the MGA.

4-2 RESIDENTIAL DEVELOPMENT

The East ASP is anticipated to have an approximate population of 12,287 people at build-out. These people will live in residential neighbourhoods established by subsequent Outline Plans. Future residential development in all neighbourhoods within the plan area will be pedestrian friendly, allow for a diversity of housing, promote a strong sense of community and meet the MDP target residential density of 20 units per hectare (uph).

- Policy 4.2.1** Residential development shall be provided in the areas shown on **Figure 5 – Development Concept**.
- Policy 4.2.2** A diverse range of housing forms and densities shall be accommodated in the plan area.
- Policy 4.2.3** Low Density Residential uses shall be the predominant form of housing type within a residential neighbourhood.
- Policy 4.2.4** Developers are encouraged to provide a minimum twenty-five percent (25%) of residential units in each neighbourhood as non-single family units.
- Policy 4.2.5** Multi-Family residential development shall be located with access to a collector road.
- Policy 4.2.6** Residential development shall be designed to promote connectivity between neighbourhoods and beyond the plan area.
- Policy 4.2.7** The primary entrance of buildings and residences should be oriented towards the street.
- Policy 4.2.8** At the Outline Plan/Land Use Amendment stage, a Land Use Statistics Table and Residential Density Table that outline the land uses and proposed density within the neighbourhood area shall be provided with the Outline Plan.
- Policy 4.2.9** At the Outline Plan/Land Use Amendment stage, Design Guidelines that establish a theme for the neighbourhood shall be provided with the Outline Plan.
- Policy 4.2.10** At the Outline Plan/Land Use Amendment stage, FireSmart Best Practices shall be provided with the Outline Plan.

4-3 HIGHWAY COMMERCIAL DEVELOPMENT

A significant extent of the East ASP is aligned along the Highway 16 Corridor. Commercial activity along the corridor is anticipated to function as a buffer between the Highway and residential development within the plan area.

- Policy 4.3.1** Highway commercial development shall be provided in the areas shown on **Figure 5 – Development Concept**.

Policy 4.3.2 Highway commercial development shall be designed in compliance with the same regulations and guidelines provided for adjacent highway development as outlined in the **Established Area Guidelines** (found in Appendix B of the MDP).



CONCEPTUAL ILLUSTRATION OF FUTURE HIGHWAY COMMERCIAL DEVELOPMENT

4-4 NEIGHBOURHOOD COMMERCIAL DEVELOPMENT

Neighbourhood commercial policies are intended to provide compatible neighbourhood-scale commercial development within the residential neighbourhoods of the plan area. The design and detailing of neighbourhood commercial development and signage is expected to be high-quality.

Policy 4.4.1 Neighbourhood Commercial development shall be integrated, where appropriate, into the residential areas shown on **Figure 5 – Development Concept**.

Policy 4.4.2 A maximum of four (4) Neighbourhood Commercial development areas shall be permitted within the plan area.

Policy 4.4.3 Each Neighbourhood Commercial development area shall be limited to a maximum of one (1) hectare in area.

Policy 4.4.4 At the Outline Plan/Land Use Amendment stage, Neighbourhood Commercial development shall be identified.

Policy 4.4.5 At the Outline Plan/Land Use Amendment stage, Neighbourhood Commercial development shall be consistent with the Design Guidelines for the broader neighbourhood as established within the Outline Plan.



CONCEPTUAL ILLUSTRATION OF RESIDENTIAL DEVELOPMENT WITH
A NEIGHBOURHOOD COMMERCIAL SITE AND A SCHOOL SITE

4-5 MUNICIPAL AMENITIES

Municipal Amenities, such as community centres, schools, churches, meeting halls and administrative facilities, provide community support for residential neighbourhoods and can add to the sense of place and uniqueness of a neighbourhood. It is anticipated that two schools will be required within the East ASP plan area to adequately serve the residential development. Existing fire protection, ambulance and RCMP services will be extended to residents.

- Policy 4.5.1** Municipal amenities shall be integrated, where appropriate, into the plan area as identified on **Figure 5 – Development Concept**.
- Policy 4.5.2** Municipal amenities shall be located on prominent sites where feasible.
- Policy 4.5.3** School sites shall be located to maximize student catchment areas and allow for safe and efficient vehicular and pedestrian access.
- Policy 4.5.4** Developers of municipal amenities are encouraged to consider energy efficiency and alternative servicing options for new construction.
- Policy 4.5.5** At the Outline Plan/Land Use Amendment stage, municipal amenities shall be identified in the Neighbourhood Concept.
- Policy 4.5.6** At the Outline Plan/Land Use Amendment stage, municipal amenity development shall be consistent with the Design Guidelines for the broader neighbourhood as established within the Outline Plan.

4-6 PARKS, OPEN SPACE AND TRAILS

Parks and trails need to be planned comprehensively to provide for a well-connected network that is well integrated throughout the plan area and respects the environmental sensitivity of the natural environment. Reserve lands within the East ASP plan area will be used to create an open space network that contains a wide range of active and passive recreational amenities as well as natural park areas where physical constraints preclude feasible development scenarios.

Environmental impacts should be minimized where development occurs along escarpments and steep slopes, and areas adjacent to Thompson Lake and Hardisty Creek. Views from escarpments should be maintained and natural vegetation should be retained within open spaces wherever feasible.

Policy 4.6.1 A variety of open spaces, including enhanced natural areas, sports fields, tot lots, linear open spaces and urban plazas shall be distributed throughout the plan area to ensure convenience and accessibility by local residents.

Policy 4.6.2 Regional trails shall be provided to ensure the plan area is well connected to the adjacent established areas and the existing trail system.

Policy 4.6.3 No permanent structures shall be permitted within 20 meters of the top of bank of Hardisty Creek.

Policy 4.6.4 At the Outline Plan/Land Use Amendment stage, the siting and design of parks, open spaces and trails shall be identified.



CONCEPTUAL ILLUSTRATION OF RESIDENTIAL DEVELOPMENT/THOMPSON LAKE INTERFACE

SECTION FIVE

Transportation Framework

5

This section addresses how pedestrians, cyclists and motorists are accommodated within and beyond the East ASP plan area.

5-1 ROADWAY NETWORK

The roadway network has been developed to accommodate anticipated traffic volumes in an efficient, safe and effective manner. Most of the plan area is bounded by either Highway 16 or the future Highway 16 Bypass. The impacts of these routes on residents within the plan area should be minimized where possible. As illustrated in the Development Concept (see **Figure 5**), primary access to the plan area is via a collector road from Highway 16 continuing southwest to Robb Road. The location of the intersections have been determined to coincide with existing intersections along Highway 16 and generally provide an 800 metre separation distance consistent with Alberta Transportation standards.

The collector road acts as a central spine that respects the topographic constraints and ownership boundaries within the plan area, providing access to minor collector and local roads which service individual neighbourhoods. General locations for local roads have been indicated on the Development Concept for illustrative purposes. Revisions to the local road pattern may be approved at the Outline Plan/Land Use Amendment stage without requiring an amendment to the ASP.

Policy 5.1.1 The roadway network shall be consistent with Hinton's Transportation Master Plan (2017), as amended.

Policy 5.1.2 Intersection treatments at locations where plan area roads meet the existing highway/road network shall be cost shared by all benefiting developers.

Policy 5.1.3 Roundabouts shall be considered in the design of key intersections.

- Policy 5.1.4** At the Outline Plan/Land Use Amendment stage, a Traffic Impact Assessment (TIA) shall be required as a supporting study to the Outline Plan.
- Policy 5.1.5** At the Outline Plan/Land Use Amendment stage, a neighbourhood's local road network may be revised so long as adjacent landowners are not negatively affected by the proposed changes and revised alignments are consistent with Town standards.
- Policy 5.1.6** At the Outline Plan/Land Use Amendment stage, buffering and sound attenuation measures shall be identified within the neighbourhood Design Guidelines for development adjacent to Highway 16 and future Highway 16 Bypass.

5-2 PEDESTRIAN/BICYCLE MOBILITY

Efficient and attractive routes encourage increased walking and cycling in neighbourhoods. Given the extraordinary opportunities to take advantage of the natural amenities in the East ASP plan area, pedestrian and cyclist connectivity are an important component to future development.

- Policy 5.2.1** Convenient bicycle and pedestrian connections shall be provided within the open space network where opportunities exist.
- Policy 5.2.2** At the Outline Plan/Land Use Amendment stage, pedestrian and cyclist connectivity shall be provided.
- Policy 5.2.3** Trail standards and associated signage should be consistent with Hinton standards.

5-3 TRANSIT NETWORK

The Hinton Transit System provides transit service six (6) days a week along a single hour-long circle route in addition to the door-to-door Freedom Express service for children, seniors and disabled adults. Over time this system should be extended to include the East ASP plan area.

- Policy 5.3.1** At the Outline Plan/Land Use Amendment stage, future extensions to the Hinton Transit System shall be identified.

5-4 SNOW STORAGE AND COLLECTION

Hinton experiences significant amounts of snowfall during the winter months. A responsive snow clearing and storage strategy is encouraged for the East ASP plan area in order to ensure that road networks and associated sidewalks and pathways operate in an efficient and safe manner.

- Policy 5.4.1** At the Outline Plan/Land Use Amendment stage, snow storage locations shall be identified.
- Policy 5.4.2** At the Outline Plan/Land Use Amendment stage, snow removal and storage plans shall be identified for any proposed multi-family development.

SECTION SIX

Servicing Framework

6

This section addresses the efficient provision of water, sanitary and stormwater services within the East ASP plan area.

6-1 GENERAL SERVICING POLICY

The following policies apply to the development of all servicing infrastructure within the plan area.

- Policy 6.1.1** A developer shall be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of infrastructure through or adjacent to a site to allow for servicing.
- Policy 6.1.2** Servicing shall be aligned to avoid Environmental Reserve areas. Temporary disturbance shall be reclaimed to the satisfaction of the Development Authority.
- Policy 6.1.3** Servicing shall be provided in alignment with the corresponding current Water, Wastewater, and Stormwater Master Plans (2017), as amended.

6-2 POTABLE WATER

The water distribution system for domestic uses and fire protection in the plan area is supplied by main trunks extending from the existing water system to two existing reservoirs, plus an upgraded Thompson Lake site. The Thompson Lake reservoir which is located within the plan area is serviced by trunk mains from the existing residential community and the Hardisty reservoir is serviced from a 400mm trunk main extending south across Highway 16. Existing facilities will need to be upgraded and new facilities provided as development proceeds to ensure adequate water supply and pressure. It is anticipated an expanded reservoir will be required at the Thompson Lake site with a new pumphouse to supply higher elevation areas in a new pressure zone.

- Policy 6.2.1** The water distribution system shall be provided generally as shown on **Figure 6 – Water Distribution**.

- Policy 6.2.2** The design of the water distribution system shall ensure that as development progresses all land has sufficient looping and connections to provide for adequate domestic and fire flows.
- Policy 6.2.3** At the Outline Plan/Land Use Amendment stage, the water distribution system shall be designed to facilitate the development of the neighbourhood to the satisfaction of the Development Authority.

6-3 SANITARY

Sewage from the existing Thompson Lake community drains into an existing 450mm trunk line. This trunk is expected to have the capacity to service the entire East ASP plan area. Development of the plan area west of the 450mm trunk will be serviced by connecting to existing sanitary lines. Development east of the trunk will require an additional trunk line. Lift stations will be required to minimize the depth of the east trunk, allowing all feeder lines to operate as a gravity system.

- Policy 6.3.1** Sanitary servicing shall be provided generally as shown on **Figure 7 – Sanitary Servicing**.
- Policy 6.3.2** At the Outline Plan/Land Use Amendment stage, the sanitary system shall be designed to facilitate the development of the neighbourhood to the satisfaction of the Development Authority.
- Policy 6.3.3** At the Outline Plan/Land Use Amendment stage, lift stations shall be required to be implemented as required to the satisfaction of the Development Authority.

6-4 STORMWATER

Appropriate facilities for stormwater management are proposed throughout the plan area to control stormwater and alleviate the impact of post-development flows on Hardisty Creek and other overland conveyances.

- Policy 6.4.1** Stormwater management shall be generally consistent with the catchment areas and ponds as shown on **Figure 8 – Stormwater Management**.
- Policy 6.4.2** At the Outline Plan/Land Use Amendment stage, a Stormwater Management Plan shall be required as a supporting study to the Outline Plan.
- Policy 6.4.3** Engineered natural stormwater wetlands may be integrated within Environmental Reserve areas to ensure long term sustainability in a manner that continues to provide viable habitat.

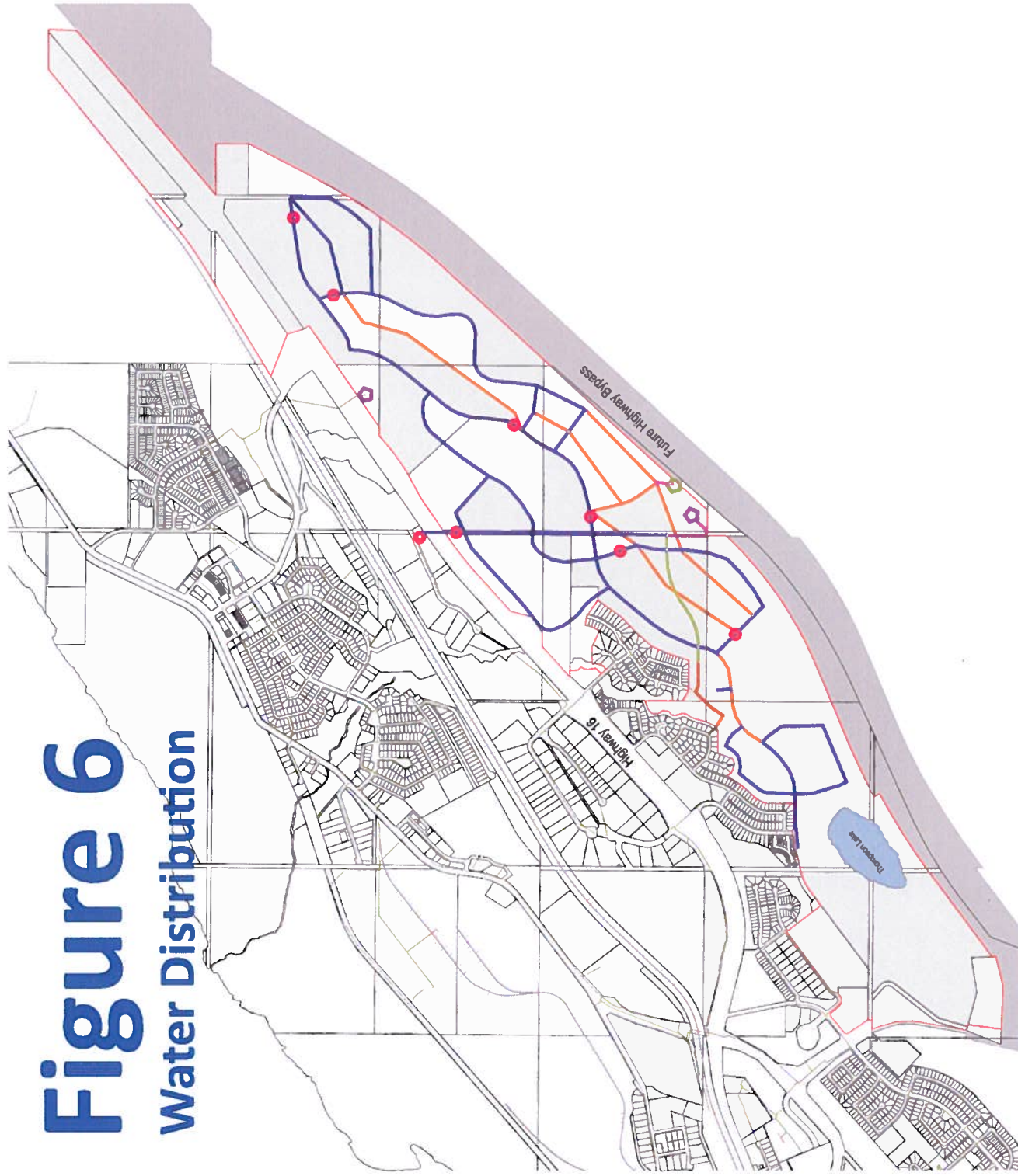
6-5 SHALLOW UTILITIES

Shallow Utilities include telephone, natural gas, electrical, internet, fibre optic and cable services. The developer will be responsible for the provision of these services and extension from adjacent developed/developing areas.

- Policy 6.5.1** At the Outline Plan/Land Use Amendment stage, utility alignments shall be determined and identified in the Neighbourhood Concept.
- Policy 6.5.2** Detailed design of shallow utilities shall be determined at the Subdivision stage.

Figure 6

Water Distribution



Legend :



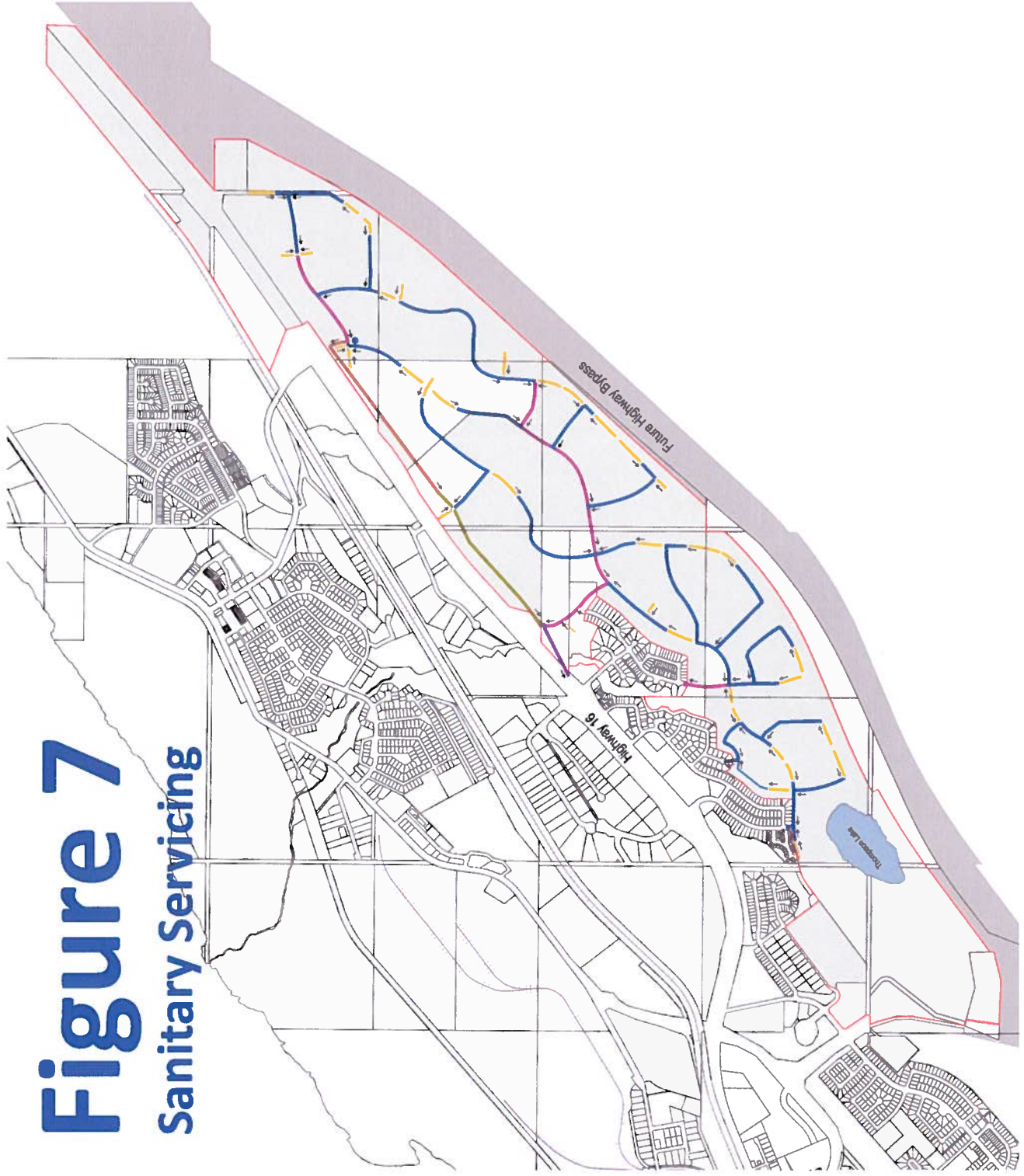
Proposed Water Pipe Diameter



NTS

Figure 7

Sanitary Servicing



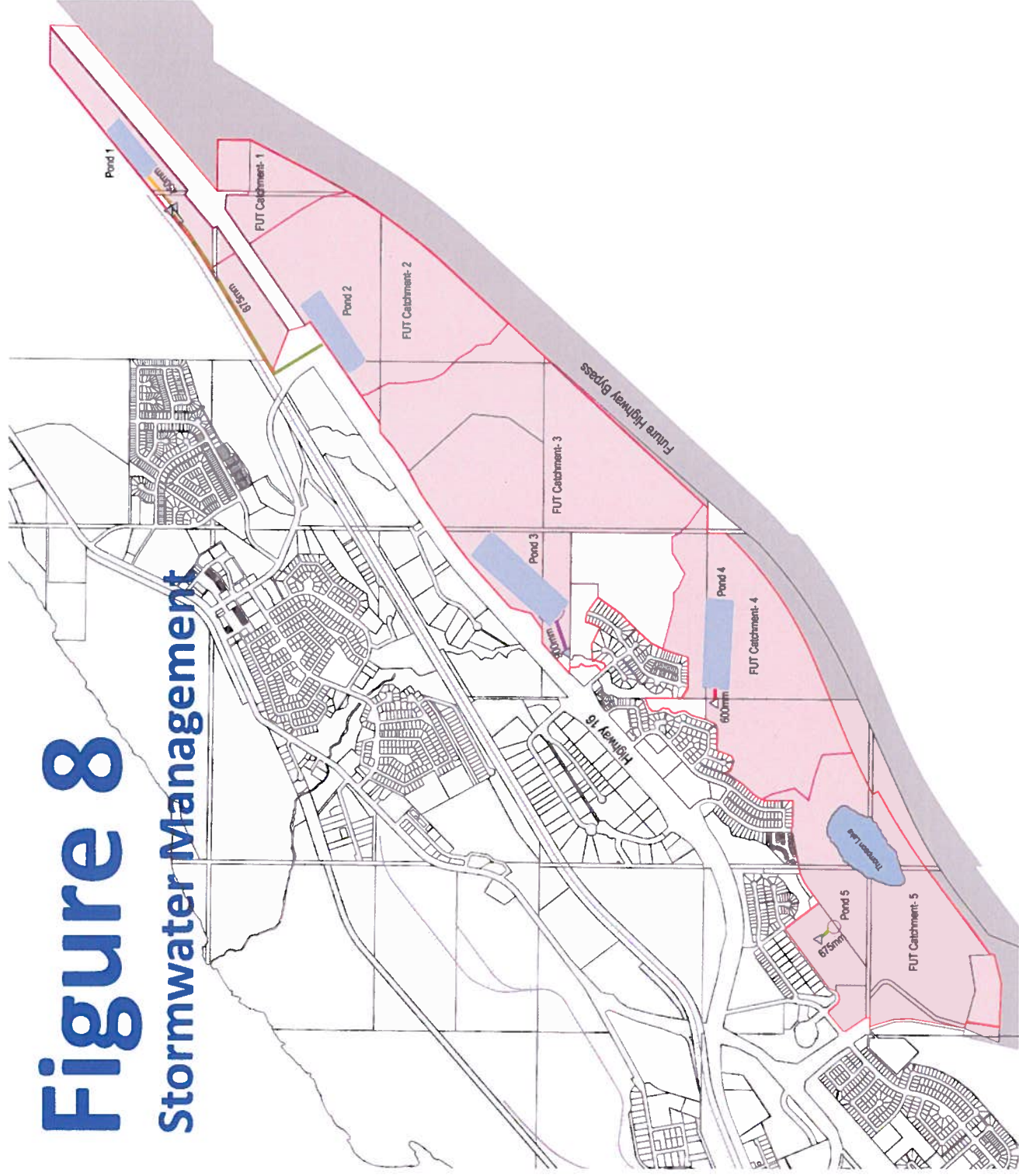
Legend :

- 450, Gravity Main
- 375, Gravity Main
- 300, Gravity Main
- 250, Gravity Main
- 200, Force Main
- 150, Force Main
- 200, Gravity Main
- Siphon
- Lift Station

NTS

Figure 8

Stormwater Management



Legend :

- East ASP Boundary
- Stormwater Catchment
- Proposed Pond
- Proposed Outfall

NTS

SECTION SEVEN

Implementation

7

This Section outlines the proposed sequence of development and the process required to proceed with future planning applications.

7-1 SEQUENCE OF DEVELOPMENT

The general sequence of development of future neighbourhoods within the East ASP plan area (see **Figure 9**) has been determined in consideration of capacity and constraints within the transportation and servicing framework.

- Policy 7.1.1** It is anticipated that development will generally proceed as shown on **Figure 9 – Sequence of Development**.
- Policy 7.1.2** The sequence of development of the East ASP plan area:
- Shall be informed by patterns of growth management that consider infrastructure capacity, servicing availability, environmental stewardship, and the topography of land; and
 - Shall occur through a staged approach to ensure a logical expansion of development.
- Policy 7.1.3** At the Outline Plan/Land Use Amendment stage, variances to the proposed sequence of development shall be permitted so long as an acceptable strategy to provide the required infrastructure has been supplied and the development is justified to the satisfaction of the Development Authority.

7-2 THE OUTLINE PLAN/LAND USE AMENDMENT STAGE

Outline Plans are not legislated under the MGA, but by Hinton’s Council through the direction of the MDP and the East ASP. The Outline Plan process often occurs concurrently with the Land Use Amendment and is referred to in the policy herein as the “Outline Plan/Land Use Amendment Stage”. An Outline Plan is the detailed plan and design for development of new, or redevelopment

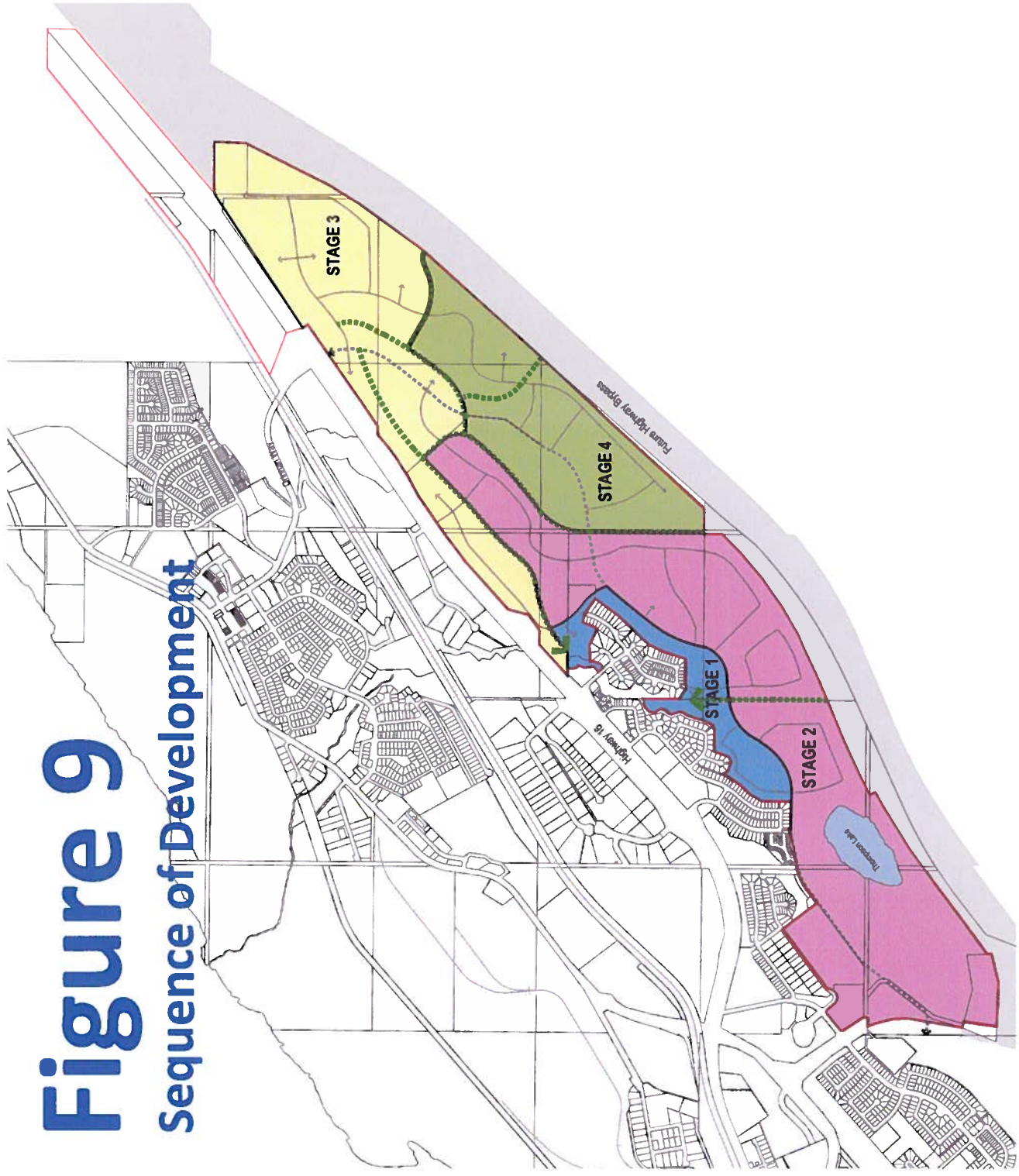
of existing communities. Generally, an Outline Plan Area is in the range of 160 acres (± 64.7 hectares) or one quarter section in size, but may be larger or smaller depending on specific circumstances.

Appendix A consolidates Outline Plan/Land Use Amendment stage specific policy from throughout the East ASP in one table.

- Policy 7.2.1** A neighbourhood within the East ASP shall have an approved Outline Plan accepted by the Development Authority prior to Subdivision and development of the land.
- Policy 7.2.2** Land Use approval shall not be granted unless an Outline Plan has been accepted by the Development Authority.
- Policy 7.2.3** Outline Plans and Land Use Amendments may be granted concurrently.

Figure 9

Sequence of Development



Legend :

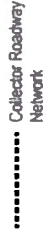


East ASP Boundary

Future Highway Bypass



Green Corridor



Collector Roadway Network



Local Roads



Railway

NTS



Appendix A

Outline Plan/Land Use Amendment Stage Requirements

COMMUNITY FRAMEWORK

Policy 4.1.1	At the Outline Plan/Land Use Amendment stage, a Biophysical Impact Assessment (BIA) shall be required as a supporting study to the Outline Plan.
Policy 4.1.2	At the Outline Plan/Land Use Amendment stage, a Geotechnical Report (including Slope Stability Analysis if any slopes are greater than 15%) shall be required as a supporting study to the Outline Plan.
Policy 4.1.3	At the Outline Plan/Land Use Amendment stage, a Historical Resources Overview (HRO) shall be required as a supporting study to the Outline Plan.
Policy 4.1.4	At the Outline Plan/Land Use Amendment stage, Municipal Reserve dedication shall be up to ten percent (10%) of the developable lands within an Outline Plan area per the MGA. At the discretion of the Development Authority: <ul style="list-style-type: none">• Municipal Reserve may be dedicated as cash-in-lieu when subdivision occurs.• Deferred Reserve, illustrated in a shadow plan, may be provided where reserve is proposed in future phases to accommodate future neighbourhood amenities.
Policy 4.1.5	At the Outline Plan/Land Use Amendment stage, a Reserve Analysis that determines the amount of reserve owing and the allocation of reserve for the neighbourhood area shall be provided with the Outline Plan.
Policy 4.1.6	At the Outline Plan/Land Use Amendment stage, when determining dedications: <ul style="list-style-type: none">• Natural features that qualify as Environmental Reserve in accordance with the MGA shall be dedicated as Environmental Reserve land.• Municipal Reserve dedication may be considered appropriate for environmentally significant natural areas which do not qualify as Environmental Reserve under the MGA.
Policy 4.2.8	At the Outline Plan/Land Use Amendment stage, a Land Use Statistics Table and Residential Density Table that outline the land uses and proposed density within the neighbourhood area shall be provided with the Outline Plan.
Policy 4.2.9	At the Outline Plan/Land Use Amendment stage, Design Guidelines that establish a theme for the neighbourhood shall be provided with the Outline Plan.
Policy 4.2.10	At the Outline Plan/Land Use Amendment stage, FireSmart Best Practices shall be provided with the Outline Plan.
Policy 4.4.4	At the Outline Plan/Land Use Amendment stage, Neighbourhood Commercial development shall be identified.
Policy 4.4.5	At the Outline Plan/Land Use Amendment stage, Neighbourhood Commercial development shall be consistent with the Design Guidelines for the broader neighbourhood as established within the Outline Plan.
Policy 4.5.5	At the Outline Plan/Land Use Amendment stage, municipal amenities shall be identified in the Neighbourhood Concept.
Policy 4.5.6	At the Outline Plan/Land Use Amendment stage, municipal amenity development shall be consistent with the Design Guidelines for the broader neighbourhood as established within the Outline Plan.
Policy 4.6.4	At the Outline Plan/Land Use Amendment stage, the siting and design of parks, open spaces and trails shall be identified.

TRANSPORTATION FRAMEWORK

Policy 5.1.4	At the Outline Plan/Land Use Amendment stage, a Traffic Impact Assessment (TIA) shall be required as a supporting study to the Outline Plan.
Policy 5.1.5	At the Outline Plan/Land Use Amendment stage, a neighbourhood's local road network may be revised so long as adjacent landowners are not negatively affected by the proposed changes and revised alignments are consistent with Town standards.
Policy 5.1.6	At the Outline Plan/Land Use Amendment stage, buffering and sound attenuation measures shall be identified within the neighbourhood Design Guidelines for development adjacent to Highway 16 and future Highway 16 Bypass.
Policy 5.2.2	At the Outline Plan/Land Use Amendment stage, pedestrian and cyclist connectivity shall be provided.
Policy 5.3.1	At the Outline Plan/Land Use Amendment stage, future extensions to the Hinton Transit System shall be identified.
Policy 5.4.1	At the Outline Plan/Land Use Amendment stage, snow storage locations shall be identified.
Policy 5.4.2	At the Outline Plan/Land Use Amendment stage, snow removal and storage plans shall be identified for any proposed multi-family development.

SERVICING FRAMEWORK

Policy 6.2.3	At the Outline Plan/Land Use Amendment stage, the water distribution system shall be designed to facilitate the development of the neighbourhood to the satisfaction of the Development Authority.
Policy 6.3.2	At the Outline Plan/Land Use Amendment stage, the sanitary system shall be designed to facilitate the development of the neighbourhood to the satisfaction of the Development Authority.
Policy 6.3.3	At the Outline Plan/Land Use Amendment stage, lift stations shall be required to be implemented as required to the satisfaction of the Development Authority.
Policy 6.4.2	At the Outline Plan/Land Use Amendment stage, a Stormwater Management Plan shall be required as a supporting study to the Outline Plan.
Policy 6.5.1	At the Outline Plan/Land Use Amendment stage, utility alignments shall be determined and identified in the Outline Plan.

IMPLEMENTATION

Policy 7.1.3	At the Outline Plan/Land Use Amendment stage, variances to the proposed sequence of development shall be permitted so long as an acceptable strategy to provide the required infrastructure has been supplied and the development is justified to the satisfaction of the Development Authority.
Policy 7.2.1	A neighbourhood within the East ASP shall have an approved Outline Plan accepted by the Development Authority prior to Subdivision and development of the land.
Policy 7.2.2	Land Use approval shall not be granted unless an Outline Plan has been accepted by the Development Authority.
Policy 7.2.3	Outline Plans and Land Use Amendments may be granted concurrently.