

**SOUTH WEST OLDS
AREA STRUCTURE PLAN**

Prepared by the
Red Deer Regional Planning Commission
May 15, 1990

BY-LAW NO. 1386-90

A BY-LAW OF THE TOWN OF OLDS, IN THE PROVINCE OF ALBERTA, FOR THE PURPOSE OF ADOPTING AN AREA STRUCTURE PLAN, PURSUANT TO THE PLANNING ACT, BEING CHAPTER P-9 OF THE REVISED STATUTES OF ALBERTA, 1980, AND AMENDMENTS THERETO.

WHEREAS the Council of the Town of Olds intends to foster orderly land use development while maintaining the character of the community and environmental quality.

WHEREAS the Council of the Town of Olds recognizes that provisions of the General Municipal Plan of the municipality and of the Red Deer Regional Plan can be further promoted through an area structure plan.

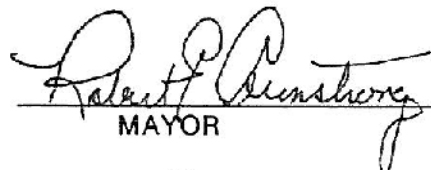
WHEREAS the Planning Act authorizes the Council of a municipality to adopt an area structure plan to guide development, the use of land, population density and the provision of roads and utilities in an area.

NOW THEREFORE the Council of the Town of Olds adopts the South West Olds Area Structure Plan, being the document attached hereto.

RECEIVED FIRST READING this 28th day of June, A.D. 1990.

RECEIVED SECOND READING this 25th day of June, A.D. 1990.

RECEIVED THIRD READING and finally passed this 25th day of June, A.D. 1990.


MAYOR


TOWN MANAGER

SOUTH WEST OLDS AREA STRUCTURE PLAN

Introduction:

The Olds General Municipal Plan, Bylaw No. 1240-82, identifies the study area as future "short to long term residential lands". In keeping with the intention of the G.M.P. to provide an adequate, continuous and economic supply of residential land, Policy 2.2.2(4) indicates that the Council will work with land owners in the preparation of Area Structure Plans for major residential growth areas.

Preparation of this Area Structure Plan for the south west portion of the Town of Olds fulfills this policy direction by providing a ready framework against which future residential development proposals may be considered. Developers will be aware in advance of the general location of major infrastructure elements, re: major roadways, water, sewage and storm sewer mains as well as major open space areas. The provision of this planning framework will permit orderly phased development of the entire area.

Purpose:

This Area Structure Plan seeks to present a basis for the orderly development of the south west portion of the Town of Olds (Figure 1). Existing residential areas must be linked to those of the future in an efficient and economic manner. The plan presents a residential area, a potential school site and a Highway Commercial Zone on the south side of Highway 27. Short term growth is directed in such a way as to avoid creating costly gaps in development phases. Areas adjacent to existing residential areas should be developed first (Figure 2). Towards this end the South West Olds Area Structure Plan has three basic purposes in focus.

- i) **Transportation:** The layout of the major collector routes in advance of development proposals ensures that over time connections to major routes or destination points will not be jeopardized.
- ii) **Natural Area Preservation:** The only natural area within the Town of Olds is located in this area. Its protection and preservation is viewed as a very high priority by the Town. Establishing this area as open space within the Area Structure Plan indicates to future developers that this resource is to be protected.
- iii) **Identify the sites for short term residential and education facility development including estimates on lot yield and population.**

Transportation:

Major transportation routes will be developed in accordance with a long term transportation plan. Engineering reports suggest that the most suitable location for a future major collector would be along the present town boundary, which is the southern limit of this Area Structure Plan.

Highway 27 forms the northerly boundary of the western portion of the study area. As a regionally significant transportation route, access points should be limited in number. One access point currently exists within the study area, that being via 65 Avenue. No additional access points are proposed. A road allowance along the south side of Highway 27 is in place for an extension of the existing service road between 61 Avenue and 65 Avenue. Highway Commercial development west of 65 Avenue will require this extension prior to construction.

Long term transportation studies call for a major arterial roadway along the western town boundary connecting to Highway 27.

Two destination points were considered in establishing the major collector arrangement.

- i) Highway 27, as the major East-West route, will be a primary focus for vehicles exiting from this area. Connections via 61 Avenue and 65 Avenue as well as the existing 57 Avenue will provide easy access from this area to the highway. Sixty-fifth Avenue as a major collector should have limited property access in order to allow an unimpeded flow of traffic. The opening up of 61 Avenue will provide, in the short term, a more direct bus access to the school site than the present 57 Avenue route. The opening of 61 and 65 Avenues will reduce the traffic volume on 57 Avenue by providing an alternative access to the existing residential area south of 55 Street.
- ii) The second destination for residents will be the downtown commercial area for shopping and other services. Access to downtown will be available via 54 Street. The corner of 55 Street and 57 Avenue is to be realigned to provide a direct crossing to 54 Street. This will eliminate possible hazardous turns resulting from the present misalignment.

Right of way requirements shall be in accordance with provisions contained in the General Municipal Plan.

<u>Road Description</u>	<u>Function</u>	<u>Width</u>
Local Residential	Individual property access with volumes up to 1000 vehicles per day	15 m (49.2 ft.) with lanes 17 m (55.8 ft.) without lanes
Commercial and Industrial	As above	18 m (59.04 ft.) with lanes in commercial areas
Collector		
Minor	Collect and distribute local traffic with volumes up to 5000 vehicles per day	20 m (65.6 ft.) with lanes
Major	As above	22 m (72.16 ft.) with lanes in commercial areas
Arterial (undivided)	Major intra-urban movement. Very limited access confined to collector and service roads	30 m (98.4 ft.)

Source: Town of Olds General Municipal Plan, Bylaw No. 1240-82

Natural Area Preservation:

The existing treed area in the western side of the S.E. 31-32-1-W5 has been identified as a very important natural landscape that should be preserved and protected from future development. There are no other such areas within the Town of Olds. The Area Structure Plan sets aside a total of 18.6 acres which encompasses the entire treed area and associated natural areas. Twelve acres of this area would become available to the Town through the dedication provisions of the Planning Act. The remaining 6.6 acres would have to be acquired by other means, if the integrity of the area is to be retained. This issue should be resolved prior to any land use redesignation. If all 12 acres of dedication are utilized for preservation of the natural area identified it would mean that the remaining portion of the parcel would not have any dedication eligibility. Council should determine how the natural area is to be preserved prior to any development taking place. This affords developers a clear picture of the developable area and may in fact be a positive selling point since many of the lots would have direct access to this area. Additional reserve areas for the future residential areas in this quarter will have to be acquired through alternative means if they are to be provided.

Care has been taken to ensure that all future and existing municipal reserve lands are accessible and connected to each other. It is important that these areas can be linked together as a basis for a municipal trail system. Future residential developments to the south and west should recognize this intent as well.

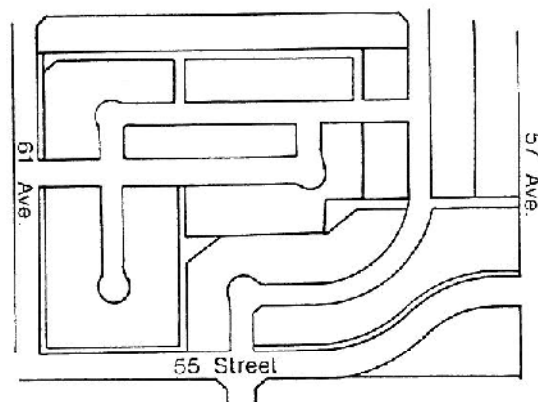
School Site:

The school site encompasses a total of 13.15 acres. As such it will be of a size sufficient to accommodate future elementary and secondary schools. Also enough land is available for the necessary sports fields. This should reduce the need for duplicate municipal athletic fields elsewhere in the area.

The school site is presently owned by the County of Mountain View and while it is identified as a future school site it is not a school reserve parcel.

If for some reason this site is not utilized for school purposes the alternative use would be (R1) residential. The area would yield approximately 40 lots which would accommodate about 112 people. This would be in addition to the estimates for the other areas identified.

A conceptual road layout has been included below as a sample of how this would be accomplished. Until such time as a firm decision is made with respect to the development of a school, the Town should withhold the sale of one lot on the east side of the school site. This is necessary to provide a second access to the school site area if residential development becomes the final use. If residential development comes about on the school site some provision for municipal sports fields may require consideration in future subdivision design.



Alternative School Site Plan

Utilities:

Future utility lines, water, sewer, power and communications will follow the road allowances as identified. No new major trunk lines are required for this area.

A natural gas pipeline owned by Alberta Gas Trunk Lines crosses the study area in a north-south orientation. This pipeline is a high pressure sweet gas line and does not carry the same degree of risk as sour gas pipelines. However, minimum setback requirements will be met. The appropriate setback should be incorporated in the final plan of subdivision design.

Lot Yield and Population:

Lot yield and population estimates have not been fully developed for the entire area but only for those lands thought to be necessary in the short term. Estimates of medium to long term development yields are generally inaccurate and subject to numerous changes.

For the purposes of this plan the lot yield and population potential are presented according to the proposed development schedule. Yields are presented for the identified short term requirements. Other areas are to be retained for residential development with the exception of those lands adjacent to Highway 27 which will be for Highway Commercial purposes.

Area 1 - East of the School site (R1)	48 lots	133 people
Area 2 - Block 11 west of 61 Avenue (R1)	13 lots	36 people
Area 3 - West of school site north of 56 St. (R1)	70 lots	194 people
Area 4 - South of 55 St., West of Existing development (R1)	78 lots	216 people
Area 5 - West of 65 Avenue, East of Pipeline (R4)	34 lots	79 people
Area 6 - South of 58 Street, (R1)	100 lots	277 people
TOTALS	343 lots	935 people

Population estimates are based on an average family size of 2.77 persons per dwelling (1988 Census). Mobile homes reported 2.33 persons per dwelling. Area 5 is proposed as R4 Mobile home development similar to the existing development in the Birch Road area. All other areas are proposed as R1 Single Family dwellings. Population estimates are based on 1988 Town Census information.

Recent subdivisions show a higher person per dwelling ratio of 3.1 to 3.3, therefore population estimates may be conservative.

West of 65 Avenue but south of the proposed future east west major collector road is proposed as an R2 - R3 zone for townhouse, duplex and fourplex development. No layout or lot yield has been prepared due to a sufficient land supply for these developments already existing.

File: 28-3-06-1

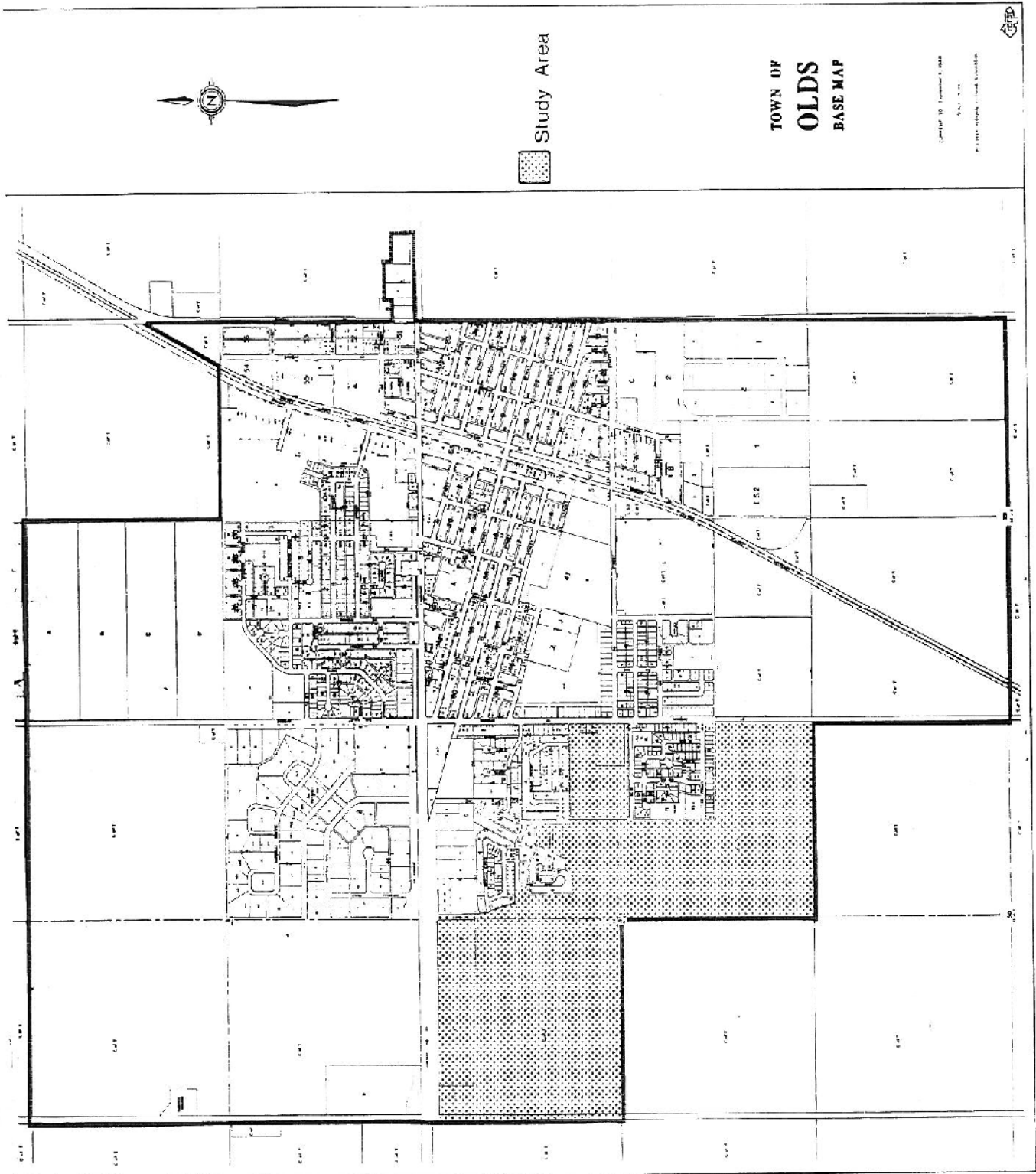
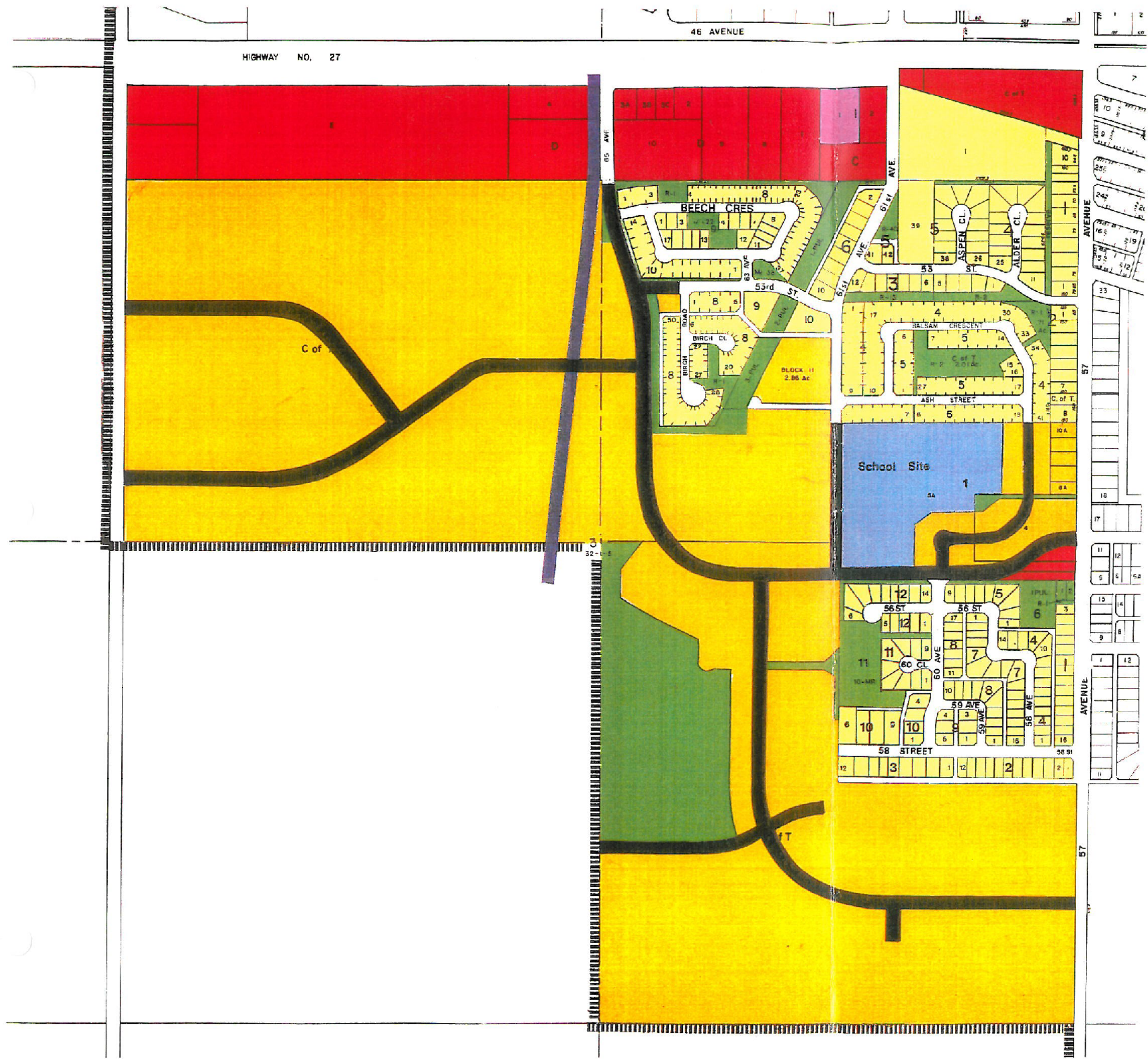


Figure 1



**OLDS
SOUTHWEST
AREA
STRUCTURE
PLAN**

LAND USE

- Existing Residential
- Future Residential
- Commercial
- Industrial
- Institutional
- Reserve
- Proposed Collector Road
- Gas Line R/W
- Town Boundary

Figure 2