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Vision

The purpose of the Timber Ridge development is to create an area of residential land within southeast Red Deer. The concept described within this NASP has been designed through a collaborative process between Laebon Homes, consultants, and the City of Red Deer.

Encompassing approximately 64.03 hectares (158.22 acres), Timber Ridge has been designed to balance the Developer’s vision, current and anticipated market trends and economic conditions, City requirements and desires, and environmental constraints. When completed, Timber Ridge will provide residents with an enjoyable community to live in which has a welcoming character, provides a variety of housing and amenity opportunities, and incorporates transit and trail connections into the rest of Red Deer.
1.0 Introduction

1.1 PURPOSE

The purpose of the Timber Ridge Neighbourhood Area Structure Plan (NASP) is to describe the land use framework and development objectives for the parcel of land legally described as SE 23-38-27-W4M. The Timber Ridge neighbourhood encompasses an area of approximately 158.20 acre (64.03 ha). This quarter section is identified in the Municipal Development Plan and The City of Red Deer’s East Hill Major Area Structure Plan (MASP) for residential development.

Through this NASP, the Developer proposes to create a neighbourhood of complementary land uses, consisting of residential, recreational opportunities and commercial development.

Stantec Consulting Ltd. has created this Neighbourhood Area Structure Plan (NASP) for Timber Ridge on behalf of SE Timberlands Development Ltd. The Timber Ridge NASP delineates land uses, parks and open space, servicing considerations, and neighbourhood staging.

1.2 PLAN AREA

The Timber Ridge Plan Area is located in southeast Red Deer within SE 23-38-27-W4M, as shown in Figure 1.0 – Location Plan and Figure 2.0 – Legal Boundary. This parcel of land is adjacent to the existing Timberstone Park neighbourhood and is defined by the following boundaries:

- **North Boundary:** Undeveloped agricultural farm land
- **West Boundary:** Timberstone Park residential neighbourhood
- **South Boundary:** 55th Street (Highway 11), Rosedale Meadows residential neighbourhood
- **East Boundary:** Range Road 271 (Future 20th Avenue expressway), undeveloped agricultural farm land

The Timber Ridge NASP constitutes a logical planning unit with respect to identifiable plan boundaries, and servicing considerations and is consistent with the area plans as identified in the East Hill Major Area Structure Plan.
Figure 1.0
Location Plan
Timber Ridge
1.3 POLICIES & RELEVANT PLANNING DOCUMENTS

The following relevant documents have been reviewed and referenced in preparation of this Neighbourhood Area Structure Plan:

<table>
<thead>
<tr>
<th>Document Description</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City of Red Deer – Municipal Development Plan (2008)</td>
<td></td>
</tr>
<tr>
<td>The City of Red Deer – Commercial Opportunities Study (2010)</td>
<td></td>
</tr>
<tr>
<td>Stantec Consulting Ltd. – Northland Drive/20 Avenue Functional Planning Study (2008)</td>
<td></td>
</tr>
<tr>
<td>Stantec Consulting Ltd. – Greater East Hill Servicing Study (2009)</td>
<td></td>
</tr>
<tr>
<td>The City of Red Deer – Land Use Bylaw (2006)</td>
<td>Department/Agency Service Plans</td>
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<tr>
<td>Parkland Geotechnical Ltd. – Phase 1 Environmental Site Assessment – (2006)</td>
<td>Work Plans</td>
</tr>
<tr>
<td>Stantec Consulting Ltd. – Timber Ridge Transportation Impact Assessment (2012)</td>
<td></td>
</tr>
</tbody>
</table>

The Timber Ridge Neighbourhood Area Structure Plan is a Statutory Plan; it adheres to Section 633 of the Municipal Government Act of Alberta and follows the guidelines and plans set forth by The City of Red Deer for the development of new areas. These plans and guidelines are outlined below:
Introduction
September 2012

*The City of Red Deer Municipal Development Plan (MDP)* outlines broad policies for guiding growth and changes in the City for the next twenty-five years. The MDP has classified the Timber Ridge Plan Area as residential land within its Generalized Land Use Concept and sets out a residential density with a minimum of 14.80 dwelling units per net developable hectare. The MDP also shows a proposed expressway, the future 20th Avenue Expressway, running along the eastern boundary of the Plan Area.

*The East Hill Major Area Structure Plan (MASP)* delineates the general location of the transportation system, the type and general location for a neighbourhood park, and the type and location of a school within the Timber Ridge Plan Area. Also shown within the MASP is the location of three abandoned well heads, an abandoned pipeline, and a gravel/sand operation that are all located either fully or partially within the Plan Boundaries. Other features shown within the MASP include natural watercourses, existing natural areas, proposed trail linkages, possible storm pond locations, and servicing considerations.

*The City of Red Deer Commercial Opportunities Study* defines a vision for commercial growth for the City of Red Deer and aids in the forecasting of retail/service/office development. The Study identifies the Timber Ridge NASP Area as a potential location for a District Centre; this NASP is consistent with the vision for commercial potential as identified within the Commercial Opportunities Study.

The design of Timber Ridge has been based on the policies set out within *The City of Red Deer Neighbourhood Planning Guidelines and Standards*.

*The City of Red Deer Trails Master Plan* shows a future collector trail connection into the Timber Ridge site from the Rosedale Meadows neighbourhood to the south of the Plan Area. This trail is a 2.5m wide concrete sidewalk that is required on one side of the collector roadways. Neighbourhood trails located throughout Timber Ridge will be designed to the standards set out within the Trails Master Plan.

The City of Red Deer prepared a Functional Planning Study for the Highway 11A/Northland Drive/20th Avenue/ Mckenzie Road corridors from Highway QE2 north to Highway QE2 south. The Functional Planning Study has formed the foundation for design and construction of these segments of roadway. In preparation of the Concept Plan, the *Northland Drive/20 Avenue Functional Planning Study* was reviewed for its potential road alignment and to ensure an adequate right-of-way within the Plan Area. The roadway improvements and various intersection options have been incorporated into the Concept Plan to ensure connectivity.

*The City of Red Deer Land Use Bylaw* shows the Timber Ridge Plan Area as an A1 land use district meaning it is a Future Urban Development District. There are no constraints listed for the development of this site. This plan has been developed to conform to the Land Use Bylaw in regards to land use and regulations.
The City of Red Deer Engineering Services Design Guidelines lays out the City’s standards regarding subdivision design, servicing, and construction approval processes. All design and infrastructure within Timber Ridge will conform to these guidelines.

The Timber Ridge Transportation Impact Assessment was created to: establish existing and future background traffic conditions in the vicinity of Timber Ridge, estimate the peak hour traffic and impacts of the traffic generated by Timber Ridge, as well as recommend appropriate improvements to roadways in the vicinity of the development to mitigate any unacceptable impacts.
2.0 Site Context and Development Considerations

2.1 NATURAL FEATURES AND ECOLOGICAL PROFILE

The land within the Timber Ridge Plan Area is currently being used for agricultural farming purposes which include a farmhouse and another residential dwelling. The land is void of any existing vegetation that is non-agricultural with the exception of a small grouping of trees forming a windbreak around the residential properties. As indicated in the East Hill MASP, there is a dry seasonal stream running through the Plan Area from east to west. These features are shown on Figure 3.0 – Existing Conditions.

2.2 TOPOGRAPHY, SOILS & VEGETATION

The Plan Area land has a gently rolling topography with an overall downward slope to the south/southwest with contours between 894.0m to 907.0m for a total difference of 13m. The Environmental Site Assessment completed by Parkland Geotechnical Ltd. reported that stormwater runoff from the property was natural and directed toward low-lying areas.

Based on the recent geotechnical drilling within the Plan Area, the native soil profile consists of surficial sand overlying lacustrine silt, sand, and clay. These lacustrine deposits are underlain by till, which is present about 5.0m below grade. The shallow groundwater table in this area is generally expected to be 3.0m to 5.0m below existing ground surface varying on a seasonal basis relative to local topography. The groundwater flow direction in this area is expected to be northwest towards the Red Deer River.

The gravel/sand operation that was identified within the East Hill MASP is no longer present on this site. The Environmental Site Assessment reported that the former gravel/sand operation is not expected to pose any environmental impacts.

As noted, there is very limited existing vegetation in the Plan Area aside from the existing trees in the farm yard. This area is not identified as a public or semi-public natural area within the East Hill MASP; these trees will not be preserved.

2.3 ADJACENT LANDS & SURROUNDING DEVELOPMENT

The existing Rosedale Meadows residential neighbourhood is located south of the Timber Ridge Plan Area, just across 55th Street (Highway 11). Another neighbourhood, Timberstone Park, is located directly west of the Plan Area. Land use in these adjacent quarter sections primarily consists of single family residential homes. The vacant quarter section to the north has been identified in the East Hill MASP for the potential future development of a mixture of residential and commercial uses. The vacant quarter section located to the east of the Plan Area is currently agricultural and is not anticipated to be developed in the near future.
Figure 3.0
Existing Features
Timber Ridge

Legend
- Existing Trees
- Existing Buildings
- Well Site (Abandoned)
- Transmission Line Right-of-Way
- Pipeline Right-of-Way
- Possible Contamination Area
- Seasonal Drainage Course
- NASP Boundary

N.E. 1/4 SEC.23, TWP. 38, RGE.27, W. 4th M.
S.E. 1/4 SEC.23, TWP. 38, RGE.27, W. 4th M.
55th Street (Highway 11)
Rosedale

August, 2012
2.4 CURRENT LAND OWNERSHIP

The SE 23-38-27-W4M is currently owned by SE Timberlands Ltd. under its legal title 1104275 Alberta Ltd.

2.5 EXISTING UTILITIES

There are two utility rights-of-way and a transmission right-of-way located within the Plan Area.

- Along the south boundary, there is a gas pipeline owned by ATCO Gas & Pipelines Ltd. This right-of-way has been incorporated into the overall Concept Plan.

- There is a NAL Resources Ltd. pipeline right-of-way located through the northwest corner of the Plan Area. This right-of-way was abandoned after the 2006 Environmental Site Assessment. It is the Developer’s intention to remove this pipeline during the construction process of the associated phase of development.

- A power transmission line was located in the northwest corner of the Plan Area. The power line was removed before the Environmental Site Assessment was done in 2006.

There are also two abandoned well sites within the Plan Boundary and one adjacent the boundary to the northwest. All sites are owned by Chevron Canada Limited and were used for crude oil. Based upon Energy Resources Conservation Board (ERCB) standards, abandoned well sites and the associated setback and access areas can be incorporated into subdivision as boulevards, road allowances, golf courses, parking lots, open storage areas, parks, open space, and playing fields.

A setback is required around abandoned well sites is to allow for maintenance of the well site to occur, to protect the well site, and to avoid damage to any construction or excavation equipment that may be used in construction of buildings or utilities on the site. A minimum setback of 10 m by 15 m shall be established with no less than 5 m from the setback boundary.

2.6 ENVIRONMENTAL SITE ASSESSMENT

As previously discussed, in May 2006, an Environmental Site Assessment (ESA) report was completed for the Timber Ridge Plan Area by Parkland Geotechnical Ltd. The majority of the Plan Area has been assigned with a rating of low in terms of environmental risk. At the time of this study, no additional environmental site investigation was recommended.

The report did identify a potential environmental risk on the adjacent lands to the south created by the existence of the Scotty’s Esso Gas Station which included three fiberglass underground storage tanks, one containing diesel and two containing gasoline. The tanks are double-walled, equipped with automatic tank gauging, and overfill prevention as a means of secondary containment. Other potential environmental risks included the existing NAL Resources Ltd. inactive well site to the northwest and the former borrow pit to the west.
Preliminary environmental assessments identified the presence of abandoned oil and gas facilities within the south west of the Plan Area. The owner of these facilities recognizes the potential environmental risk and has assumed responsibility for any required remediation. Assessments and clean up remain ongoing and future amendments to the Plan Area may be required based upon these efforts. The owner of all abandoned pipelines and wellheads will be responsible for cleanup should there be contamination found at the time of removal. A Remediation Certificate from Alberta Environment and Water will be obtained prior to registration of subdivision.
3.0 Planning Objectives

3.1 OVERVIEW

The Timber Ridge neighbourhood is a comprehensively planned residential area taking into consideration the opportunities and constraints of the site. The main objectives of the Timber Ridge NASP are:

- Develop a plan consistent with the general intent and purpose of *The City of Red Deer Municipal Development Plan* (MDP) and *The East Hill Major Area Structure Plan* (MASP).
- Provide a framework to deliver a high-quality, comprehensively planned residential neighbourhood by defining the general pattern and composition of land uses, linkages, servicing, and development staging.
- Ensure the implementation of the plan takes place in an orderly, phased manner.

3.2 RESIDENTIAL POLICIES

- Encourage a variety of single and multi-family housing types by recognizing consumer preferences while still conforming to municipal standards and policies set forth by *The City of Red Deer*.
- Encourage pedestrian-friendly streetscapes through the use of separated sidewalks and open space connections.
- Provide direct and safe pedestrian linkages to community nodes and adjacent neighbourhoods.
- Locate residential development to take advantage of features such as parks, trails, stormwater management facilities, and access to commercial areas.
- Locate larger parcels of medium and high density residential development adjacent to the collector road system to provide easy access and, where appropriate, to provide a transitional land use between adjacent single family development and major roads or commercial areas.
- Ensure a housing density minimum of 14.80 dwelling units per net developable hectare (6.00 du/ac) as recommended within *The City of Red Deer Municipal Development Plan*.
- Locate multi-family development adjacent the commercial site as recommended within *The City of Red Deer Commercial Opportunities Study*.
3.3 COMMERCIAL POLICIES

- Create commercial opportunities to meet the needs of developing communities and address current commercial deficiencies.

- Provide a location for a District Centre commercial development to be easily accessible by Timber Ridge residents and those in surrounding neighbourhoods.

- Locate the commercial site near major roadways to provide convenient access to the area, maximize visibility, and minimize impact on the surrounding residential development.

3.4 PARKS AND OPEN SPACE POLICIES

- Provide open space to service the active and passive recreational needs for Timber Ridge and adjacent neighbourhoods.

- Allow for the provision of trails and park space within the neighbourhood through the dedication of Municipal Reserves.

- Encourage the use of open space by considering the placement and variety of amenities.

- Utilize stormwater management facilities to provide recreation opportunities where possible.

3.5 PROPOSED GATHERING AREA POLICIES

- Provide adequate open space in centrally located areas for community gathering, allowing for convenient access by all residents.

3.6 TRANSPORTATION POLICIES

- Provide a safe and efficient transportation system within the neighbourhood to address the vehicular and non-vehicular transportation needs of residents moving to, from, and within Timber Ridge.

- Provide non-vehicular circulation options throughout Timber Ridge with special attention to linkages to the school site, multi-family housing, commercial area, and transit stops.

- Minimize walking distances and encourage walkability by creating an interconnected network of trails and sidewalks.

- Ensure the neighbourhood does not hinder the layout of the future 20th Avenue expressway.
3.7 ECOLOGICAL STEWARDSHIP POLICIES

- Develop land in an efficient manner encouraging urban development through a variety of land use and housing options.

- Encourage naturalized landscaping on public and private lands to a level acceptable by The City of Red Deer to minimize environmental and economic costs associated with their maintenance.

- Promote the development of interconnected open spaces and walkway linkages to adjacent neighbourhoods and Timber Ridge for pedestrians, bicycles, and other non-motorized travel.

- Encourage energy efficient construction and other innovative building and infrastructure techniques.

- Minimize reliance on motor vehicles by locating amenities at convenient locations that encourage walkability.

- Follow the recommendations presented in the Environmental Site Assessment.

- Create innovative solutions to increase permeability for stormwater.
4.0 Planning Concept

4.1 OVERVIEW

The intent of the Timber Ridge NASP, is to develop a residential neighbourhood balanced with open space, amenities, a commercial site, and a variety of housing options. In order to achieve this, the Plan Area integrates interconnected parks and open space linkages, and high-quality residential opportunities. Together, these aspects will provide The City of Red Deer with a complementary addition to the East Hill area.

This document describes the land use pattern and development objectives for the Plan Area by identifying the following:

- size and location of various land uses,
- alignment of roadways and lanes,
- open space system, including sidewalks, trails and parks
- proposed development density,
- servicing concepts for deep utility servicing, and
- development staging sequence.

4.2 OVERALL CONCEPT

The Timber Ridge Plan Area is a logical extension of growth within The City of Red Deer. This development will be primarily residential while providing commercial, educational, social, spiritual, and recreational spaces.

Once fully developed, Timber Ridge is envisioned to include 985 dwelling units for a density of 17.14 dwelling units per net developable hectare*.

*All assumptions for dwelling unit density projections are as per Appendix F of The City of Red Deer Neighbourhood Planning Guidelines & Standards. Final density may vary dependent on final lotting, product type, and market conditions.
4.3 RESIDENTIAL

The majority of the land within the Timber Ridge Plan Area is intended for residential development, integrated with a system of open space and trails as shown on Figure 4.0 – Concept Plan, Figure 5.0 – Concept with Aerial Photo. A mix of low, medium, and high density residential dwelling units, commercial areas, and other community amenities are prescribed by The City of Red Deer Land Use Bylaw and will be implemented based on market conditions and consumer preferences at the time of development. Land use statistics, number of residential units, and density calculations are represented in Table 1.0 – Land Use Allocation and Table 2.0 – Density and Table 3.0 – Housing Mix.

Houses located along parks and public spaces may be encouraged, via architectural guidelines created by the Developer, to include enhanced side façades thereby contributing to the overall heightened sense of place within Timber Ridge.

4.3.1 R1 Residential (Low Density)

The general purpose of the R1 Residential (Low Density) District is to provide land which will be used for single-family detached housing forms. The minimum lot area for this district is 360.0m², with a minimum width and depth of 12.0m by 30.0m respectively. It is the Developer’s intention that all lots will exceed the minimum depth as prescribed within the City of Red Deer LUB.

Consideration has been given to the location of Residential (Low Density) development to be within proximity of the amenities offered by the constructed wetland, the school site, and open spaces and walkways. The R1 District is located throughout the Plan Area in clusters/cells to provide a greater sense of identity for the various sub-areas and to help create a safe pedestrian environment.

4.3.2 R1A Residential (Semi-Detached Dwelling)

The R1A Residential (Semi-Detached Dwelling) District will provide additional housing options in Timber Ridge. Semi-detached housing will have a minimum area of 232.0 m² per dwelling unit with a minimum lot width of 7.6 m per unit. One cluster of R1A has been located along the south collector, across from the commercial site.

4.3.3 R1N Residential (Narrow Lot)

The R1N Residential (Narrow Lot) District provides additional single-family housing options within the Timber Ridge Plan Area. The lot area minimum for narrow lot residential development is 380.0m², with a minimum width and depth of 10.5m by 36.6m respectively. The R1N areas will have rear lanes as no driveways or garages are permitted at the front of this lot type. R1N lots have been located along collector roadways within the Plan Area in order to encourage the use of rear lanes and to avoid vehicles backing out from driveways onto collector roadways. This location will also allow the R1N houses to take advantage of streetscapes with separated sidewalks and larger roadway ROWs.
Several R1N clusters have been located throughout the Plan Area provide a greater sense of identity in areas that would typically be for R1 districts.

4.3.4 R2 Residential (Medium Density)

To accommodate the demand for more affordable housing, R2 Residential (Medium Density) District could provide a variety of product types with various densities and price levels. Located in the south west, the R2 provides a complementary land use to the commercial site by ensuring accessibility, convenience to public transit and easy walking distance to open spaces.

4.3.5 R3 Residential (Multiple Family)

In order to accommodate the demand for multi-family housing, one R3 Residential (Multiple Family) District has been identified within the Plan Area along the main north-south collector roadway. The general purpose of this district is to provide land which will be used for multi-family housing in the form of rowhomes, townhouses, or higher density apartment or condo buildings that will be accessible via an internal roadway.

The R3 site has been located at the intersection of two collector roadways, adjacent to both the school site and commercial site. This is an ideal location as it is along a major transportation route and within close proximity to retail, educational, and recreational facilities. This location also reflects the combination of multi-family and commercial areas described in the City of Red Deer Commercial Market Opportunities Study; which stated, “District Centers are an excellent opportunity to create a much stronger relationship between commercial development and future multifamily residential development, because of the scale and character of retail use in a local-oriented centre.”
Table 1.0 - Land Use Allocation

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Area (ha)</th>
<th>% of Net Developable Area</th>
<th>Dwelling Units</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gross Plan Area</strong></td>
<td>158.2 (64.0)</td>
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<tr>
<td>Arterial Roadway Widening (20th Ave)</td>
<td>4.0 (1.6)</td>
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<tr>
<td>Commercial Site</td>
<td>5.8 (2.3)</td>
<td></td>
<td></td>
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<tr>
<td>SWMF (PUL)</td>
<td>6.7 (2.7)</td>
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<tr>
<td><strong>Net Developable Area</strong></td>
<td>141.6 (57.3)</td>
<td>100.00%</td>
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<tr>
<td><strong>Residential</strong></td>
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<tr>
<td>R1 Residential (Low Density) District</td>
<td>56.8 (23.00)</td>
<td>40.0%</td>
<td>567*</td>
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<td>R1A Residential (Semi-Detached Dwelling) District</td>
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<td>R1N Residential (Narrow Lot) District</td>
<td>15.1 (6.1)</td>
<td>10.7%</td>
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<td>R2 Residential (Multiple Family) District</td>
<td>4.6 (1.9)</td>
<td>3.3%</td>
<td>65</td>
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<td>R3 Residential (Multiple Family) District</td>
<td>3.4 (1.4)</td>
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<tr>
<td><strong>Social Use</strong></td>
<td>1.3 (0.5)</td>
<td>0.9%</td>
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<tr>
<td>Temporary Care/ Day Care/ Assisted Living (R1N)</td>
<td>0.3 (0.1)</td>
<td>0.7%</td>
<td>3</td>
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<tr>
<td>Place of Worship (R2)</td>
<td>1.0 (0.4)</td>
<td>0.2%</td>
<td>14</td>
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<tr>
<td><strong>Open Space</strong></td>
<td>18.7 (7.5)</td>
<td>13.3%**</td>
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<td>Municipal Reserve (MR)</td>
<td>16.3 (6.6)</td>
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<td>Public Utility Lot (PUL)</td>
<td>2.4 (0.9)</td>
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<td><strong>Transportation</strong></td>
<td>38.4 (15.6)</td>
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<td>Collector Roadways</td>
<td>10.1 (4.1)</td>
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<td>Local Roadways</td>
<td>17.8 (7.2)</td>
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<tr>
<td>Lanes</td>
<td>10.5 (4.3)</td>
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</tbody>
</table>

All assumptions for dwelling unit density projections are as per Appendix F of *The City of Red Deer Neighbourhood Planning Guidelines & Standards*. 102 dwelling units per hectare is assumed for R3 Residential Multiple Family due to the various potential product types. 35 dwelling units per hectare is assumed for R2.

*Up to 15% of R1 Residential Low Density is calculated with secondary suites at 1.5 units as per *The City of Red Deer Guidelines and Standards.*

**Municipal Reserve is calculated as MR/Gross Plan Area**
Table 2.0 – Density

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Dwelling Units</th>
<th>Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenario A (Base Scenario) - Temporary Care/ Day Care/ Assisted Living Site Developed as intended use</td>
<td>978</td>
<td>17.06</td>
</tr>
<tr>
<td>Scenario B - Place of Worship Developed as R2 residential</td>
<td>992</td>
<td>17.31</td>
</tr>
<tr>
<td>Scenario C - Temporary Care/ Day Care/ Assisted Living Site Developed as residential</td>
<td>981</td>
<td>17.11</td>
</tr>
<tr>
<td>Scenario D - Place of Worship and Temporary Care/ Day Care/ Assisted Living Site Developed as residential</td>
<td>995</td>
<td>17.36</td>
</tr>
</tbody>
</table>
### Table 3.0 – Housing Mix

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Dwelling Units</th>
<th>% of Total # of Dwelling Units (Housing Stock)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scenario A (Base Scenario) – Temporary Care/Day Care/Assisted Living Site Developed as intended use</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R1 Residential (Low Density) District</td>
<td>567</td>
<td>58.0%</td>
</tr>
<tr>
<td>R1A Residential (Semi-Detached Dwelling) District</td>
<td>42</td>
<td>4.3%</td>
</tr>
<tr>
<td>R1N Residential (Narrow Lot) District</td>
<td>160</td>
<td>16.4%</td>
</tr>
<tr>
<td>R2 Residential (Multiple Family) District</td>
<td>65</td>
<td>6.6%</td>
</tr>
<tr>
<td>R3 Residential (Multiple Family) District</td>
<td>144</td>
<td>14.7%</td>
</tr>
<tr>
<td><strong>Total Housing Stock</strong></td>
<td>978</td>
<td>100.0%</td>
</tr>
<tr>
<td>Detached and semi-detached dwellings (R1, R1A, R1N) as a % of the total housing stock</td>
<td></td>
<td>78.6%</td>
</tr>
<tr>
<td>Multi-family dwelling units as % of the total housing stock</td>
<td></td>
<td>21.4%</td>
</tr>
<tr>
<td><strong>Total residential land area dedicated to narrow lot housing (R1N)</strong></td>
<td></td>
<td>6.11 ha</td>
</tr>
<tr>
<td>Ratio of semi-detached dwellings units (R1A) to detached dwellings (R1)</td>
<td></td>
<td>01:13.5</td>
</tr>
<tr>
<td>Lots for detached dwelling with secondary suite as a % of the total number of (R1) lots</td>
<td></td>
<td>15.0%</td>
</tr>
<tr>
<td><strong>Scenario B - Place of Worship Developed as residential</strong></td>
<td>992</td>
<td>100.0%</td>
</tr>
<tr>
<td>R1 Residential (Low Density) District</td>
<td>567</td>
<td>57.2%</td>
</tr>
<tr>
<td>R1A Residential (Semi-Detached Dwelling) District</td>
<td>42</td>
<td>4.2%</td>
</tr>
<tr>
<td>R1N Residential (Narrow Lot) District</td>
<td>160</td>
<td>16.1%</td>
</tr>
<tr>
<td>R2 Residential (Medium Density) District</td>
<td>79</td>
<td>8.0%</td>
</tr>
<tr>
<td>R3 Residential (Multiple Family) District</td>
<td>144</td>
<td>14.5%</td>
</tr>
<tr>
<td><strong>Scenario C - Temporary Care/Day Care/Assisted Living Site Developed as residential</strong></td>
<td>981</td>
<td>100.0%</td>
</tr>
<tr>
<td>R1 Residential (Low Density) District</td>
<td>567</td>
<td>57.8%</td>
</tr>
<tr>
<td>R1A Residential (Semi-Detached Dwelling) District</td>
<td>42</td>
<td>4.3%</td>
</tr>
<tr>
<td>R1N Residential (Narrow Lot) District</td>
<td>163</td>
<td>16.6%</td>
</tr>
<tr>
<td>R2 Residential (Medium Density) District</td>
<td>65</td>
<td>6.6%</td>
</tr>
<tr>
<td>R3 Residential (Multiple Family) District</td>
<td>144</td>
<td>14.7%</td>
</tr>
<tr>
<td><strong>Scenario D - Place of Worship and Temporary Care/Day Care/Assisted Living Site Developed as residential</strong></td>
<td>995</td>
<td>100.0%</td>
</tr>
<tr>
<td>R1 Residential (Low Density) District</td>
<td>567</td>
<td>57.0%</td>
</tr>
<tr>
<td>R1A Residential (Semi-Detached Dwelling) District</td>
<td>42</td>
<td>4.2%</td>
</tr>
<tr>
<td>R1N Residential (Narrow Lot) District</td>
<td>163</td>
<td>16.4%</td>
</tr>
<tr>
<td>R2 Residential (Medium Density) District</td>
<td>79</td>
<td>7.9%</td>
</tr>
<tr>
<td>R3 Residential (Multiple Family) District</td>
<td>144</td>
<td>14.5%</td>
</tr>
</tbody>
</table>
4.4 ROADS AND UTILITIES DEDICATION

As per Section 622 of the Municipal Government Act of Alberta, land to be provided for the purpose of roads, public utilities, or both, may not exceed 30% of the area of the parcel, less environmental reserve or environmental easement. As shown in Table 4.0 – 30% Dedication, the Timber Ridge NASP exceeds the 30% dedication; however, the Developer will not require the City to pay for overdedication.

Table 4.0 – 30% Dedication

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Area (ha)</th>
<th>% of Net Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Plan Area</td>
<td>158.2 (64.0)</td>
<td></td>
</tr>
<tr>
<td>Environmental Reserve</td>
<td>0.0 (0.0)</td>
<td></td>
</tr>
<tr>
<td>Environmental Easement</td>
<td>0.0 (0.0)</td>
<td></td>
</tr>
<tr>
<td><strong>Net Plan Area</strong></td>
<td><strong>158.2 (64.0)</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>Public Utility Lot</td>
<td>2.4 (0.9)</td>
<td>1.5</td>
</tr>
<tr>
<td>Stormwater Management (PUL)</td>
<td>6.7 (2.7)</td>
<td>4.2</td>
</tr>
<tr>
<td>Roadways</td>
<td>38.4 (15.6)</td>
<td>24.3</td>
</tr>
<tr>
<td>Arterial Roadway Widening</td>
<td>4.0 (1.6)</td>
<td>2.5</td>
</tr>
<tr>
<td><strong>Total Dedicated Lands</strong></td>
<td><strong>51.5 (20.8)</strong></td>
<td><strong>32.5%</strong></td>
</tr>
</tbody>
</table>

4.5 SOCIAL AMENITY SITES

4.5.1 Place of Worship

In accordance with *The City of Red Deer Neighbourhood Planning Guidelines*, the Timber Ridge NASP has reserved a site for a Place of Worship that is 1.00 ac (0.40 ha) in size. The Place of Worship site has been located within the commercial area along the main north-south collector roadway to facilitate access to the area and maximize the use parking facilities. Should the Place of worship not be purchased for their intended uses within a given timeframe, it may be re-designated into R2 Residential (Medium Density) District or become part of the commercial development.

4.5.2 Temporary Care

A second site of 0.31 ac (0.12 ha) has been allocated for the development of a temporary care, assisted living, adult day care, or day care facility. This site is located along the main west-east collector roadway to take advantage of its proximity to the public transit route, commercial area, nearby open space, and school site. Should the temporary care/day care/assisted living not be purchased for their intended uses within a given timeframe, the site may be developed as R1N residential.

Both sites will be advertised through the local media and The City of Red Deer website. The place of worship will be advertised for six months before it is developed for commercial
purposes. The temporary care/day care/assisted living site will be advertised for one year before it is developed for R1 purposes.

4.6 **PARKS AND OPEN SPACE**

A combination of Municipal Reserve, public utility lots, and rights-of-way create a complete and seamless open space system. In consultation with the City of Red Deer, Timber Ridge uses a well-connected linear open space system with park space designed into each quadrant of the neighbourhood. All public utility lots have been shown conceptually and are subject to change; should the lot not be required, it will be zoned as the adjacent land use during time of subdivision.

4.6.1 **ACTIVE RECREATION PARK SITES**

Three areas are intended to accommodate active recreation elements: the school site, one park within the southwest, and one park within the southeast.

The school site located within Timber Ridge will be designed with several outdoor recreation facilities that will be available for use by both community residents and school students. Detailed programming of this site will be done in consultation with the City of Red Deer and the associated school district.

A community park has been located within the southeast quadrant of the neighbourhood which will primarily be utilized by surrounding residents. This space will allow for unprogrammed recreation use and could also support community gardens and/or other community-supported amenities.

Along the west-east collector, another community park has been located to be primarily used by residents of Timber Ridge’s southwest quadrant. The detailed programming of this site will also be done at a later time in consultation with the City of Red Deer.

4.6.2 **PASSIVE RECREATION**

Green spaces in the Timber Ridge that are not formal parks, including the constructed wetland, will serve as passive recreational sites and linkages. These areas will together form the linear park system that connects all the neighbourhood’s areas. In order to prevent vehicle traffic from accessing these parks, and the open spaces adjacent to lanes, bollards may be installed on the street side. Post and cable fences may also run along any lane boundaries for this same purpose.

In addition to the smaller green spaces that will contribute to the overall open space network, passive recreational areas will be incorporate into the active park sites in the form of open areas for impromptu soccer games, football, Frisbee, picnics, flying kites, etc.
4.6.3 PEDESTRIAN NETWORK

Through an extensive system of interconnected paved trails and open spaces; a pedestrian network has been created to unify Timber Ridge and act as a shortcutting tool for pedestrians. While connecting all areas of the Timber Ridge development, the park system also leads pedestrians to public spaces such as the school, commercial site, surrounding neighbourhoods, and the multi-use trails along 55th Street and 20th Avenue.

A MR trail connection located in the southwest corner of the Plan Area has been shown to facilitate access for residents within the Timberstone Park multi-family site to the nearby park space in TimberRidge. This trail will require a mid-block crossing which will be designed during the servicing study phase of development. A trail connection into the commercial area has also been shown connecting to the residential area immediately west. This trail connection will include a pedestrian walkway within the PUL located along the boundary of the commercial area designed to enhance the commercial space as a pedestrian environment.

A potential traffic calming measure has been identified within the east-west collector road right-of-way as a measure to ensure safe speeds around the school site. Details and measures will be determined at the servicing study stage.

4.6.4 COMMUNITY PROPOSED GATHERING AREA

Three potential community gathering areas are located within Timber Ridge at the school site, the southwest park, and the District Centre commercial site. These gathering areas will provide residents and visitors an opportunity to come together, socialize, and visit with one another. Gathering places are determined based on the functional elements as described within The City of Red Deer Neighbourhood Planning Guidelines and Standards.

4.7 EDUCATION & COMMUNITY FACILITIES

4.7.1 SCHOOL SITE

The East Hill MASP indicates that a K-9 School Site is required to be located within this quarter. A 1.4ha school footprint has been shown within Figure 4.0 – Concept Plan for the construction of a school building; however, these boundaries are subject to changes at the time of subdivision.

In addition to providing a site for the construction of a school, this area is also intended to act as a proposed community gathering area. This park space will be developed by The City of Red Deer to provide recreation opportunities through a variety of amenities which may include playground structures, a snow bank rink, a multipurpose pad, or a sports field. It will also provide space for a possible activity centre in the future. All programming of the school site park, including trail alignments, will be done during time of detailed design.
4.7.2 CONSTRUCTED WETLAND

A constructed wetland is proposed for the Timber Ridge development to manage and control major stormwater events. This wetland will be located in the central-west portion of the Plan Area. This facility will manage stormwater from both the minor storm system, as well as stormwater from the major storm system for the entire development, and will be sized to accommodate stormwater detention for a 1:100 year storm event.

Stormwater management facilities are functional but also add to the aesthetics and recreational opportunities of a neighbourhood. Wet ponds, like the one proposed in Timber Ridge, are able to provide an area for passive recreation including picnic areas and walking trails surrounding the pond.

4.8 COMMERCIAL

A District (Commercial) Centre has been identified within The City of Red Deer’s Commercial Opportunities Study for location at the Timber Ridge Plan Area. This Study defines District Centres as local-orientated shopping centres that are anchored by a grocery store and contain a mix of retail, service, local civic, and local office uses. In total, the Study recommends reserving a site of 10 to 15 acres to accommodate a District Centre. Due to the isolated location and lack of interest for an anchor store, a site of 5.76 ac (2.33 ha) in size has been reserved within Timber Ridge.

The Timber Ridge commercial site has been located within the southern portion of the Plan Area to also service the surrounding neighbourhoods of Timberstone Park, Rosedale Meadows, and Rosedale Estates. While it may function as a District Commercial site based on its service area, the site and feel will be focused towards a Neighbourhood Commercial services.

The commercial site will be developed only at such time that a market demand for such development exists; it will be zoned as a Direct Control (DC) district with similar regulations to that used in Clearview Ridge, unless at time of development, a commercial district exists that incorporates a district commercial centre.
Figure 6.0
Open Space & Trails
Timber Ridge
5.0 Transportation

The transportation network provides the Timber Ridge residents, and the surrounding traveling public, with safe access within this area and to the rest of Red Deer as shown on Figure 7.0 – Transportation Network

5.1 Existing Transportation Network

The Timber Ridge Plan Area is currently accessible by Teasdale Drive, the Timberstone Park collector roadway and access along 55th Street (Highway 11).

5.2 Future 20th Avenue Expressway

The City of Red Deer is proposing the construction of a new expressway along the eastern boundary of Timber Ridge. This roadway will function as part of a ring road around the east side of Red Deer. Initially this roadway will be developed with two lanes but could ultimately be upgraded to include six lanes.

A 20.0m wide land dedication has been identified along the eastern boundary of the Plan Area to meet the proposed alignment of the right-of-way requirements of this future expressway. Within this ROW, the Developer will construct a 2.5m high berm, as designed within the Northland Drive Functional Planning Study, to provide screening and sound attenuation for the neighbourhood.

The connection between the Timber Ridge east-west collector roadway and 20th Avenue will be in accordance to the Northland Drive Functional Planning Study and further determined at the servicing study stage of development. This eastern entrance into Timber Ridge is envisioned as one of three primary entrances into the neighbourhood and as such will include an entry feature welcoming visitors and residents into Timber Ridge. This entrance feature will be subject to approval during the detailed design.

Due to the potential noise along this entrance from the traffic of 20th Avenue, no residential lots will front the collector street. Enhanced landscape and sound attenuation will be constructed along the collector to create a sound barrier for the adjacent residential units as shown on Figure 8.0 – Entrance off 20th Avenue. Further details and type of sound attenuation, along with construction timing will be determined at the servicing study stage.
Legend
- 20th Avenue Expressway
- Collector Roadway
- Local Roadway
- Laneway
- Potential Bus Stops
- Potential Traffic Calming
- Future Signalization location
- Potential Traffic Calming Location
- Temporary Turnaround
- NASP Boundary

Figure 7.0
Transportation Network
Timber Ridge
5.3 HIGHWAY 11 (55TH STREET)

Highway 11 (55th Street), currently functions as a primary highway connection between Red Deer and communities to the east. This roadway will be upgraded to an urban collector standard with only right-in/right-out access onto 20th Avenue once it is realigned to the north. This upgrading will be done as part of the 20th Avenue reconstruction.

In conjunction with the Development of Timber Ridge, 55th Street will be upgraded to an urban standard complete with curb and gutter and storm sewer. A traffic study has been completed, it confirms the roadway cross section to be a 4 lane undivided collector standard. The intersection of Rutherford Drive, Reichley Street and possibly Timberstone Way will ultimately require signalization.

The traffic study also identifies that some intersection modifications are required at the intersection of 55th Street and 30th Avenue to address the traffic congestion on this intersection until 20th Avenue is constructed and linked to 55th Street.

A 10.0m utility ROW has been preserved along the southern boundary of the Plan Area, adjacent to 55th Street; this ROW will accommodate a berm to provide screening and sound attenuation between the roadway and the Timber Ridge neighbourhood.

The entrance into Timber Ridge off of 55th Street is envisioned as one of three primary entrances into the neighbourhood and will include and entry feature welcoming visitors and residents into the area. The entry feature will be designed and approved at the Detail Design Stage.

5.4 COLLECTOR ROADWAYS

Timber Ridge has two collector roadways linking the local roads to the rest of the City. They are laid out in a cross pattern to provide connectivity from north to south, as well as east to west. The north-south roadway will initially connect Timber Ridge to 55th Street in the south and to future development located north of the Plan Area. The east-west roadway is intended to connect Timber Ridge to Timberstone Park, via Teasdale Drive, in the west and to the 20th Avenue expressway in the east. Where these two roadways meet, in the center of the Plan Area, a major intersection will occur. This intersection will be constructed as a 4 leg roundabout which will be designed as part of the servicing study.

Until the 20th Avenue expressway is constructed, access into the Plan Area from the east will continue to be via Range Road 271. A temporary turn-around will also be created at the connection point to the future neighbourhood to the north of the Plan Area until development occurs.

Collector roadways will be designed as per The City of Red Deer Engineering Services Design Guidelines and have 12.0m wide carriage ways and 24.0m wide rights-of-way as shown on Figure 9.0 – Transportation Details. Based on design and envisioned use within a few areas
of the Plan, modified collectors have been developed to ensure safety and function. All collector roads will have separated sidewalks on each side of the roadway complete with planted boulevards. A variety of traffic calming methods may be utilized within Timber Ridge, including continuous traffic calming along the school site; these initiatives will be reviewed during the detailed design process.

5.5 LOCAL ROADWAYS

The system of local roads within the community has been planned to provide access to individual development cells, while at the same time discouraging outside traffic from shortcutting through local roadways. Local roads will have a 10.0m wide carriage way and 15.0m wide right-of-way as shown on Figure 9.0 – Transportation Details. Modified local roadways have been located within two locations of the Plan Area to allow for centre medians and enhanced landscaping as shown on Figure 10.0 – SE Divided Local Roadway.

All local roads will have monolithic curb and gutter sidewalks on each side of the roadway and will be designed as per The City of Red Deer Engineering Services Design Guidelines.

5.6 LANES

A majority of residential uses within Timber Ridge backs onto lanes; however, lanes have not been provided for lots backing onto open space and the constructed wetland. All lanes will be designed as per The City of Red Deer Engineering Services Design Guidelines. Any lanes adjacent to open space or public utility lots may have bollards or post and cable fence installed to prevent shortcutting.

5.7 BUS STOPS

Public transit routes have been located along the collector roadways within Timber Ridge. The Timber Ridge transit route allows bus riders easy access to the school site, place of worship, commercial area, multi-family sites, and temporary care/day care/assisted living facility. Bus stops have been located so as to ensure that all homes within Timber Ridge are within a maximum of 400.0m walking distance to a transit stop.

These transit routes are subject to change over time based on passenger demand, funding, and neighbourhood build out.
Figure 8.0
Entrance off 20th Ave.
Timber Ridge

Sound Attenuation Fence

Refer to Figure 9.0 -
25 Meter Collector off 20th Ave
Figure 9.0
Transportation Details
Timber Ridge

31 METER COLLECTOR (55TH STREET)

24 METER STANDARD COLLECTOR

25 METER COLLECTOR OFF 20th AVE.
22 METER DIVIDED LOCAL
* WIDTH WILL VARY DEPENDING ON MEDIAN WIDTH AT LOCATION

15 METER LOCAL

7 METER LANE
Refer to Figure 9.0 - 22 Meter Divided Local

Figure 10.0
South East Divided Local
Timber Ridge
6.0 Servicing and Utilities

6.1 SANITARY SEWER SYSTEM

The Timber Ridge development will be serviced through connections from the Timberstone Park neighbourhood to the west of the Plan Area. The sanitary trunk that runs through Timberstone Park has been sized to accommodate the servicing of both of these developments.

The overall conceptual sanitary sewer system for the Timber Ridge Plan Area is shown on Figure 11.0 – Sanitary Network.

The majority of the sanitary pipes within Timber Ridge will be 200mm in diameter, except at the connection to Timberstone Park where the pipe will be 250mm in diameter. All sanitary sewer facilities will be designed in accordance with The City of Red Deer Engineering Design Guidelines and will be turned over to the City after a two year maintenance period.

6.2 STORM SEWER SYSTEM

One stormwater management facility (SWMF) is proposed for the Timber Ridge neighbourhood to manage and control major stormwater events. This facility will be located in the west portion of the Plan Area. The SWMF will manage stormwater from both the minor storm system as well as stormwater from the major storm system for the entire development. The SWMF will take the form of a constructed wetland, which will be sized to accommodate stormwater detention for a 1:100 year storm event.

All stormwater generated by the 20th Avenue expressway will be managed within the design of the roadway and will not affect Timber Ridge.

All stormwater facilities and storm sewers will be designed in accordance with The City of Red Deer Engineering Services Design Guidelines and will be turned over to the City after a two year maintenance period.

The storm system is shown on Figure 12.0 – Storm Network.

6.3 WATER DISTRIBUTION SYSTEM

The water system proposed for the Plan Area will be serviced through connections from Timberstone Park.

All water main facilities will be designed in accordance with The City of Red Deer Engineering Services Design Guidelines and will be turned over to the City after a two year maintenance period. The overall water distribution system needed to service Timber Ridge is shown on Figure 13.0 – Water Network.
Figure 11.0
Sanitary Network
Timber Ridge

Legend
- Sanitary Manhole
- Sanitary Flow Direction
- Sanitary Servicing
- Existing Sanitary Servicing
- NASP Boundary

August, 2012
Legend
- Storm Manhole
- Storm Flow Direction
- Storm Outlet/Inlet
- Storm Servicing
- Existing Storm Servicing

Figure 12.0
Storm Network
Timber Ridge

SWMF

Future 20th Avenue Expressway

55th Street (Highway 11)
Figure 13.0
Water Network
Timber Ridge

Legend
- Water Servicing
- 300mm Water Servicing
- Existing Water Servicing
- Utility Right of Way
- NASP Boundary

August, 2012
6.4 SHALLOW UTILITIES

Shallow utility services will be provided by the following companies:

- ATCO Gas (Natural Gas)
- The City of Red Deer E.L. & P. Department (Electricity and Streetlights)
- Telus Communications (Telephone)
- Shaw Cable (Cable Television)

The shallow utility alignments will be established during preparation of the servicing study of the Timber Ridge Plan Area.
7.0 Phasing Development

Infrastructure to service the first phase of Timber Ridge will be extended into the Plan Area from the west. Each successive stage will be developed with the logical and economical extension of these municipal services, with the intent of meeting the needs of the regional and local housing market.

Development of the first phase is expected to start in the northwest quadrant as shown on Figure 14.0 – Phasing. Development will then proceed to the northeast corner of Timber Ridge and then continue south. The phasing boundaries are shown conceptually and may vary from those shown when redistricting and subdivision applications are made. As well, portions of separate phases may be developed concurrently if there is sufficient demand and/or if the municipal servicing is made more efficient as a result.

During the land development process, the abandoned pipeline running through the northwest section of the Plan Area will be removed. It is anticipated that the storm pond will be constructed (or a portion of the pond) with the development of Phase One.

7.1 REDISTRICTING AND SUBDIVISION

In order to conform to the land use designations described in the NASP, redistricting and subdivision applications will be undertaken as necessary. Guided by The City of Red Deer MDP, the East Hill MASP, and the Timber Ridge NASP, redistricting and subdivisions will include the informational requirements necessary for each application, and will adhere to The City of Red Deer Land Use Bylaw.
Figure 14.0
Phasing
Timber Ridge