

# Dunmore Junction

# CONCEPT PLAN

July 2022



This report was prepared by V3 Companies of Canada Ltd. in partnership with Cypress County.

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# 1 INTRODUCTION

The Dunmore Junction Concept Plan consists of 68.14 hectares (168.38 acres) of land located on the eastern edge of the Hamlet of Dunmore in Cypress County and fronts TransCanada Highway 1, as identified in Figure 1 – Context Map. The concept plan is within the Gasoline Alley Area Structure Plan and the Dunmore Master Area Structure Plan, which provide policies to guide the general overall future development in this area.

## 1.1 Purpose and Intent of the Plan

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The purpose of the Dunmore Junction Concept Plan is to provide conceptual detail for the County-owned lands located on the east ½ Section 1-12-5-W4M. The concept plan is intended to establish a contextual guide for the subdivision and development of the County-owned lands.

The concept plan is defined by the existing made-made and natural features on the lands that help shape this site's development pattern. Those defining factors include adjacent land uses and proposed developments, topography, utility infrastructure, transportation routes and impacts on those routes, and environmental sensitivities. In assessing the existing policies and land use context, the concept plan then identifies the potential opportunities and future land uses appropriate for the sites.

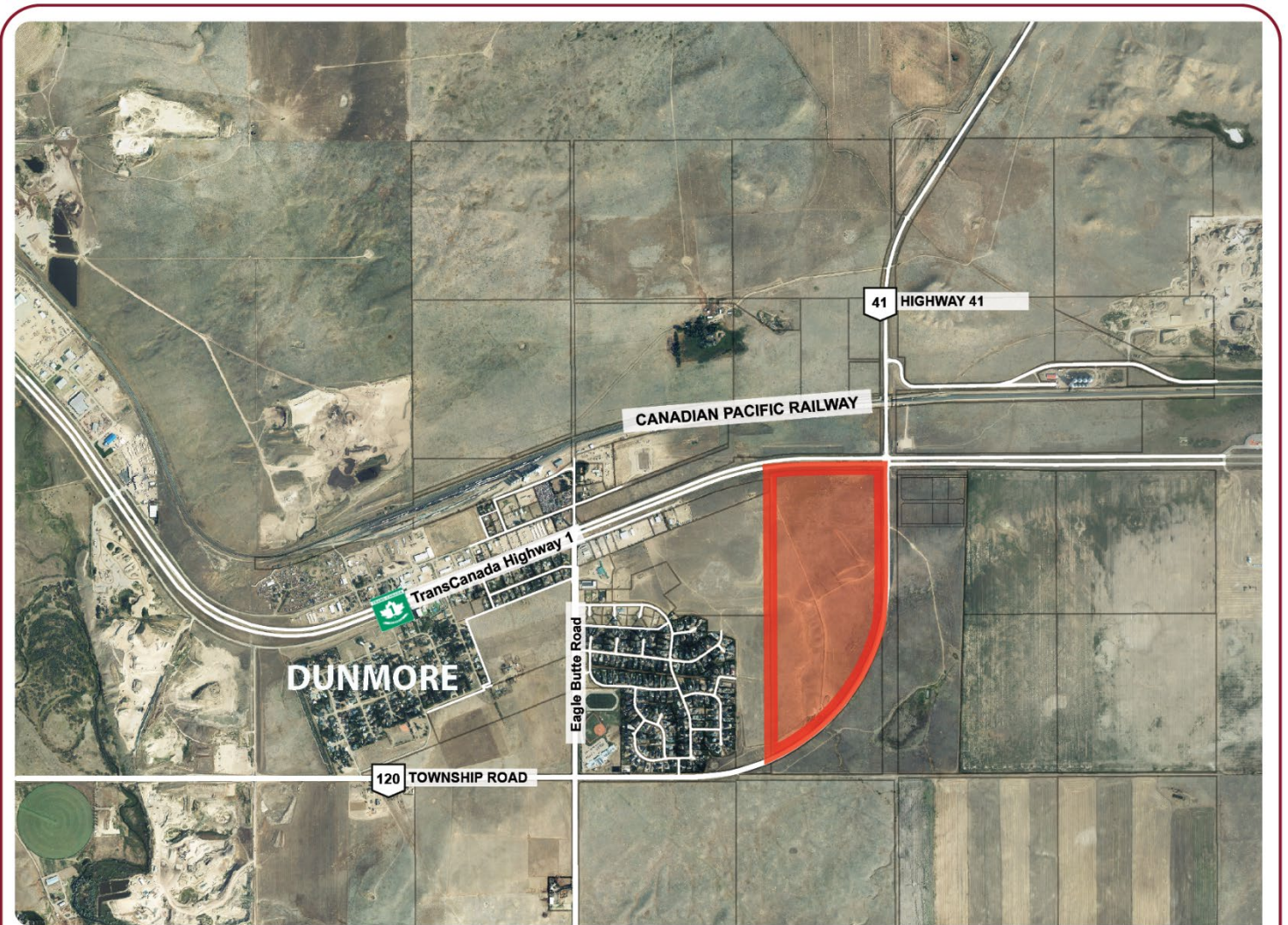
## 1.2 Concept Plan Objectives

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The objectives of the Dunmore Junction Concept Plan are to:

- ▶ Identify an alignment for the extension of 3<sup>rd</sup> Avenue through the plan area connecting the existing 3<sup>rd</sup> Avenue to Township Road 120;
- ▶ Establish a development concept plan that will facilitate commercial and industrial development opportunities for the County;
- ▶ Coordinate the water servicing needs for the Dunmore Junction lands with the future alignment of the watermain network connecting 2<sup>nd</sup> Avenue and the Eagle Butte reservoir; and
- ▶ Identify the utility servicing and transportation needs for Dunmore Junction.

▼ Figure 1 – Context Map



## CONTEXT MAP

### LEGEND



Planning Area Boundary

SCALE: 1:25,000

0 250 500 750 1,000  
Meters



DATA SOURCES:

- Hamlet of Dunmore



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# 2 CONTEXT AND SITE CONDITIONS

## 2.1 Site Location and Boundaries

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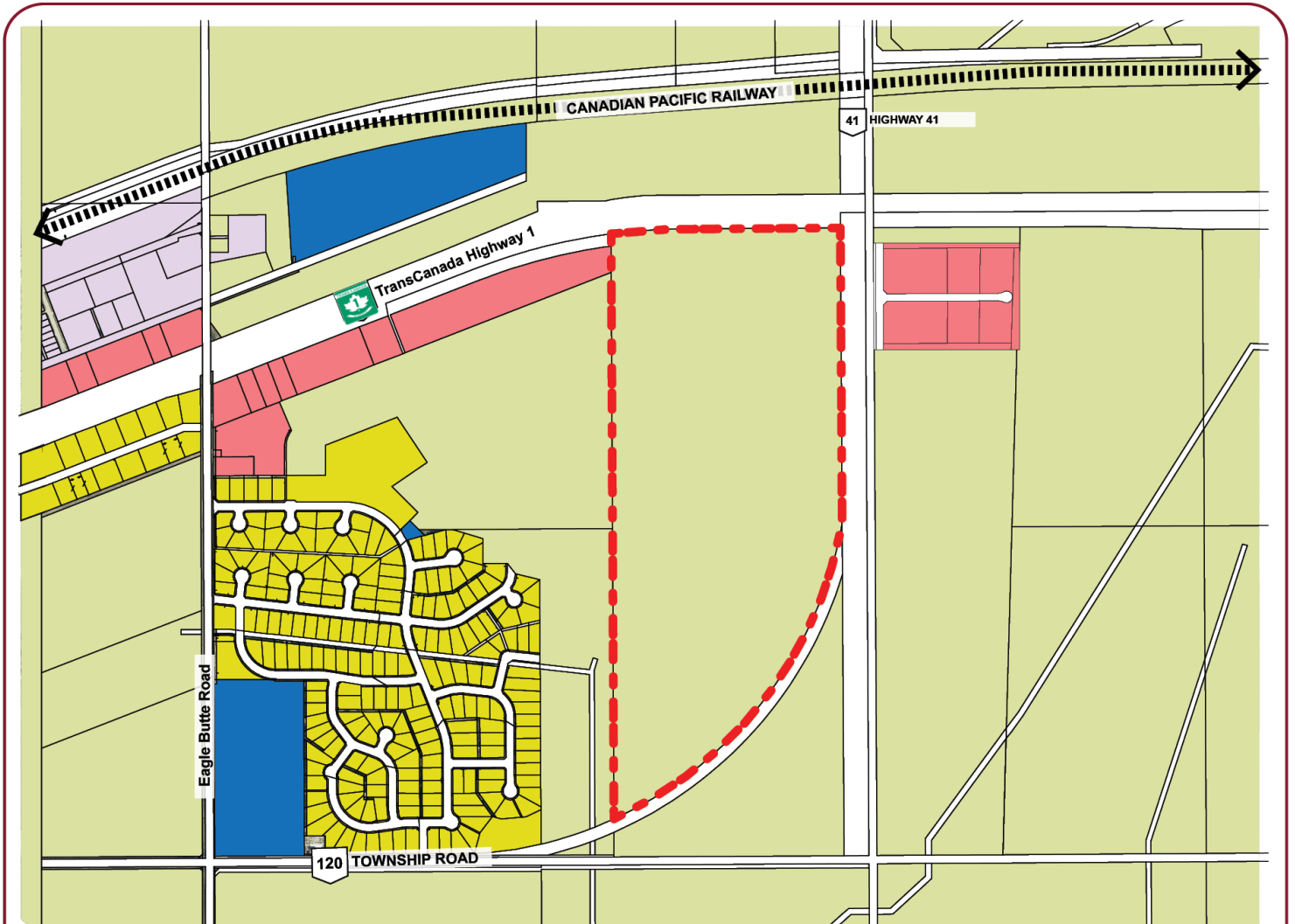
The Dunmore Junction Concept Plan consists of 68.14 hectares (168.38 acres) of land located on the eastern edge of the Hamlet of Dunmore on the east ½ of Section 1, Township 12, Range 5, West of the 4<sup>th</sup> Meridian. The TransCanada Highway 1 defines the north boundary, while Township Road 120 bounds the south and east boundaries of the site. The west boundary is defined by the westerly property line for Block 3 Plan 901 0041.

## 2.2 Existing and Surrounding Land Uses

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Figure 2 – Land Use District Map, shows the current land use districting for the site as well as the surrounding lands. The immediate surrounding land uses are currently undeveloped. Adjacent to the undeveloped lands is the Eagle Butte residential neighbourhood to the west, and commercial along 3rd Avenue fronting onto TransCanada Highway 1. A commercial development is also proposed to the east of Township Road 120 and TransCanada Highway 1.

▼ Figure 2 – Land Use District Map



## LAND USE DISTRICT MAP

### LEGEND

- |   |                                  |   |                                     |
|---|----------------------------------|---|-------------------------------------|
|  | Dunmore Junction                 |  | Public Services District (PS)       |
|  | Canada Pacific Railway           |  | Highway Commercial District (HWY-C) |
|  | Agricultural District 1 (A1-IDP) |  | Hamlet Industrial District (HI)     |
|  | Hamlet Residential District (HR) |  | Road Right of Way                   |

SCALE: 1:10,000

0 125 250 500 Meters



### DATA SOURCES:

- Hamlet of Dunmore



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## 2.3 Physical Features of Plan Area

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The concept plan lands have a pronounced elevation difference from south to north. The elevation difference is 24 metres from the south edge of Township Road 120 to the TransCanada Highway 1 to the north. A defining topographic feature on the site is a 10-metre ridge line traversing the site from northeast to southwest as depicted on Figure 3 – Physical Features Map. Another significant topographic feature is a drainage channel or coulee that bisects the south half of site from Township Road 120 north towards the TransCanada Highway 1.

The vegetation on the site is comprised of prairie grasses and used as pasture lands. The soils are comprised of sandy soils and some clay. The County has conducted preliminary geotechnical investigations on the site and concluded the soil conditions would not restrict the development potential on the site.

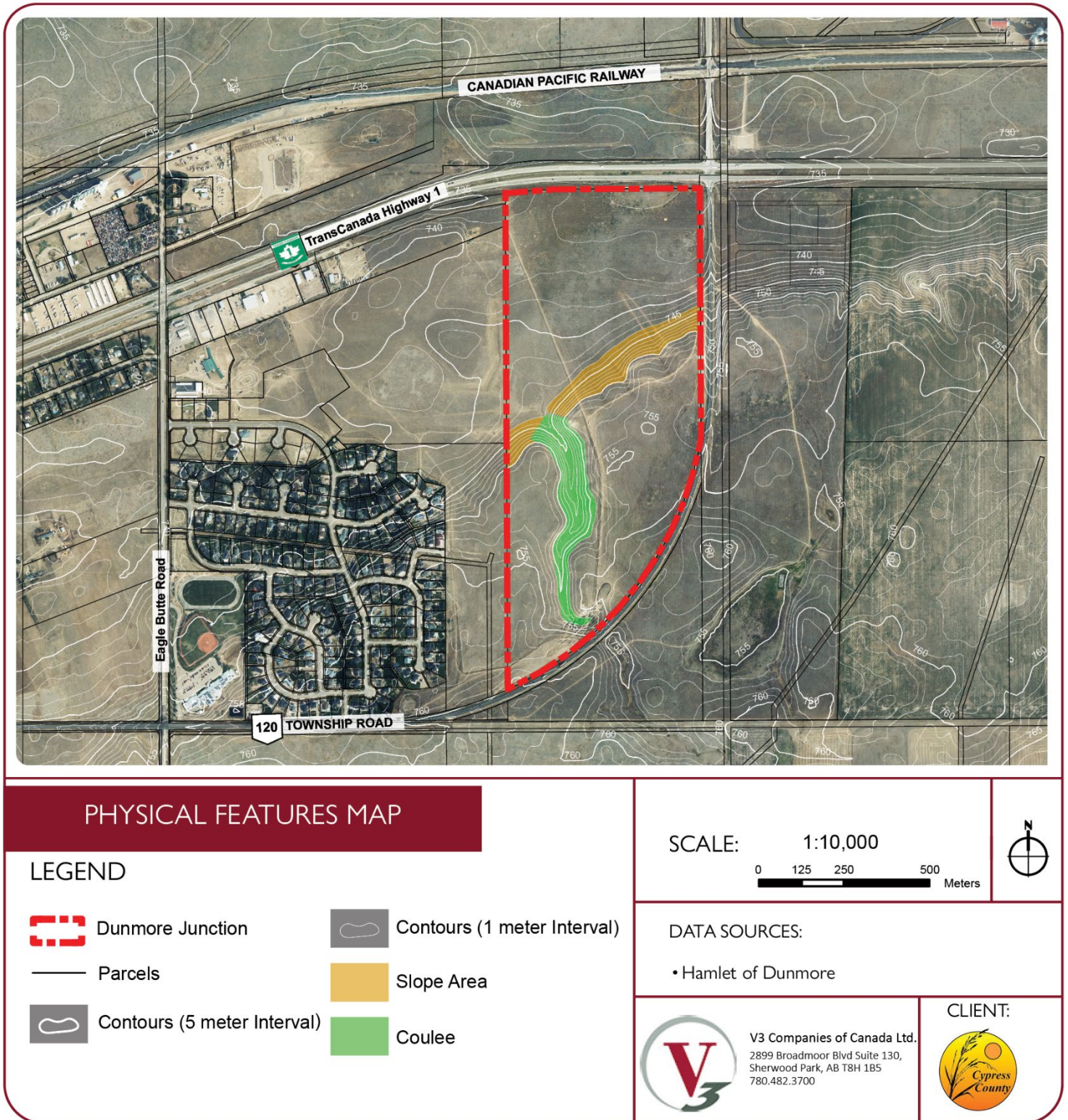
Man-made constraints are significant features located on a site that would impact the development of an area. The only identified man-made constraints in the vicinity of the plan area are pipelines and an abandon well site located west of the concept plan lands. These man-made features do not pose any impacts or constraint to the development of the concept plan lands.

## 2.4 Existing Roads and Access

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



There are currently no constructed access or egress points to the site except for farm accesses used for grazing on the lands. With major roads defining the north and east boundaries, direct access locations will be limited and restricted. Future access for commercial and light industrial uses will be from the extension of 3<sup>rd</sup> Avenue, Township Road 120, with residential connections extending east from the Eagle Butte neighbourhood. No direct access will be permitted by Alberta Transportation or the County onto TransCanada Highway 1. The minimum setback for all development fronting the TransCanada Highway identified by Alberta Transportation is 70 metres from the highway centreline and no closer than 40 metres from the highway right-of-way boundary except where these distances must be increased to allow for highway widening.

▼ Figure 3 – Physical Features Map



PHYSICAL FEATURES MAP

LEGEND

-  Dunmore Junction
-  Contours (1 meter Interval)
-  Parcels
-  Slope Area
-  Contours (5 meter Interval)
-  Coulee

SCALE: 1:10,000

0 125 250 500 Meters



DATA SOURCES:

- Hamlet of Dunmore



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# 3 DEVELOPMENT CONCEPT

## 3.1 Conceptual Approach and Rationale

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The Dunmore Junction Concept Plan provides a framework for future development of the planning area. The plan includes a focus on commercial and light industrial land uses while addressing development constraints within the planning area and is purposefully designed to leverage business opportunities that capitalize on proximity to the TransCanada Highway. The plan also includes a small residential area that will tie into the extension of existing Eagle Butte residential neighbourhood west of the plan area. The residential area is designed to have lot sizes similar to the existing lots in the Eagle Butte neighbourhood.

The Dunmore Junction Concept Plan is intended to facilitate responsible development that is compatible with the surrounding land uses and provide a positive contribution to the Hamlet of Dunmore by:

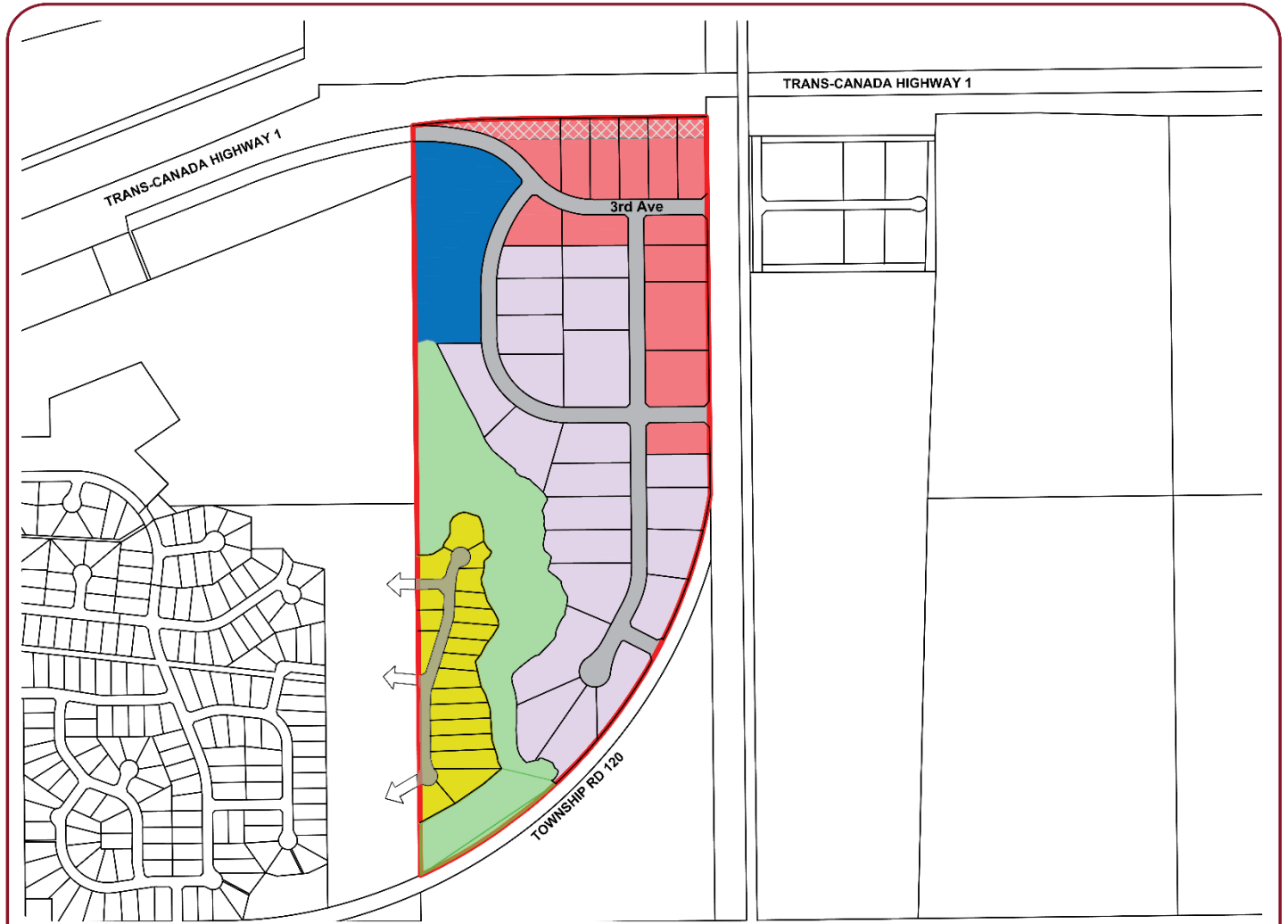
- ▶ Providing guidance and direction for a logical and efficient pattern of development and land uses within the planning area;
- ▶ Providing efficient, economical, and staged servicing, transportation, and stormwater management solutions to meet the needs of future developers, business owners and customers;
- ▶ Respecting the natural environment and conditions of the site and responsibly adjusting to the opportunities and constraints that exist in the planning area; and
- ▶ Providing for phasing of development in an economical and efficient manner.

Figure 4 – Development Concept illustrates the overall design of the Dunmore Junction Concept Plan.

From a business development perspective, Dunmore Junction is strategically located to capitalize on existing regionally significant roadway infrastructure. Attracting commercial and industrial development to the Hamlet of Dunmore is a priority for Cypress County. Dunmore Junction is ideally situated to accommodate additional business developments that are complementary to the area, and to the expanding residential community to the west of the plan area.









Third Avenue is an important local connection that is planned for extension through the Dunmore Junction Concept Plan area. This will facilitate highly visible commercial and light industrial development in close proximity to the TransCanada Highway and will support outside economic investment and diversification. The extension of 3rd Avenue will also facilitate continued commercial and light industrial development to the west and east of the plan area.

▼ Figure 4 – Development Concept



**DEVELOPMENT CONCEPT**

**LEGEND**

- |   |                    |   |   |
|---|--------------------|---|---|
|  | DUNMORE JUNCTION   |  | RESIDENTIAL   |
|  | ROAD R.O.W.        |  | STORMWATER MANAGEMENT FACILITY  |
|  | HIGHWAY COMMERCIAL |  | OPEN SPACE NATURAL AREA   |
|  | LIGHT INDUSTRIAL   |  | ALBERTA TRANSPORTATION HIGHWAY SETBACK (NO BUILD/ POTENTIAL WIDENING) |

SCALE: 1:10,000

0 125 250 500 Meters



**DATA SOURCES:**

- Hamlet of Dunmore



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## 3.2 Land Use Pattern and Summary

The Dunmore Junction Concept Plan intends to capitalize on the locational advantage of the lands by providing a focus on commercial and light industrial employment-driven land uses, while connecting to the logical extension of the adjacent residential uses, and includes a focus on:

- ▶ A mix of business and industrial lot sizes;
- ▶ High visibility business exposure;
- ▶ Excellent commercial access;
- ▶ Adequate transitions between non-commercial and non-industrial uses;
- ▶ Addressing and planning for stormwater management requirements;
- ▶ Maintaining existing natural topography and drainage; and,
- ▶ Expanding full urban servicing to the commercial and light industrial use areas.

### 3.2.1 Distribution of Land Uses

The Dunmore Junction Concept Plan area is planned as a primary industrial and commercial area with a smaller residential component, consisting of a total of 68.14 hectares (168.38 acres). A statistical summary of the proposed land uses is explored in Figure 5 – Development Statistics.

▼ Figure 5 – Development Statistics

TOTAL	± Area (hectares)	± Area (acres)	% of N.D.A.
Gross Developable Area	68.14	168.38	
Open Space and Natural Area	12.15	30.02	
Net Developable Area	55.99	138.35	100%
Highway Commercial	12.47	30.81	22.3
Light Industrial	23.48	58.02	41.9
Residential	6.92	17.10	12.4
Stormwater Management Facility (SWMF)	5.71	14.11	10.2
Road R.O.W.	7.41	18.31	13.2

### 3.3 Housing Opportunities

The southwest portion of the Dunmore Junction Concept Plan is proposed to be designated Hamlet Residential (HR) as an extension of the residential area already developed to the west of the plan area. The predominant residential dwelling type is anticipated to be low density single detached housing on relatively large lots. There is also an opportunity to provide secondary housing opportunities in this area through the provision of secondary suites as permitted under the Land Use Bylaw (Bylaw No. 2022/09).

The extension of the residential area and buffer created by the open space and natural area will provide a transition from the Eagle Butte residential neighbourhood to the highway commercial and light industrial development in the remainder of the plan area.

Figure 6 – Unit and Population Estimates, identifies the number of units and population projected to be created in the plan area. The number and size of the lots in the residential area are characterized as large lots due to the predominant use of septic tanks and fields systems in Dunmore.

▼ Figure 6 – Unit and Population Estimates

	Gross area (ha)	Units/Gross ha	Units	People/Unit	Population
Residential	6.92	2.5 <sup>1</sup>	17	2.8	48

<sup>1</sup>Note: 2.5 units/ha is used due to the predominant use of septic tank/field systems.

### 3.4 Local Employment Opportunities

#### 3.4.1 Commercial Opportunities

The areas situated directly adjacent to the TransCanada Highway 1, and the northern half of the concept plan area directly adjacent to Township Road 120 are proposed to accommodate commercial business opportunities in accordance with the uses listed in the Highway Commercial District (HWY-C) District of the Cypress County Land Use Bylaw (Bylaw No. 2022/09). Initial market research has identified opportunities for commercial businesses taking advantage of the plan area’s highway exposure. These uses may include truck stops, farm equipment dealerships, and other commercial uses serving the travelling public or local residents. It is expected that this area will be comprehensively developed at the detailed development permit stage and may have lots subdivided to a minimum area of 0.4 ha (1.0 ac).

#### 3.4.2 Industrial Opportunities

The internal area between the stormwater management facility, environmental reserve area, commercial area, and Township Road 120 is proposed to accommodate a range of light industrial and service commercial activities in accordance with the uses listed in the Hamlet Industrial District (HI) or Light Industrial District (LI) of the Cypress County Land Use Bylaw (Bylaw No. 2022/09). Initial market research has identified opportunities for transportation and logistics businesses and warehousing businesses may be ideally suited to this location. It is expected that this area will be comprehensively developed at the detailed development permit stage and may have lots subdivided to a

minimum area of 0.4 ha (1.0 ac). The option to choose either the HI or LI District will be made at the time development takes place.

### 3.5 School and Park Sites

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Eagle Butte High School is located approximately 950 m to the west of the Dunmore Junction Concept Plan area. This school will serve the residential area of Dunmore Junction with pedestrian and vehicle connections provided as the residential area develops over time. Other future proposed school sites are identified in the Dunmore Master Area Structure Plan and are beyond the boundaries of the Dunmore Junction plan area. Existing and future schools are intended to be located along roadways that allow for convenient, safe, and efficient access for school buses and vehicles. The schools identified in the Dunmore Master Area Structure Plan are also linked to the open space system and community trail network.

There are no active park sites designated for the Dunmore Junction area. The Dunmore Master Area Structure Plan, does however, strategically locate park sites outside the concept plan area. There are identified trail linkages to the concept plan lands that connect to the open space corridor located in the coulee area and may include a passive recreation opportunity alongside the stormwater management facility at the north end of the Dunmore Junction plan area.

### 3.6 Open Space and Natural Area

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The open space natural area – the coulee – forms the major physical feature on the concept plan lands. The benefits to maintaining this area as open space include providing a transition and buffer between the residential and light industrial areas. This area also plays an important role for conveying stormwater from lands to the south of Dunmore Junction up to 3<sup>rd</sup> Avenue to the north. As mentioned above, this open space area provides an opportunity to connect to the existing park network in Dunmore, as well as creating future passive recreation trails and amenity space for local residents.

The topography and vegetation in this open space natural area is intended to be left in its natural state. Low impact recreational uses such as trails, benches, and viewing areas are envisioned as appropriate activities within the open space natural area.

The open space natural area will be dedicated as Environmental Reserve (ER) for the coulee running through the interior of the concept plan area. The stormwater management facility at the north end of the plan area is proposed to be designated as a Public Utility Lot (PUL).

### 3.7 Transportation Network

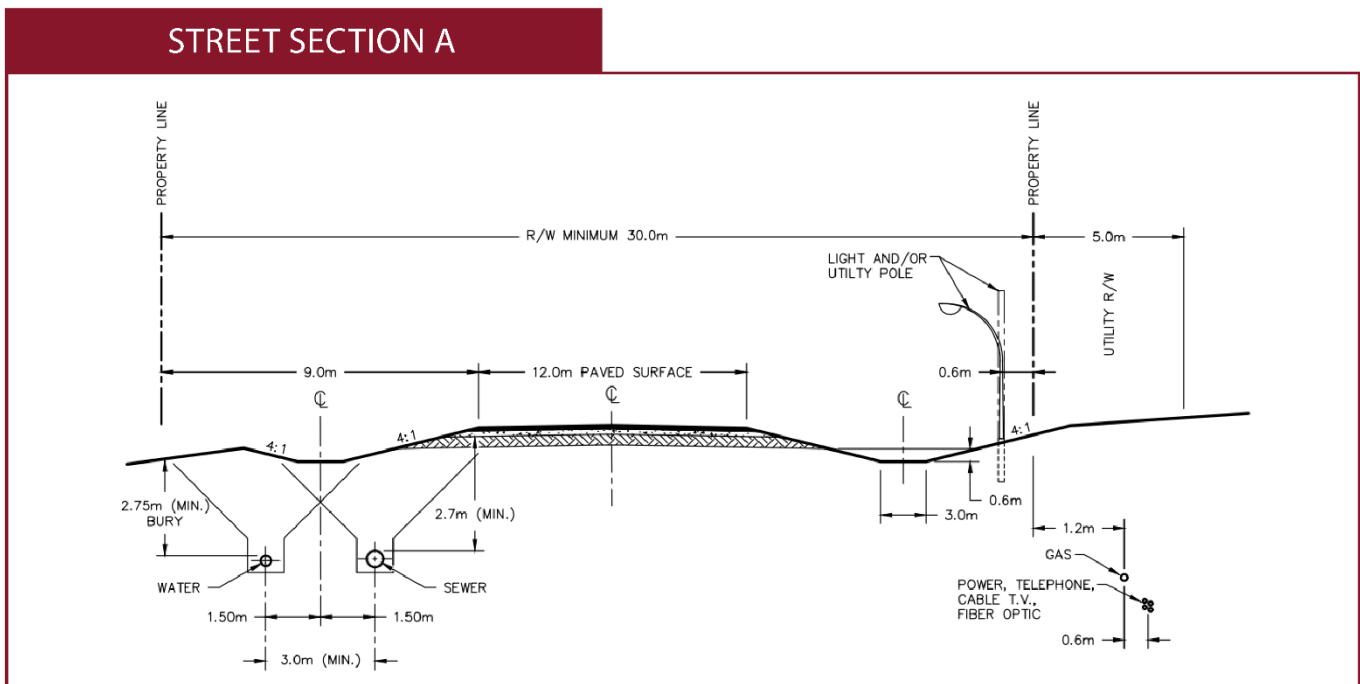
The transportation network, including access and egress to the Dunmore Junction Concept Plan area, is illustrated on Figure 8 – Transportation Map.

The residential area will be accessed through an extension of East 4 Street from the west into the concept plan area with an associated interconnected subdivision road network providing internal circulation.

The commercial and light industrial areas will be accessed from both the extension of 3<sup>rd</sup> Avenue through the Dunmore Junction Concept Plan with an access point at Township Road 120, and two (2) additional access points along Township Road 120 leading into the concept plan area. The extension of 3<sup>rd</sup> Avenue and the three (3) associated access points at Township Road 120 will connect to an interconnected subdivision road network providing internal circulation. In general, the concept plan complies with the Alberta Transportation requirements for intersection spacing of 400 m. The 3<sup>rd</sup> Avenue intersection spacing to the TransCanada Highway 1 intersection has an approximate 170 m separation that is consistent with Alberta Transportation’s review of the intersection spacing north of the TransCanada Highway 1 corridor and the Canadian Pacific Railway.

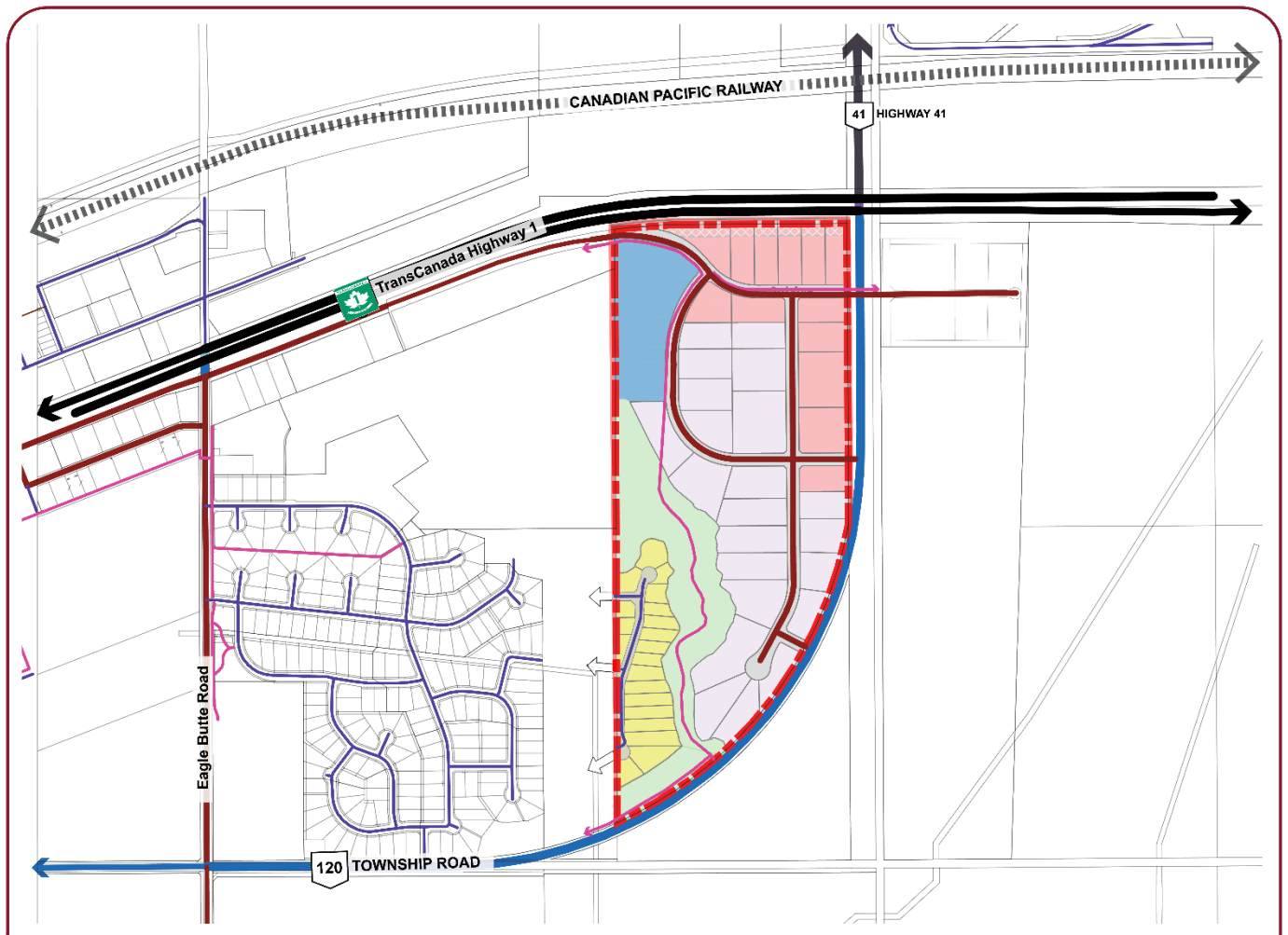
The general alignment and configuration of the internal subdivision roads within the Plan area are illustrated on Figure 8 – Transportation Map. The geometric design and capacity of all proposed intersections will be confirmed at the detailed subdivision design stage. All internal commercial and light industrial subdivision roads within the Plan area will include paved road surfaces constructed in accordance with Cypress County Design Guidelines and Construction Standards identified in Figure 7 – 30 m R.O.W. below.

▼ Figure 7 – 30 m R.O.W.





▼ Figure 8 – Transportation Map

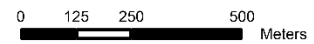


### TRANSPORTATION MAP

#### LEGEND

- |   |                              |   |  |
|---|------------------------------|---|--|
|  | Dunmore Junction             |  | Highway Commercial   |
|  | Canadian Pacific Railway     |  | Light Industrial   |
|  | TransCanada Highway 1        |  | Residential  |
|  | Highway 41                   |  | Storm Water Management Facility  |
|  | Arterial Road                |  | Open Space Natural Area  |
|  | Collector                    |  | Alberta Transportation Highway Setback (No Build / Potential Widening) |
|  | Local                        |   |  |
|  | Walking Trails               |   |  |
|  | Future Local Road Connection |   |  |

SCALE: 1:10,000



#### DATA SOURCES:

- Hamlet of Dunmore



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## 3.8 Utility Services

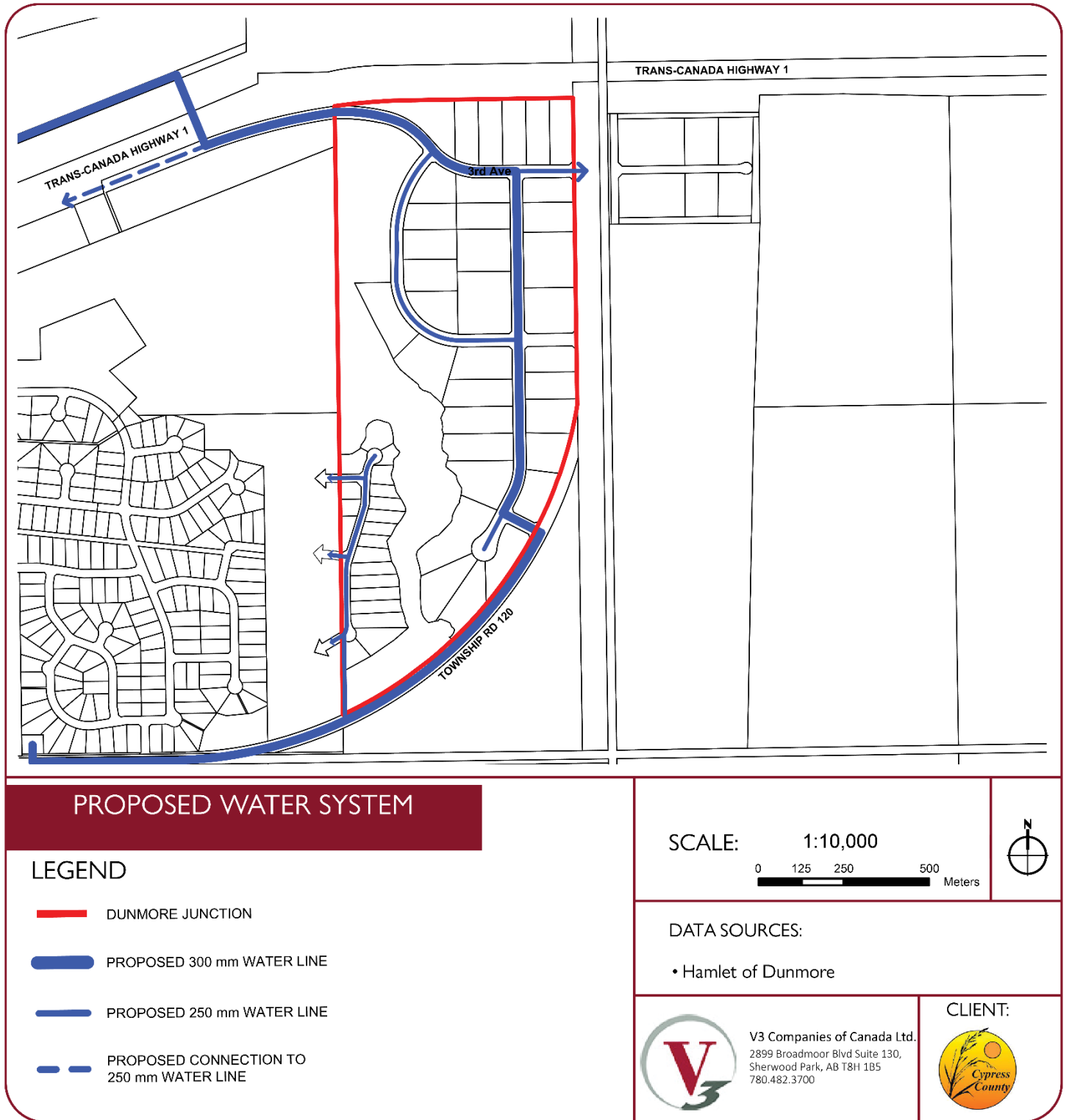
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### 3.8.1 Water

Dunmore Junction will be serviced with potable water as generally illustrated on Figure 9 – Proposed Water System. Extending the existing water servicing will accomplish two important objectives. The first is to extend and ultimately loop the water distribution system. This will be done by extending the existing waterline running along 2nd Avenue and 3rd Avenue and connecting the waterline to the Eagle Butte Reservoir. This will also act as the feeder for water service needs within the concept plan area. The second objective will be to extend the existing waterline to service the Dunmore Junction area. This new feeder watermain is expected to be a 300 mm diameter waterline and will complete looping of the existing distribution network. This new feeder water line will also provide fire protection for the commercial and light industrial businesses in the plan area. A new 250 mm waterline will also extend east to service the expected commercial properties east of Township Road 120. Water service to the residential component of the plan area will be achieved by extending the existing 250 mm distribution system east from the Eagle Butte neighbourhood.

The design of the concept plan water network will accommodate fire suppression, including appropriately spaced pressurized hydrants, in accordance with applicable regulations and requirements of the Cypress County Design Guidelines and Construction Standards.

▼ Figure 9 – Proposed Water System



### 3.8.2 Wastewater

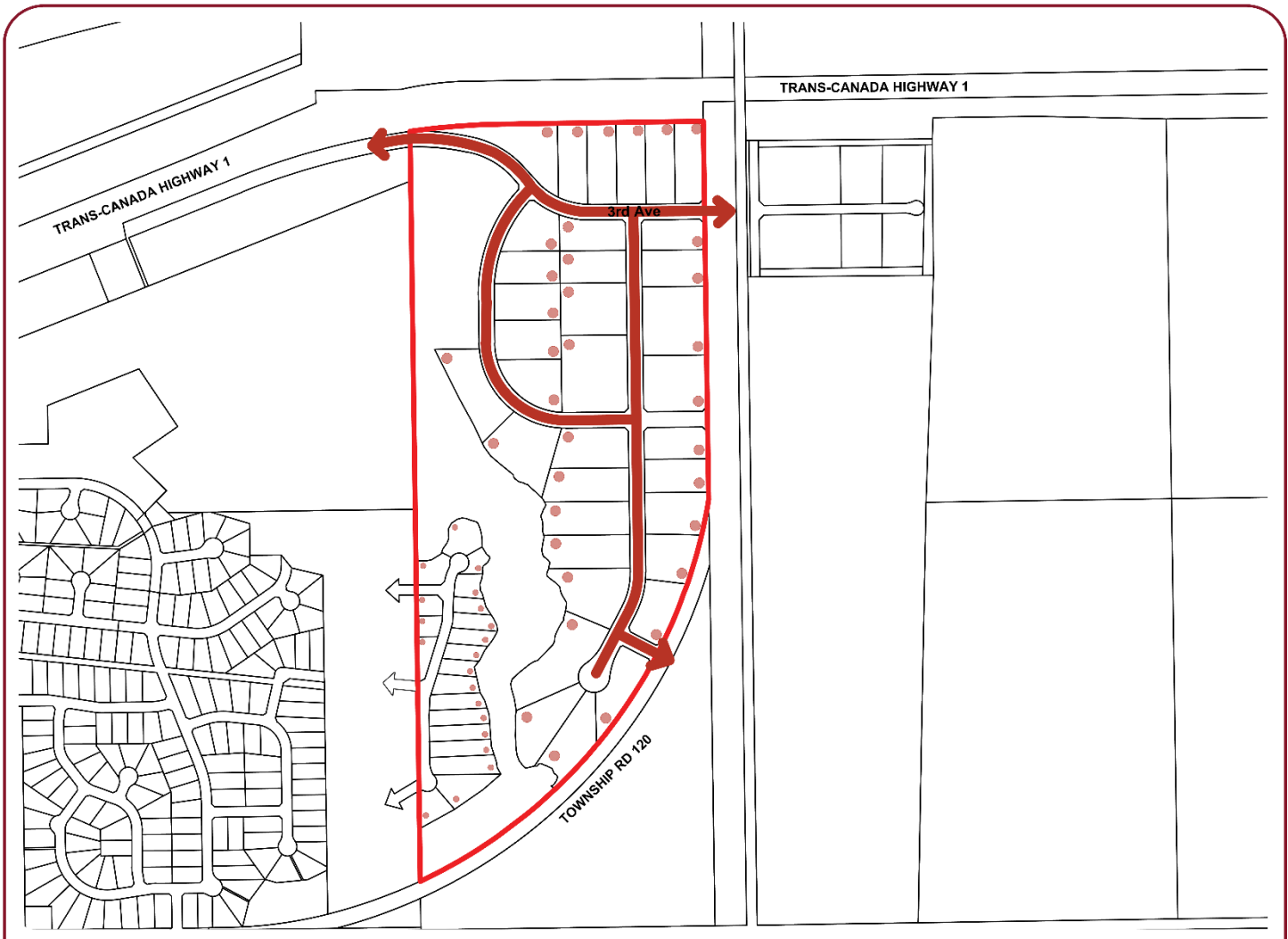
The Dunmore Junction Concept Plan area will be serviced with wastewater as generally illustrated on Figure 10 – Proposed Wastewater System Map.

The wastewater collection system for the commercial and light industrial areas will be provided via on-site septic tanks or fields until gravity sewer mains are installed or required to be installed by Alberta Environment. Ultimately, the gravity wastewater system will be constructed along 2nd and 3rd Avenues with connections to future lift stations. The precise timing of the upgrades to the wastewater collection system in the plan area are currently unknown.

The wastewater system for the residential area will be accommodated using on-site septic tanks and fields similar to the existing residential neighbourhood in Eagle Butte.

The Dunmore Junction area will at some point need to transition to a sewage collection and disposal system. The ‘trigger’ for this will either be mandated by Alberta Environment or the local health authority, who will provide direction on when the threshold has been reached. Given that new developments will be the first to connect to the ultimate wastewater system, the County should give consideration to proactively designing and constructing the wastewater collection system as part of the Dunmore Junction Concept Plan and have the on-site sewage tanks connect to a common collection point for disposal.

▼ Figure 10 – Proposed Wastewater System

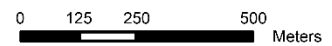


### PROPOSED WASTEWATER SYSTEM

#### LEGEND

- DUNMORE JUNCTION
- PROPOSED WASTEWATER LINE
- PROPOSED INDUSTRIAL/COMMERCIAL SEPTIC TANK/FIELD
- PROPOSED RESIDENTIAL SEPTIC TANK/FIELD

SCALE: 1:10,000



DATA SOURCES:

- Hamlet of Dunmore



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### 3.8.3 Stormwater Management

The Dunmore Junction Concept Plan area addresses stormwater management as generally illustrated on Figure 11 – Proposed Stormwater Flow.

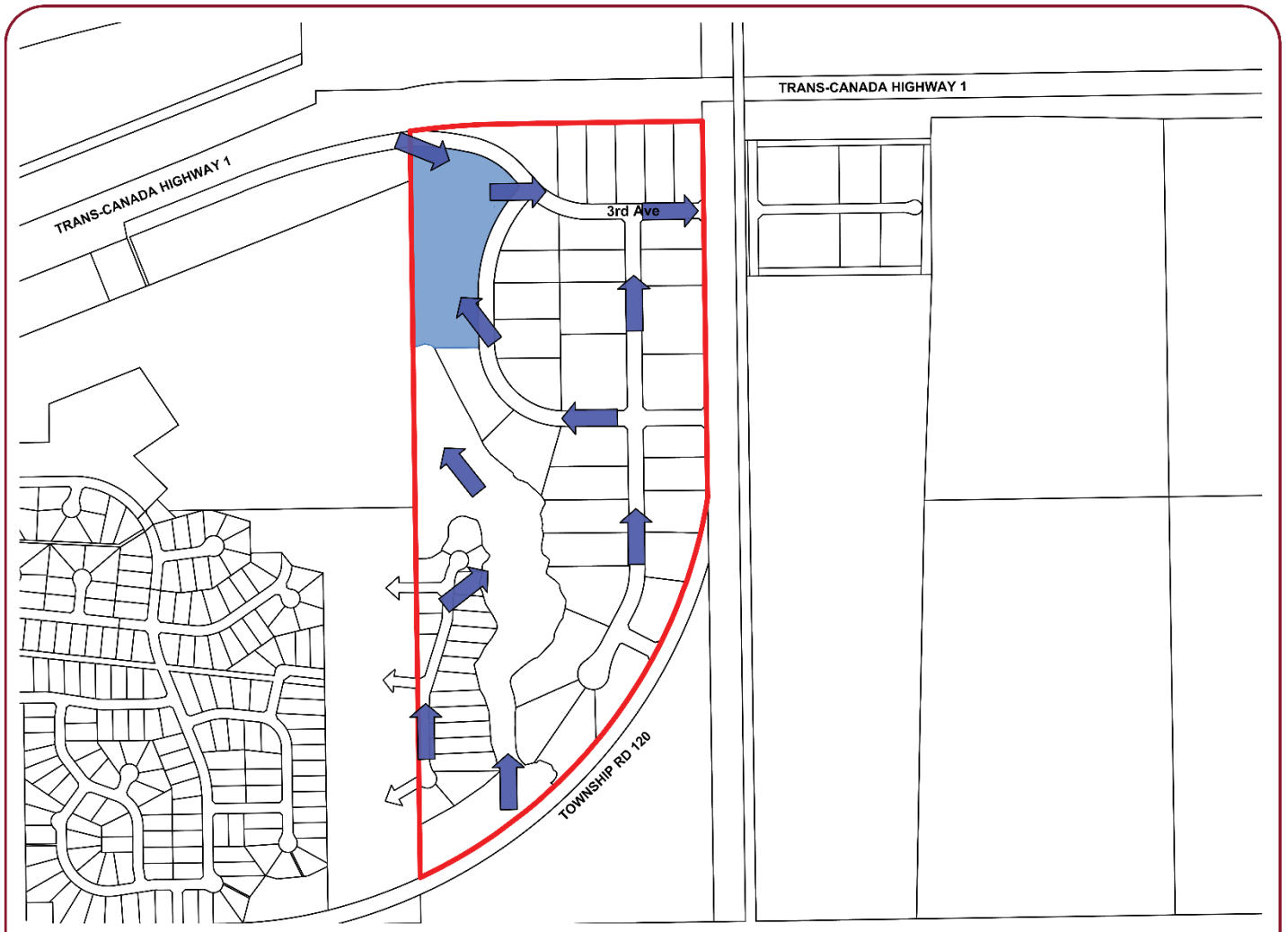
Topography in Dunmore Junction slopes generally from south to north with a drainage channel or coulee that bisects the south half of site from Township Road 120 north towards the TransCanada Highway 1. A stormwater management facility in the northwest portion of plan area has been identified as the ideal location and preliminary design size. The final configuration of the stormwater management facility shall be determined at the detailed design stage of the subdivision process.

The stormwater management facility is expected to include a detention pond designed in accordance with the requirements of the Cypress County Design Guidelines and Construction Standards with capacity to retain surface drainage generated within the plan area in accordance with the established volume retention control and maximum release rates established by the Dunmore Master Stormwater Management Plan. Captured runoff will be stored and treated within a stormwater management facility located in the Public Utility Lot (PUL) to be dedicated at the subdivision. Opportunities to utilize these areas for trails and passive recreational uses will be considered at the subdivision approval stage.

In some areas of the subject lands the rural road cross sections with associated ditch conveyance systems will augment the proposed stormwater management system. The roadside ditches will include vegetation to filter sediment and accommodate uptake of suspended/dissolved pollutants. Surface drainage from each lot will be collected in the ditches and conveyed to the forebay upstream of the stormwater ponds. It is acknowledged that the roadside ditches shall not be used to store surface drainage.




All public infrastructure associated with the stormwater management system shall be owned and maintained by the County. Where necessary, an overland drainage right-of-way plan in favour of the County will be registered at the time of subdivision to assign right for the municipality to gain access to this infrastructure in the event of emergency or to ensure required maintenance activities are completed.

▼ Figure 11 – Proposed Stormwater Flow

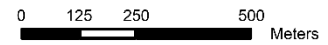


**PROPOSED STORMWATER FLOW**

**LEGEND**

-  DUNMORE JUNCTION
-  STORMWATER MANAGEMENT FACILITY
-  DIRECTION OF OVERLAND FLOW

SCALE: 1:10,000



DATA SOURCES:

- Hamlet of Dunmore



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### 3.8.4 Shallow Utilities

Shallow utilities including natural gas, power, street lighting, phone and cable are available in proximity to the concept plan area. Shallow utilities will be extended by the respective franchise utility companies at the time of construction extending from their existing service connection points. Shallow utilities will be placed within road rights-of-way or within easements registered to lands within the concept plan area. The County should encourage fibre optic technology to be utilized wherever possible or available.

## 3.9 Community Services

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### 3.9.1 Protective and Emergency Services

Protective and emergency services within the Dunmore Junction Concept Plan will be provided by the following authorities:

- ▶ Ambulatory services will be provided by Alberta Health Services;
- ▶ Policing will be managed by the RCMP from the detachment in Redcliff; and,
- ▶ Fire protection services will be covered by the Cypress County Emergency Services Department. In addition, through a cooperative agreement, the County also has fire trucks manned by full-time personnel located in CFB Suffield and the City of Medicine Hat.

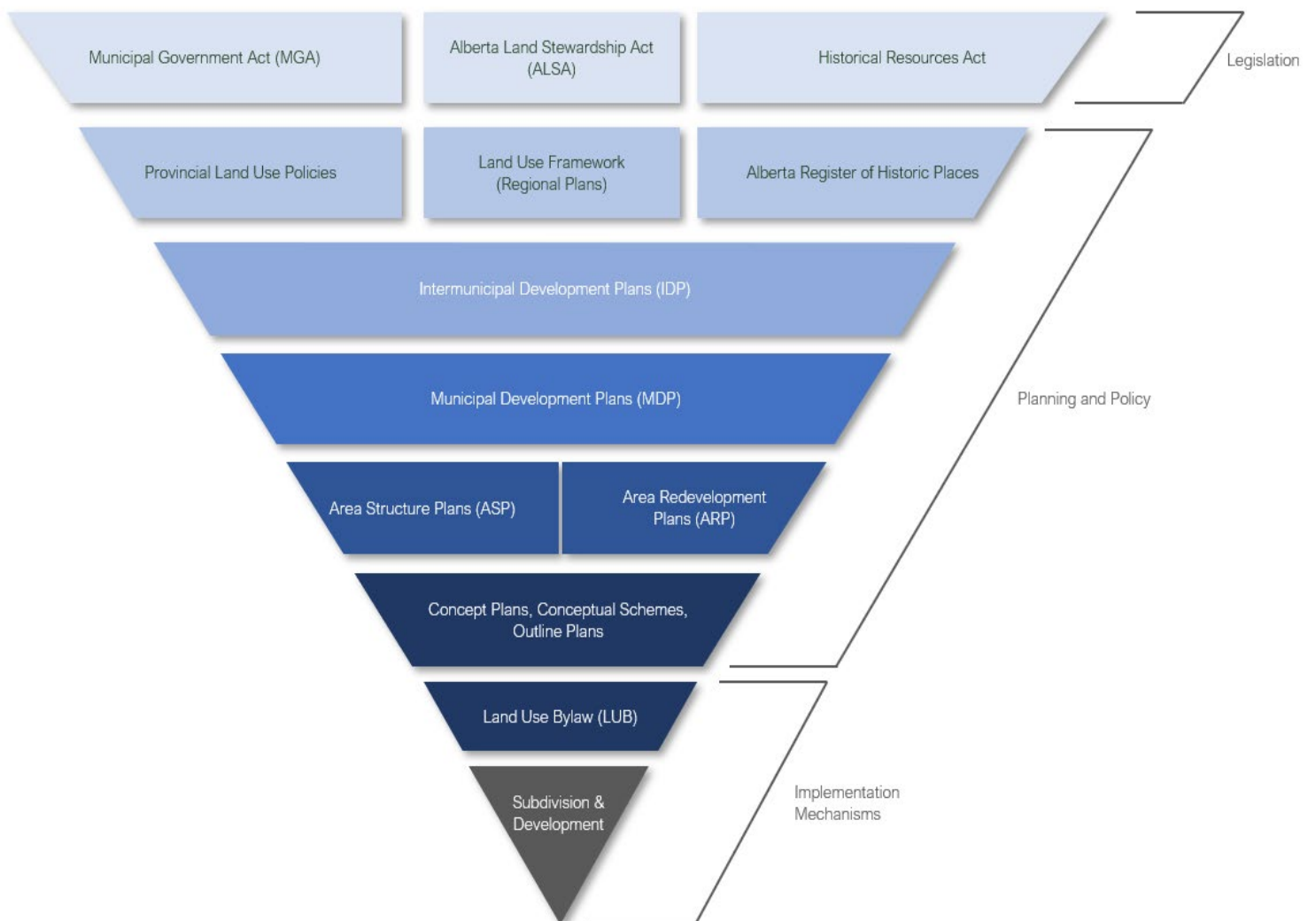


# 4 STATUTORY PLAN REVIEW

## 4.1 Legislative Framework (Planning Hierarchy)

The following is a review of the statutory plans relevant to the Dunmore Junction Concept Plan. Figure 12 below shows the Planning Hierarchy, or the level of each planning document and its interaction with other documents filtering down towards the development of an individual parcel. The figure also shows where Concept Plans, Conceptual Schemes, and Outline Plans fit within the Planning Hierarchy. This plan acknowledges that the Dunmore Junction Concept Plan is not considered a statutory plan as defined under the Municipal Government Act, however, the plan forms an important bridge between the existing Area Structure Plans adopted by Council and approving future subdivision plans and development permits.

▼ Figure 12: The Planning Hierarchy



## 4.2 Tri-Area Intermunicipal Development Plan (Bylaw No. 2020/03)

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The Tri-Area Intermunicipal Development Plan (IDP) was prepared for the City of Medicine Hat, Cypress County, and the Town of Redcliff in 2010 and amended in 2020. It identifies methods for cooperation between the three municipalities on regional growth, integrated land use, and development decision making to maximize collaboration, efficiency, and economic development of the region as a whole, for the mutual benefit of all parties.

The plan recognizes the intent of the County, the City, and the Town to improve opportunities to secure a robust and durable economic base, improve consistency in land development and enhance intermunicipal efficiency and communication.

The Dunmore Junction Concept Plan area is located within the Dunmore Urban Services Area of the IDP, which envisions the Hamlet of Dunmore as an alternative residential, commercial, and industrial option in which to live and work in the region. The IDP further discusses the continued growth potential of the area for both residential and non-residential uses in the long-term.

## 4.3 Municipal Development Plan (Bylaw No. 2021/24)

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Development anticipated within the Dunmore Junction Concept Plan is consistent with the intent of the Municipal Development Plan (MDP) of Cypress County. The MDP includes the following statements:

- ▶ “Growth & Land Use – Cypress County directs growth and development to designated development areas and to growth hamlets where servicing capacity and community services are able to be provided in a long-term financially viable and responsibly planned manner. Land Uses and land use planning decisions meet the needs of the community now and in the future.”
- ▶ “Economy and Employment – Cypress County encourages and supports economic diversification and innovation in existing industry sectors and attracts new sectors, to increase the County’s assessment and tax base while creating employment opportunities and resilient economy now and in the future.”

The Hamlet of Dunmore is identified by the MDP as a Growth Hamlet, which are highlighted as focus areas for the development of employment opportunities, residential growth, and economic investment and diversification.

The MDP’s Hamlet Development Policies support the continued growth of major hamlets as complete communities, local service centres, places for employment, and locations of future development. They also support the location of a range of services and land uses within growth hamlets, such as light industrial and commercial uses, and residential development types and densities to provide choices in housing types, affordability, stages of life and abilities, local services, and employment opportunities.

The MDP’s Economy and Employment Policies support the existing commercial and industrial land base and encourage a diverse range of innovative and forward-thinking new businesses and industries to locate in the County. They also support an “open for business” mindset and promote economic diversification and business resiliency by supporting economic innovation.

The Dunmore Junction Concept Plan proposes to establish a new highway commercial development area directly adjacent to the TransCanada Highway 1, and light industrial development in proximity of major transportation routes, which is supported by an adopted statutory plan within the vicinity of appropriate utility servicing infrastructure. Likewise, it proposes to establish a new residential neighbourhood within a growth Hamlet that supports the logical extension of adjacent existing residential development and the appropriate continuation of existing infrastructure and utilities in accordance with an adopted Area Structure Plan. The Dunmore Junction Concept Plan's objectives are consistent with the objectives of the County's MDP.

## 4.4 Area Structure Plans

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### 4.4.1 Dunmore Master Area Structure Plan

Cypress County adopted the Dunmore Master Area Structure Plan in March 2013. The vision of the Dunmore Master Area Structure Plan is to promote the area for growth and development to an 'urban' level of services for its residents while maintaining desirable aspects of the existing hamlet lifestyle. The ASP's development strategy is based on the following objectives:

- ▶ Provide for the orderly expansion of the Hamlet of Dunmore;
- ▶ Provide a Plan that is consistent with existing municipal, provincial, and federal policies, regulations, and plans for the area;
- ▶ Create a 'Complete Community' where individuals can live, work, learn, play, and meet;
- ▶ Provide development policies to guide and accommodate interim and long-term growth;
- ▶ Provide efficient conceptual servicing concepts;
- ▶ Provide an efficient conceptual transportation network;
- ▶ Outline requirements for development of sand and gravel resources;
- ▶ Provide pedestrian connectivity and spaces for formal and informal recreation opportunities (i.e., trails, parks, and open space); and,
- ▶ Provide protection of natural areas (i.e., riparian areas, creek banks, and slopes).

The Dunmore Master Area Structure Plan identifies a Development Concept that integrates the natural and man-made considerations of the Plan area with the needs of the community while meeting all relevant policy guides and regulatory requirements. The concept recognizes the established development pattern within the existing hamlet and integrates compatible and complementary land uses to create a complete 'urban' community while maintaining a distinct hamlet character.

The key elements of the area structure plan's concept include:

- ▶ An industrial/commercial ribbon along the TransCanada Highway;
- ▶ Low density residential south of the TransCanada Highway;
- ▶ Sand and gravel extraction in and adjacent to the Bullshead Creek valley;

- ▶ A regional commercial node at the interchange of the TransCanada Highway bypass and Highway 41;
- ▶ An east/west community trail and open space corridor linking the community to the valley; and
- ▶ A multi-use node that will serve as the community's gathering place.

The Dunmore Junction Concept Plan is consistent with the objectives, concepts, and policies contained in the Dunmore Master Area Structure Plan.

#### 4.4.2 Gasoline Alley Area Structure Plan (Bylaw No. 2020/06)

Cypress County adopted the Gasoline Alley Area Structure Plan (ASP) in August 2020. The ASP's development strategy is based on the following objectives:

- ▶ Create a flexible development concept that will assist in stimulating investment while continuing to respond to changing market conditions.
- ▶ To provide investment security and land use predictability for landowners, existing business owners and potential developers.
- ▶ To sensitively integrate development with surrounding land uses and the natural environment.
- ▶ To promote development with appropriate building, site, and landscaping standards.
- ▶ To recognize the importance of agriculture in the region and to support the continuing use of agricultural lands within the planning area until it is needed for development.
- ▶ To provide opportunities for commercial and industrial development to serve the community's needs and diversify the County's economic base.
- ▶ To fulfill legislative requirements for Municipal Reserve within the Plan area and contribute to the acquisition and development of parks and open spaces.
- ▶ To move people and goods efficiently and safely to, from and within the Plan area.
- ▶ To provide efficient and economical services to meet the needs of future development.
- ▶ To provide efficient and environmentally suitable storm water management facilities.
- ▶ To provide utility services to meet the needs of future development.
- ▶ To allow for an efficient, economical, and logical phasing of development.

The Gasoline Alley Area Structure Plan provides a design concept and framework for future development of the planning area. The development concept encompasses a variety of uses, including commercial and industrial land uses while addressing development constraints within the planning area. The land use direction in the ASP focuses on providing opportunities for industrial, commercial, and employment-driven land uses, while recognizing the future realignment of the TransCanada Highway, and a development concept that focuses on:

- ▶ A mix of business and industrial lot sizes;
- ▶ High visibility business exposure;
- ▶ Excellent commercial access;

- ▶ Adequate transitions between existing non-industrial uses;
- ▶ Addressing and planning for stormwater management requirements;
- ▶ Maintaining existing natural topography and drainage; and
- ▶ Servicing with water and on-site septic storage with potential for full urban servicing.

The Dunmore Junction Concept Plan is consistent with the objectives, concepts, and policies contained in the Gasoline Alley Area Structure Plan.

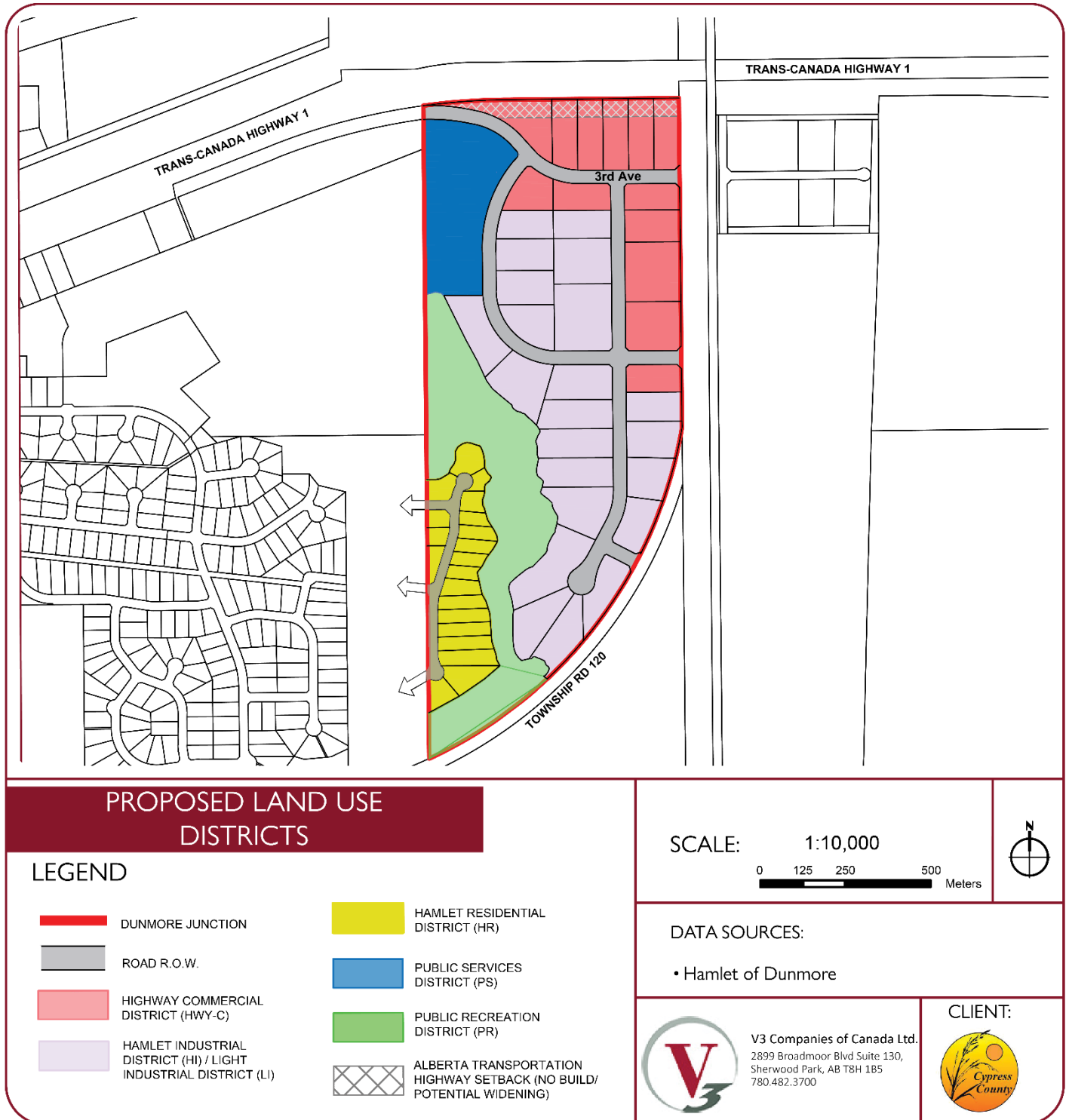
## 4.5 Land Use Bylaw (Bylaw No. 2022/09) Proposed Land Use

Land use is expected to be implemented in accordance with the Cypress County Land Use Bylaw (Bylaw No. 2022/09) as generally illustrated on Figure 13 – Proposed Land Use and is described as follows:

- ▶ Commercial area is proposed to be designated Highway Commercial District (HWY-C)
  - The general purpose and intent of the Highway Commercial District (HWY-C) is to accommodate a range of commercial uses and developments to serve the travelling public, county-wide residents and the patrons in the surrounding area. The Commercial District may allow development in a variety of forms including retail malls, retail sales with large display areas for their goods and services, or large format or warehouse sales outlets. The Highway Commercial District shall be applied to commercial development located adjacent to or directly fronting Provincial Highways, or major County roads.
- ▶ Industrial area is proposed to be designated either Hamlet Industrial District (HI) or Light Industrial District (LI)
  - The general purpose and intent of the Hamlet Industrial District (HI) is to provide for the development of general industrial uses and development to meet the needs and employment opportunities of residents living in the hamlet and the surrounding area.
  - The general purpose and intent of the Light Industrial District (LI) is to accommodate a range of industrial and commercial uses which may have outdoor storage or work activities and located in business and industrial areas. Typical uses in this district do not create any nuisance factors that extend beyond the boundaries of the parcel to ensure that the development is compatible with other non-industrial uses.
- ▶ Residential area is proposed to be designated Hamlet Residential District (HR)
  - The general purpose and intent of the Hamlet Residential District (HR) is to accommodate low density residential development within the County's hamlets.
- ▶ Environmental Reserve area is proposed to be designated Public Recreation District (PR)
  - The purpose and intent of the Public Recreation District (PR) is to provide for the use and development of active and passive recreational areas to serve the needs of residents at the local, neighbourhood and County-wide level.
- ▶ Stormwater management facility is proposed to be designated Public Services District (PS)

- o The purpose and intent of the Public Services District (PS) is to accommodate a range of institutional, educational, and recreational uses that support the public needs of residents and businesses at the local, neighbourhood and County-wide level.

▼ Figure 13 – Proposed Land Use



## 5 STAKEHOLDER ENGAGEMENT

During the planning process, stakeholder engagement was conducted to inform, exchange ideas, and gain local insights in preparing the concept plan. The stakeholder engagement began with a workshop session with County Council and senior administration. During this engagement session, County Council confirmed the objectives of the concept planning process were to facilitate the extension of 3<sup>rd</sup> Avenue to Township Road 120 and to increase commercial and light industrial development opportunities in the Hamlet of Dunmore. A third objective identified was to coordinate with County efforts to extend and loop the waterline along 3<sup>rd</sup> Avenue and connect the Eagle Butte Reservoir and the waterline along 2<sup>nd</sup> Avenue. The workshop also provided input on the types of commercial and light industrial opportunities County Council would like to see develop on Dunmore Junction lands. Council identified their role in the development of the lands was to help facilitate business development in the area, rather than actively acting as the primary developer.

In preparing the development concept additional stakeholder engagement occur with contacting the adjacent landowners. The purpose of this interaction was to explain the development planning process and to seek their input on how this exercise might impact or contribute to their own development plans for their properties. The input received from the adjacent landowner discussions are reflected in the Dunmore Junction Concept Plan and specifically illustrate how the plan could integrate with future residential development in Eagle Butte, the extension of 3<sup>rd</sup> Avenue to serve existing businesses and future commercial developments east of Township Road 120.

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# 6 IMPLEMENTATION

## 6.1 Implementing the Plan

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The Dunmore Junction Concept Plan provides a conceptual master for development of the plan area. Lands within the Dunmore Junction Concept Plan area are currently districted Agricultural IDP in the Cypress County Land Use Bylaw (Bylaw No. 2022/09). The purpose of the Agricultural IDP District 1 (A-1 IDP) is to regulate and control Urban, Non-Agricultural Land Uses within the Tri-Area Intermunicipal Development Plan area. Lands designated for Highway Commercial, Hamlet Industrial or Light Industrial, Hamlet Residential, Public Recreation, and Public Services uses within the plan area will require a land use reclassification to the appropriate land use district within the Cypress County Land Use Bylaw (Bylaw No. 2022/09).

## 6.2 Development Phasing

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Development within the Plan area is expected to proceed in three phases as generally illustrated on Figure 14 – Proposed Phasing.

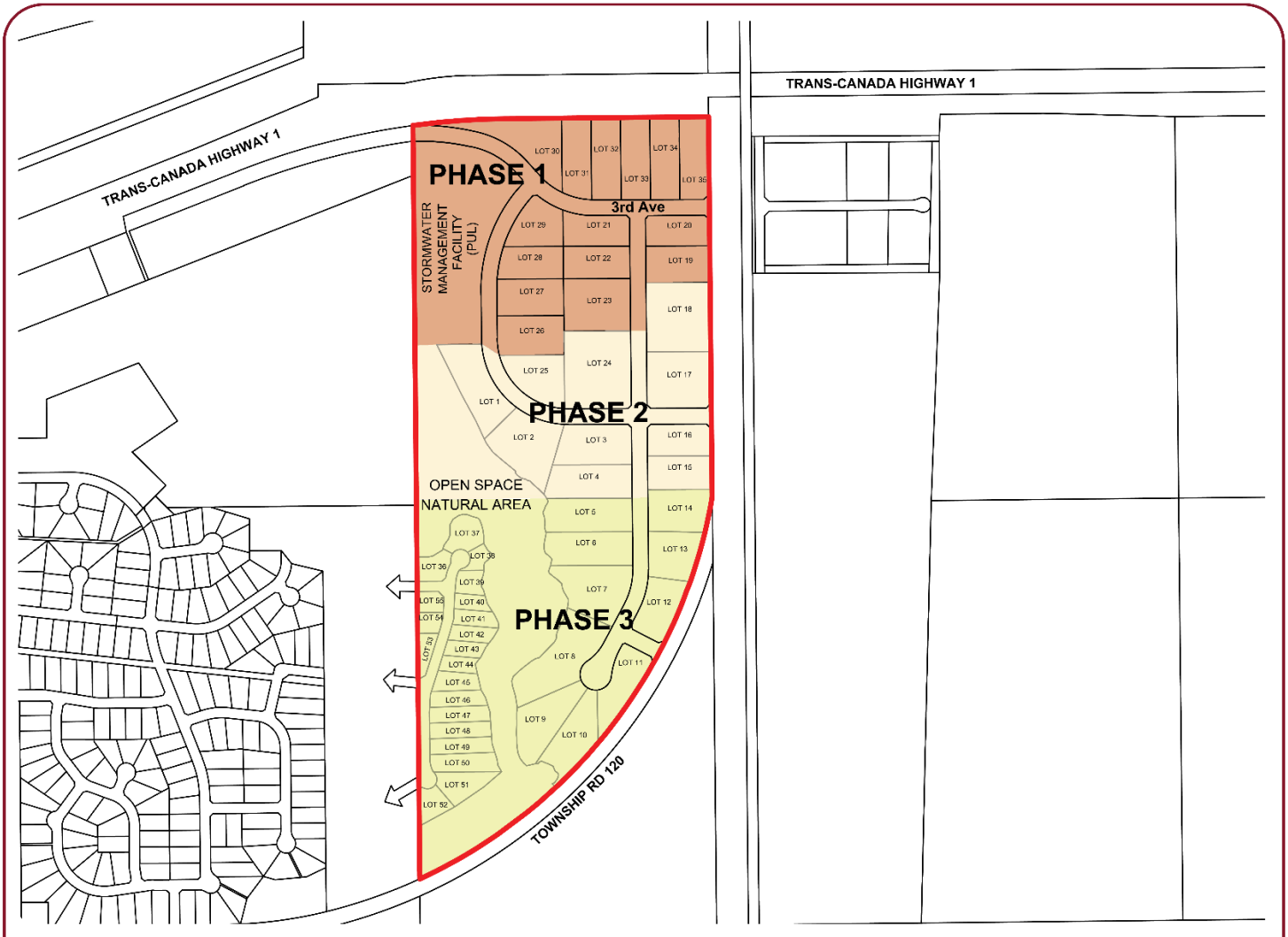
The first phase of development is expected to include:

- ▶ Extension of 3<sup>rd</sup> Avenue eastwards towards Township Road 120;
- ▶ Extension of the 300 mm waterline to connect to the Eagle Butte Reservoir and across the TransCanada Highway to 2<sup>nd</sup> Avenue;
- ▶ A portion of the Industrial area;
- ▶ A portion of the Commercial area; and,
- ▶ Construction of the stormwater management facility.

Subsequent development phasing is anticipated to proceed subject to market demand and availability of transportation and utility servicing infrastructure.





Notwithstanding the proposed phasing strategy described in this section, development may dictate an alternate phasing strategy provided that appropriate infrastructure is provided to support the development phasing.

Figure 14 – Proposed Phasing



PROPOSED PHASING

LEGEND

-  DUNMORE JUNCTION
-  PHASE 1
-  PHASE 2
-  PHASE 3

SCALE: 1:10,000



DATA SOURCES:

- Hamlet of Dunmore



V3 Companies of Canada Ltd.  
2899 Broadmoor Blvd Suite 130,  
Sherwood Park, AB T8H 1B5  
780.482.3700

CLIENT:



## 6.3 Development Permit Guidelines

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The northern and eastern portions of the Dunmore Junction Concept Plan are located adjacent to the TransCanada Highway 1 and Township Road 120, respectively. As such, commercial and light industrial development that directly faces these transportation corridors is expected to include site design elements that mitigate the potential negative visual impact of development. The commercial and light industrial development guidelines in the Township Road 120 Master Area Structure Plan (Bylaw No. 2011/34) establish relevant guidelines for future development along this portion of Township Road 120 and those lots adjacent to the TransCanada Highway 1. Based on the Township Road 120 Area Structure Plan, the following highway commercial and light industrial development guidelines shall be applied to the Dunmore Junction Concept Plan.

1. Application
  - a. The guidelines apply to the development of all lands classified for highway commercial or light industrial purposes adjacent to or backing onto Township Road 120 and the TransCanada Highway.
  - b. The guidelines may be applied as a condition of a Development Permit.
  - c. The guidelines shall apply to all new development.
  - d. Where the provisions of the guidelines conflict with other regulations in the Cypress County Land Use Bylaw (Bylaw No. 2022/09), the Land Use Bylaw provisions shall take precedence.
2. Fencing and Landscaping
  - a. All front and side yards visible from Township Road 120 and the TransCanada Highway shall be landscaped to the satisfaction of the Development Authority.
  - b. Landscaping should provide greenery and seasonal colour to visually soften paved areas and buildings.
  - c. Storage of equipment or materials shall be screened from the view of adjacent roadways or adjoining properties.
  - d. Screening may include fencing, berms or landscaping that provides a visual barrier.
  - e. Fencing shall not exceed 2.4 m (8 feet) and shall provide screening and be made of materials to the satisfaction of the Development Authority.
3. Storage
  - a. New equipment that is for sale or lease may be stored along existing roads provided it is arranged and maintained in a neat and orderly fashion, provided it meets the Cypress County Land Use Bylaw (Bylaw No. 2022/09) setback requirements or as approved by the Development Authority.
  - b. Storage of materials and equipment shall be screened from adjacent residential areas.
4. Additional Standards
  - a. Highway commercial and light industrial development will not generate undesirable impacts to adjacent properties, including but not limited to unsightly storage, excessive noise, light, odour, debris, or litter.

- b. Additional standards may be required by the Development Authority to mitigate undesirable impacts to adjacent properties in the form of increased setbacks, use of additional landscaping or screening materials to buffer, screen, or separate uses.
  - c. Mechanical equipment (including roof top equipment) shall be screened from view. Screening shall be compatible with the character of the site and building material finishes.
5. Signs
- a. No sign advertising off-premises developments or facilities (billboards) shall be permitted in this area.
  - b. All portable signs shall comply with the requirements of the Portable Sign sections of the Cypress County Land Use Bylaw (Bylaw No. 2022/09).
  - c. Portable signs along Township Road 120 and TransCanada Highway shall only advertise businesses, developments, or facilities located on the site on which the sign is located.
  - d. Building facades will not be used as billboards.
  - e. Sign types other than freestanding signs but excluding billboards sign may be considered by the Development Authority if they comply with the provisions of the Cypress County Land Use Bylaw (Bylaw No. 2022/09).
6. Lighting
- a. Outdoor lighting provided for security, display, or attraction purposes for any development shall be arranged so that no light is directed at any adjoining site or interfere with the effectiveness of adjacent traffic, and shall comply with the following provisions:
    - i. Light structure shall not exceed a height of 7.62 m (25.0 ft.);
  - b. The developer shall provide a plan indicating the location of all exterior lights, including the projected light patterns in relation to adjacent public roadways and developments; and,
  - c. No flashing or strobe, or revolving lights, which may impact the safety of motorists using adjacent public roadways, shall be installed on any structure or site.
7. Access
- a. Vehicular entrances and exits, vehicular routes shall be designed in a manner that provides a safe and clearly defined circulation pattern.
  - b. To provide opportunities for convenient and free flowing traffic movements between developments on adjoining lots, consideration should be given to providing joint accesses and direct on-site access connections between sites.

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DUNMORE

