

---

**Cranna Lake & Lake Anne Area****1.0 INTRODUCTION****1.1 Purpose of the Plan**

The purpose of this Outline Plan is to provide a framework for subsequent subdivision proposals so that the orderly development of the area is achieved. The extension of Woodland Drive through this privately owned area had been incorporated into other statutory planning documents dating back to the 1980's, namely the Municipal Development Plan. The extension of this roadway was a key element in achieving community-wide transportation objectives. Construction of the extension to the west and widening of the existing road to the east of the Plan area was completed by September of 2001. The alignment of this road was determined in consultation with the property owner, and formed part of an agreement that formalized the purchase the road right-of-way, determined the extent of cut and fill areas required for road construction, and to a lesser degree established the number of lots serviced from and gaining access from Woodland Drive.

**1.2 Plan Area**

The area covered by the Outline Plan, as shown on the map, contains 20.7 ha (51 acres) of which approximately 5.25 ha (12.97 acres) consists of open water. Under the *Public Lands Act*, the crown has claimed bed and shore to these waterbodies. The land base area becomes 15.45 ha (38.2 acres) of which approximately 1.68 ha (4.15 acres) has been classified as Environmental Reserve. This type of reserve is subtracted from the land base area, so the gross developable area, therefore, becomes 13.76 ha (34 acres). All residential density calculations below are derived from this figure.

**2.0 RESIDENTIAL LAND USES**

Low-density residential development, in the form of single-family detached dwellings is the major land use, however, there is one multi-family site and a number of open spaces throughout the Plan area. This predominately single-family detached home neighbourhood may have builder-imposed architectural controls. Lots gaining access from Woodland Drive may have further development restrictions, as the Town may require all front attached garages, and each parcel to provide an adequate turn-around to ensure safe vehicle movement on to the collector road. The two development zones have the following characteristics:

**2.1 North Development Area** – Includes all single-family homes within the northern P-loop on the north side of Woodland Drive and two cul-de-sacs that back on the escarpment and the natural area surrounding Lake Anne. The estate home of the Tetz family is contained on three urban-sized lots.

**2.2 South Development Area** – Comprises of all those lands lying south of Woodland Drive and consists of all single-family homes in close proximity to Cranna Lake and walking trails.

**2.2.1 Rowhousing Condominium Site**

This site contains 1.02 ha (2.52 acres) and has some of the lowest topography of the area, and may require retaining wall at cul-de-sac bulb to transition to the elevation of 58<sup>th</sup> Street. The primary access to the proposed site and common (private) road is via the local road, named Cranna Cove. The development of this site shall be sensitive to the existing trees located on this parcel, and all attempts to retain them or replace them with an overall landscaping plan will be encouraged.

**2.3 Residential Density Summary** The Outline Plan must be consistent with the North Area Structure Plan (ASP) policies. The development and disposition of reserves for the Outline Plan area is described in s. 5.6.7 of the North ASP, and this Outline Plan assumes development option (d).

Residential design density should be between 10 and 12.5 residential units/gross developable hectare, which when multiplied by 13.76 ha., could yield densities between 138 and 172 residential units. Based on the actual lots, as shown on Map 2, there are approximately 84 single-family dwellings, and 16 rowhousing units and two semi-detached dwelling units located on the (R4) site. Therefore, the actual density of the Plan area is:

**102 units/13.76 ha, which results in a density of 7.4 residential units/ha.**

The housing mixture is represented by 82% single-family and 18% multi-family dwelling units. Council must approve both the density of 7.4% as it is lower than 10%, and this proposed housing ratio, as it

---

**Cranna Lake & Lake Anne Area**

Continued/page 2

represents a deviation from the policy found in the North Area Structure Plan, that stipulates not more than 80% of the housing mix be derived from detached housing and not less than 20% be derived from multi-family dwelling units.

**3.0 OPEN SPACE AND TRAIL USES**

The Plan area contains two water bodies, namely Cranna Lake and Lake Anne, which previously has been referred to as Mud Lake, and as part of the agreement with the landowner, the Town will apply to the Government of Alberta to rename this waterbody. The Plan provides for buffer strips along the shore of Cranna Lake in the southwest corner, and Lake Anne to the north. These strips of land are at a minimum of 15 metres in width, but do exceed this width where the topographical conditions warrant. The escarpment area immediately to the east of the Tetz home as been determined to contain slopes in excess of 15%, therefore being classified as unsuitable for development. By allocating these areas Environmental Open Space, the slopes/shorelines will remain treed. The areas allocated as municipal reserve parcels will also maintained in a natural state, although the Town may groom some areas for passive recreation purposes, such as decorative tree groupings and benches. All the open space areas can be accessed easily from all directions, either by Town paved trails, nature trails, or sidewalks. The Town trails planned in this area will see the linking of walking trails around Cranna Lake, and an improved pedestrian crossing at Woodland Drive, a continuation of the natural trails north to Lake Anne, and will link to established and improved trails along the east side of Elizabeth Lake. There are no tot-lots planned for this area, as the nearby school sites provide for more active recreational opportunities, by way of formal playground apparatus and playing fields.

**4.0 UTILITY/INFRASTRUCTURE USES:**

The Town installed sanitary sewer and water mains within the Woodland Drive road right-of-way to serve this development and tie-in to the main trunk lines within 58<sup>th</sup> Street. All future connections have been established at the intersections of the local roads and Woodland Drive.

The Outline Plan provides for Cranna Lake to continue to be used as a storm water detention pond, and the Town has installed a catch basin to prevent the water level in Cranna Lake from rising above 851.3 metres above sea level, at which time any overflow will be directed to Lake Anne. Cranna Lake will facilitate the storage of storm water up to the 1:100 year flood scenario, and currently the developed areas draining into this detention pond include Willow Ridge, The Lakes, the school sites, as well as the downtown area south to about 55 Avenue. For the most part the overland storm water from the Outline Plan area and the Lakes subdivision up to the 1:5 year flood events are part of a piped system that is directed to the Bruns Park detention pond.

**5.0 TRANSPORTATION (ROADS) USES:**

Woodland Drive is designated as a collector road and all other streets within the Plan area are considered local roads. The construction of Woodland Drive necessitated a detailed engineering grading plan of the entire site so future development (north and south of the road) were not unduly compromised by the location and/or elevation of the road. It was established that the elevation of Woodland Drive should be approximately 855 metres above sea level. This collector road has a right-of-way width of 24metres (78.7 feet) and a carriageway or pavement width of 13.4 metres (43.96 feet). The future sidewalk will be 1.2 metres wide (4 feet) and will be located on the south side of this road.

The Municipal Development Plan (MDP) provides that:

- a) Lanes will be required in all new residential developments except where:
  - i) the rear of a property abuts a local road
  - ii) the rear of a property is developed adjacent to natural areas, or
  - iii) topography otherwise prevents a lane from being constructed (b.63.1,1986; 63.8, 1996)

Lanes have not been incorporated into the overall design of the residential development, because for the most part most lots back onto open space areas and due to the terrain. As the lots created will be designated in the Land Use Bylaw as either R1a or R1b District, each site has adequate area for an attached front garage or if none is provided then the side yard(s) increase so as to provide access to a detached accessory building/garage.