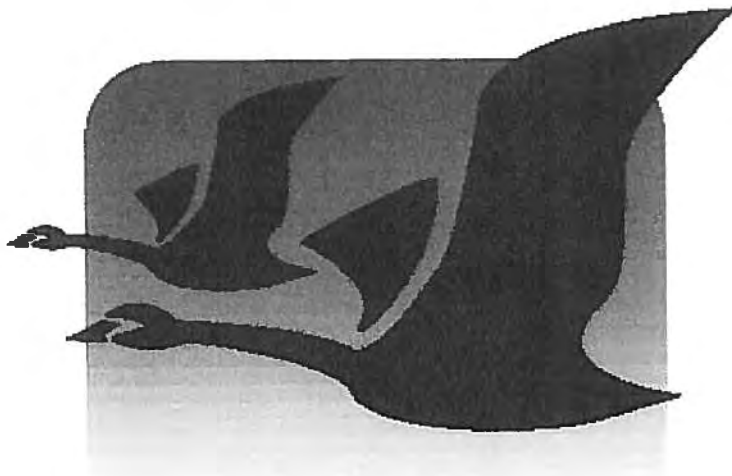

MUNICIPAL COMPLEX

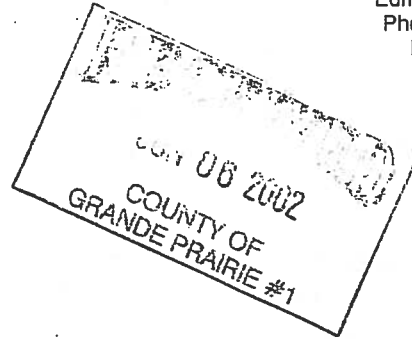
AREA STRUCTURE PLAN



County of Grande Prairie No. 1
Alberta, Canada

Prepared by:
BEIRSTO STEWART AND WEIR ENGINEERING

June 2002



June 4, 2002

Mr. Roy Borstad, Reeve
County of Grande Prairie
8611 - 108 Street
Grande Prairie AB T8V 4C5

Dear Mr. Borstad:


The department has reviewed the Municipal Complex Area Structure Plan (MCASP) located adjacent to Highway 2. The MCASP meets the department's requirements and is approved to meet the requirements of Section 14 of the Subdivision and Development Regulation.

Please forward a copy of the adopted MCASP to our Operations Manager, Geoff Dunn, at the following address:

Alberta Transportation
2301 - Provincial Building
10320 - 99 Street
Grande Prairie AB T8V 6J4

We support and appreciate the continued co-operation on planning matters with the County of Grande Prairie.

Sincerely,


for Rob Penny, P. Eng.
Assistant Deputy Minister

cc: John Engleder

**BY-LAW NO. 2620 OF THE
COUNTY OF GRANDE PRAIRIE NO. 1**

A By-law of the County of Grande Prairie No. 1, in the Province of Alberta, to adopt the attached Area Structure Plan for the North East Quarter of Section Fourteen (14), Township Seventy Two (72), Range Six (6), West of the Sixth Meridian

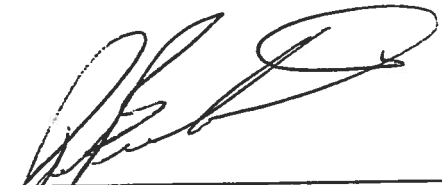
WHEREAS the Municipal Government Act, Statutes of Alberta, 2000, Chapter M-26 and amendments thereto, authorizes a Council to provide a framework for the subdivision and development of an area of land within the Municipality; and

WHEREAS the Council of the County of Grande Prairie No. 1 has properly notified the owners of the land within the development area, pursuant to provisions of the Municipal Government Act, Statutes of Alberta, 2000, Chapter M-26, and amendments thereto.

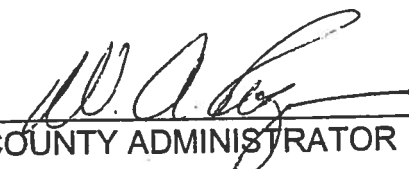
NOW THEREFORE the Council of the County of Grande Prairie No. 1, duly assembled, hereby enacts as following:

1. That this By-law shall be known as the **'MUNICIPAL COMPLEX AREA STRUCTURE PLAN BY-LAW'**.
2. That the Municipal Complex Area Structure Plan By-law shall provide the framework and policies for future development of the land described therein.
3. That the Municipal Complex Area Structure Plan document is attached to this by-law as an appendix and forms part of this by-law.
4. That this by-law shall take effect on the date of its final passage by Council.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 21st
DAY OF May, A.D., 2002.



REEVE



COUNTY ADMINISTRATOR

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MAPS

Municipal Complex Area Structure Plan

- Map 1 Location**
- Map 2 Existing Land Uses/Ownership**
- Map 3 Topography and Drainage**
- Map 4 Proposed Zoning**
- Map 5 Transportation**
- Map 6 Sanitary Sewer**
- Map 7 Water**
- Map 8 Storm Sewer**
- Map 9 Phasing**
- Map 10 Conceptual Long Term Transportation Plan**

1.0 INTRODUCTION

The Area Structure Plan is a statutory development document required by the Municipal Government Act and the Subdivision and Development Regulations as a prerequisite to any subdivision approval along a major highway. The plan will address land use and servicing issues to ensure land is developed in a coordinated manner. The Municipal Complex Area Structure Plan applies to an area approximately a quarter section in size.

1.1 Plan Framework and Compliance with Statutory Plans

The planning area is defined on Map #2. The Municipal Complex Area Structure Plan is consistent with all statutory plans for the County of Grande Prairie. The lands covered by the Area Structure Plan are designated as Industrial on the Future Land Use Map in the Municipal Development Plan for the County.

The Area Structure Plan will be accompanied by appropriate land use bylaw amendments that will enable the zoning of the land for the intended uses. The net effect will be to produce a comprehensive plan for the area that will include future zoning. The approval of the plan and land use bylaw amendments should lead to a faster subdivision approval process.

2.0 DEVELOPMENT AREA

2.1 Site Conditions

The Area Structure Plan will cover the same lands as identified on Map # 1. The area is approximately 146 ac. in size.

The majority of the land located in the Area Structure Plan area slopes gently to the east and south from the northwest. The land is currently in agricultural production and crops are taken off on an annual basis.

2.2 Development Opportunities and Constraints

There are no environmental restrictions, topographical or physical constraints that would inhibit the development of the property. The land has a continuous slope from the northwest to the south and east with an overall relief of approximately 10 metres. It is well drained.

The site is a high visibility site. High quality industrial uses will be directed to the areas of the site with the highest visibility, namely those adjacent to the highway.

In terms of other surrounding land uses, the area is surrounded by land in agricultural production to the south, west and north. Across Highway #2 to the east, the land has been rezoned to industrial and the development of the area is expected in the near future.

The only development constraint in the planning area is a high pressure natural gas line that runs in a north-south direction across the entire quarter section.

The proposed uses are consistent with other land uses in the area in the short and long term.

3.0 DEVELOPMENT CONCEPT

3.1 Concept Overview

The overall future land use is shown on Map # 4. The primary land uses in the area will be institutional and industrial with the possibility of some highway commercial.

The area will be well integrated with other adjacent land uses. The road networks and municipal servicing are complimentary to the development of the area. Where development is located adjacent to Highway #2 access points will be well designed to Alberta Transportation standards to ensure a safe traffic flow.

3.2 Industrial Development

The Area Structure Plan proposes to develop the area for institutional (municipal office and shop) and industrial purposes. Highway commercial uses may also be allowed although not anticipated. It is expected that the industrial and commercial development along the highway and adjacent to the municipal office will be a higher quality area incorporating landscaping and architectural controls as part of the future land use.

3.3 Municipal and School Reserve and Open Space

There is no requirement for school sites or park space within the Area Structure Plan area. All municipal reserve owing (if any) will be taken as cash in lieu, with the amount to be determined in accordance with the Municipal Government Act.

4.0 TRANSPORTATION AND CIRCULATION

4.1 Circulation

The overall transportation and circulation patterns are shown on Map # 5.

Highway #2 provides the main access to the quarter section. Access to the highway will be limited to the access point shown on Map #5 and will be developed to Alberta Transportation standards.

The balance of the roads in the planning area will be developed to rural industrial standards as per the County's policy for rural servicing standards for subdivisions and road design. The main east-west collector road running along the north quarter line may be developed to a 40 metre standard to the end of the County property.

All internal roads will be built by the developer to County standards. Roads that run on the boundary of the plan area and parallel to adjacent quarters shall be cost shared on a 50/50 proportion by both benefiting landowners. The first developer will be required to construct those portions required by his development and will be reimbursed ultimately through a Developer's Assistance Agreement implemented by the County of Grande Prairie.

Illumination of the main intersection at the collector road and Highway #2 will be required.

An overall transportation concept identifying the major road patterns for the lands adjoining the plan area have been identified in Map #10. This will act as a general guide to road pattern development for the lands west of Highway #2.

4.2 Landscaping

As the area will develop for institutional and industrial purposes, landscaping will be a priority for those lots adjacent to the County Municipal Building and all lots fronting Highway #2. The area is a high visibility area and future uses will no doubt take appropriate measures to ensure a high standard of design and landscaping. The specific landscaping standards will be developed in the land use bylaw.

5.0 SERVICING CONCEPT

5.1 General

An overall general design is provided as part of the Area Structure Plan concept. A detailed design report specifying the grades, capacities and alignments will be submitted in the first phase of subdivision.

5.2 Sanitary Sewer

All detailed information pertaining to the sanitary sewer requirements for the area will be provided in the detailed design report for sanitary sewer at the subdivision stage. Generally, the sanitary sewer system will be collected via internal sanitary gravity mains and connected to the existing services located on the east side of Highway #2. Some of the lands in the far south will require a low pressure system or lift station to service into the proposed mains. Servicing the area will require boring under the highway to reach connections on the east.

The sewer will be provided in the road allowances and on individual lots with access arrangements via easements.

5.3 Water

All detailed information pertaining to the water distribution/fire requirements for the area will be provided in the detailed design report for water distribution/fire at the subdivision stage. Generally the connections will be made to existing watermains located to the east of Highway #2. A minimum 250mm line will be used to reduce friction losses and allow for future upgrades. A supplemental water line will be added to the highway bore to allow for duplicity of water service.

Water services will be located in the road allowances and on individual lots with access arrangements via easements. The water supply will have sufficient volumes and pressures for fire protection.

5.4 Storm Water

All detailed information pertaining to the storm water requirements for the area will be provided in the detailed design report for storm water at the subdivision stage. Storm water management will be dealt with in one of the following manners:

- Individual parcels will be graded to provide for capture.
- Internal road systems and culverts will be configured to reduce flows,
- Clairmont Lake will be used as a storm water management facility.

Careful attention will need to be undertaken to avoid the accumulation of water in the Highway #2 ditch system. Increased flows may necessitate the need for additional culverts under the Highway. Proper approvals and permits will need to be obtained prior to this occurring.

5.5 Transportation

The proposed property will be serviced with rural industrial roadways as detailed on Map #5. The access to Highway #2 will be at the north end of the quarter. Indications are that the intersectional treatment has already been designed to handle industrial growth on the west side of the highway. This was done as part of the recent twining of the highway. As a result, no intersectional improvements are anticipated as part of this Area Structure Plan.

No further multidirectional accesses will be granted onto Highway #2 throughout this plan area. Future adjacent quarters will need to configure their internal road patterns to match up to those proposed in this Plan. An overall concept identifying future road patterns has been identified in Map #10 to act as a guide to possible intersectional access points. This map identifies road patterns in the lands west of Highway #2. Future adjacent quarters that wish to have accesses onto secondary and future primary highways will need to use Map #10 as a guide. Any provisions to diverge from this road pattern will need to be addressed in their individual ASP approval processes in collaboration with Alberta Transportation.

It is expected that all roads in the industrial subdivision will be built to a paved standard.

6.0 IMPLEMENTATION

6.1 Phasing

The phasing of future subdivision and development of land will be governed by market conditions. Generally, the phasing will be from northeast to the southwest extending to take advantage of existing servicing patterns. It is intended that the area be developed in two or three phases, the first phase being the County Municipal Complex.

6.2 Integration with Adjacent Lands

With regard to linkage to adjacent lands, the major road patterns have been identified in the transportation section of this plan. All roads will be designed to meet all County of Grande Prairie design standards. Allowances will be made to ensure that the transportation networks and trunk sanitary sewer and water services will be aligned with adjacent lands wherever possible.

6.3 Development Policies

The Area Structure Plan will be approved by bylaw by the County of Grande Prairie. The approval of the Area Structure Plan is required prior to the approval of any subdivisions. All future applications that comply with this plan will be dealt with in an expeditious manner. Flexibility for design changes at the time of subdivision may be allowed without an amendment to the Area Structure Plan.

The area structure plan will also require an approval from the Minister of Transportation. As future subdivisions are proposed on other lands in the area and adjacent to Highway #2, additional Area Structure Plans will be necessary and will require approval by the Minister of Transportation. Lastly, amendments to the land use bylaw and the municipal development plan will also be required to accommodate future development outside the immediate planning area.

Adjacent landowners will be asked to contribute to the cost of roads that border their lands at the time of future subdivision. This will be undertaken through a Developer's Assistance Agreement to be implemented by the County.

6.4 Amending the Plan

An amendment to the Area Structure Plan shall be required if, in the opinion of the Approving Authority, a proposed subdivision or land use bylaw amendment results in one or more of the following changes to the Plan:

- a change in the general land use pattern of an area or site except as provided in this plan;
- the elimination, reclassification, or significant realignment of proposed roads, or the relocation of intersections with Highway #2;
- Significant changes to the location of major utility networks or storm water management systems.

MAPS

BEIRSTO, STEWART, WEIR
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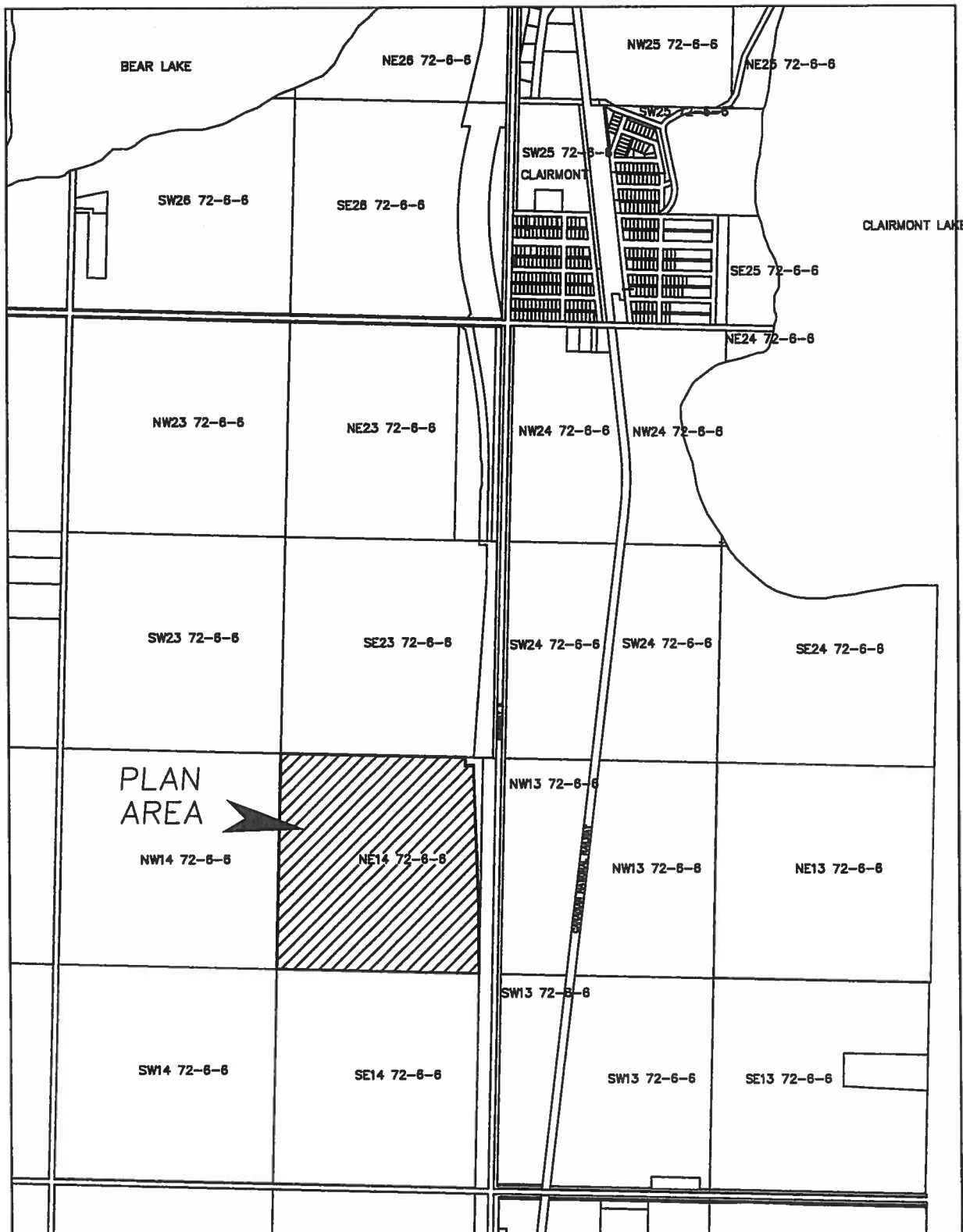
MUNICIPAL COMPLEX ASP

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MARCH, 2002



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MAP 1 LOCATION MAP



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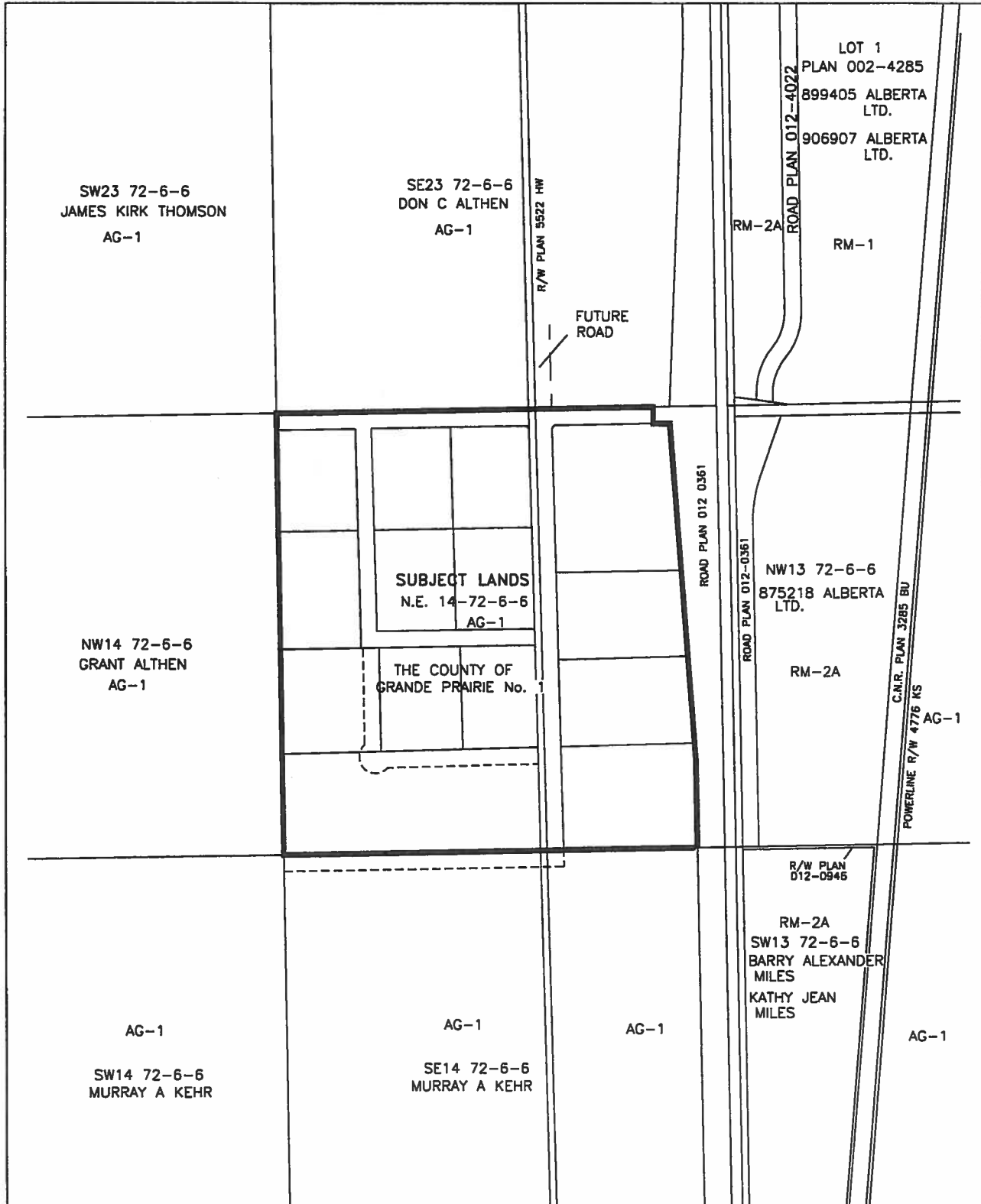


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MARCH, 2002



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MAP 2
LAND USE AND OWNERSHIP



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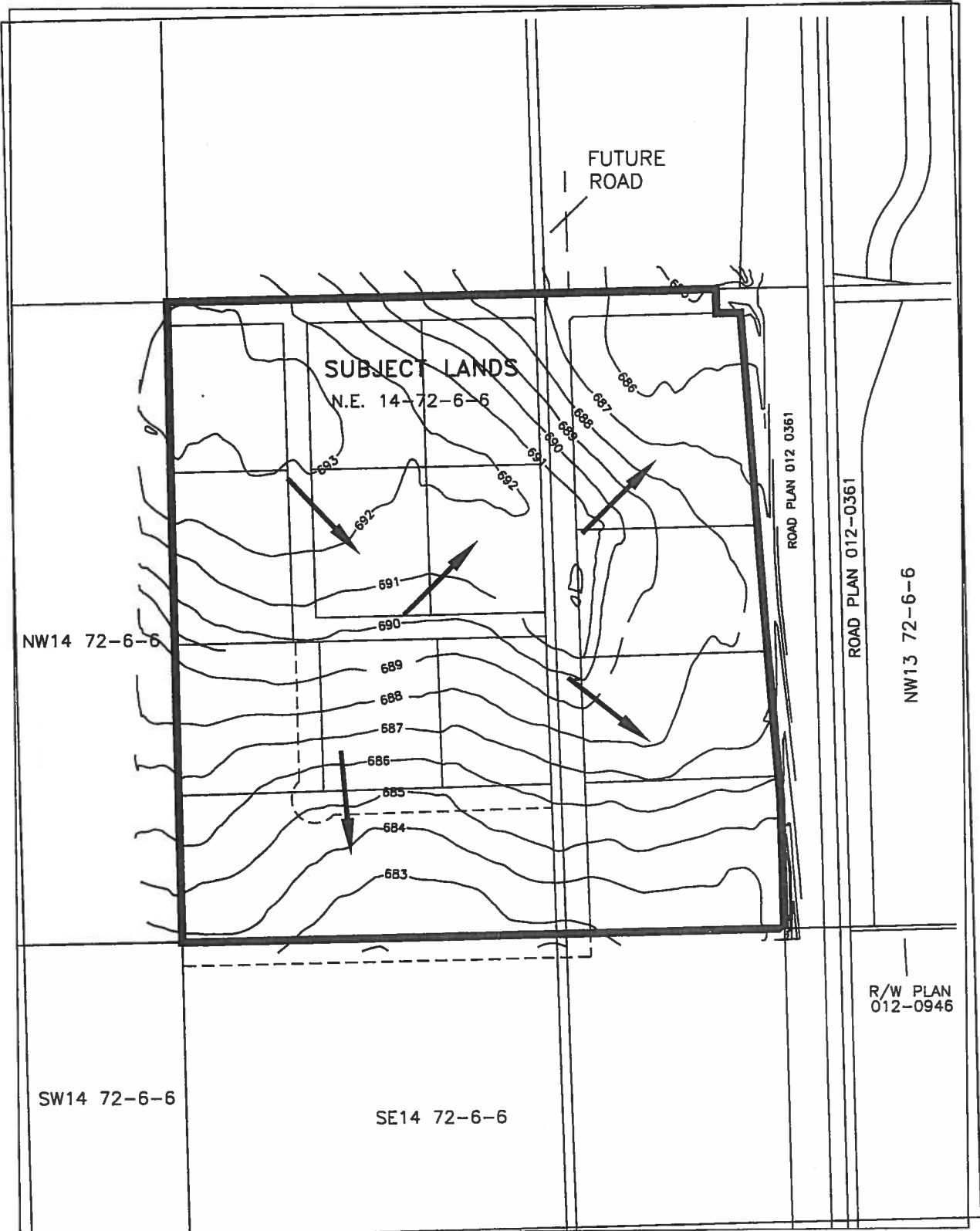


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MARCH, 2002



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MAP 3
TOPOGRAPHY AND DRAINAGE



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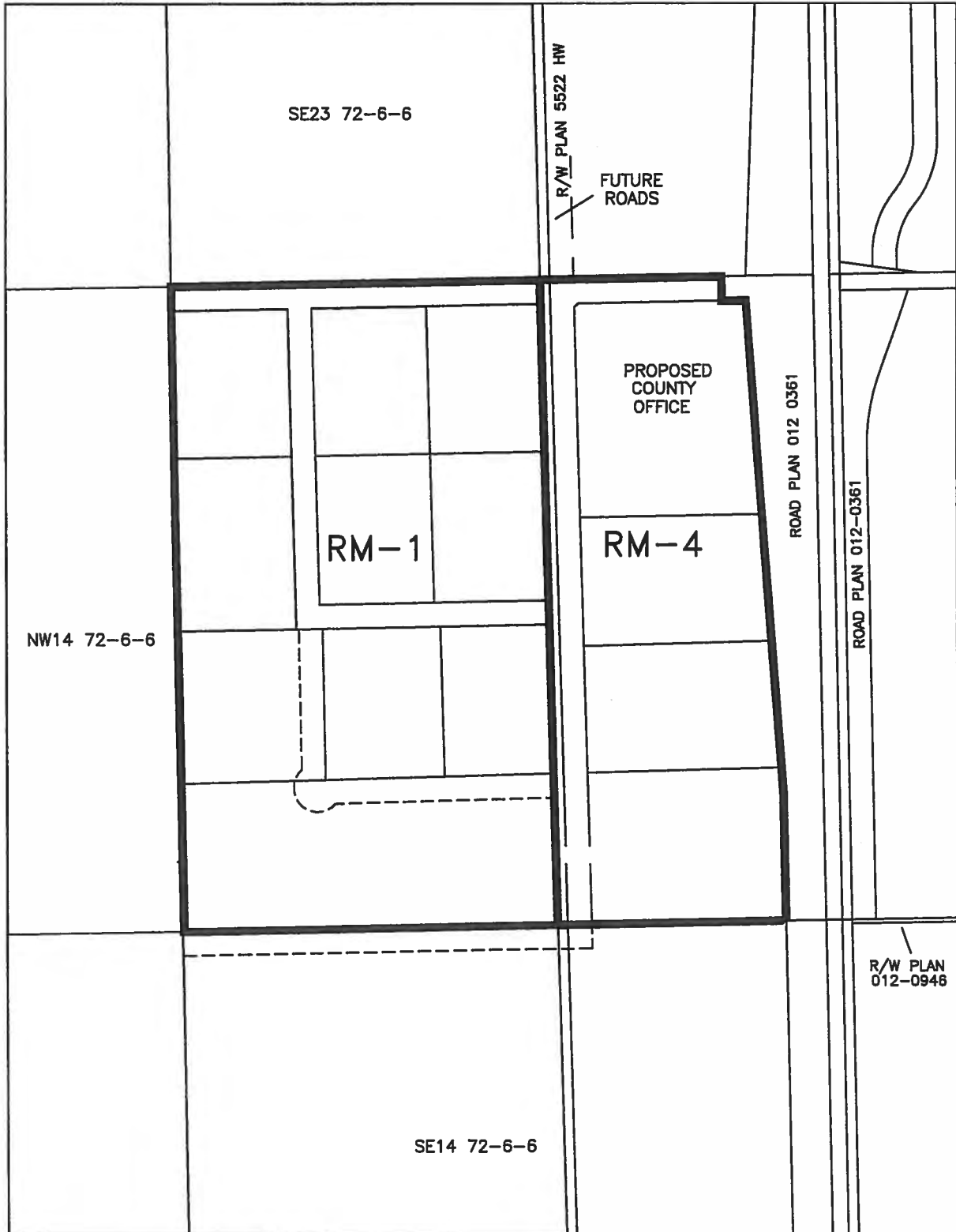


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MARCH, 2002



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MAP 4
PROPOSED ZONING



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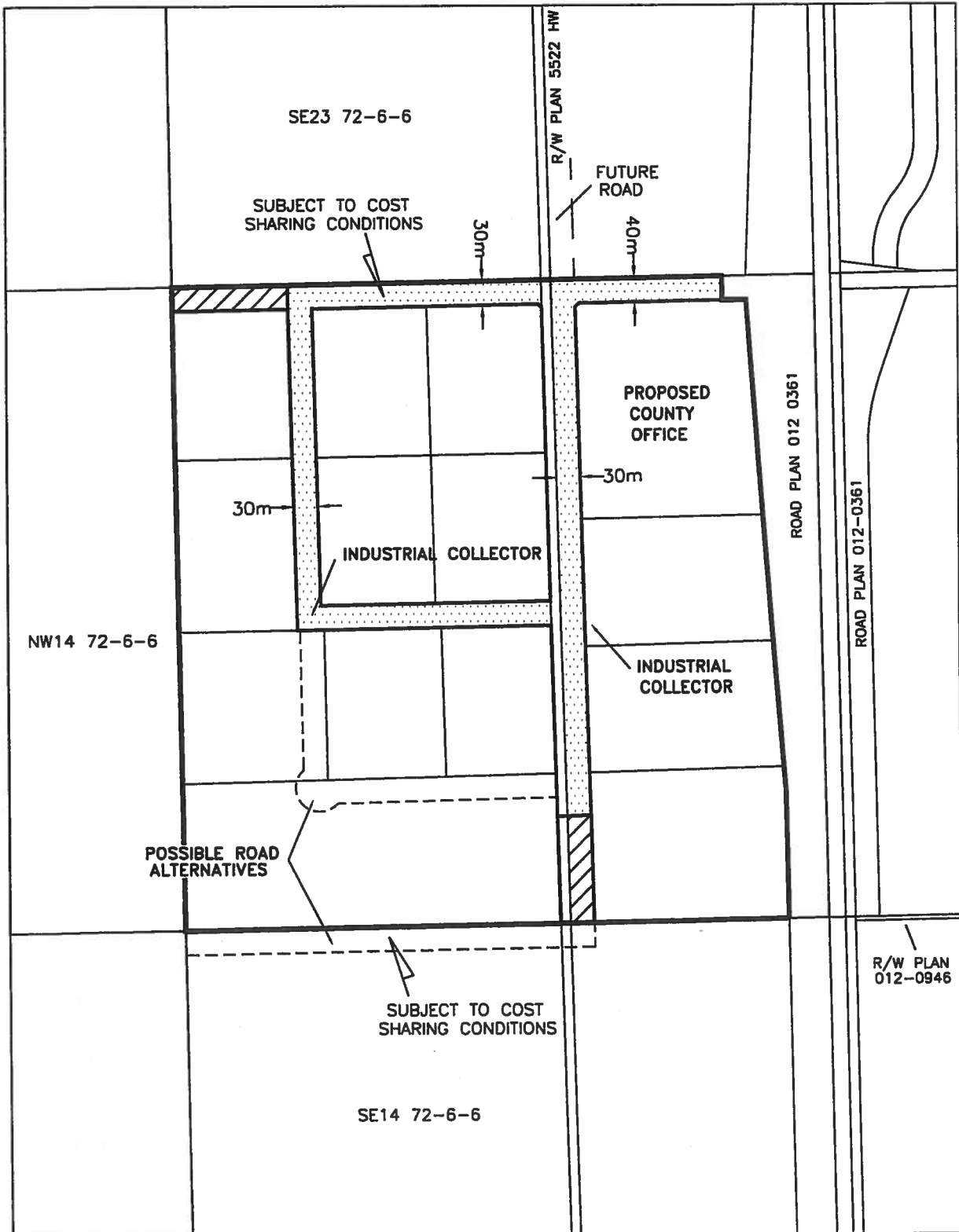


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MAP 5
TRANSPORTATION



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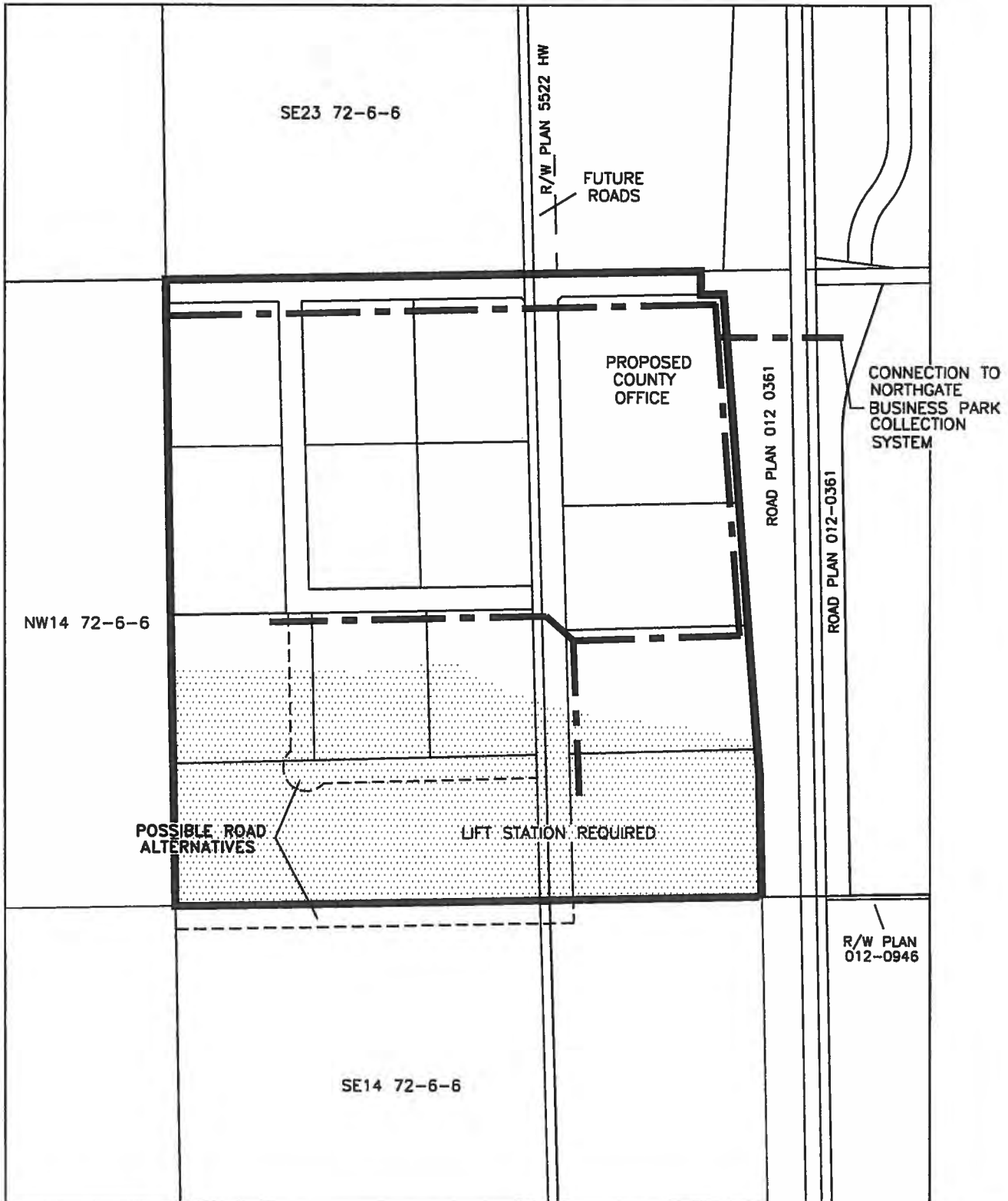


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MAP 6
SANITARY SEWER



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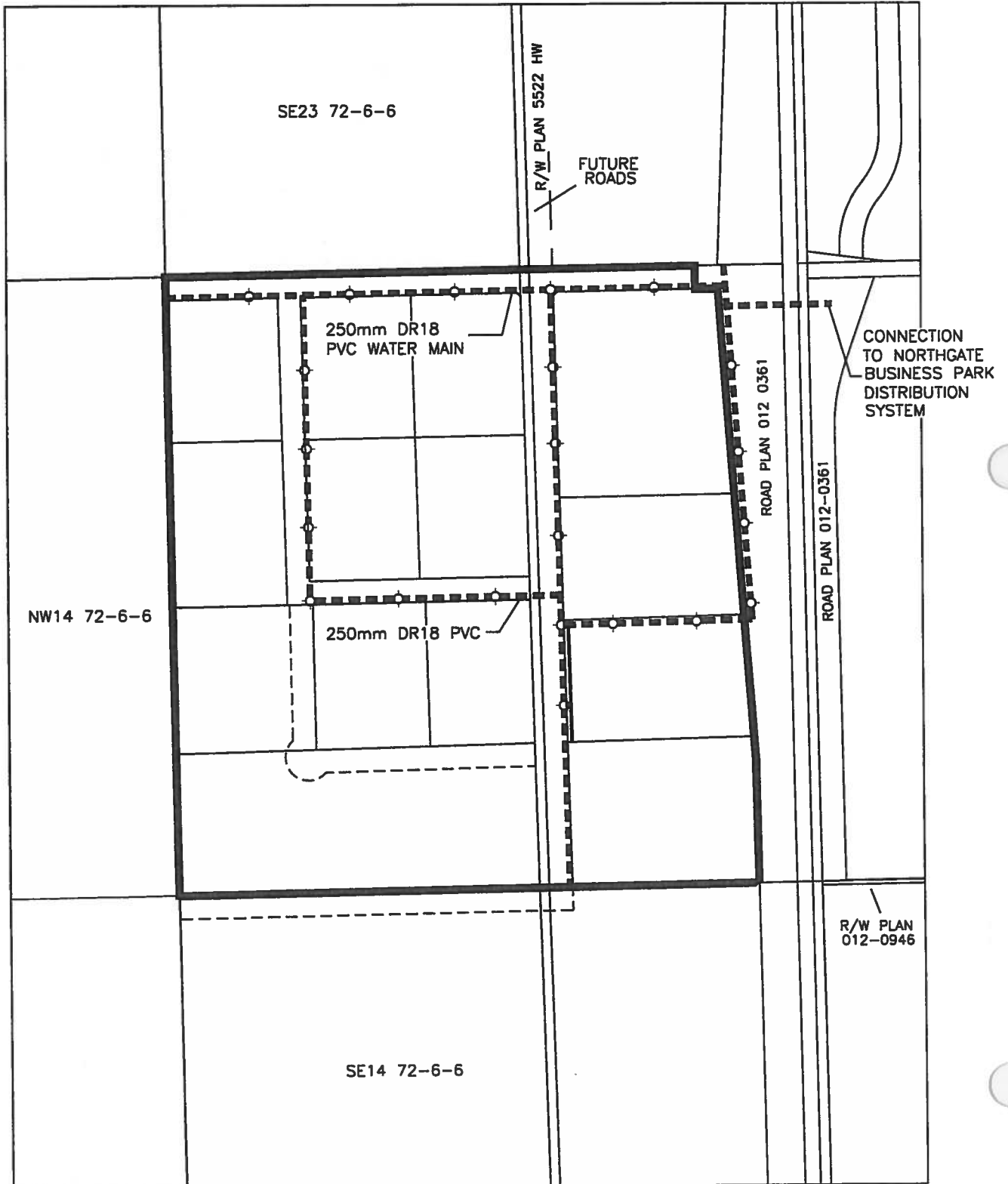


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MAP 7
WATER



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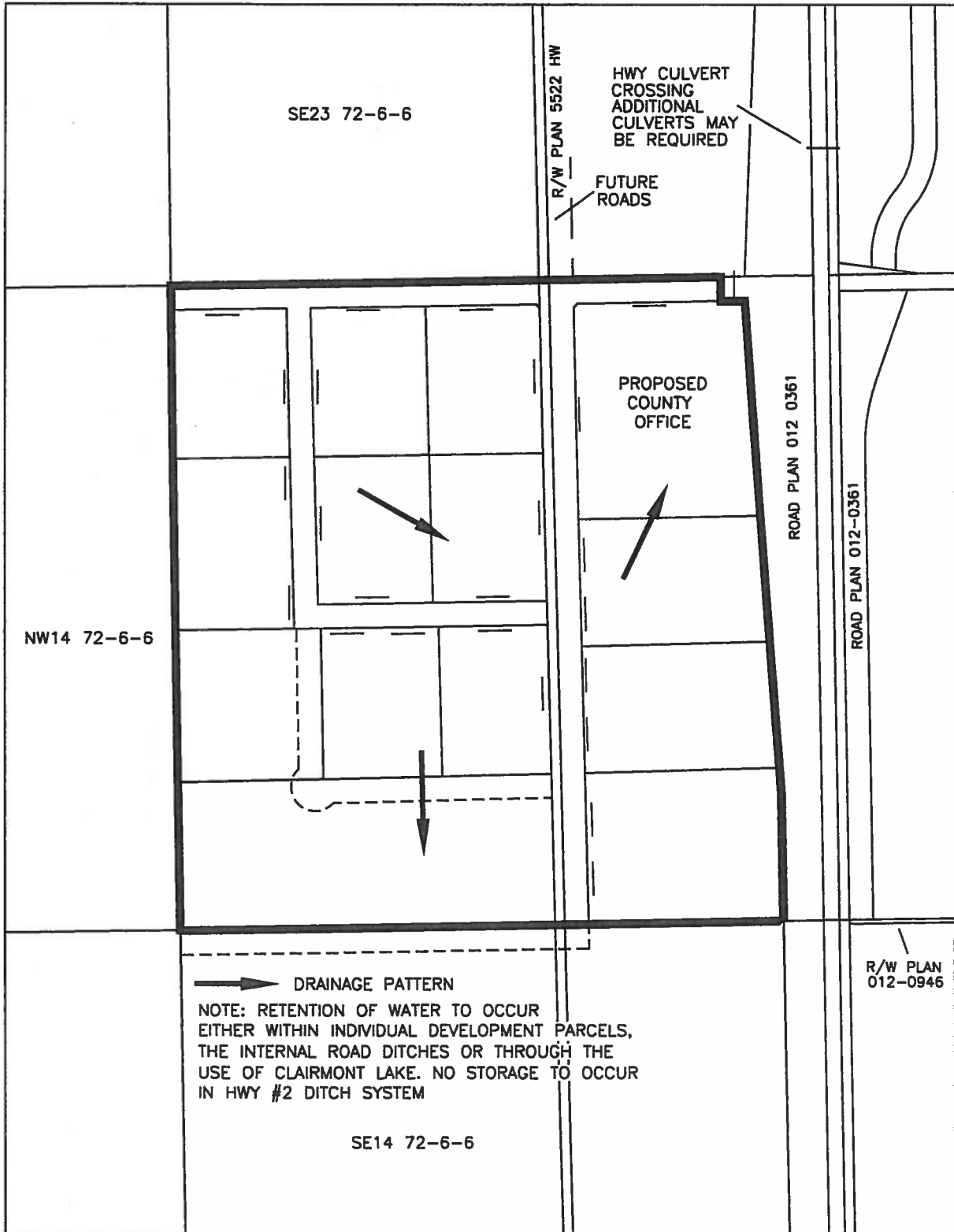


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MAP 8
STORM SEWER



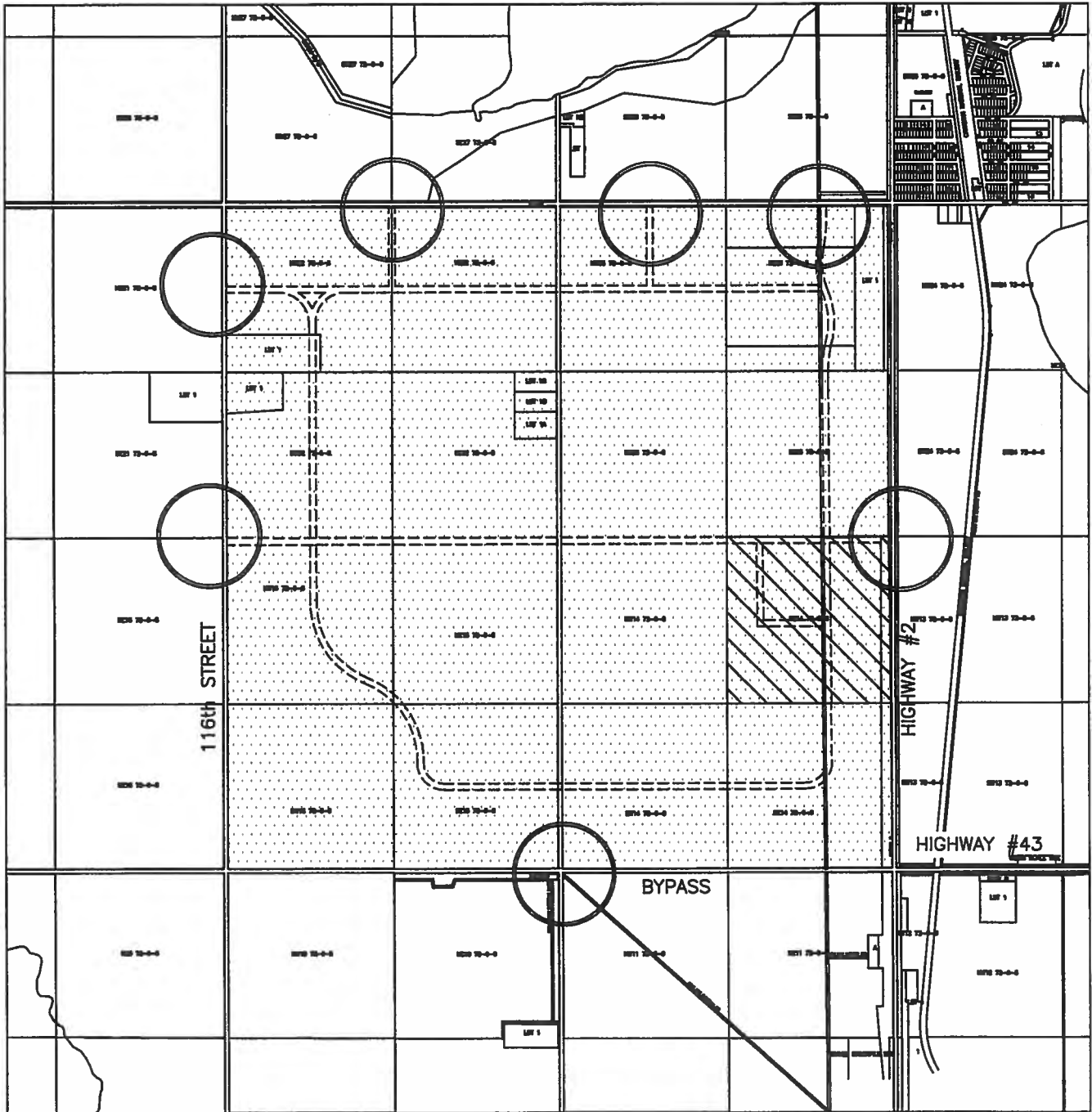
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MARCH, 2002







SCALE : N.T.S

MAP 10
CONCEPTUAL LONG TERM TRANSPORTATION PLAN



LEGEND:

-  ACCESS POINTS
-  PLANNING AREA

-  ASP AREA
-  FUTURE COLLECTOR ROADS

