

**BY-LAW NO. 3026 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 **CROSSLINK AREA STRUCTURE PLAN** for all those lands contained within COT - 102381835; Pt SW-15-72-5-W6M, COT - 062056816001; Pt SW-15-72-5-W6M, Lot 1, Block 1, Plan 0620547; Pt SW-15-72-05-W6M, Pt SE-16-72-5-W6M, Block 1A, Plan 9721900; Pt SE-16-72-05-W6M, Lot 2, Block 1, Plan 0820342; Pt SE-16-72-05-W6M, and COT - 122310888; Pt SE-16-72-05-W6M.

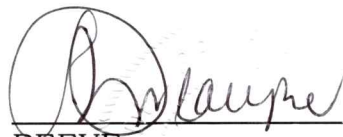
**WHEREAS** the Municipal Government Act, Statutes of Alberta, 2000, Chapter M-26. and amendments thereto, authorizes a Council to provide a framework for the subdivision and development of an area of land within the Municipality; and

**WHEREAS** the Council of the County of Grande Prairie No. 1 has properly notified the owners of 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 follows:

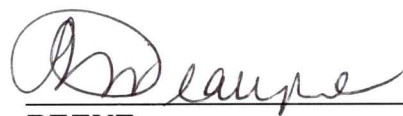
1. That this By-law shall be known as the **"CROSSLINK AREA STRUCTURE PLAN BY-LAW"**.
2. That the Crosslink Area Structure Plan document is attached to this by-law as an appendix and forms part of this by-law.
3. That this by-law shall take effect on the date of its final passage by Council.

**READ A FIRST TIME THIS** 11<sup>th</sup> **DAY OF** May, **A.D. 2015.**

  
REEVE

  
COUNTY ADMINISTRATOR

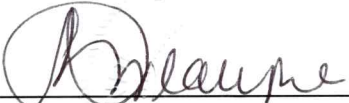
**READ A SECOND TIME THIS** 15 **DAY OF** JUNE, **A.D. 2015.**

  
REEVE

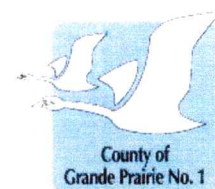
  
W. A. Roy

COUNTY ADMINISTRATOR

READ A THIRD AND FINAL TIME AND FINALLY PASSED THIS 15<sup>th</sup> DAY  
OF June A.D. 2015.

  
REEVE

  
COUNTY ADMINISTRATOR



May 6, 2015

**TO WHOM IT MAY CONCERN:**

I hereby appoint **Dale Van Volkingburgh** as Acting Administrator for the County of Grande Prairie No. 1 in my absence from May 11 to May 19, 2015.

6<sup>th</sup> day of May, A.D. 2015.

W.A. (Bill) Rogan  
County Administrator

---

# CROSSLINK AREA STRUCTURE PLAN

SW15 -72-5-W6M

SE16 -72-5-W6M

COUNTY OF GRANDE PRAIRIE NO. 1

PREPARED BY  
HELIX ENGINEERING LTD.

APRIL 2015



---

## TABLE OF CONTENTS

1.0	INTRODUCTION .....	4
1.1	Plan Area .....	4
1.2	Land Ownership .....	4
1.3	Goals .....	5
2.0	EXISTING CONDITIONS .....	7
2.1	General .....	7
2.2	Existing Land Use .....	7
2.3	Oil and Gas Developments .....	7
2.4	Existing Topography .....	7
3.0	POLICY FRAMEWORK .....	11
3.1	County of Grande Prairie No. 1, Municipal Development Plan .....	11
3.2	Inter-municipal Development Plan .....	11
3.3	County of Grande Prairie No. 1 Land Use Bylaw .....	11
3.4	Subdivision and Development Regulation .....	11
4.0	DEVELOPMENT CONCEPT .....	12
4.1	Land Use .....	12
4.2	Municipal Reserve .....	13
4.3	Buffering .....	13
5.0	TRANSPORTATION .....	15
6.0	SERVICING .....	19
6.1	Sanitary Servicing .....	19
6.2	Water Servicing .....	19
6.3	Fire Protection .....	19
6.4	Storm Water Management .....	19
6.5	Shallow Utilities .....	22
7.0	IMPLEMENTATION .....	23
7.1	Phasing .....	23
7.2	Levies .....	23
7.3	Existing CR-5 Lots .....	23
8.0	DEVELOPMENT STATISTICS .....	25

### List of Figures

### Appendix A – Future Land Use – MDP Map 6

## LIST OF FIGURES

Figure 1.1	Location	6
Figure 2.1	Existing Conditions	9
Figure 2.2	Topography	10
Figure 4.1	Development Concept and Proposed Zoning	14
Figure 5.1	Transportation Concept	17
Figure 5.2	Future Regional Transportation Network	18
Figure 6.1	Fire Protection Services Concept	20
Figure 6.2	Storm Water Management Concept	21
Figure 7.1	Proposed Phasing	24

## 1.0 INTRODUCTION

The Crosslink Area Structure Plan (ASP) provides a framework for the development of a planned rural industrial area within the County of Grande Prairie No. 1 in a manner that is consistent with the goals, objectives and policies of the County of Grande Prairie No.1. There is a demand for dryland industrial and this plan will address that need.

### 1.1 Plan Area

The Crosslink ASP area is located on Highway 43, approximately 6.5km east of Highway 2, as shown on Figure 1.1. It is on the both sides of Range Road 53, and across Highway 43 from the existing Bacon Area Structure Plan. The plan area consists of the SW quarter of Section 15, Township 72, Range 5, W6M and the SE quarter of Section 16, Township 72, Range 5, W6M.

### 1.2 Land Ownership

The current land ownership within the plan area is as follows:

Legal Description	Owner	Area (ha)
SW of 15:		
SW15-72-5-6	Crosslink Leaseholds Inc.	55.48
Plan 062 0547, Block 1, Lot 1	J and D Scruggs	1.21
Descriptive Plan	J and D Scruggs	4.75
Plan 032 4914	Road	0.37
<b>SubTotal</b>		<b>64.7</b>
SE of 16:		
SE16-72-5-6	1205354 Alberta Ltd.	29.95
Plan 082 0342, Lot 1, Block 2	Dianne Carol Delaney	6.26
Descriptive Plan	Ronald and Kaye Edwards	2.01
Plan 972 1900, Lot 1A	1205354 Alberta Ltd.	21.04
Plan 012 3349	Road	4.76
Plan 032 4914	Road	0.37
Plan 082 0342	Road	0.31
<b>SubTotal</b>		<b>64.7</b>
<b>Total</b>		<b>129.09</b>

Planning for the site is presented for the bulk of the lands. The existing CR5 zoning has been respected in this ASP. It is anticipated that the zoning of these lands may change in the future, however access to the lots will not.

### 1.3 Goals

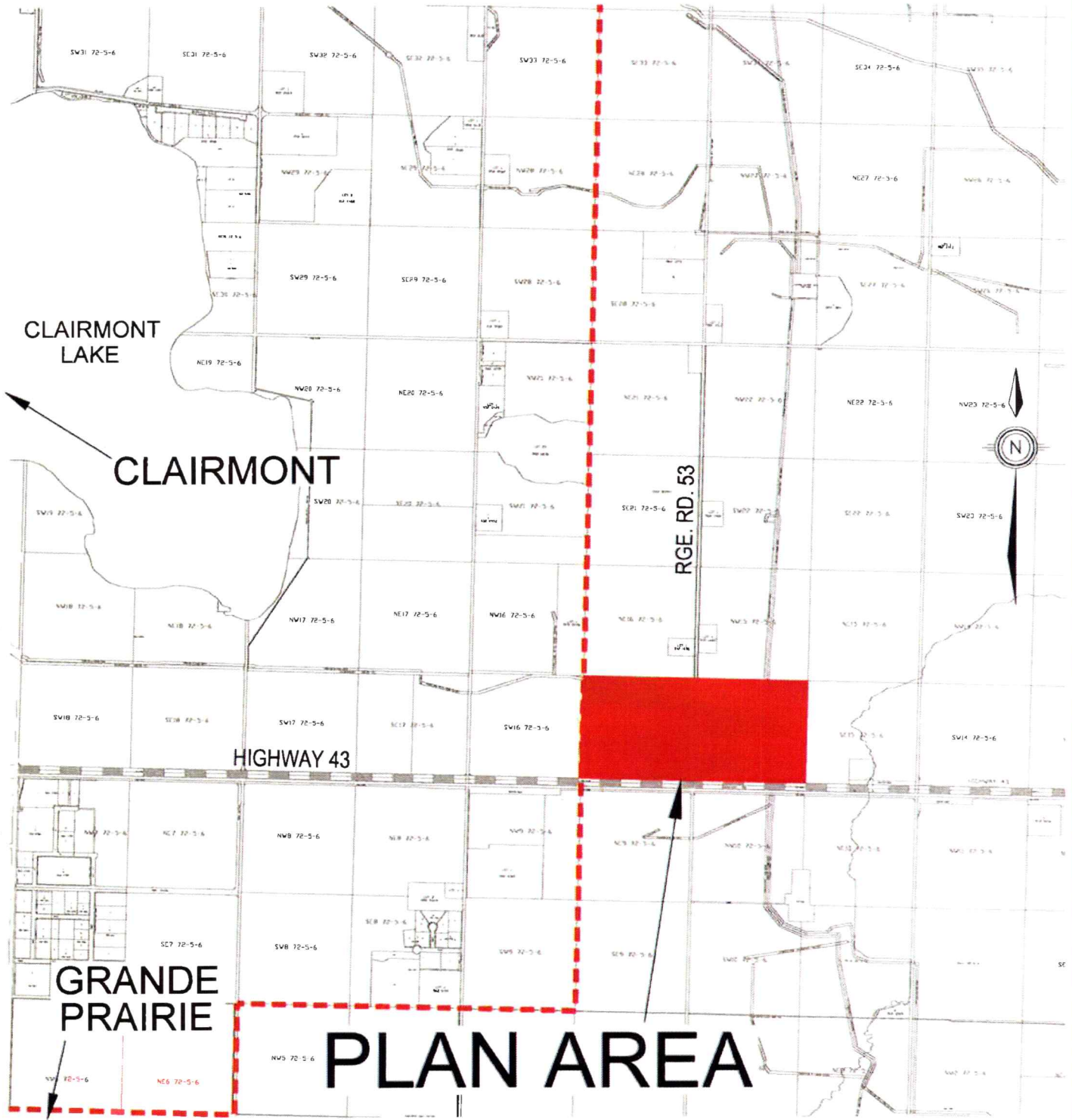
The ASP has been created with the following goals and objectives:

- To meet the guiding policies and objectives within the Municipal Development Plan;
- To provide dry-serviced industrial lands adjacent to Highway 43 within the plan area;
- To allow economical, phased development to meet market demands;
- To allow development while minimizing impacts on adjacent sites and developments;
- To provide storm water management for the plan area;
- To provide for safe and effective interim and long-term highway access;
- To protect the operation integrity of the Highway 43 corridor and accommodate future improvements to the highway.

25, 2015 - 4:18pm

H:\Projects\2106 - Cr Meinders ASP\2106-xxx Meinders ASP Figures

H:\Projects\2106 - Cr



**LEGEND**

- Plan Area SW 15-72-5-6 & SE 16-72-5-6
- Legal Boundaries

**FIGURE 1.1**  
CROSSLINK ASP  
LOCATION PLAN



## **2.0 EXISTING CONDITIONS**

### **2.1 General**

The preparation of the Crosslink ASP considered existing and future land uses for the site, existing land uses on adjacent sites, existing topography and existing and future access to Highway 43. The existing conditions are shown on Figure 2.1.

### **2.2 Existing Land Use**

The existing land use under the County of Grande Prairie No. 1 Land Use Bylaw is a mix of RM1, Rural Light Industrial District, GC, General Commercial and RM2, Rural Medium Industrial and the 2 existing CR5 parcels. The site on the west side of Range Road 53 is being used for some commercial activities. Similarly, the site on the east side of Range Road 53 is currently being used for industrial purposes, but is primarily pasture land. The existing lots on the SE corner of the site are zoned CR5, Country Residential, for housing with a home based business. Adjacent land uses include agricultural to the east, CFPO Confined Feeding Operations to the north and agriculture to the west. Across Hwy 43 to the south, the land use is RM-2, with an ASP in place to include RM4 along Highway 43.

### **2.3 Oil and Gas Developments**

There are a number of pipelines right-of-ways located in the site as well as two existing well sites. From the well sites, there are 2 pipelines running west, 3 running north and 4 running south. These facilities are Level 1. The Energy Resource Conservation Board requires that the minimum setback from any Level 1 facility is 100m for well sites and the edge of the lease or right-of-ways for pipelines or gas facilities. The 100m setback for the existing well site is shown on Figure 2.1.

### **2.4 Existing Topography**

In general the site is well drained. The existing topography is shown on Figure 2.2.

The west quarter predominantly drains in a southwest direction with an average slope of 1% with an overall elevation change of 12m. The low point is near the middle of the quarter on the south side along Highway 43. The drainage crosses the highway and continues in a southwest direction.

The east quarter slopes toward the south area of the middle of the quarter-section with an average slope of 1.7% with an overall elevation change of 17m. Small portions of the area drain



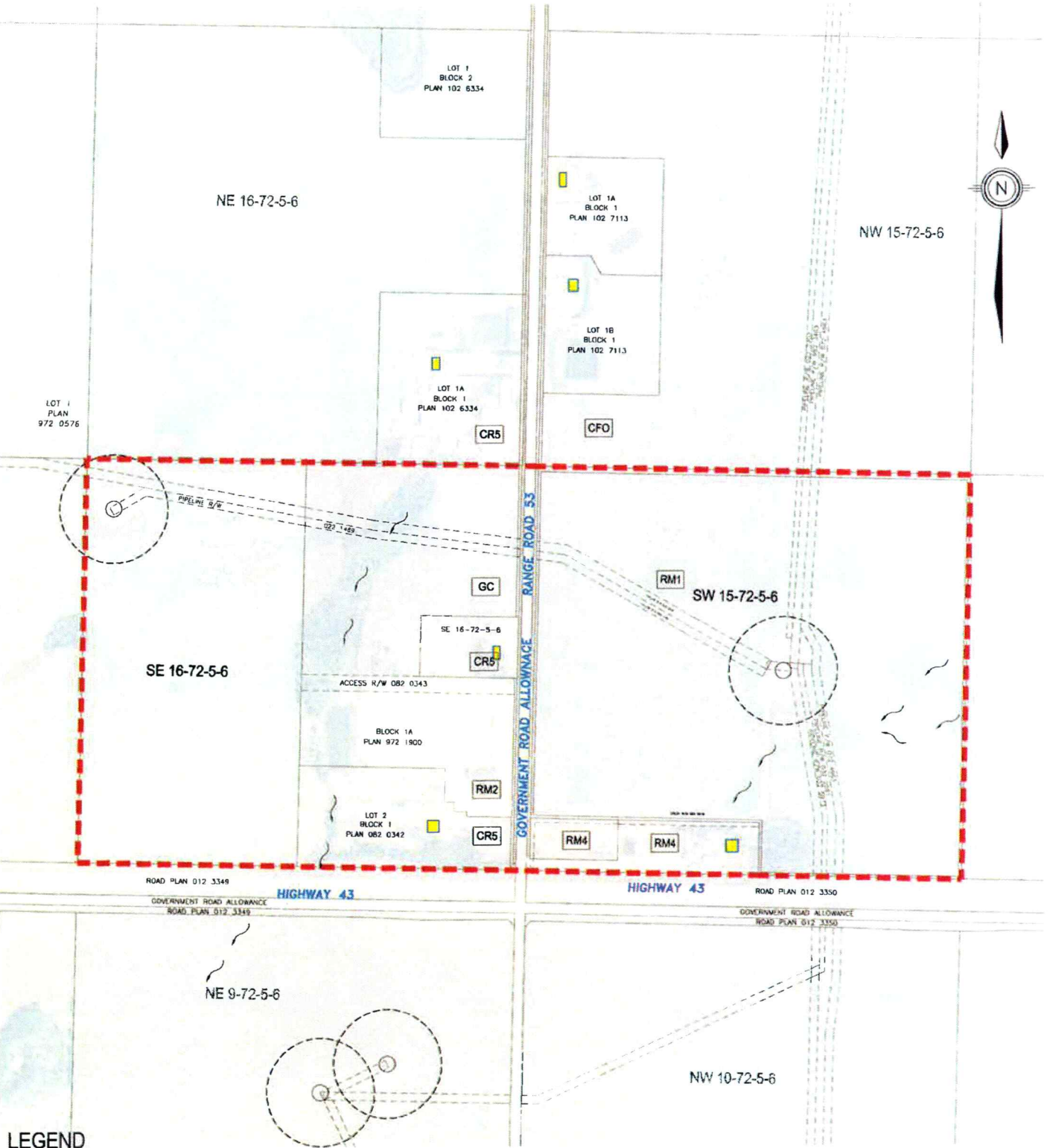
west toward Range Road 53, which drains south toward Highway 43. The low area in the quarter drains south west to the intersection of Highway 43 and Range Road 53. The highway ditch directs drainage west to a low point approximately 300m adjacent to the west quarter where it then runs south across the highway.



01, 2015 - 10:00am

H:\Projects\2106 - xxx - Meinders ASP - Figures

H:\Projects\2106 - Cr



# LEGEND

- Existing Residence
- Plan Area
- Pipeline Right of Way
- Well Site
- Well Site Set Back Boundary
- Drainage Course

- CFO Confined Feeding Operations
- CR5 Country Residential
- GC General Commercial
- RM4 Highway Industrial
- RM2 Rural Medium Industrial
- RM1 Rural Light Industrial
- AG Agricultural

**FIGURE 2.1**  
CROSSLINK ASP  
EXISTING CONDITIONS

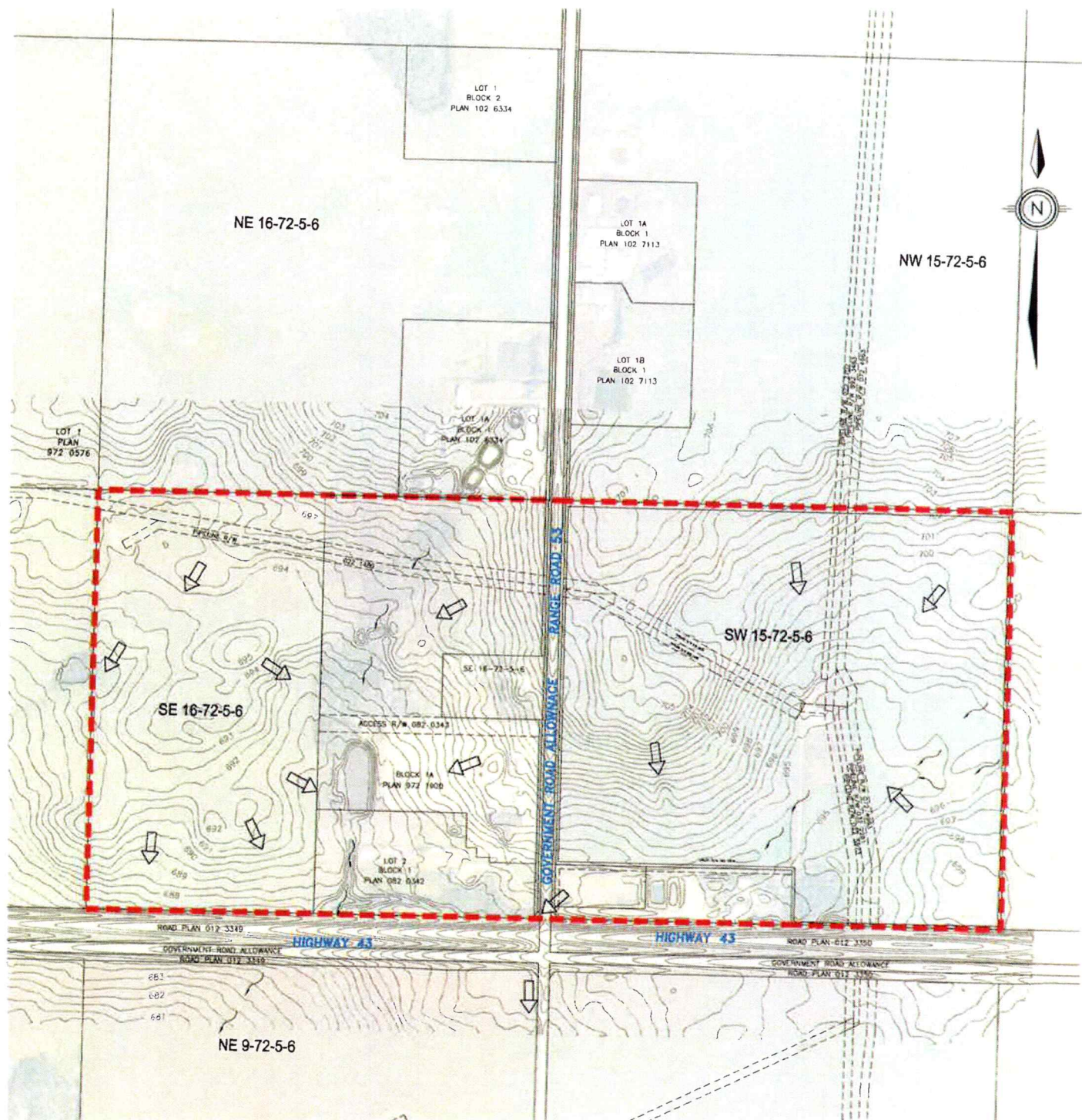
**HELIX**  
engineering ltd.



5, 20'5 - 4.45pm

:\projects\xxx-Meanders ASP\2106-xxx Meanders ASP Figures d

:\projects\2106 - Cro



### LEGEND

- Plan Area
- ➡ Flow Direction
- ~ Existing Drainage Course

**FIGURE 2.2**  
CROSSLINK ASP  
TOPOGRAPHY

**HELIX**  
engineering ltd.

### **3.0 POLICY FRAMEWORK**

The Area Structure Plan provides the overall policy framework for the development of the area. The document has been prepared in accordance with Section 633 of the Municipal Government Act, the County of Grande Prairie No. 1 no. 1 Municipal Development Plan, the City of Grande Prairie/County of Grande Prairie No. 1 Intermunicipal Development Plan, and the County of Grande Prairie No. 1 Land use Bylaw. The role and potential impact of the existing policies is summarized in this section.

#### **3.1 County of Grande Prairie No. 1, Municipal Development Plan**

The County of Grande Prairie No. 1 Municipal Development Plan (MDP) as amended was adopted in April 1998 as Bylaw 2360. The Municipal Development Plan provides the general policy framework to guide municipal development within the County of Grande Prairie No. 1. Industrial development within the County of Grande Prairie No. 1 is referenced in Section 8 of this document. The future proposed land uses are shown in map 6 of the MDP (included in appendix A). The Highway 43 corridor in the vicinity of this plan area is indicated as industrial.

#### **3.2 Inter-municipal Development Plan**

The existing Inter-municipal Development Plan was adopted in June of 2010 as Bylaw 2896. The subject property does not fall within the confines of the Inter-municipal Development Plan.

#### **3.3 County of Grande Prairie No. 1 Land Use Bylaw**

The Land Use Bylaw as amended was adopted in June of 2003 and revised in March 2014 as Bylaw 2680. As indicated previously, the plan area is currently zoned a mix of CR5, RM-1 and RM-2. The Land Use Bylaw indicates that industrial areas adjacent to highway should be zoned RM-4, Highway Industrial.

#### **3.4 Subdivision and Development Regulation**

The plan has been developed to be consistent with Section 14 of the Subdivision and Development Regulation of the Province of Alberta. As per this section, it is intended that the plan receives the approval of the Minister of Transportation.



## 4.0 DEVELOPMENT CONCEPT

The proposed development concept for the Crosslink ASP is shown in Figure 4.1. The intent of the plan is to provide a land use plan and a conceptual lot layout for the area. The concept is based on land uses that are not water intensive, large lots that are predominantly storage for businesses such as agriculture and/or oilfield support. The lot layout will be subject to further refinement at the time of subdivision.

### 4.1 Land Use

The existing land use of RM-1, Rural Light Industrial, is proposed to remain for the bulk of the lands on SW15. The area adjacent to Highway 43 is indicated as RM-4 – Highway Industrial. The typical uses within the two districts are very similar, with the RM-4 district requiring a higher level of design standards for properties fronting the highway.

Consistent with the Bacon Area Structure Plan located south of Highway 43, the uses encouraged in this area are developments such as:

1. Agricultural Machinery / Equipment Sales and Service
2. Agricultural Service and Supply Establishment
3. Auction Market
4. Equipment Rental and Repair
5. Automobile Truck and Recreational Vehicle Storage
6. Automotive/Recreational Vehicle Sales and Rental
7. Bulk Sales Establishment
8. Communication Tower
9. Construction Yard
10. Oilfield Support Services
11. Transport/Truck Operation
12. Manufactured Home Sales and Rental
13. Bulk Fuel and Chemical Storage
14. Explosives Storage and Distribution
15. Concrete Manufacturing/Concrete Plant
16. Asphalt Processing and Storage
17. Anhydrous Ammonia Storage
18. Utilities
19. Farmers'/Flea Market
20. Truck Stop
21. Warehouse

Due to the location of the site and the lack of available municipal water and sewer services, the lots are planned to be un-serviced. As such, the requirement of the Land Use Bylaw for both districts will require a minimum lot size of 1 ha.

#### **4.2 Municipal Reserve**

The County of Grande Prairie No. 1 can take up to 10% of the gross land area as Municipal Reserve (MR). It has been the practice to collect cash in lieu of MR in industrial developments and re-deploy the resources to residential areas. Based on this practice, MR in the form of land has not been included in the development concept. However, a portion of the storm water management facilities, the land above the 1:100 year flood line, may be dedicated as MR.

#### **4.3 Buffering**

The Land Use Bylaw requires buffering of residential land uses from industrial land uses. Buffering within the plan to the adjacent residential uses will be accommodated with site design on the lots, through the development permit process.

1, 2015 - 10:02am

senolds\xxx-Meinders ASP\2106-xxx Meinders ASP Figures

H:\Projects\2106 - Crc



# LEGEND

- Plan Area
- Pipeline Right of Way

- Rural Light Industrial (RM-1)
- Highway Industrial (RM-4)

- Existing Zoning:
- CR5 Country Residential District (CR-5)
  - GC General Commercial District (GC)
  - RM2 Rural Medium Industrial (RM-2)
  - RM4 Highway Industrial (RM-4)

**FIGURE 4.1**  
CROSSLINK ASP  
DEVELOPMENT CONCEPT & PROPOSED ZONING





---

## 5.0 TRANSPORTATION

The transportation concept for the development is shown on Figure 5.1. The site will be serviced by a series of internal local roads with connectivity to the east, west and north. Short term development of the site will depend on the existing access off of Highway 43 on Range Road 53 (RR53).

The east-west road along the north boundary aligns with the existing access right of way on the lands to the west. Access to all of the proposed lots, except lots 1, 2, 3 and 12, will be via the internal road network. Lots 1, 2, 3, 12 and the existing CR5 lots will be accessed off RR53. When the existing highway access is closed, RR53 will function as a local road providing access only to the existing lots.

### Highway 43

Highway 43 is designated a freeway with designated interchange locations at Range Road 51 and Range Road 55 (by Order in Council 58/2009). Strict access control will be enforced to ensure the long term integrity of the highway, which includes the future closure of the Range Road 53 intersection. Access to the interchanges will be via the arterial road proposed along the north boundary of the plan, as shown in Figure 5.2. This future arterial is an extension of Bauman Road from Clairmont.

To this end, a Transportation Impact Assessment has been completed and adopted by Alberta Transportation. The report provides the following conditions for development of the land:

- Signal warrant analysis indicates signals are not warranted until 80% of the proposed development traffic is realized at the 2035 horizon.
- Left turn warrant analysis recommends an eastbound left turn bay with 40m storage for 65% of the development traffic. No westbound turn bay is required.
- Right turn warrant analysis recommends an eastbound right turn bay for 65% of the development traffic. No westbound right turn bay is required.
- Illumination is required with 65% of the development traffic. Alberta Transportation will require the need for illumination be re-assessed at 50% development.
- The existing intersection with Hwy 43 will require upgrading to a standard Alberta Transportation intersection that accommodates the WB-36 truck sweeps, such as Figure D-9.1a from Alberta Transportation's Highway Geometric Design Guide.

Beyond 65% of the development traffic, the intersection will fail. This will require the closure of the intersection in conjunction with the construction of the remainder of Bauman Road and the interchange proposed at RR51 and RR55. As a result, development within the plan area will be limited to 65% until the interchanges are constructed. Alternatively, the TIA can be revisited when 65% of the site is developed to determine if 65% of the predicted development traffic has been achieved.



The County of Grande Prairie No.1 will require caveats on all lots within the ASP area as they are created. These instruments will advise landowners of the future intersection closure and release the parties involved from claims arising from the closure.

The proposed storm pond located in the south west corner of the plan area will be required to comply with a 40m setback from the edge of the right-of-way. Alternatively, a barrier can be provided to protect highway traffic from entering the pond, such as guard rail at the edge of the right of way. This will be determined thru the roadside development permit process.

15. 2015 - 4:32pm

seholds\xxx-Meinders ASP\2106-xxx Meinders ASP Figures

H:\Projects\2106 - Crr



# LEGEND

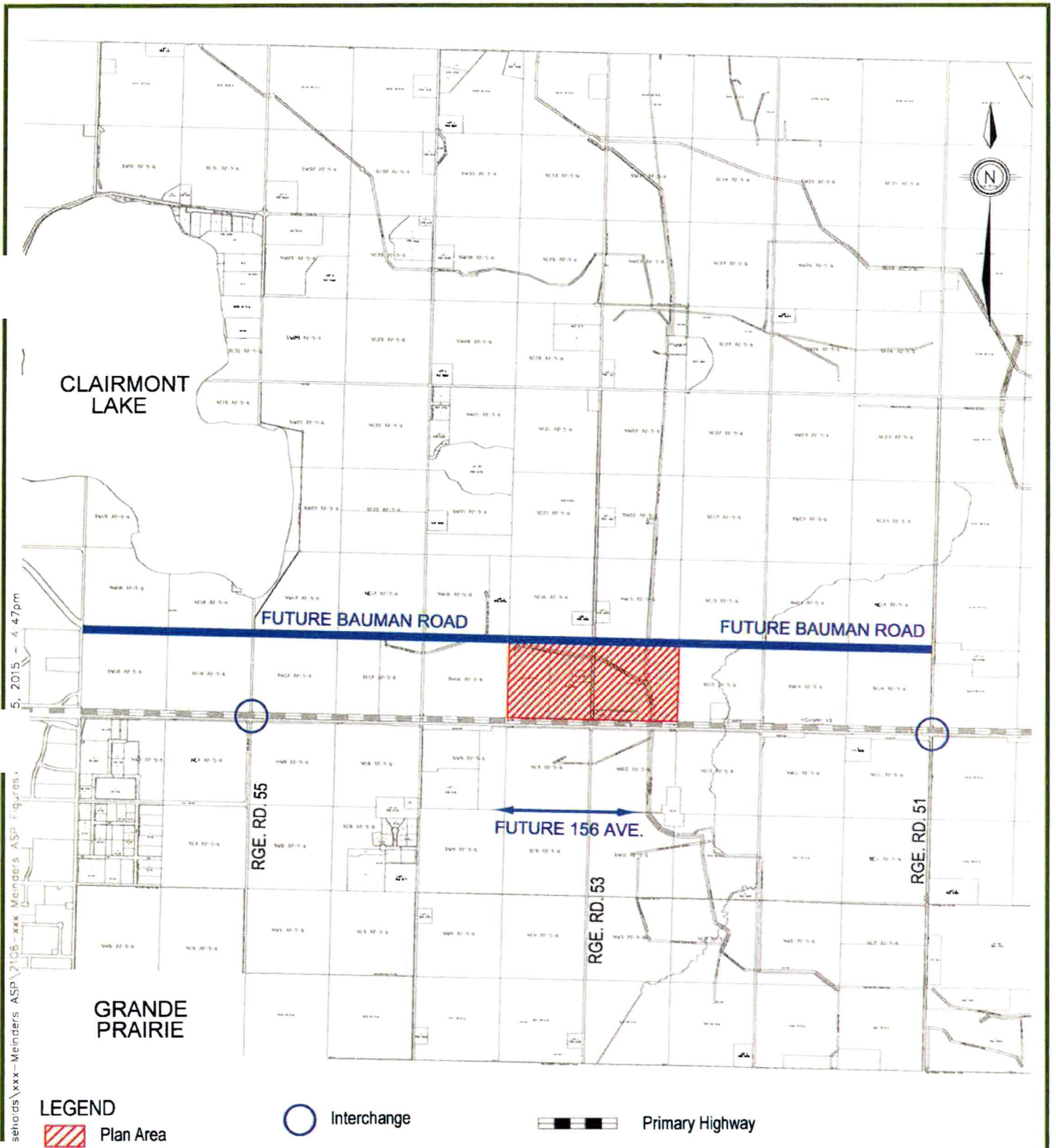
--- Plan Area  
 --- Local Road

30 Road Right of Way Width  
 Arterial/Future Arterial Road

Future Access  
 Temporary/Current Access

**FIGURE 5.1**  
 CROSSLINK ASP  
 TRANSPORTATION CONCEPT

**HELIX**  
 engineering ltd.



**FIGURE 5.2**  
CROSSLINK ASP  
FUTURE REGIONAL TRANSPORTATION NETWORK

**HELIX**  
engineering ltd.



## **6.0      SERVICING**

### **6.1      Sanitary Servicing**

The area is not being considered for municipal sanitary sewer. Dry lot servicing will consist of each lot having septic fields, evaporation mounds or holding tanks and trucking off-site. The system will have to be provided in accordance with current regulations.

### **6.2      Water Servicing**

Municipal water services will not be provided for the development. Servicing will consist of private water wells or cisterns and hauled water on each lot. Water wells will require approval from Alberta Environment.

### **6.3      Fire Protection**

Fire protection for the development will be provided through a series of fire ponds and dry hydrants. The preliminary location of the fire ponds is shown on Figure 6.1. This arrangement provides a 305m (1000') fire protection radius. The size and final locations will be subject to design and approval through the subdivision process. The fire water ponds will be designated as public utility lots and will be designed to County of Grande Prairie No. 1 standards.

### **6.4      Storm Water Management**

Storm water management will be provided for the development area. A storage facility is proposed on each quarter as indicated in Figure 6.2. The facilities will control the post-development flows to pre-development rates in order to minimize any impacts on the downstream drainage courses. The downstream drainage courses runs west in the north ditch of Hwy 43, then cross the highway to the south at approximately 500m west of RR53. The drainage course continues in a southwest direction across the NE9-72-5-6, part of the Bacon ASP.

The area is shown as conceptual only as a storm water design brief has not been prepared at this time. Prior to subdivision, the storm water design brief will be required to be submitted to the County of Grande Prairie No. 1 and Alberta Environment for review and approval. The brief will outline the pre and post development flow rates, the amount of storage required, and the size, type and arrangement of the storm water facility. Public Utility lots may be required to allow the overland flows to reach the storm water ponds.

It is anticipated that areas above the 1:100 year flood line may qualify for Municipal Reserve credit. The area below the 1:100 year flood line would be designated as a Public Utility Lot.

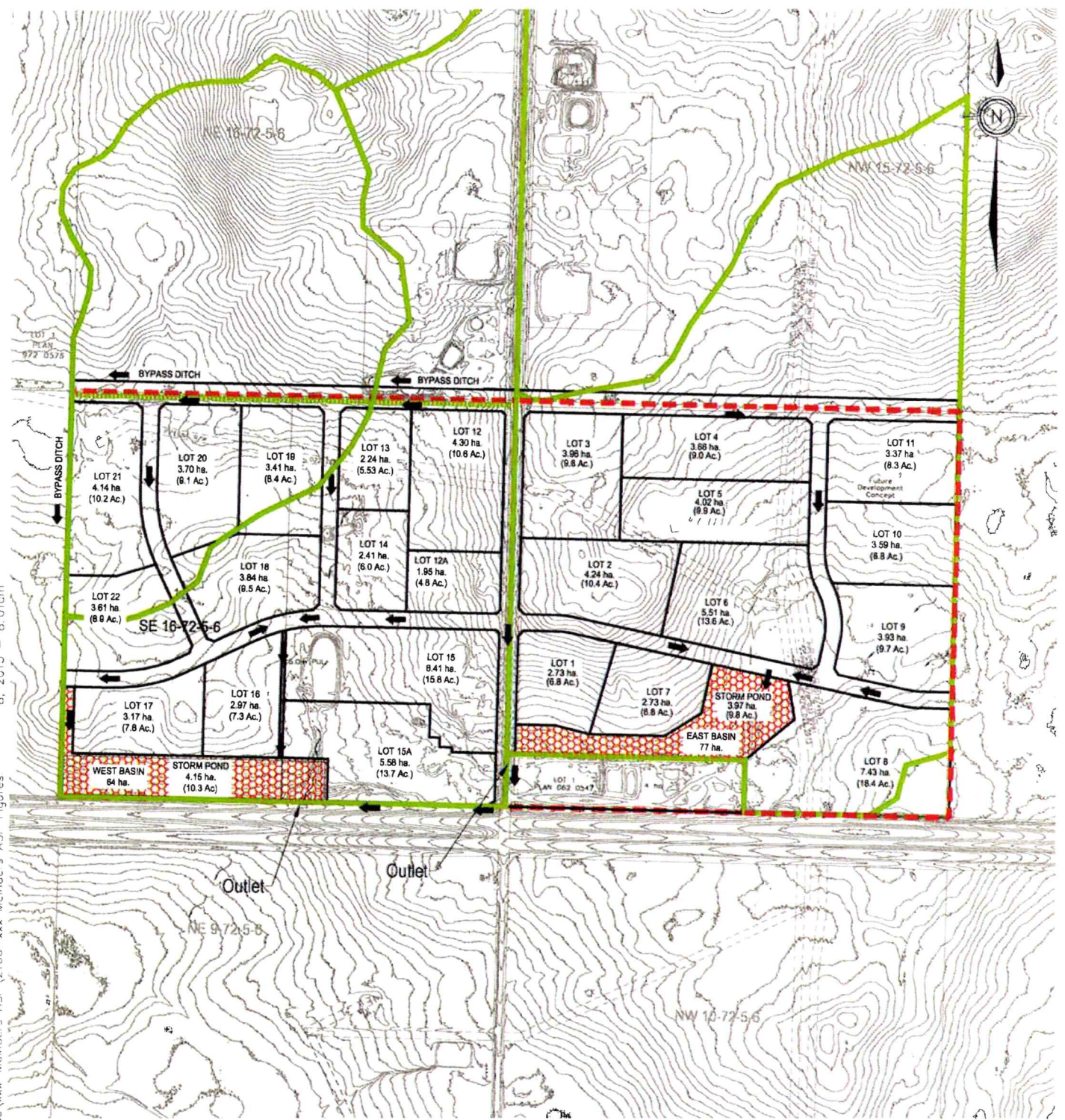




B, 2015 - 8, 01cm

ie:\olds\xxx-Meinders ASP\2106-xxx Meinders ASP Figures

H:\Projects\2106 - Cro



**LEGEND**

- Plan Area
- Flow Direction
- Drainage Basin Boundary
- Proposed Storm Water Management Facility

**FIGURE 6.2**  
CROSSLINK ASP  
STORMWATER MANAGEMENT CONCEPT

## **6.5 Shallow Utilities**

The development will be serviced with power, gas and telephone. These services will be provided through the development process.



## **7.0 IMPLEMENTATION**

Pursuant to the provisions of Section 633(1) of the Municipal Government Act, the County of Grande Prairie No. 1 shall adopt this ASP as the Crosslink Area Structure Plan. In order to comply with the Land Use Bylaw, a redistricting application will be submitted concurrently to change the district of the highway frontage from RM-1 Rural Light Industrial to RM-4 Rural Highway Industrial. All subdivision and development within the area shall be in accordance with the provisions and policies of this ASP.

### **7.1 Phasing**

The proposed timing of development in the Plan area will be dependent on market conditions and the logical extension of roads and shallow utilities. The overall proposed Phasing will start at RR53 and work east and north to fill in the quarter, as illustrated on Figure 7.1. Details of the exact extent of each phase will be determined as this project proceeds.

### **7.2 Levies**

Transportation levies will apply to the area. The land is located in Zone 3 and RR53 is identified as a future paved road. Levies will be paid through the development process, on a phase by phase basis.

### **7.3 Existing CR-5 Lots**

The existing CR-5 lots in the plan area can continue as that use. Should these lands re-zone in the future, it is anticipated that they become RM2 and RM4 to match this ASP.

5, 2015 - 4:50pm

3etolds\xxx-Meinders ASP\2106-xxx Meinders ASP Figures

H:\Projects\2106 - Cro



**FIGURE 7.1**  
CROSSLINK ASP  
PROPOSED PHASING

**HELIX**  
engineering ltd.

## 8.0 DEVELOPMENT STATISTICS

Land use statistics for the ASP area are presented in Table 8.1 as follows:

Table 8.1

Land Use Statistics

	SW15	SE16	Total	% GDA
Gross Area	64.7	64.78	129.48	
Existing Road Widening	5.12	5.44	10.56	
Existing CR-5	0	8.27	12.38	
Gross Developable Area (GDA)	59.58	51.07	106.54	100%
Stormwater Management Facilities*	3.47	3.48	6.95	6.3%
Roads	6.27	7.39	13.66	12.3%
Net Developable Area	49.84	40.20	90.04	81.4%
Net Land Uses				
Light Industrial	32.84	27.65	60.49	54.7%
Highway Industrial	17.00	12.55	25.44	26.7%
Total	49.84	40.20	90.04	81.4%

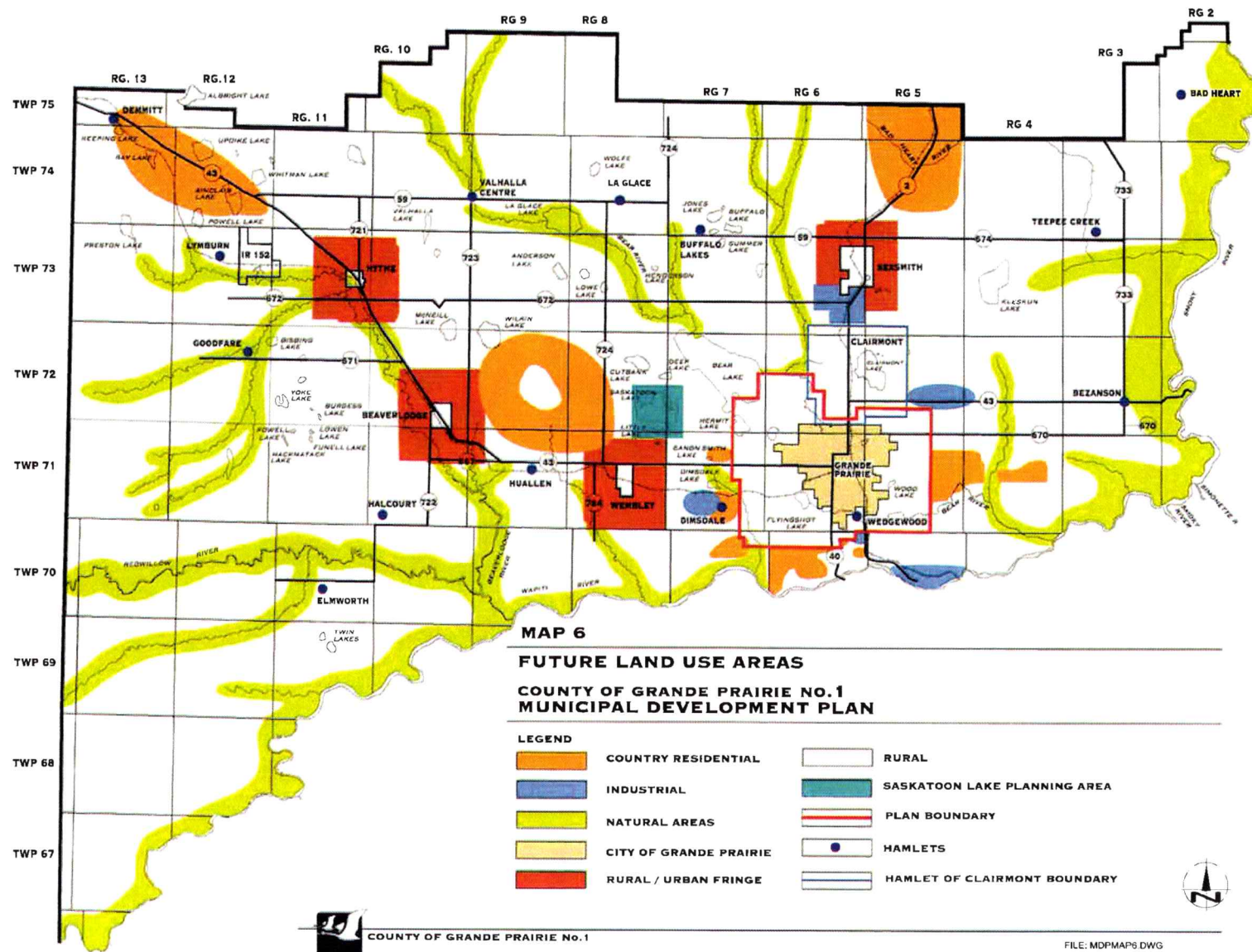
Note: Storm water on SE16 does not include future 0.68ha from the south CR5 lot.



## **APPENDIX A**

### Municipal Development Plan

#### Map 6 – Future



COUNTY OF GRANDE PRAIRIE No. 1

FILE: MDPMAP6.DWG  
 MAPPING: ADRIAN-CLARK DESIGN  
 03/09/09