



CORRECTION LINE WEST AREA STRUCTURE PLAN

Prepared by:



Inspiring sustainable thinking

In association with



March 2017



BYLAW NO. 3062 OF THE
COUNTY OF GRANDE PRAIRIE NO. 1

A Bylaw of the County of Grande Prairie No. 1, in the Province of Alberta, to adopt the attached CORRECTION LINE WEST AREA STRUCTURE PLAN for all those lands contained within NE-33-70-6-W6, NW-33-70-6-W6, PLAN 9021172; LOT 1; PT. NW-34-70-6- W6 and PLAN 9524597; LOT 3; PT. NW-34-70-6-W6.


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

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.

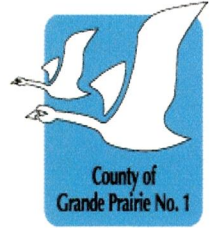
NOW THEREFORE the Council of the County of Grande Prairie No. 1, duly assembled, enacts as follows:

1. That this Bylaw shall be known as the **“CORRECTION LINE WEST AREA STRUCTURE PLAN BYLAW”**.
2. That the Correction Line West Area Structure Plan document is attached to this bylaw as an appendix and forms part of this bylaw.
3. That this bylaw shall take effect on the date its final passage by Council.

READ A FIRST TIME THIS 13TH **DAY OF** MARCH, A.D. 2017.



REEVE

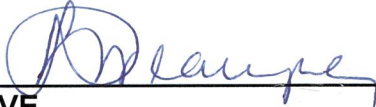


READ A SECOND TIME THIS 11th DAY OF December, A.D. 2017.


REEVE


COUNTY ADMINISTRATOR

READ A THIRD TIME AND FINALLY PASSED THIS 17th DAY OF July, A.D. 2018.


REEVE


COUNTY ADMINISTRATOR

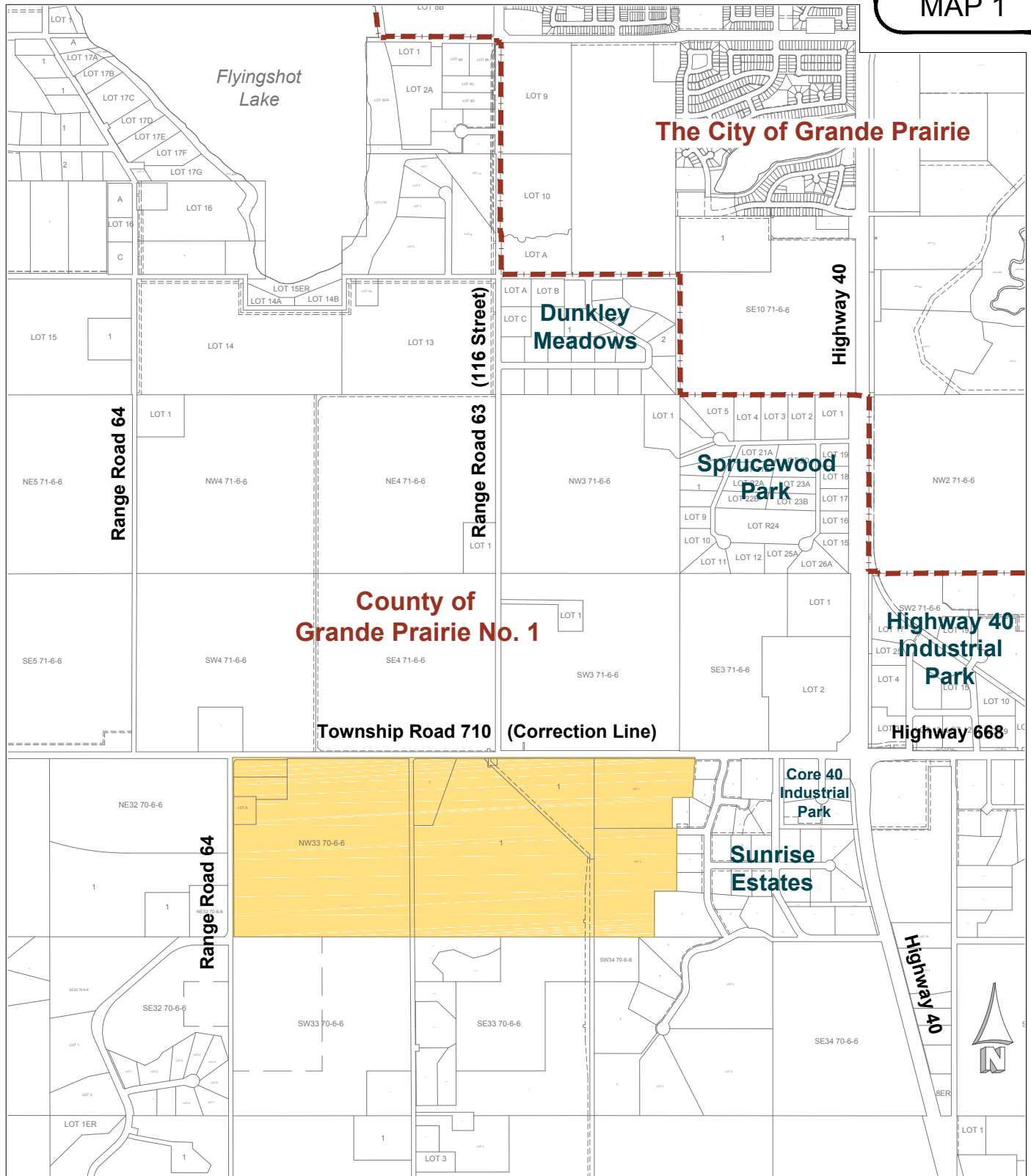
TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Purpose of Plan	1
1.2	Plan Area Location	1
1.3	Policy Context	1
1.3.1	County of Grande Prairie No. 1 Municipal Development Plan	2
1.3.2	Grande Prairie Intermunicipal Development Plan	2
1.3.3	Existing Area Structure Plans	2
1.3.4	County of Grande Prairie No. 1 Land Use Bylaw	3
1.3.5	Non-Statutory Plans	3
2.0	PLAN OBJECTIVES	4
3.0	PLAN AREA	5
3.1	Existing Land Use	5
3.2	Topography and Natural Features	5
4.0	PROPOSED DEVELOPMENT CONCEPT	6
4.1	Introduction	6
4.2	Industrial Development	6
4.3	Country Residential Development	7
4.4	Environmental Protection	7
4.5	Municipal Reserve	8
5.0	TRANSPORTATION AND SERVICING	9
5.1	Road Network	9
5.2	Sanitary and Water Systems	10
5.3	Stormwater Management	10
5.4	Shallow Utilities	11
5.5	Lot Grading	11
6.0	IMPLEMENTATION	12
6.1	Phasing	12
6.2	Subdivision and Development	12

APPENDIX A Wetland Assessment and Impact Report

LIST OF MAPS

Map 1	Location	Following Page 1
Map 2	Zoning	Following Page 3
Map 3	Existing Conditions	Following Page 5
Map 3A	Existing Conditions with Lotting	Following Page 5
Map 3B	Existing Conditions with Lotting and Existing Wetlands...	Following Page 5
Map 4	Topography	Following Page 5
Map 5	Land Use Concept	Following Page 6
Map 6	Transportation Concept	Following Page 8
Map 7	Future Regional Transportation Network	Following Page 9
Map 8	Water Servicing Concept	Following Page 10
Map 9	Stormwater Management Concept	Following Page 10
Map 10	Phasing	Following Page 12



LOCATION MAP

CORRECTION LINE WEST
AREA STRUCTURE PLAN

LEGEND

- Plan Area
- City Boundary



March 2016



Scale - 1:25,000
0 0.25 0.50 0.75 1.00 km

1.0 INTRODUCTION

1.1 Purpose of Plan

The purpose of the Correction Line West Area Structure Plan (ASP) is to provide a framework for the development of a 162 hectare site for predominantly light industrial use in the County of Grande Prairie No. 1. It contains general land use and servicing concepts that serve as a guide for the subsequent rezoning and subdivision of the subject lands.

This ASP has been prepared in accordance with Section 633 of the Municipal Government Act, Policy 14.5 of the County of Grande Prairie No. 1 Municipal Development Plan, and Policy 6.4.3 of the Grande Prairie Intermunicipal Development Plan.

1.2 Plan Area Location

As indicated in Map 1, this ASP applies to 2.5 quarter sections of land located approximately 3 km southwest of the City of Grande Prairie.

The Plan area is bounded to the north by Township Road 710 (also known as the “Correction Line”), to the west by Range Road 64, to the east by the Sunrise Estates subdivision, and to the south by a series of wetlands. Road access is available from Range Road 64 and Range Road 63, which bisects the centre of the Plan area.

The Plan area totals approximately 162 hectares as outlined in Table 1.

Table 1 - Plan Area Composition

Legal Description	Area (ha)
NW 33-70-6-W6M	58.2
Lot 15A, Block 1, Plan 1022900	1.9
Lot 15B, Block 1, Plan 1022900	2.3
Lot A, Plan 8821590	1.3
Lot 1, Block 1, Plan 0822167	49.3
Lot 2, Block 1, Plan 0927811	11.8
Lot 3A, Block 1, Plan 1222868	4.2
Lot 1, Plan 9021142	12.8
Lot 3, Plan 9524597	16.2
Existing Roads/Road Allowances	4.0
Total	162.0

1.3 Policy Context

There are numerous plans and policy documents currently in force that provide a broader policy context for ASP preparation. These plans, both statutory and non-statutory, are outlined below.

1.3.1 County of Grande Prairie No. 1 Municipal Development Plan

The Municipal Development Plan (MDP) was adopted in 1998 and is the County's primary land use policy document. According to the Future Land Use Map, the Plan area defers to the Grande Prairie Intermunicipal Development Plan (see Section 1.3.2 below). Policy 14.5 of the MDP requires that ASPs be prepared for *"any industrial park...or any other major development where such a plan would assist the County in making planning decisions"*.

1.3.2 Grande Prairie Intermunicipal Development Plan

An update to the Grande Prairie Intermunicipal Development Plan (IDP) was adopted in June 2010. According to the IDP the Plan area is located within the City's Long Term Annexation Area. The west portion of the Plan area is identified for future residential development¹, while the balance of the Plan area is identified for future industrial/commercial use. Conditions respecting subdivision and development in the Long Term Annexation Area relevant to this ASP are specified in Policy 6.2.10 as follows:

The subdivision and development of land within the Long Term Annexation Area for industrial/commercial purposes is allowed under the following conditions:

- (a) A maximum of thirty (30) acres from a quarter (¼) section will be allowed unless there are valid planning reasons for increasing the maximum size. The density of development will be up to the developer;*
- (b) Any area greater than thirty (30) acres or on pre-existing parcels larger than thirty (30) acres but less than a quarter (¼) section in size will be considered on a case by case basis. In considering such applications, proximity to the City, availability of central sewer and water services, the road network and other adjacent land uses in the area will all be primary considerations in making a decision....*
- (d) The land is located within four hundred (400) metres of a future interchange location for the southwest Resource Road as indicated on the Future Land Use Map 7.*

The intent of the policy is to place limitations on subdivision and development so that lands are available for urban development in the long term. However, it also recognizes under subsection (b) that flexibility is required due to the length of the time horizon that is likely prior to annexation of this area taking place. The proximity of the site to other industrial development nodes and major transportation corridors (Highway 40, Highway 668, 116th Street) suggest that development pressure in advance of annexation will be present. In addition, the presence of the future alignment of the referenced southwest Resource Road through the centre of the site as (discussed in more detail in subsequent sections of this ASP) would suggest that the desirability of the site for long term urban development is limited.

1.3.3 Existing Area Structure Plans

There are no approved ASPs in proximity to the Plan area.

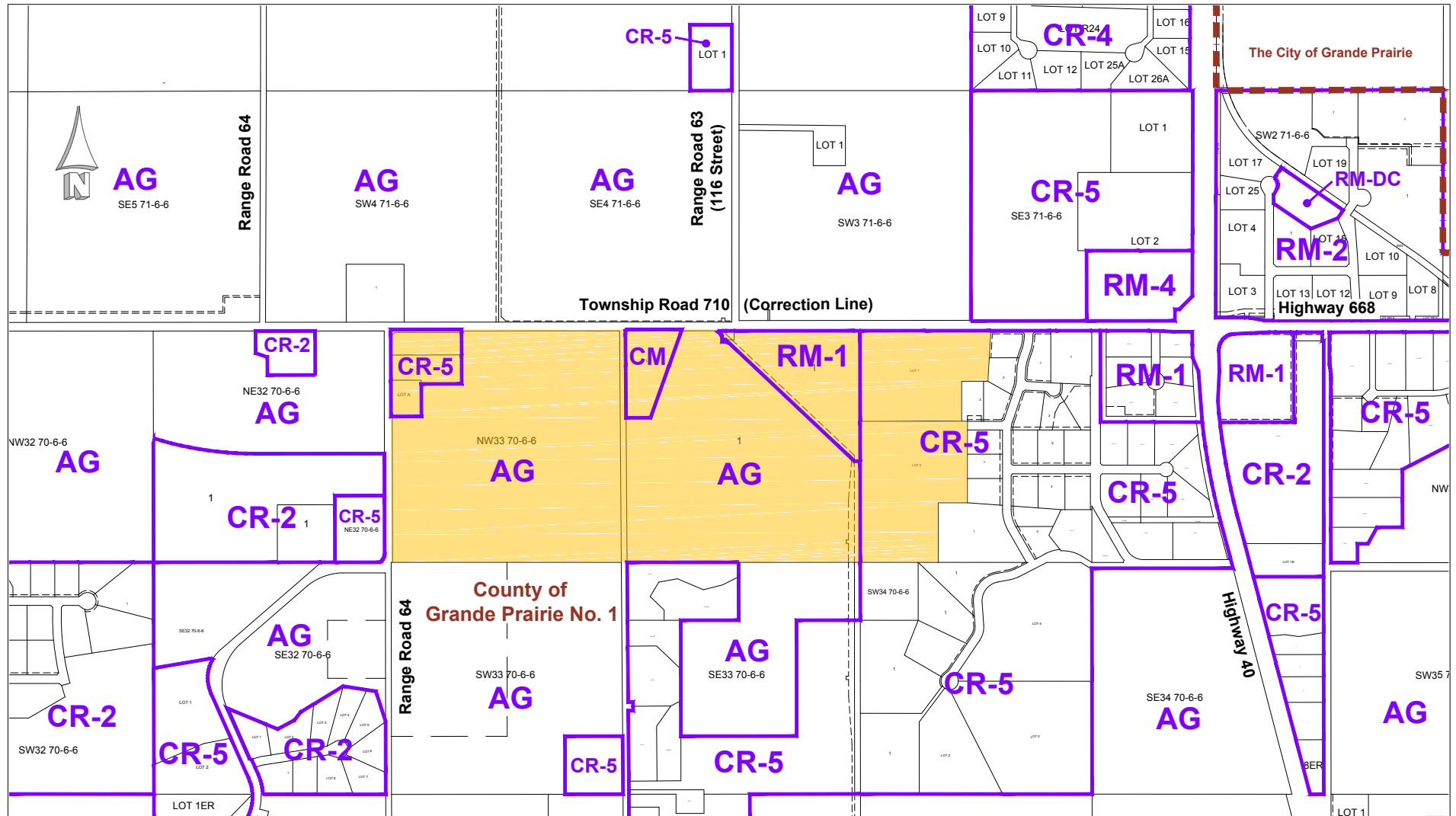
¹ Discussion is required with the City and County regarding the potential need for an IDP amendment as it relates to future land use. The IDP states that "the borders of the area are generalized and not to be considered definitive so that it provides maximum *[sic]* amount of flexibility to both the landowner and the municipalities."

1.3.4 County of Grande Prairie No. 1 Land Use Bylaw

The Plan area is predominantly zoned as Agricultural (AG) under the County Land Use Bylaw as illustrated in Map 2. One large vacant industrial lot at the east-central portion of the Plan area is zoned as Rural Light Industrial (RM-1), three subdivided lots located at the northwest corner of the Plan area are zoned as Country Residential (CR5), and a single lot at the centre of the Plan area is zoned as Country Industrial (CM).

1.3.5 Non-Statutory Plans

The Plan area is also affected by the future southwest Resource Road as proposed by Alberta Transportation in the "Resource Road – Functional Planning Study from Hwy 40 S of the City of Grande Prairie to Hwy 43 W of the City of Grande Prairie – Final Report (June 2010)". This ASP has been prepared in accordance with the provisions of this study.

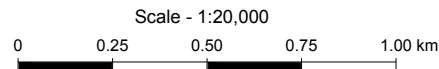


LEGEND

- Plan Area
- City Boundary

ZONING

CORRECTION LINE WEST AREA STRUCTURE PLAN



County of Grande Prairie No. 1

- | | | | |
|-------------|---------------------|--------------|---------------------------------|
| AG | Agricultural | RM-1 | Rural Light Industrial |
| CM | Country Industrial | RM-2 | Rural Medium Industrial |
| CR-2 | Country Residential | RM-4 | Highway Industrial |
| CR-4 | Country Residential | RM-DC | Rural Industrial Direct Control |
| CR-5 | Country Residential | | |



March 2016

MAP 2



2.0 PLAN OBJECTIVES

The Correction Line West ASP is intended to achieve the following objectives:

1. To provide a framework for future rural industrial development on the subject lands.
2. To integrate future development with the existing land uses and approved plans for neighbouring lands.
3. To implement a land use concept that provides effective transitional measures between future industrial development and established residential development on adjacent lands.
4. To establish a preliminary internal road and access management system for the Plan area that is consistent with future highway planning for the area.
5. To provide for the protection of wetland areas that are adjacent to the development area.
6. To provide a framework for the future servicing of the subject lands, with emphasis on stormwater management.

3.0 PLAN AREA

3.1 Existing Land Use

The majority of the Plan area is currently in agricultural production as shown in Map 3. Existing development consists of three country residential lots at the northwest corner of the Plan area, and residences and industrial shops are also situated on a single lot located at the centre of the Plan area and on large lots at the east end of the Plan area.

Several overhead power lines are present, including a major three-phase line that traverses the centre of the Plan area that then proceeds north along 116th Street to the Flyingshot substation. These lines converge at a central point along the north boundary of the Plan area, resulting in a cluster of power poles at this location. Relocation of one or more of these poles may be required in advance of development, which will be coordinated with the utility provider.

There are no existing or abandoned oil or gas wells located within the Plan area.

The Plan area is surrounded to the north by agricultural lands, and to the west by incidental country residential development, and to the south by wetlands. The Sunrise Estates residential subdivision and Core 40 industrial park are located to the immediate east.

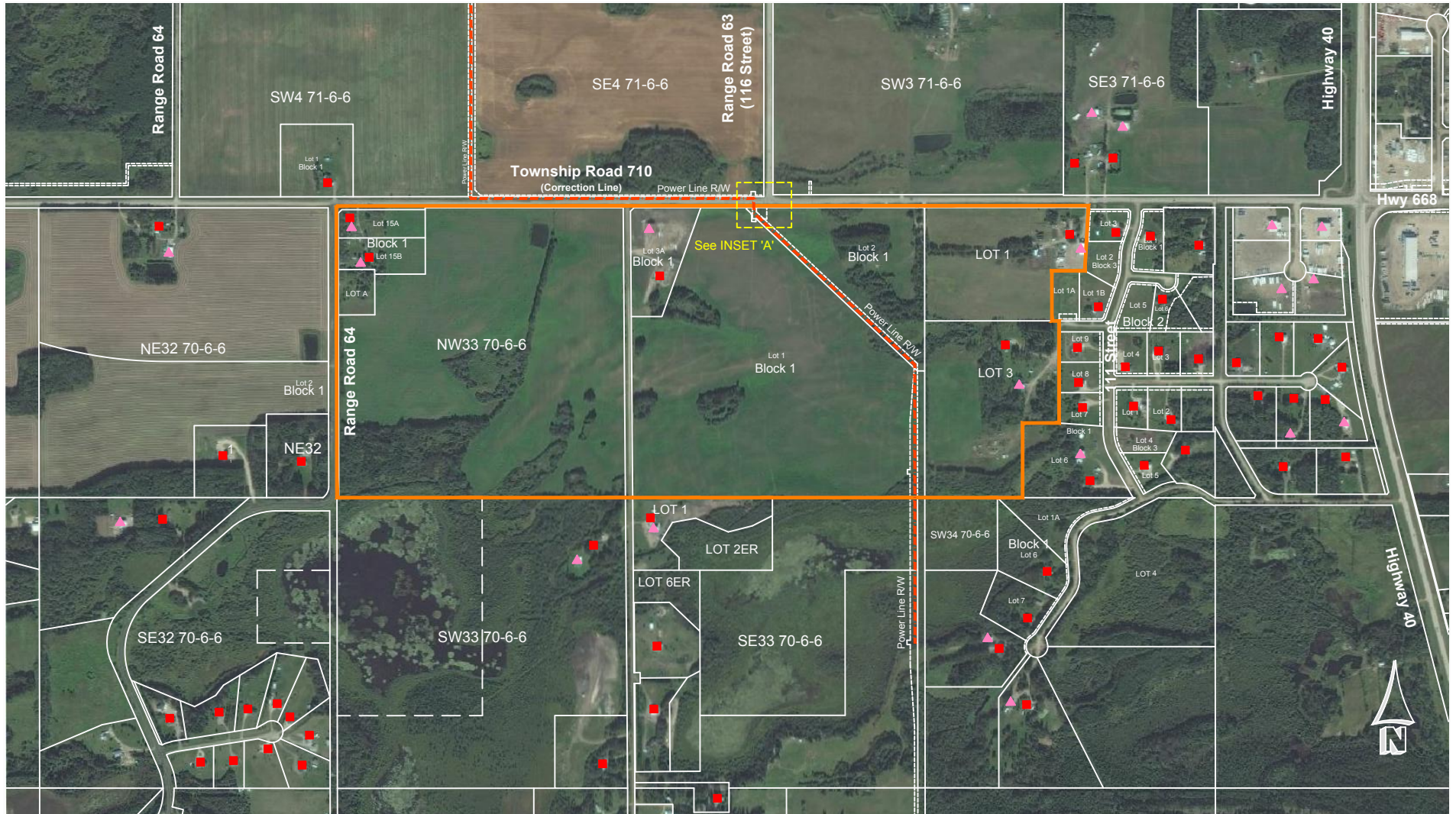
Map 3A illustrates the relationship of the Plan area with surrounding land uses in the context of the proposed lotting plan. This illustrates the degree of separation between proposed industrial uses in the Plan area with existing residential development in the vicinity.

3.2 Topography and Natural Features

With the exception of some isolated tree stands, the Plan area is cleared of natural vegetation and is in agricultural production. The predominant natural feature is a large wetland area that is located along the south boundary of the Plan area, and encroaches into its southwest corner.

Map 3B illustrates the relationship of the Plan area with surrounding land uses and the identified existing wetlands in the context of the proposed lotting plan. This map identifies which existing wetland are proposed to be impacted by the development.

The Plan area is characterized by gently rolling topography that generally drains from north to south as illustrated in Map 4. The highest point, at 668 m, is located at the northwest corner of the Plan area, falling to 657 m at the southwest corner representing an approximate slope of 1.4%. In the balance of the Plan area the average slope is less than 1%.

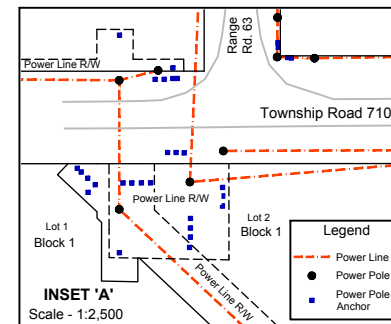


LEGEND

- Existing Residence
- ▲ Existing Shop
- Power Line
- ASP Boundary

EXISTING CONDITIONS CORRECTION LINE WEST AREA STRUCTURE PLAN

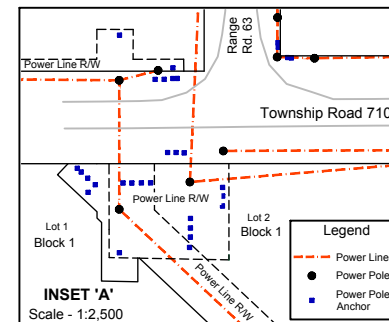
Scale - 1:16,000
0 100 200 300 400 (m)



March 2016

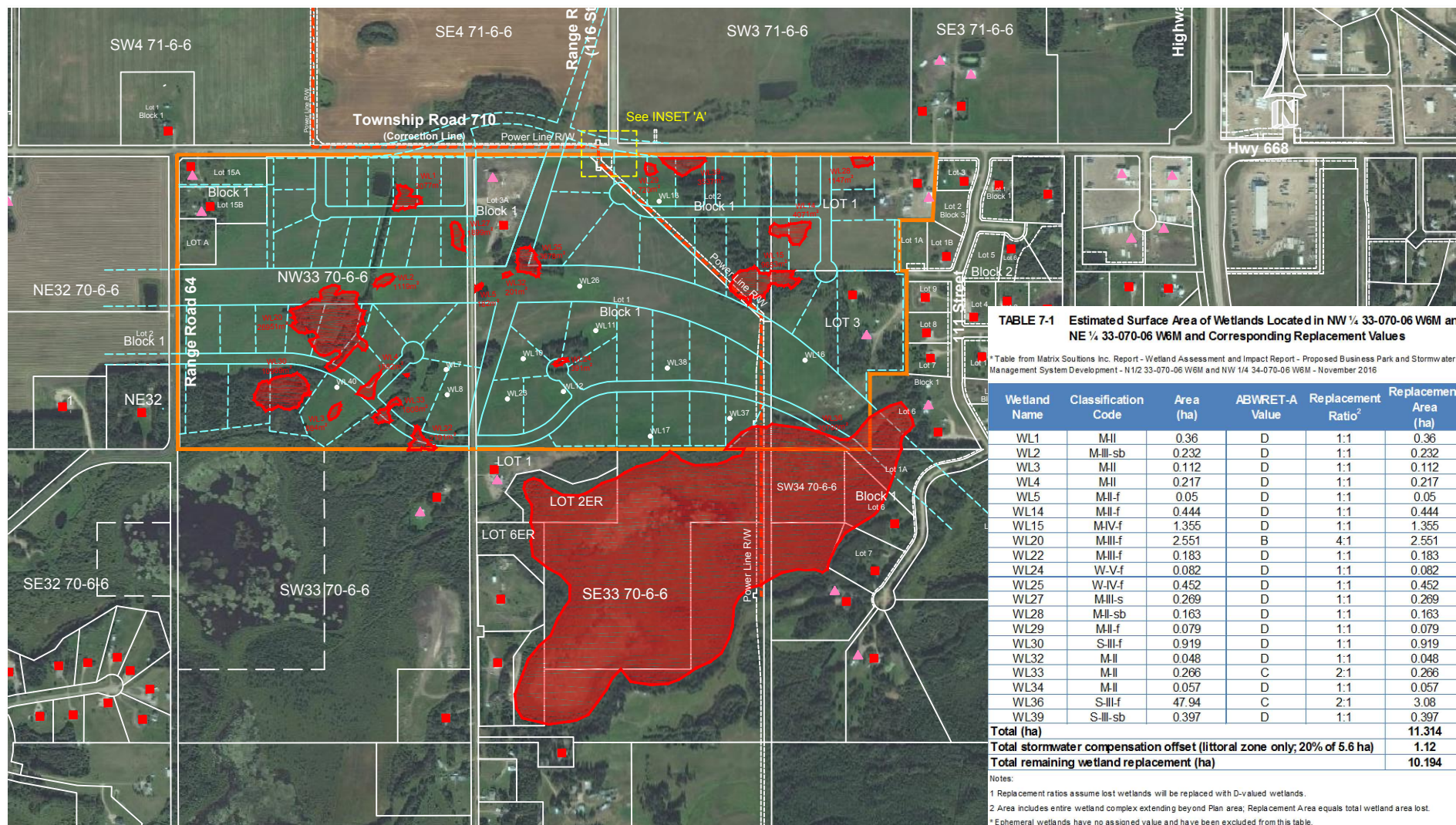
MAP 3

EXISTING CONDITIONS
(With Proposed Future Road and Lot Schema)
CORRECTION LINE WEST
AREA STRUCTURE PLAN



March 2016

MAP 3A

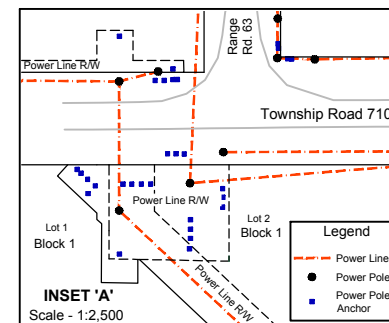
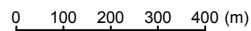


LEGEND

- Existing Residence
- ▲ Existing Shop
- Power Line
- ASP Boundary
- Delineated Wetland
- Class 1 Wetland
- WL12 Wetland Name

EXISTING CONDITIONS (With Proposed Future Road, Lot Schema and Identified Wetlands) **CORRECTION LINE WEST AREA STRUCTURE PLAN**




Scale - 1:16,000



March 2016

MAP 3B

LEGEND

-  Plan Boundary
 1m Contour
 Direction of Flow



March 2016

MAP 4

4.0 PROPOSED DEVELOPMENT CONCEPT

4.1 Introduction

The proposed land use concept for the Correction Line West ASP, which represents the consensus view of all of the landowners within the Plan area, is illustrated in Map 5. The intent is to provide a generalized land use plan that will be subjected to further refinement at the time of subdivision.

It is proposed that the Plan area be developed primarily for general industrial development. A summary of major land uses by area, subject to confirmation and refinement at subsequent stages of the approval process, is provided in Table 2.

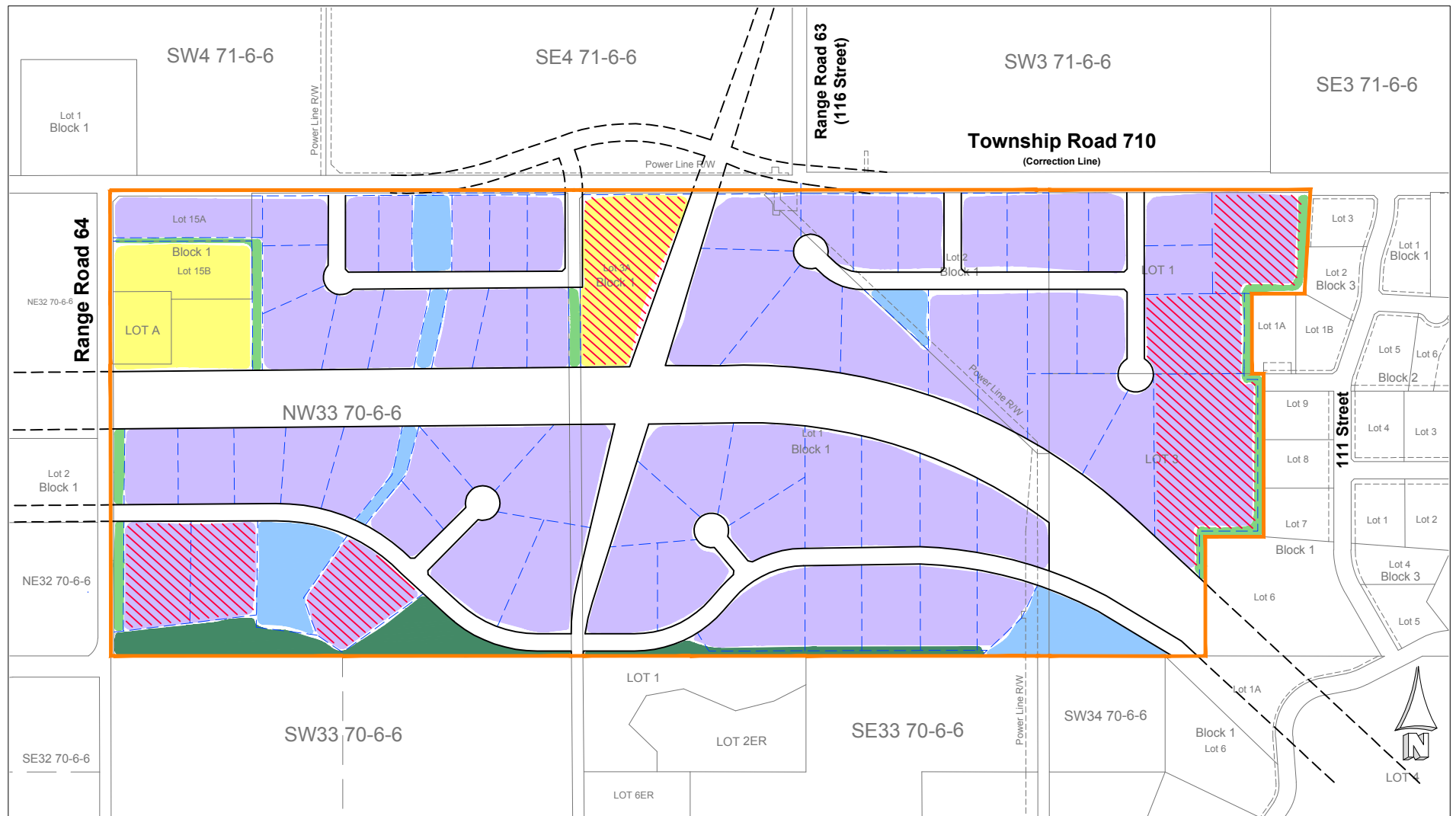
Table 2 - Land Use Summary

Land Use Category	NW 33 (ha)	NE 33 (ha)	NW 34 (ha)	Road Allowances (ha)	Total (ha)	Percent
Gross Area	65.2	65.3	29.2	2.3	162.0	
Less Existing Road ROW	1.5	0	0	0	1.5	
Net Land Use Area	63.7	65.3	29.2	2.3	160.5	
Less Environmental Reserve	3.5	1.3	0.0	0.0	4.8	
Net Developable Area	60.2	64.0	29.2	2.3	155.7	100.0
Industrial	35.7	45.8	9.7	0.7	102.2	65.6
Light Industrial	29.3	41.7	9.7	0.7	81.4	52.3
Country Industrial	6.4	4.1	0.0	0.0	20.8	13.3
Country Residential	5.4	0.0	0.0	0.0	5.4	3.5
Roadways	13.4	16.9	7.0	1.1	38.4	24.7
Resource Road	7.9	11.9	4.6	0.7	25.1	16.1
Internal Roads	5.5	5.0	2.4	0.4	13.3	8.6
Utilities	3.8	1.3	1.3	0.2	6.6	4.2
Storm Water Management Facilities	3.0	1.3	1.3	0.2	5.8	3.7
Other PUL	0.8	0.0	0.0	0.0	0.8	0.5
Municipal Reserve	1.9	0.0	0.9	0.3	3.1	2.0

4.2 Industrial Development

As indicated in Table 2, the majority (66%) of the Plan area is to be developed for industrial purposes. Light industrial development is proposed for the majority of this area, intended to optimize opportunities for transition between uses and minimize the potential for detrimental impacts on adjacent non-industrial properties. Uses encouraged in this area are those that are typically characteristic of business parks, with low intensity uses that generally do not create off-site impacts, and have provision for buffering and screening. It is intended that new development assigned this designation follow the provisions of the Rural Light Industrial (RM-1) District of the County of Grande Prairie Land Use Bylaw.

A portion of the Plan area, consisting of that portion of the NW 33 located south of the Southwest Resource Road alignment, an existing lot (Lot 3A) in the north central portion of the Plan area, and the easterly portion of the NW 34 abutting Sunrise Estates is identified as having



LAND USE CONCEPT

CORRECTION LINE WEST
AREA STRUCTURE PLAN

Scale - 1:10,000

0 100 200 300 400 (m)

LEGEND

- Rural Light Industrial
- Country Residential
- Municipal Reserve
- Environmental Reserve
- Stormwater Management / PUL
- Country Industrial Opportunity
- ASP Boundary



October 2016

MAP 5



potential for Country Industrial development. This land use, proposed to be assigned Country Industrial (CM) zoning in the County of Grande Prairie Land Use Bylaw), provides for residential development in combination with small scale light industrial uses. This CM zoning currently applies to Lot 3A.

The lot sizes shown in Map 5 are conceptual, and will be confirmed at the time of detailed design and subdivision, but are to be of sufficient size to accommodate on-site water and sewer servicing as discussed in Section 5.2. Given the restrictions on servicing, the resubdivision of lots within the Plan area will not be permitted until such time as municipal water and sewer services are introduced.

4.3 Country Residential Development

Country residential development totals 5.4 ha in the form of preexisting lots in the northwest portion of the Plan area. Some of these lots also contain commercial or industrial shops on-site.

The Plan recognizes and accommodates this existing development, and the proposed layout has been designed to buffer these sites from future development through the provision of open space as discussed in Section 4.5.

No new country residential development is proposed in the Plan area. In the event that individual landowners desire to transition the use of these sites from residential to industrial use in the future, such change will be supported by the County without an amendment to this Plan.

4.4 Environmental Protection

Due to the presence of wetlands within and adjacent to the Plan area, a wetland assessment² was prepared (see Appendix A) to evaluate the effects of the proposed development on local wetlands in accordance with the Alberta Wetland Policy. The report identified 33 total wetlands, 20 of which would require compensation to the Province for replacement in the event of disturbance. The wetland area that would be the subject of compensation totals 12.3 ha.

Some of the wetlands in the Plan area are to be retained or modified for storm water management purposes, but most will be removed in order to accommodate future development. The wetland assessment determined that storm pond development would account for an estimated 20% of the required wetland replacement.

It is proposed that Environmental Reserve (ER) be dedicated in the southwest portion of the Plan area in order to preserve a treed, natural buffer for the adjacent wetland from proposed abutting industrial lots. A strip of ER is also proposed along the south boundary of the NE 33 to provide additional buffering between proposed industrial lots and the adjacent wetland area, as well as the road network and adjacent residential lots outside the Plan area to the south. Geotechnical investigation will also be undertaken in advance of subdivision in order to confirm soil conditions and groundwater levels in this area, in order to confirm the degree of acceptable encroachment of development into the treed area north of the wetland.

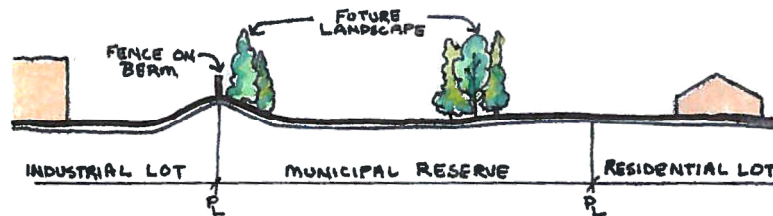
² Wetland Assessment and Impact Report: Proposed Business Park and Stormwater Management System Development (N ½ 33-070 W6M and NW ¼ 34-070 W6M). Matrix Solutions Inc., January 2017.

4.5 Municipal Reserve

At the time of subdivision, a maximum of ten percent (10%) of the Plan's Net Developable Area shall be dedicated as MR in accordance with the Municipal Government Act. The available MR in the Plan area totals approximately 16 ha.

Given that the Plan area is to be developed predominantly for industrial purposes, it is proposed that the majority of MR owing be provided as cash-in-lieu³. However, due to the presence of existing country residential development within and adjacent to the Plan area, it is proposed that MR be dedicated in parcel form at strategic locations to provide separation from proposed industrial lots. In order to provide buffering between future industrial development in the Plan area and existing residential properties, a 30 metre-wide landscaped MR strip is to be provided along the east boundary of the Plan area adjacent to Sunrise Estates to serve as a transitional buffer between residential and Country Industrial development⁴. The buffering function would be augmented through the construction of a berm and fence as illustrated conceptually in Figure 4.1. Detailed landscaping plans shall be provided to the County for approval in advance of development.

Figure 4.1 - Landscaped Buffer Concept



All MR allocated in parcel form would be landscaped in accordance with County requirements.

Storm pond areas will not be considered for MR credit.

³ As the Plan area is not located within the City's Short Term Annexation area, IDP policies requiring that MR dedication be deferred do not apply.

⁴ The Land Use Bylaw requires a 30 m buffer on industrial sites that are situated adjacent to residential uses. It is intended that this buffering requirement be accommodated by a combination of MR and on-site berming, fencing and/or landscaping.

5.0 TRANSPORTATION AND SERVICING

5.1 Road Network

The proposed transportation network for the Plan area is illustrated in Map 6. Currently access is obtained from Township Road 710 (the Correction Line) road on the north end of the Plan area, with additional access provided from Range Roads 63 and 64. Existing development at the east end of the Plan area is accessed via internal subdivision roads from the abutting Sunrise Estates subdivision.

Township Road 710 is developed to a two-lane rural highway standard. Range Road 63 is a paved County road, and Range Road 64 is a gravel road.

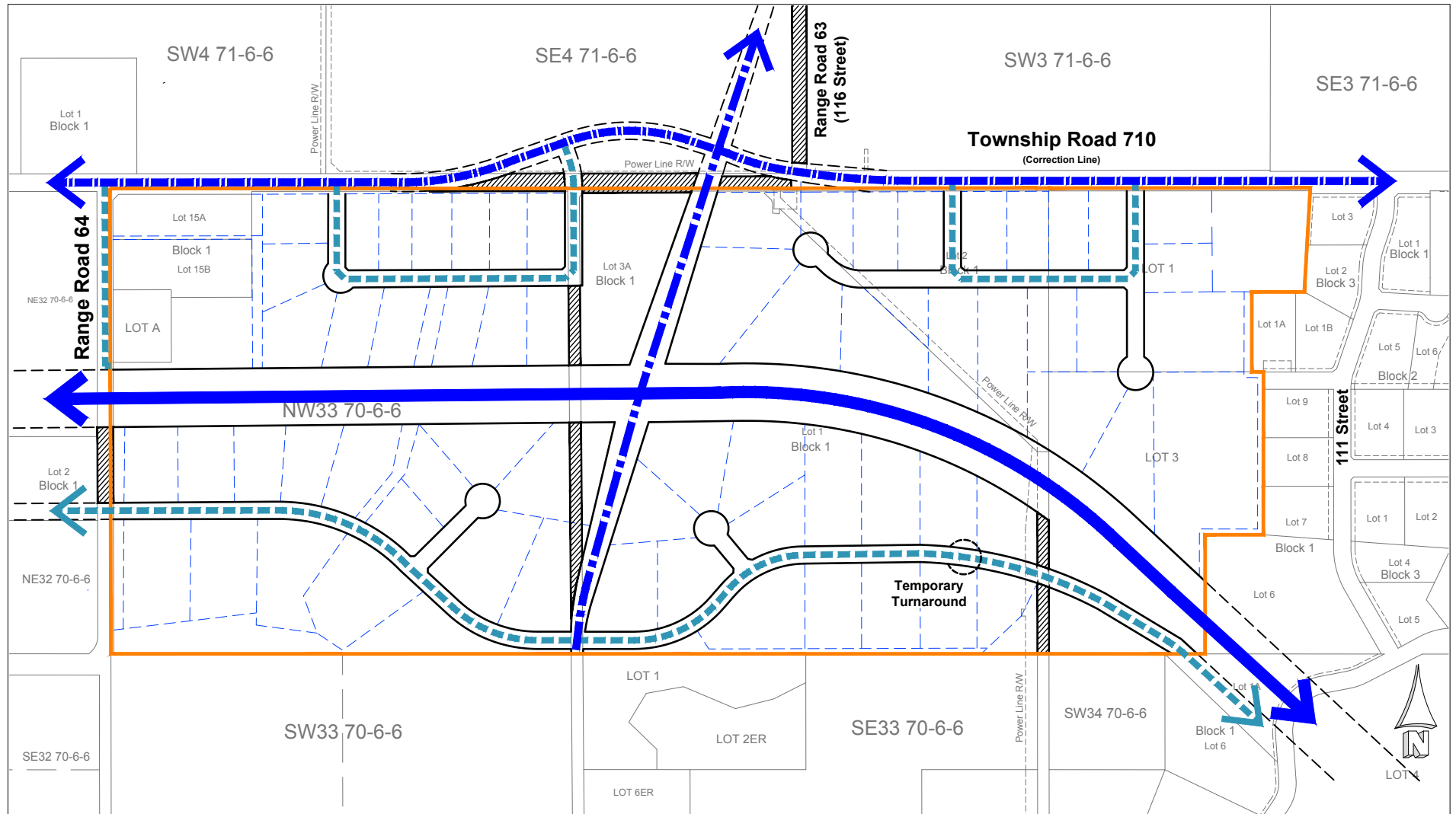
The long term development of the Plan area is affected significantly by the proposed alignment of the Southwest Resource Road, a future bypass highway around the City of Grande Prairie connecting Highways 40 and 43. This future road has been accommodated through the provision of a 100 m-wide right-of-way that bisects the centre of the Plan area. When the Resource Road is constructed by Alberta Transportation, it will entail the future realignment and extension of 116th Street diagonally through the Plan area, the installation of a flyover across the highway, and the realignment of Township Road 710 as illustrated in Map 6. The closure of portions of Range Roads 63 and 64 will also be required.

The internal road network has been designed to account for this long-term Resource Road construction. Access to the north of the Resource Road right-of-way is proposed at four locations along the Correction Line. Access to the south is to be provided through the construction of an internal road centered on Range Road 63 and connecting to existing local roads to the west and east of the Plan area. Access to all existing country residential development is to be maintained at the current locations, and the internal road network has been designed so as to not mix residential and industrial traffic. There will be no direct access to the future Resource Road.

A temporary turnaround is proposed at the east end of the internal road on the south side of the Plan area. This temporary turnaround is required until such time as the road is connected to offsite local roads further to the east.

The internal road network will be developed to a rural standard, which will consist of roadways with side slopes, ditch bottoms and back slopes located within 30m rights-of-way. All roads are to be constructed and paved in accordance with County specifications at the expense of the developer. Through the subdivision process, additional land for the widening of Range Roads 63 and 64 may also be required.

The long term regional transportation network for the area is illustrated in Map 7. This concept illustrates the ultimate alignment of the Southwest Resource Road, as well as future interchange locations.



TRANSPORTATION CONCEPT

CORRECTION LINE WEST
AREA STRUCTURE PLAN

Scale - 1:10,000

0 100 200 300 400 (m)

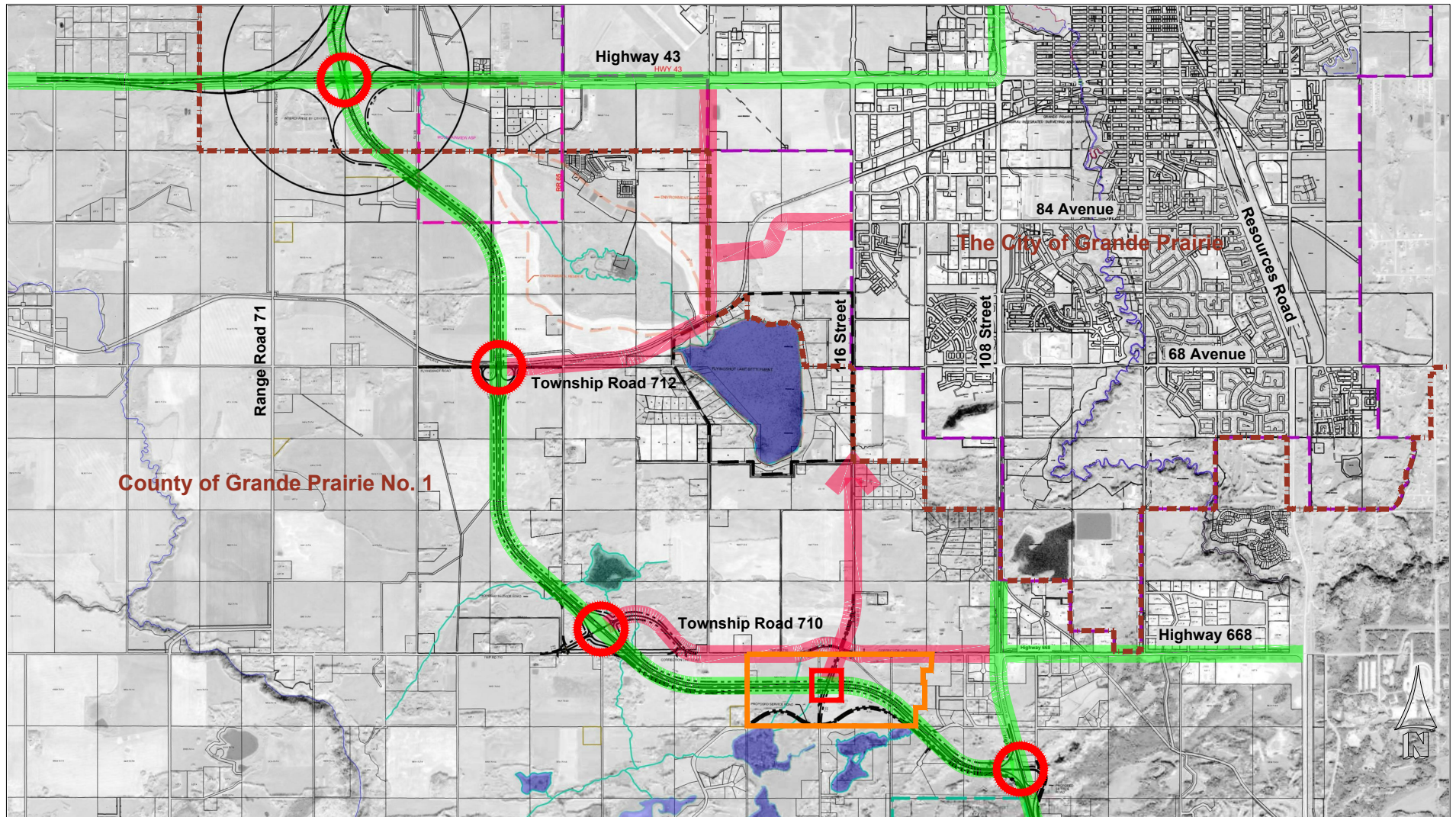
LEGEND

- Highway
- - - Arterial Roads
- - - Collector Roads
- / / / Future Road Closure
- Plan Area



March 2016

MAP 6



LEGEND

- Highway
- Arterial
- Interchange
- Flyover
- Plan Area
- - - Municipal Boundary

FUTURE REGIONAL TRANSPORTATION NETWORK

CORRECTION LINE WEST
AREA STRUCTURE PLAN

Scale - 1:65,000

0 0.5 1.0 1.5 2.0 2.5 (km)



March 2016

MAP 7

5.2 Sanitary and Water Systems

The administration and approval of municipal water and sanitary sewer systems within the County are the responsibility of Aquatera Utilities Ltd. According to the 2013 Water Distribution and Wastewater Collection Master Plan (Draft), sanitary sewer service is proposed for the Plan area in the long term. Water service was recently provided in proximity to the Plan area through the installation of a trickle-feed water line along the Correction Line road as illustrated in Map 8.

Water Servicing

Existing development in the Plan area is serviced by private systems including wells and cisterns. It is proposed that new development be connected to the adjacent trickle-feed water line. Existing development would also be provided the opportunity to tie into the water system at such time as it is extended into the Plan area, with the servicing being cost shared with all benefiting landowners by agreement (e.g. levy, endeavour to assist or other mutually agreeable mechanism) that would be facilitated by the County.

In addition, opportunities to reuse local stormwater for industrial purposes will be investigated. Efforts to capture stormwater in on-site holding tanks for use for irrigation purposes is supported.

Sanitary Sewer Servicing

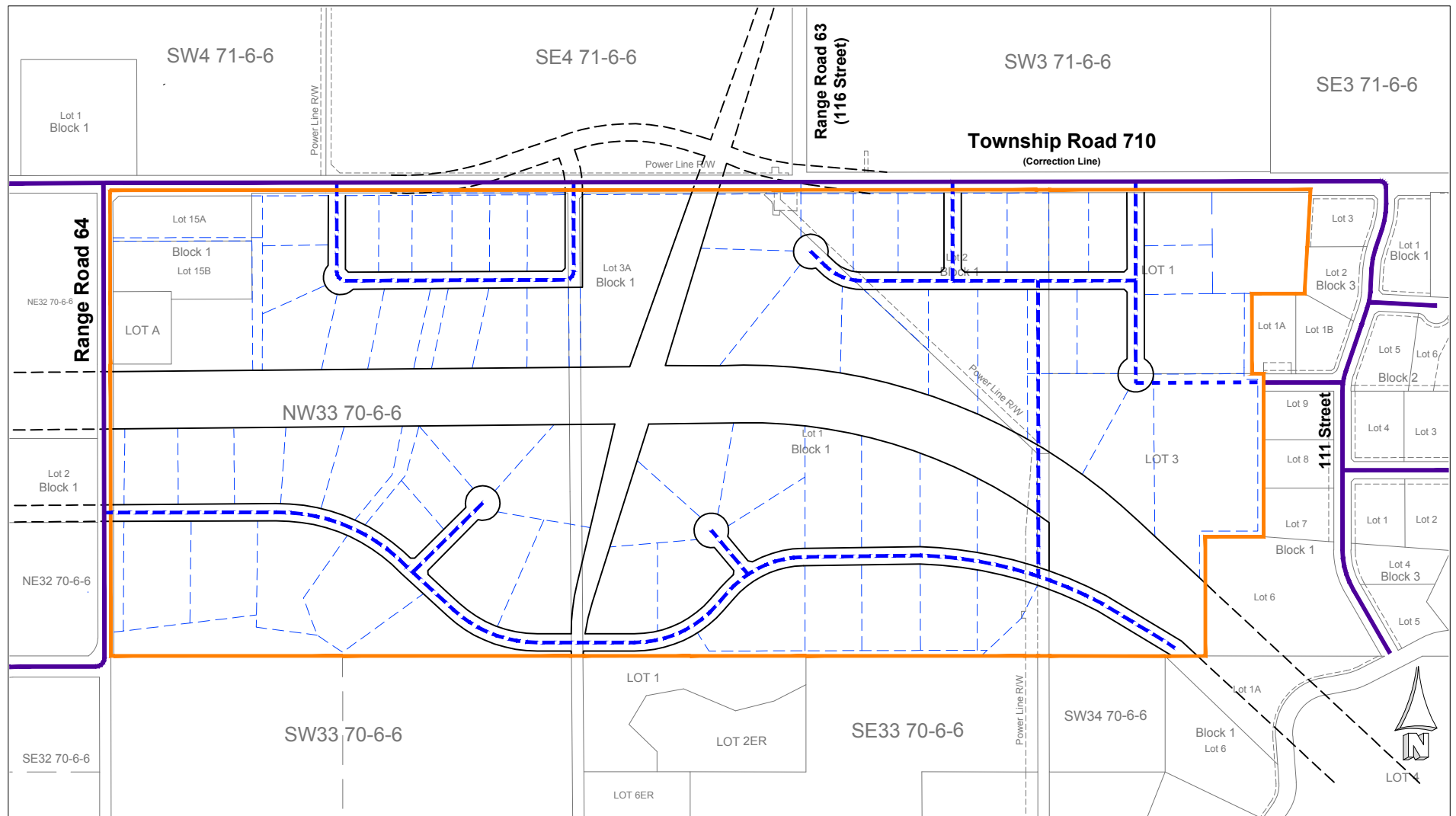
Sanitary sewer servicing will be accommodated on a site-specific basis, and will be limited to evaporation mounds (limited to serving office spaces) and sewage holding tanks coupled with off-site removal (limited to servicing shop spaces). Compliance with provincial plumbing standards is required.

5.3 Stormwater Management

Stormwater management is required in the Plan area for quantity and quality control. Quantity control is required to reduce the potential impacts of stormwater runoff on drainage ditches and watercourses (i.e. higher rates of erosion), and limit the potential for flooding on developed lands during major storm events. Quality control is required to mitigate any potential for environmental contamination of nearby bodies of water.

The stormwater management concept, provided in Map 9, illustrates the proposed channeling of stormwater runoff. Stormwater is proposed to be directed to four stormwater management facilities situated at the west and east ends of the Plan area, two of which are located north of the future Southwest Resource Road alignment, and two to the south. All ponds are to be fed by roadside ditches. All stormwater will be discharged at pre-development rates, with the north ponds discharging to roadside ditches, and the south ponds discharging to the adjacent wetlands to the south.

A storm drainage management plan for the area's drainage basins will be prepared prior to any subdivision being approved in that basin. The plan will identify development standards for the applicable storm ponds and all required drainage passageways that need to be protected and the timing of the required improvements. The management plan will consider and provide recommendations for the collective drainage area impacted by development in the Plan area,



WATER SERVICING CONCEPT

CORRECTION LINE WEST
AREA STRUCTURE PLAN

Scale - 1:10,000

0 100 200 300 400 (m)

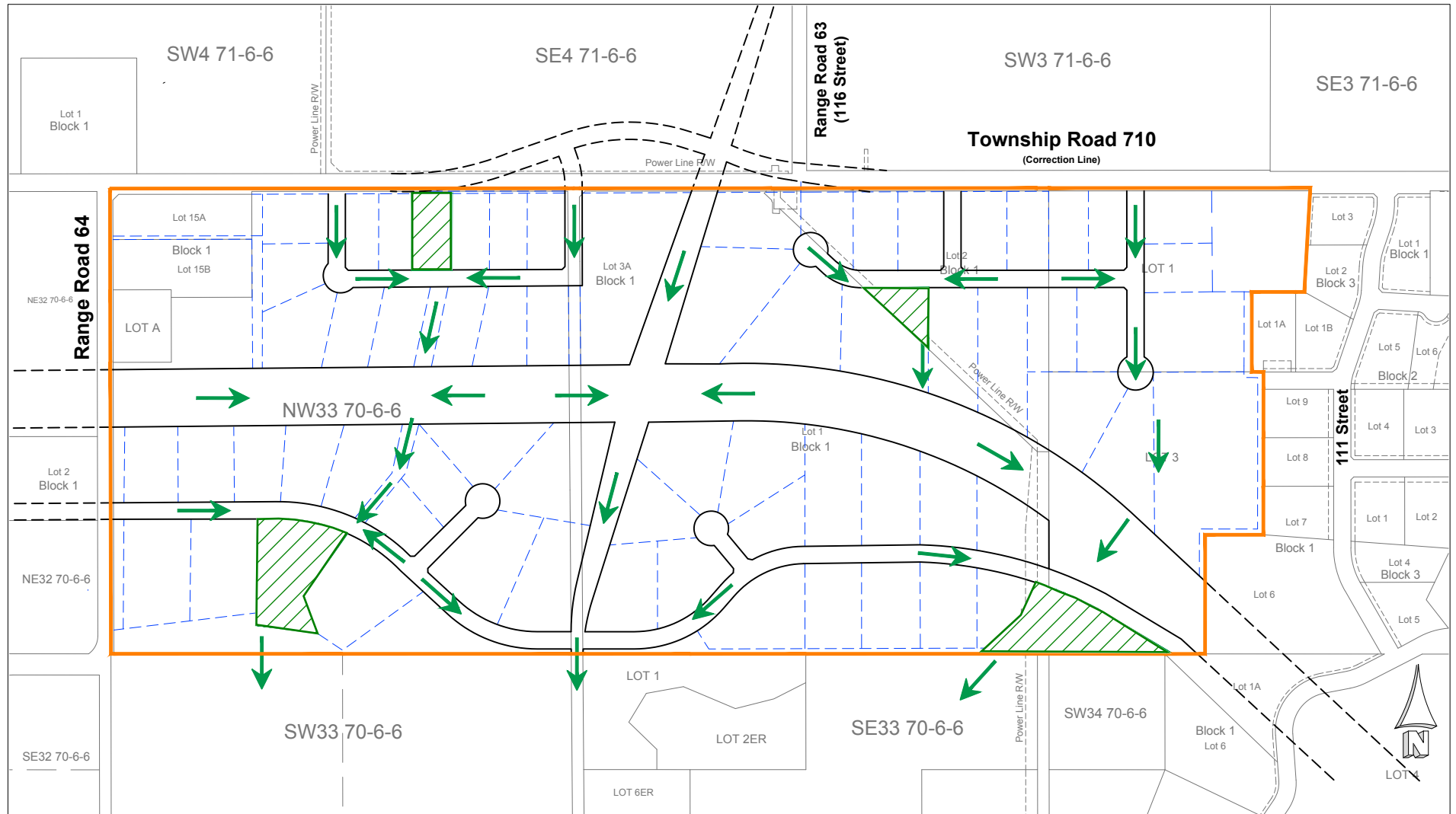
LEGEND

- Plan Boundary
- - - Proposed Trickle Feed Water Line
- Existing Aquatera Trickle Feed Water Line



March 2016

MAP 8



STORMWATER MANAGEMENT CONCEPT

CORRECTION LINE WEST
AREA STRUCTURE PLAN

Scale - 1:10,000

0 100 200 300 400 (m)

LEGEND

- Plan Boundary
- Storm Water Management Facility
- Flow Direction



March 2017

MAP 9



and will identify how stormwater will be accommodated downstream at full build-out. This may involve the modeling of stormwater runoff to ensure that downstream areas are not inundated in future years, and recommend a levy structure to address the costs of potential downstream improvements.

All stormwater management facilities will be designated as PULs at the time of subdivision. The specific configuration and size of storm ponds will be determined at the time of detailed engineering design.

The integration of storm ponds and wetland areas, including the potential for wetland disturbance resulting from pond construction will be addressed in the biophysical assessment referenced in Section 4.4.

5.4 Shallow Utilities

All shallow utilities (natural gas, power, telephone) are to be extended to the Plan area by the developer in cooperation with individual franchise holders as a condition of subdivision approval. In the case of power, service to the Plan area is to be provided via overhead lines.

Shallow utilities may be located outside road rights-of-way in easements registered in the name of the County.

The construction of the internal road from Township Road 710 opposite 116th Street may require the relocation of some power line infrastructure. The responsibility for this will be the subject of negotiation between the developer and ATCO Electric.

5.5 Lot Grading

A grading plan for each subdivision plan within the Plan area will be prepared by the developer in accordance with County standards, prior to approval of any subdivision plan. It is required that all future building projects conform to the grading plan.

The grading plan is intended to ensure that surface drainage for all lots is directed to the roadside ditches and stormwater management facilities as provided in Section 5.3.

6.0 IMPLEMENTATION

6.1 Phasing

The phasing of future development in the Plan area is illustrated in Map 10 at a conceptual level. The actual timing of development in the Plan area and phase sizes will be dependent on market conditions and the logical extension of infrastructure.

In general terms, the initial phases of development will occur on the portion of the NE 33 located north of the Resource Road right-of-way, and proceed southerly and westerly as demand dictates.

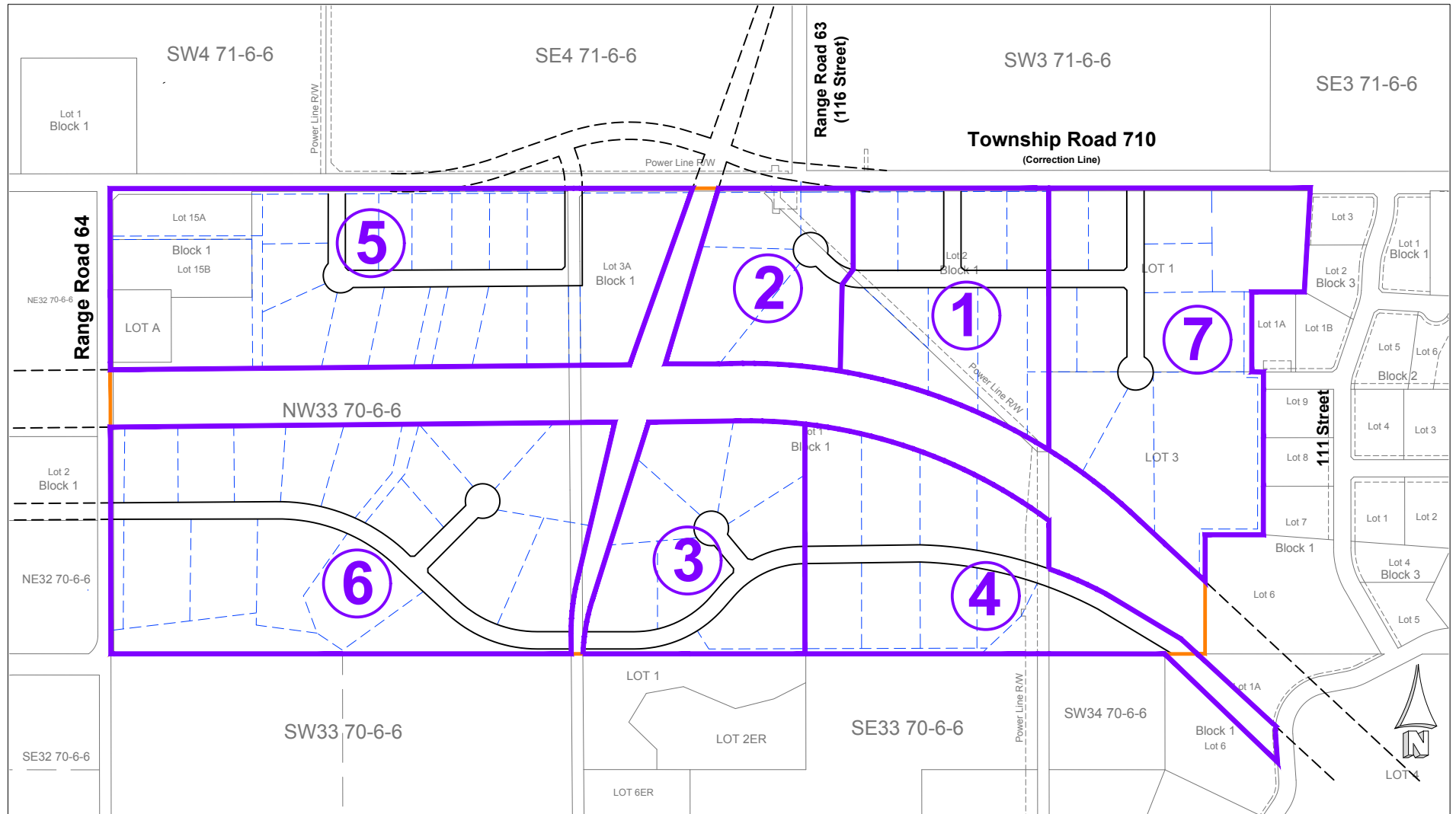
6.2 Subdivision and Development

Development Agreements

All developers shall be required to enter into development agreements with the County for each phase of development as a condition of subdivision approval. The matters to be included in these agreements will include but not be limited to the construction of roads, stormwater management facilities, landscaping, and the payment of applicable levies.

Detailed Engineering

Detailed engineering drawings and specifications for internal roads and stormwater management facilities will be prepared by the developer and approved by the County prior to subdivision endorsement.



POTENTIAL PHASING

CORRECTION LINE WEST
AREA STRUCTURE PLAN

Scale - 1:10,000

0 100 200 300 400 (m)

LEGEND

- Plan Boundary
- Potential Phasing Boundary



March 2016

MAP 10

APPENDIX A

WETLAND ASSESSMENT AND IMPACT REPORT