

**BY-LAW NO. 3039 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 **COWAN AREA STRUCTURE PLAN** for all those lands contained within SE-20-71-06-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 **"COWAN AREA STRUCTURE PLAN BY-LAW"**.
2. That the Cowan 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 11TH **DAY OF** April, **A.D.** 2016.

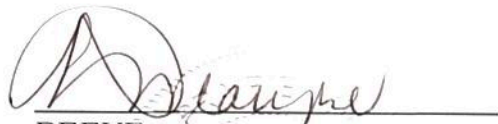


REEVE
Leanne Beaupre



COUNTY ADMINISTRATOR
W.A. (Bill) Rogan

READ A SECOND TIME THIS 11TH **DAY OF** April, **A.D.** 2016.

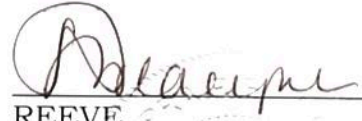


REEVE
Leanne Beaupre



COUNTY ADMINISTRATOR
W.A. (Bill) Rogan

READ A THIRD AND FINAL TIME AND FINALLY PASSED THIS 11TH DAY
OF APRIL A.D. 2016.



REEVE

Leanne Beaupre



COUNTY ADMINISTRATOR

W.A. (Bill) Rogan



COWAN AREA STRUCTURE PLAN

Prepared by:



Inspiring sustainable thinking

March 2016

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1.0 INTRODUCTION

1.1 Purpose of Plan

The purpose of the Cowan Area Structure Plan (ASP) is to provide a framework for the development of one quarter section of land adjacent to the City of Grande Prairie for future industrial development in the County of Grande Prairie No. 1. It contains general land use and servicing concepts that serve as a guide for subsequent rezoning and subdivision of the subject lands.

The primary objective of this ASP is to provide a framework for the development of the subject lands for industrial purposes in a manner that is consistent with the goals, objectives and policies of the County. The ASP establishes the future land use and circulation pattern proposed for the site, and provided details respecting the proposed servicing for the area.

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 Section 6.4 of the Grande Prairie Intermunicipal Development Plan.

1.2 Plan Area Location

As indicated on Figure 1, this ASP applies to one quarter section of land (SE 20-71-6-W6M) located along Range Road 64 (124th Street), south of Highway 43 (100th Avenue), adjacent to the west boundary of the City of Grande Prairie.

The Plan area is bounded to the east and north by agricultural (future industrial) lands, to the west by the manufactured home community of Silver Pointe, and to the south by agricultural lands and the Flyingshot marsh. Road access is available from Range Road 64 (124th Street) to the east and Township Road 713A which bisects the Plan area.

The Plan area totals approximately 64.8 hectares as outlined in Table 1.

1.3 Policy Context

There are numerous plans and regulatory documents currently in force that provide a broader policy context for ASP preparation.

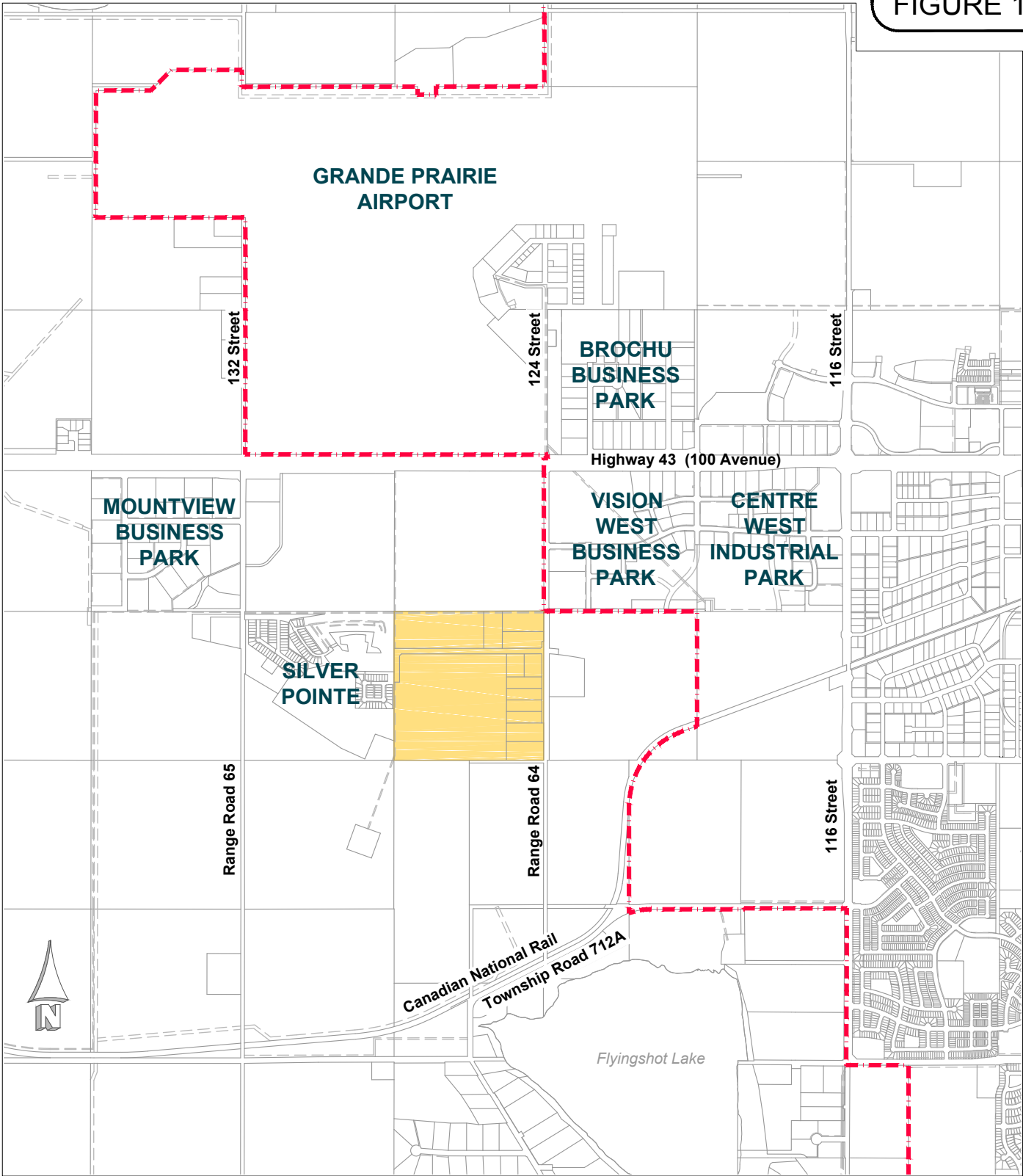
1.3.1 County of Grande Prairie No. 1 Municipal Development Plan

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 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

FIGURE 1



LEGEND

-  Plan Area
-  City Boundary

LOCATION MAP
COWAN AREA STRUCTURE PLAN
(SE20-71-6-W6M)

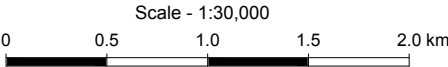


Table 1 - Plan Area Composition

Legal Description	Area (ha)
SE 20-71-6-W6M	34.48
Lot 2, Plan 0122048	9.73
Lot 2A, Block 1, Plan 1420548	2.02
Lot 1A, Plan 9720471	2.49
Lot 1B, Plan 9720471	1.98
Lot 3, Block 3, Plan 0727689	1.19
Lot 4, Block 3, Plan 0727689	1.19
Lot 5, Block 3, Plan 0727689	1.19
Lot 6, Block 3, Plan 0727689	1.19
Lot 7, Block 3, Plan 0727689	1.19
Lot 8, Block 3, Plan 0727689	1.19
Lot 2A, Plan 9721367	2.02
Lot 2B, Plan 9721367	2.02
Road Plan 0822034	0.04
Road Plan 9926159	2.43
Road Plan 0423248	0.46
Total	64.81

2010. According to the IDP the Plan area is located within the City's Long Term Annexation Area, and 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;*
- (c) Lands adjacent to areas identified as future annexation area in the 2001 IDP, as well as lands adjacent to the Short Term Annexation Area identified on the Annexation Area Map 4 of this IDP. Such applications may be considered provided the proposal is designed to an urban standard satisfactory to the City and is accompanied by an application for annexation to the City;*
- (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 this policy is to place limitations on subdivision and development so that lands are available for urban development in the long term.

The development and phasing strategy proposed in this ASP meets the intent of subsections (a) and (b) due to its fragmented nature, and the presence of a considerable amount of existing industrial development on the site. The ASP area is also in close proximity to municipal services and is served by an established road network.

Further, an urban standard of development is proposed in the Plan area in accordance with subsection (c), and an annexation trigger has been agreed to and is outlined in Section 6.1.

1.3.3 Existing Area Structure Plans

As illustrated in Figure 2, there is one ASP in place that affects the Plan area due to its proximity. The West Industrial ASP was approved in 2002 by the City of Grande Prairie and is located to the immediate east across Range Road 64 (124th Street). This plan accommodates highway commercial and industrial use.

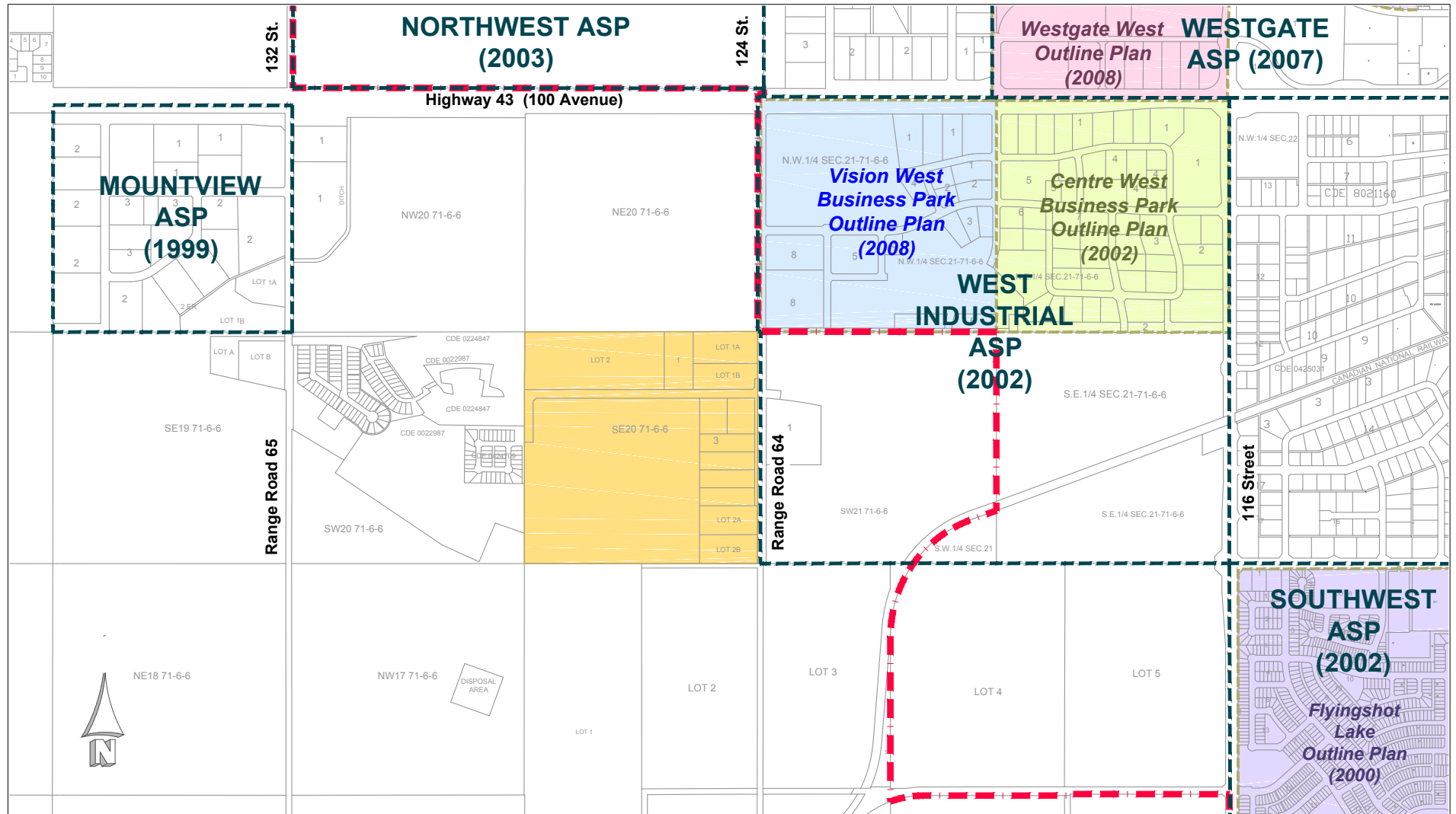
This ASP is compatible with this adjacent plan and its future land use and servicing concepts have been designed to provide a seamless transition between these plans.

1.3.4 County of Grande Prairie Land Use Bylaw

The majority of the Plan area is zoned as Agricultural (AG), with the exception of 12 existing industrial sites on the north and east perimeter of the quarter section that are zoned for Rural Light Industrial (RM-1) as shown in Figure 3. The subject lands will be rezoned to an appropriate industrial district to reflect the land use pattern proposed in this Plan prior to subdivision and development approval.

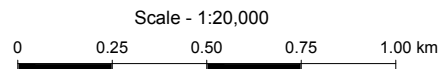
The subject lands are not located within the Grande Prairie Airport Vicinity Protection area (AVPA). However, given the close proximity of the airport, the AVPA restrictions on building height do apply to the Plan area, and the subject lands are the subject of Transport Canada zoning caveats. The issue of building height will be addressed at the time of development permit application¹.

¹ All development permit applications will be circulated to the Grande Prairie Airport Authority and Nav Canada for comment and approval conditions.



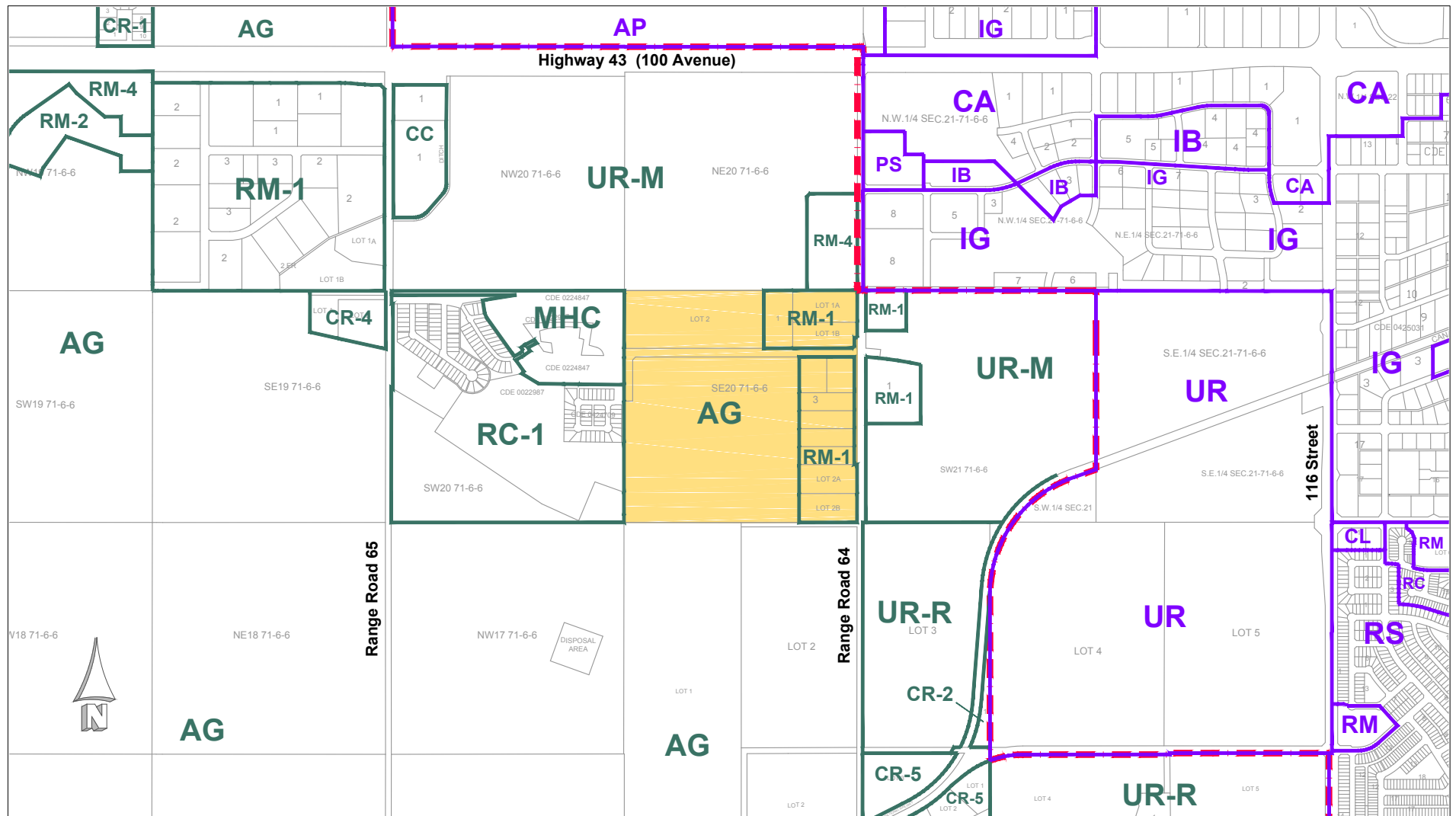
PLAN CONTEXT

COWAN AREA STRUCTURE PLAN (SE20-71-6-W6M)



LEGEND

- Plan Area
- Approved ASP
- Approved Outline Plan
- City Boundary

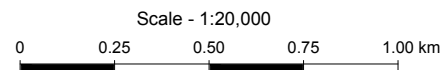


County of Grande Prairie No. 1

AG	Agricultural	MHC	Manufactured Home Community
CC	Comprehensive Commercial	RC-1	Residential Condominium
CR-1	Country Residential	RM-1	Rural Light Industrial
CR-2	Country Residential	RM-4	Highway Industrial
CR-4	Country Residential	UR-M	Urban Reserve Industrial
CR-5	Country Residential	UR-R	Urban Reserve Residential

ZONING

COWAN AREA STRUCTURE PLAN (SE20-71-6-W6M)



City of Grande Prairie

AP	Airport District	PS	Public Service
CA	Arterial Commercial	RC	Combined Density Residential
CL	Local Commercial	RM	Medium Density Residential
IB	Industrial Business	RS	Small Lot Residential
IG	General Industrial	UR	Urban Reserve

--- City Boundary



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Figure 3

2.0 PLAN OBJECTIVES

The Cowan ASP is intended to achieve the following objectives:

1. To provide an overall framework for future light industrial development on the subject lands.
2. To ensure that future development in the area is compatible with nearby ASPs and the general legislative framework of the County respecting land use.
3. To ensure that future development in the area is compatible with nearby airport operations.
4. To implement a land use concept that mitigates potential impacts on the adjacent Silver Pointe community.
5. To establish a preliminary internal road and access management system for the Plan area.
6. To provide for a conceptual servicing system based on the extension of municipal infrastructure and utilities.
7. To provide a transitional framework for the future annexation of the subject lands to the City of Grande Prairie.

3.0 PLAN AREA

3.1 Existing Conditions

As indicated in Figure 4 the majority of the Plan area is in agricultural use. Twelve lots have been subdivided out of the original quarter section. Zoned Rural Light Industrial (RM-1), industrial activities are present on the majority of these subdivided lots, which are located along the east side of the quarter section, adjacent to Range Road 64 (124th Street). Two lots in the northeast corner along with the balance of the quarter section remain vacant. The quarter section is severed by a local road (Township Road 713A) that was constructed in 1992 to provide access to Silver Pointe.

A sewer line right-of-way that served the Grande Prairie airport is located along the west boundary of the Plan area, and a right-of-way for a fibre optic line is located along the north boundary. There are no oil or gas wells present.

3.2 Topography and Natural Features

As illustrated in Figure 5, the Plan area drains from north to south. The highest elevation at the north boundary is 664 m, dropping to 652 m at the southwest corner adjacent to the Flyingshot marsh. The overall elevation change is 12 m, representing an overall grade of 1.5%.

With the exception of a treed area at the south end of the Plan area, there is no natural vegetation present.

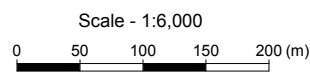
FIGURE 4



LEGEND

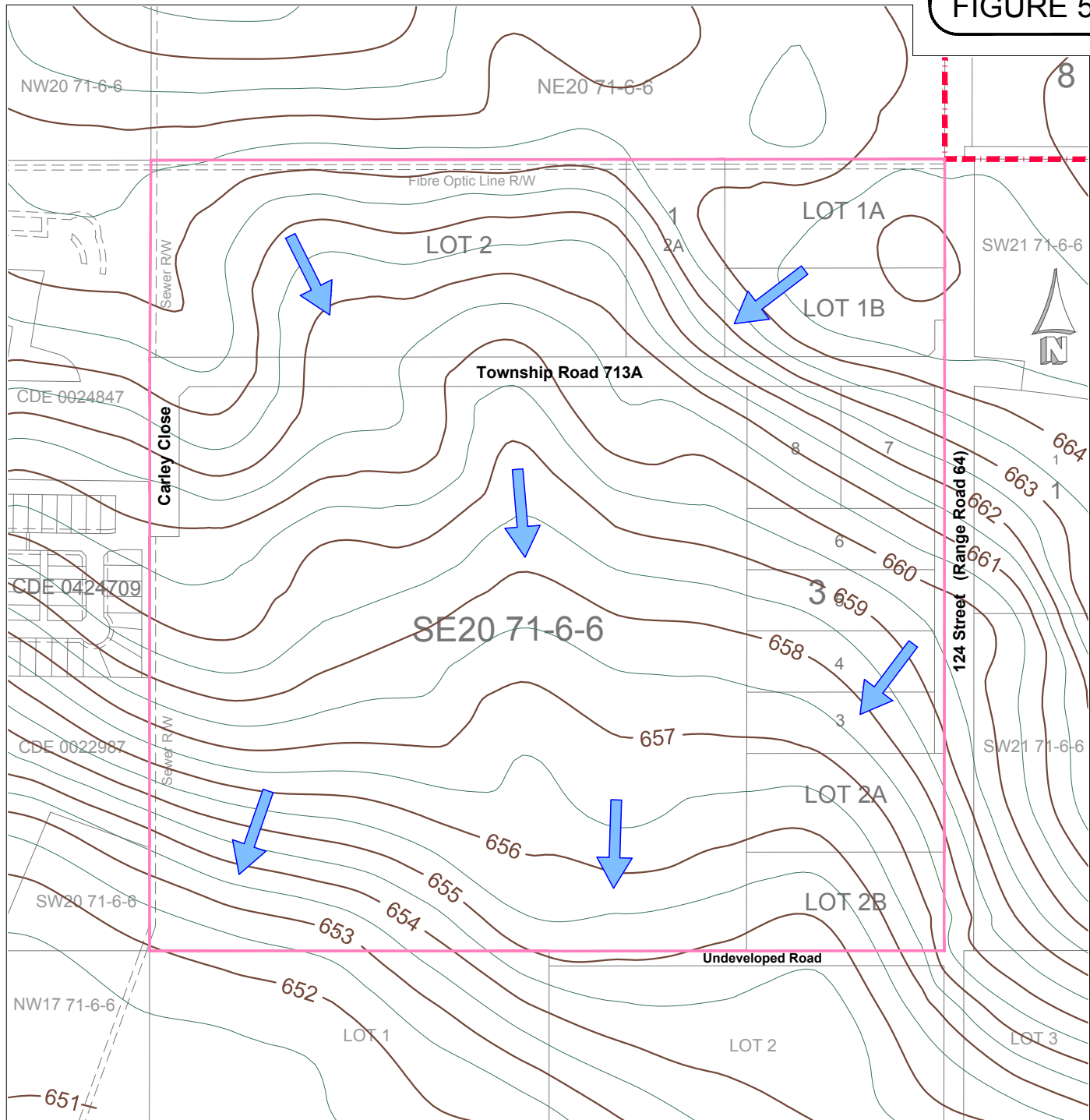
- Plan Area
- - - City Boundary

EXISTING CONDITIONS
COWAN AREA STRUCTURE PLAN
 (SE20-71-6-W6M)



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FIGURE 5

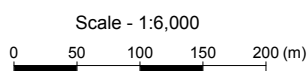


LEGEND

- City Boundary
- Plan Area
- 1m Contour
- Direction of Flow

TOPOGRAPHY

COWAN AREA STRUCTURE PLAN
(SE20-71-6-W6M)



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4.0 PROPOSED DEVELOPMENT CONCEPT

4.1 Introduction

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

Table 2 - Land Use Area Estimates

Land Use Category	Area (ha)	Percent
Gross Area	64.81	
Less Existing Roads	3.32	
Net Developable Area	61.49	100.0
Industrial	53.28	86.6
Roads	4.21	6.9
Utilities	4.00	6.5
Storm Pond	2.23	3.6
Public Utility Lots	1.77	2.9

4.2 Industrial Development

The proposed land use concept for the Cowan ASP is illustrated in Figure 6. The intent is to provide a generalized land use plan and conceptual lot layout that will be subjected to further refinement through the subdivision process and subsequent legal survey.

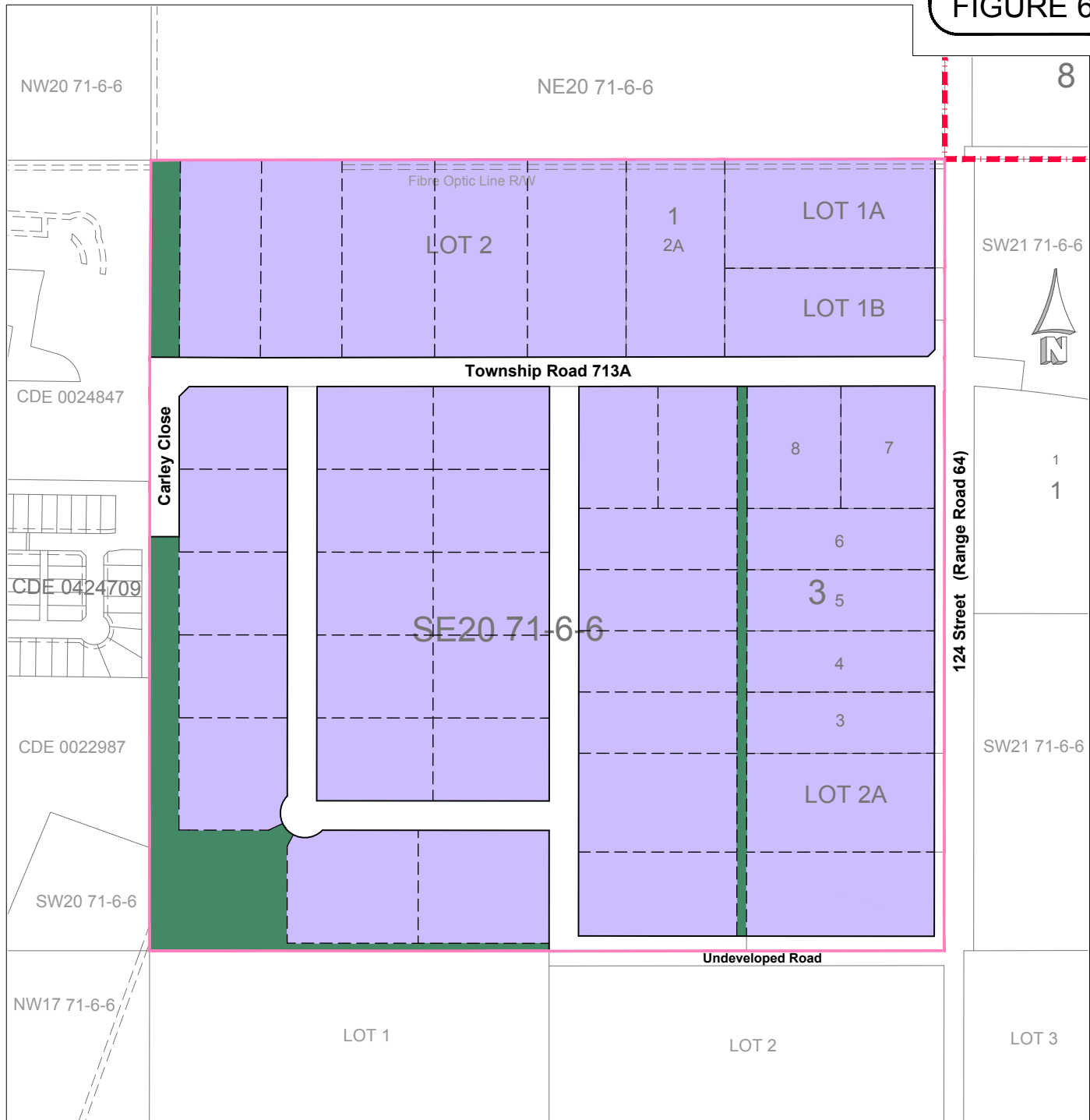
As noted in Table 2, approximately 87% of the Plan area is to be developed for industrial purposes. Light industrial development is proposed, which is consistent with the land use plan and policies of the IDP. Uses to be developed are those that are similar in character to those uses that have already been developed on the east side of the Plan area, and are characteristic of other industrial business parks in the vicinity.

All development is to be administered under the Rural Light Industrial (RM-1) District of the Land Use Bylaw². The implementation of this zoning will also ensure that uses developed in this area are of a nature that will mitigate impacts on neighbouring residential development. Lot sizes designated for this use are intended to average approximately 1.3 ha based on the layout illustrated in Figure 6, but this is only an estimate and will be confirmed at the time of subdivision.

In order to provide buffering between future industrial development in the Plan area and existing residential properties, a 30m-wide public utility lot (PUL) is to be provided along the west boundary of the Plan area adjacent to the Silver Pointe neighbourhood. Although required to accommodate underground utilities, it will also serve as a transitional buffer between

² The equivalent zoning contained in the City of Grande Prairie Land Use Bylaw would be applied to the ASP area after annexation.





FIGURE 6



LAND USE CONCEPT

COWAN AREA STRUCTURE PLAN (SE20-71-6-W6M)

LEGEND

-  Rural Light Industrial
-  Public Utility Lot
-  ASP Plan Boundary
-  City Boundary



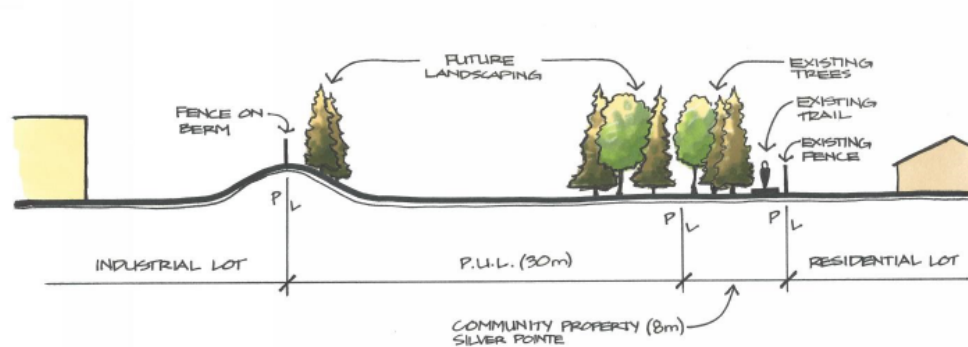
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residential and light industrial development. The buffering function would be augmented through the construction of a berm and fence along the east boundary of this PUL as illustrated conceptually in Figure 6.1³. Detailed landscaping plans shall be provided to the County for approval in advance of development.

Figure 6.1 - Landscaped Buffer Concept



All industrial development in the Plan area shall be the subject of a high level of design and landscaping in accordance with municipal requirements.

4.3 Municipal Reserve

In accordance with the Municipal Government Act, a maximum of 10% of the Plan area may be provided as municipal reserve (MR) at the time of subdivision. A total of 6.5 ha is owing for the subject quarter, but approximately 2.1 ha of MR has already been dedicated as cash in lieu as a result of previous subdivision activity.

Given that the Plan area is to be developed for industrial purposes, it is proposed that the remaining MR owing of 4.2 ha be provided as cash-in-lieu, unless a specific need is identified by the municipality in the future to obtain MR in parcel form. In accordance with the provisions of the IDP, all MR owing due to subdivision that occurs prior to annexation will be deferred.

³ The berm and fence will also be applied to the rear of the industrial lots that back on to Carley Close where no PUL is present.

5.0 TRANSPORTATION AND SERVICING

5.1 Road Network

As illustrated in Figure 7, access to the Plan area is currently obtained from Range Road 64 (124th Street) to the east, and Township Road 713A (90th Avenue) which bisects the Plan area and connects to Silver Point to the west.

According to the City of Grande Prairie's Transportation Master Plan, Range Road 64 (124th Street) is to ultimately be upgraded to a four-lane divided arterial standard. Some land for future widening of Range Road 64 (124th Street) has already been provided along the frontage of the east side of the Plan area, but ultimate right-of-way requirements will need to be determined at the time of road design. In the event additional land is required for future widening, acquisition will have to be negotiated with the affected landowners.

Internal road access is to be obtained from Township Road 713A (90th Avenue) at the future 126th and 127th Streets, which will connect to the future 84th Avenue at the south end of the Plan area. All internal roads will be paved in accordance with municipal standards.

Township Road 713A (90th Avenue) was previously paved by the County of Grande Prairie. In order to recover the costs of this paving, an endeavour to assist or other cost recovery mechanism shall be employed by the municipality to ensure that all lots in the Plan area that abut this road be required to contribute a proportionate share of the paving cost as a condition of subdivision approval.

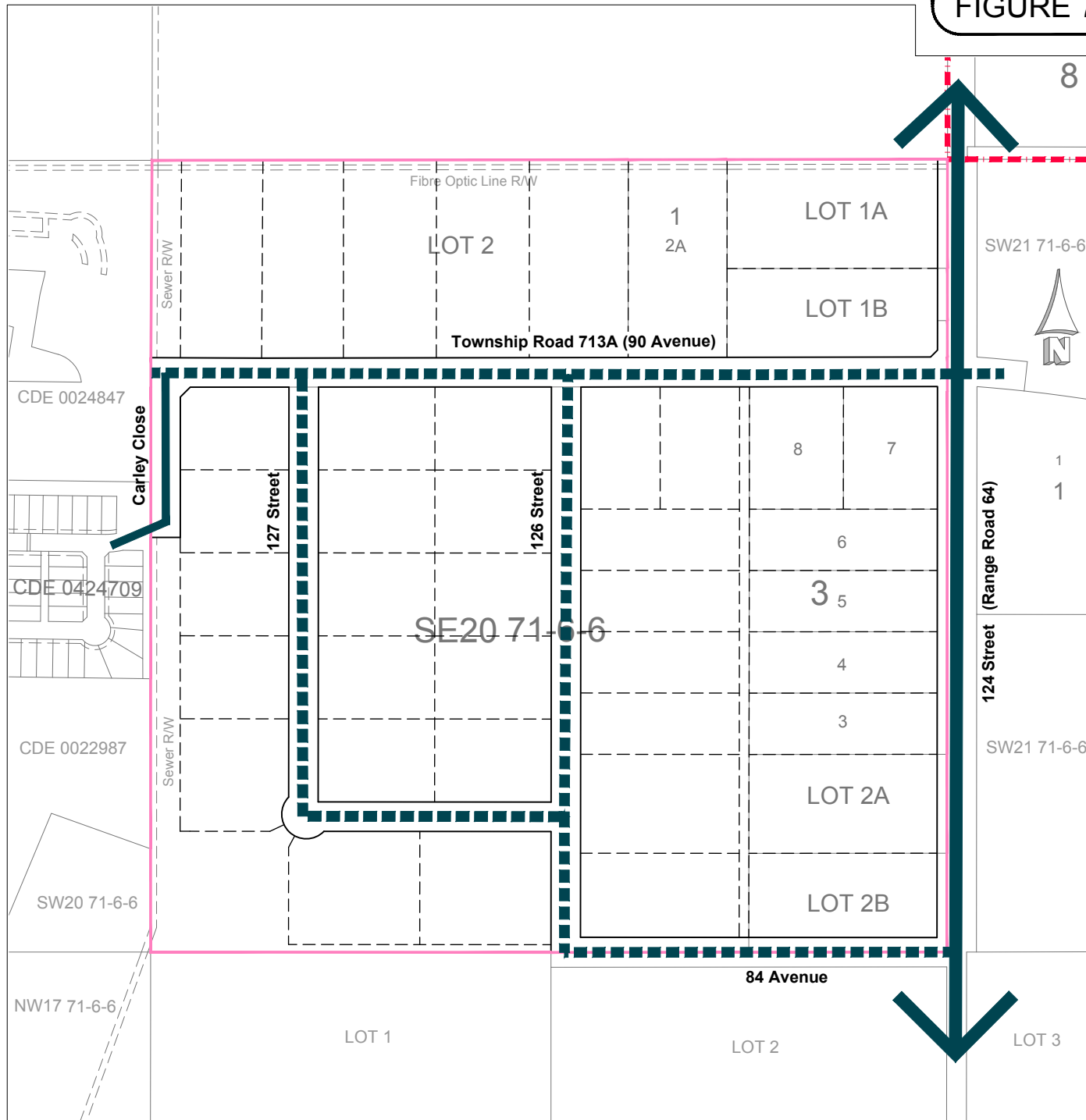
Traffic impact assessments (TIA) will be prepared for the municipality at the time of subdivision to determine if improvements to the Range Road 64 (124th Street)/Township Road 713A intersection or upgrades to Range Road 64 (124th Street) are required in the future. In addition, future TIAs should also address impacts to the road designs (including but not limited to weight restrictions, lane widths, pavement design etc.) and traffic warrants for 124th Street at Highway 43 and Range Road 712.

5.2 Sanitary Sewer






All existing development in the Plan area is served by private sewage disposal systems.

It is understood that municipal sanitary sewer services will ultimately be required in the Plan area, but will not be economically feasible until extensions are made through lands to the east. As a result it is proposed that the undeveloped land in Phase 1A (see Figure 11) be serviced with private systems. Municipal sanitary sewer services would be installed as a condition of subdivision of Phases 1B, 2 and 3 (see Figure 11) in accordance with the 2013 Wastewater Collection System Master Plan (Draft). All existing development would also be required to tie into the network at that time.

FIGURE 7

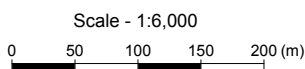


LEGEND

-  Arterial Road
-  Collector Road
-  Local Road
-  ASP Boundary
-  City Boundary

TRANSPORTATION NETWORK

COWAN AREA STRUCTURE PLAN (SE20-71-6-W6M)



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As noted in Section 3.2, the Plan area drains south to southwest requiring the installation of a temporary lift station located in the southwest corner to service the Plan area⁴. The lift station location, as well as the overall future sanitary servicing strategy for the Plan area, is identified on Figure 8. The development will drain by gravity to the proposed lift station location and then is to be pumped via a forcemain to an existing gravity system to the east. The forcemain may be connected at one of two possible locations:

- 1) Option 1 (recommended) would direct flows from the ASP area through the land to the east and would be connected directly to the 116th Street Trunk gravity system on an interim basis. The length of forcemain required would be approximately 1.3 km. A right-of-way through the affected land would need to be secured to accommodate the forcemain.
- 2) Option 2 would direct flows to the existing Vision West development gravity system to the north. The length of forcemain required would be approximately 2.0 km. Connection could be made to the existing gravity system via trenchless technologies to Sanitary Manhole #212 within the Vision West development at 97th Avenue west of 123rd Street. This gravity pipe system currently drains to the Centre West lift station. This lift station currently does not have capacity for flows from the subject lands, but this lift station is to be replaced by construction of the future 116th Street trunk gravity system which is anticipated to be completed before any future development of Phases 2 or 3 the Plan area. Regardless of connection time frames, it is not anticipated that connection to Aquatera's sanitary system can proceed until construction of the 116th Street West Trunk Sewer or lift station upgrades are completed.

The lift station and forcemain will need to be sized to accommodate development in all of Sec. 10-71-6-W6M, which includes Silver Pointe to the west. Cost recovery mechanisms will need to be implemented to accommodate cost sharing for the construction of this facility among all benefiting landowners as well as the associated costs of the forcemain. The cost of this levy or other mechanism should be calculated prior to any subdivisions in the plan area so a collection can occur for future installations. If the addition of the downstream flows exceed the capacity of the existing infrastructure it will be necessary to store the sanitary flows and pump during off-peak hours.

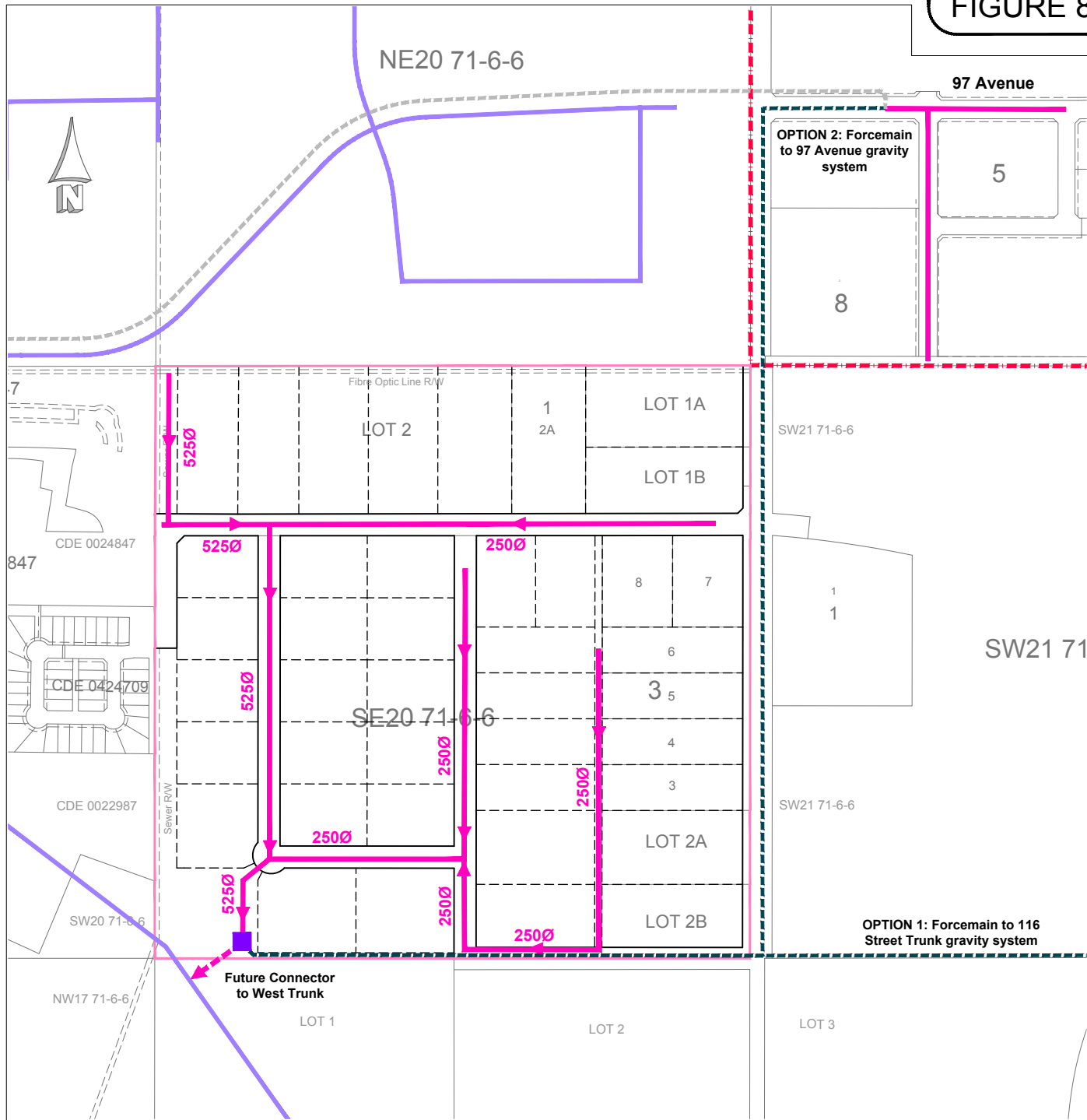
5.3 Water Servicing

All existing development in the Plan area is served by private water systems, either wells or cisterns. The proposed long term water network for the Plan Area is illustrated in Figure 9.

It is understood that municipal water services will ultimately be required in the Plan area, but redundancy of the water system will not be fully realized until main extensions are made through lands to the east. As a result it is proposed that the undeveloped land in Phase 1A (see

⁴ The proposed lift station and forcemain are temporary as they will ultimately be replaced by an 1800 mm gravity trunk line installed in accordance with the 2013 draft master plan. There is no timeline for the installation of this new trunk line.

FIGURE 8



LEGEND

- City Boundary
- ASP Boundary
- Sanitary Main
- Sanitary Main (By Others)
- Force Main
- Force Main (By Others)
- Lift Station

SANITARY SEWER

COWAN AREA STRUCTURE PLAN
(SE20-71-6-W6M)

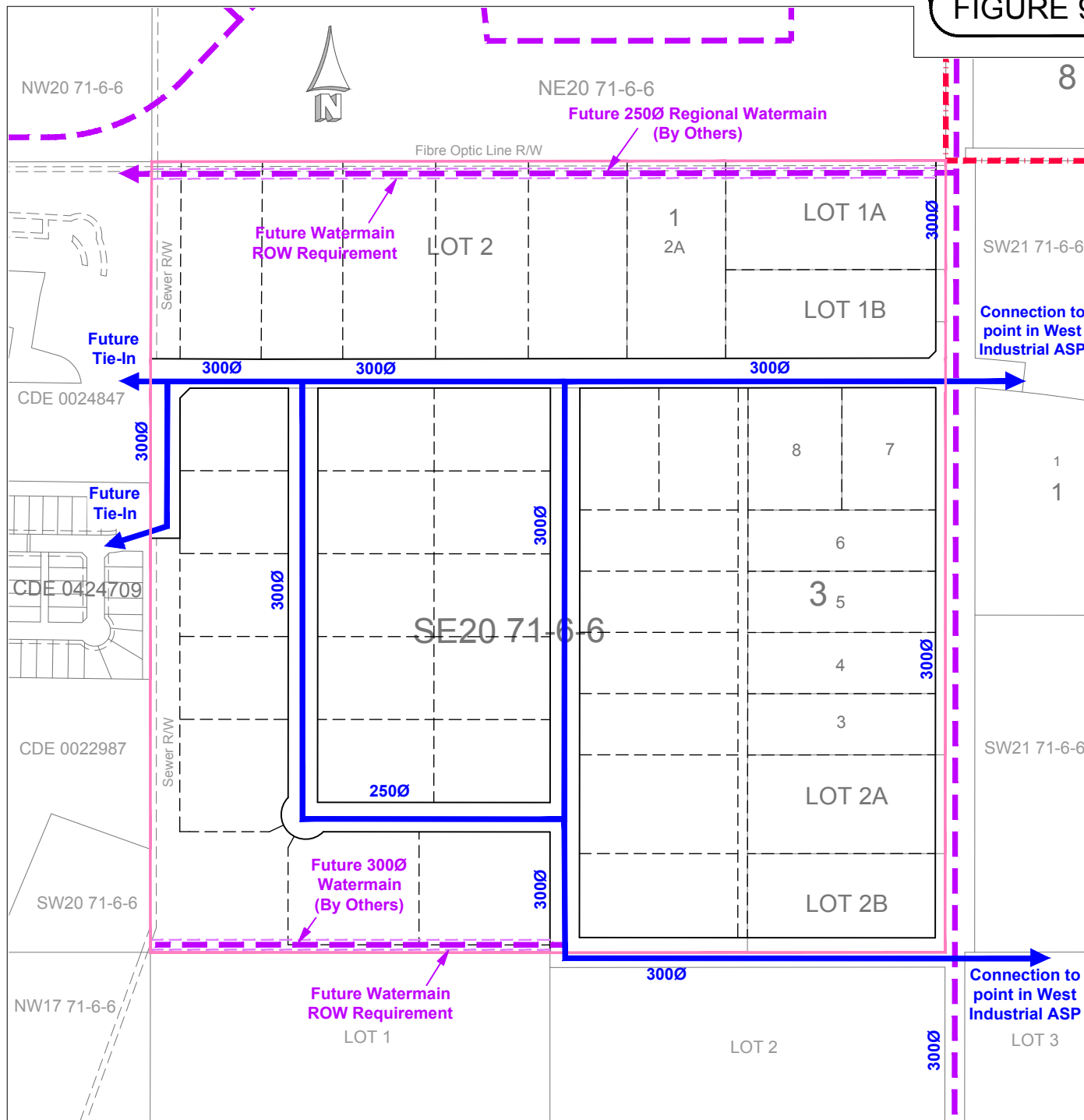
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FIGURE 9

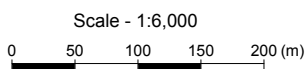


LEGEND

- City Boundary
- ASP Boundary
- Proposed Watermain
- Proposed Watermain (By Others)
- Watermain ROW

WATER SYSTEM

COWAN AREA STRUCTURE PLAN (SE20-71-6-W6M)



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Figure 11) be serviced with cisterns. Municipal water services would be installed as a condition of subdivision of Phases 1B, 2 and 3 (see Figure 11) in accordance with the 2013 Water Distribution System Master Plan (Draft). All existing development would also be required to tie into the network at that time. In order to service the Plan area in an economically feasible manner, it is proposed that municipal water servicing be cost shared with all other benefiting landowners by agreement (e.g. levy, endeavour to assist or other mutually agreeable mechanism) that would be facilitated by the municipality.

Originally, a 300 mm water main was extended to the west side of the Range Road 64 (124th Street) right-of-way during the Vision West Phase 2 development. In order to service the Plan area, this 300 mm water main will need to be extended 600 m southwards along Range Road 64 (124th Street). This connection point will then provide servicing for the initial phases of development, however a second connection through the future development area to the east will be required to provide redundancy and increased fire flows within the Plan area. A third future connection point can be added once lands to the south by south east along Range Road 64 (124th Street) is further developed to provide additional looping.

The water servicing plan also accommodates the future requirement for a 750 mm transmission line along the north boundary of the Plan area that will ultimately serve a future reservoir. This line is not required to be installed by the developer.

Fire flows are to be maintained at 95 L/s within the County of Grande Prairie, but will need to be designed to meet the City's requirement of 225 L/s subsequent to annexation.

5.4 Stormwater Management

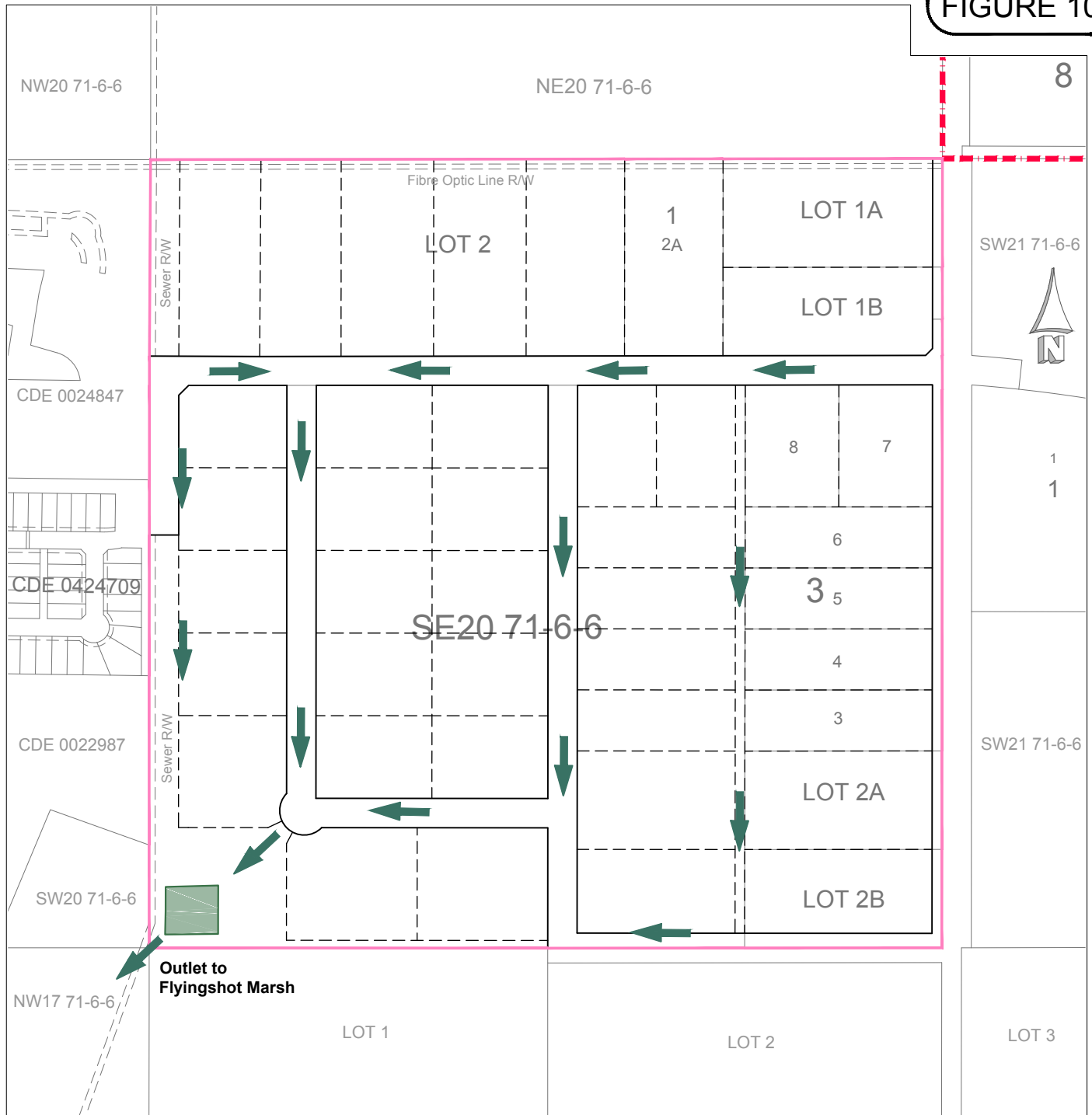
Stormwater from the Plan area naturally drains south by southwest to the Flyingshot marsh which is located immediately southwest of the Plan area. This wetland drains into Flyingshot Lake and ultimately into Bear Creek via Flyingshot Creek.

Stormwater management will be required for quantity and quality control. Storm retention will assist to alleviate erosion and flooding potential. Contaminants should be prevented from entering downstream watercourses and drainage ditches.




All stormwater in the Plan area is to be channeled via a network of roadside ditches into a properly sized stormwater retention pond (wet pond or engineered wetland) located in the southwest corner of the Plan area as illustrated in Figure 10. The pond will then outlet into Flyingshot marsh to the southwest at a controlled pre-development flow rate. It is proposed that the pond facility be constructed in advance of the development of Phase 2 as illustrated in Figure 11.

This pond will be sized to store flow volumes for the 1:100 year rainfall event. Volumes exceeding the 1:100 year event will pass through an emergency overland route and follow natural drainage patterns southwest into Flyingshot marsh. Driveways and culverts should be analyzed to ensure that adequate capacity exists in the ditches and approaches to handle the flows discharged by the area in major events.

FIGURE 10

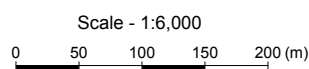


LEGEND

-  City Boundary
-  ASP Boundary
-  Direction of Flow
-  Proposed SWM Pond

STORMWATER MANAGEMENT SYSTEM

COWAN AREA STRUCTURE PLAN (SE20-71-6-W6M)



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Outlet elevations, normal and high water level, freeboard, alignments and lengths of outlet pipes will be confirmed through detailed engineering design. In addition, grit separators and other required mitigative measures will be incorporated into the storm pond design in accordance with Alberta Environment and Parks requirements to minimize the potential impacts of discharge to the Flyingshot marsh.

Minor system design for the area will consist of ditch conveyance to the pond facility. Ditches are to be landscaped and culverts for individual approaches sized to adequately handle 1:5 year flows without surcharge. Further analysis of the minor system will be required at detailed design stage.

During detailed design it is critical that the adjacent properties are considered to ensure that no flooding occurs on private property in the Plan area. It is not anticipated that easements or rights-of-way will be required on these properties, however the existing conditions of the area need to be considered to ensure no detrimental impacts occur to these properties. During development of lots, development plans for each individual lot should also take this into consideration. Development permits should be reviewed by the municipality to ensure this occurs.

Detailed engineering design plans will be required for each phase of development in the Plan area. These plans must show the containment of the 1:100 year event and must ensure the outlet flow does not impact private property either upstream or downstream of the pond.

5.5 Shallow Utilities

All shallow utilities (natural gas, power, telephone) are to be extended into the Plan area by the individual franchise holders as required at the time of subdivision.

Any overhead power lines located adjacent to residential areas are to be installed underground at the Developer's expense at the time of subdivision.

5.6 Lot Grading

A lot grading plan will be prepared by the Developer in accordance with municipal standards, with the intent that all future building projects conform to the grading plan.

The grading plan is intended to ensure that surface drainage from all lots is directed to the roadside ditches, PULs and storm retention pond as provided in Section 5.4.

6.0 IMPLEMENTATION

6.1 Phasing

As Figure 11 shows, development is proposed in approximately 4 phases, starting in the north end and proceeding south and west. The specific timing and size of phases of development in the Plan area will, however, be dependent on market conditions and the logical extension of infrastructure.

In keeping with the spirit and intent of the IDP, no development or subdivision subsequent to Phase 1A shall take place until such time as the subject land is annexed into the City of Grande Prairie.

6.2 Subdivision and Development

The developer shall be required to enter into a development agreement with the municipality as a condition of each phase of subdivision approval. The matters to be included in the agreement will include but not be limited to the provision of roads and municipal services, and the payment of any applicable off-site levies.

Detailed engineering drawings and specifications for roads, water, sanitary sewer, and storm drainage shall be prepared by the developer and approved by the municipality and Aquatera Utilities Inc. prior to subdivision approval on the subject lands⁵.

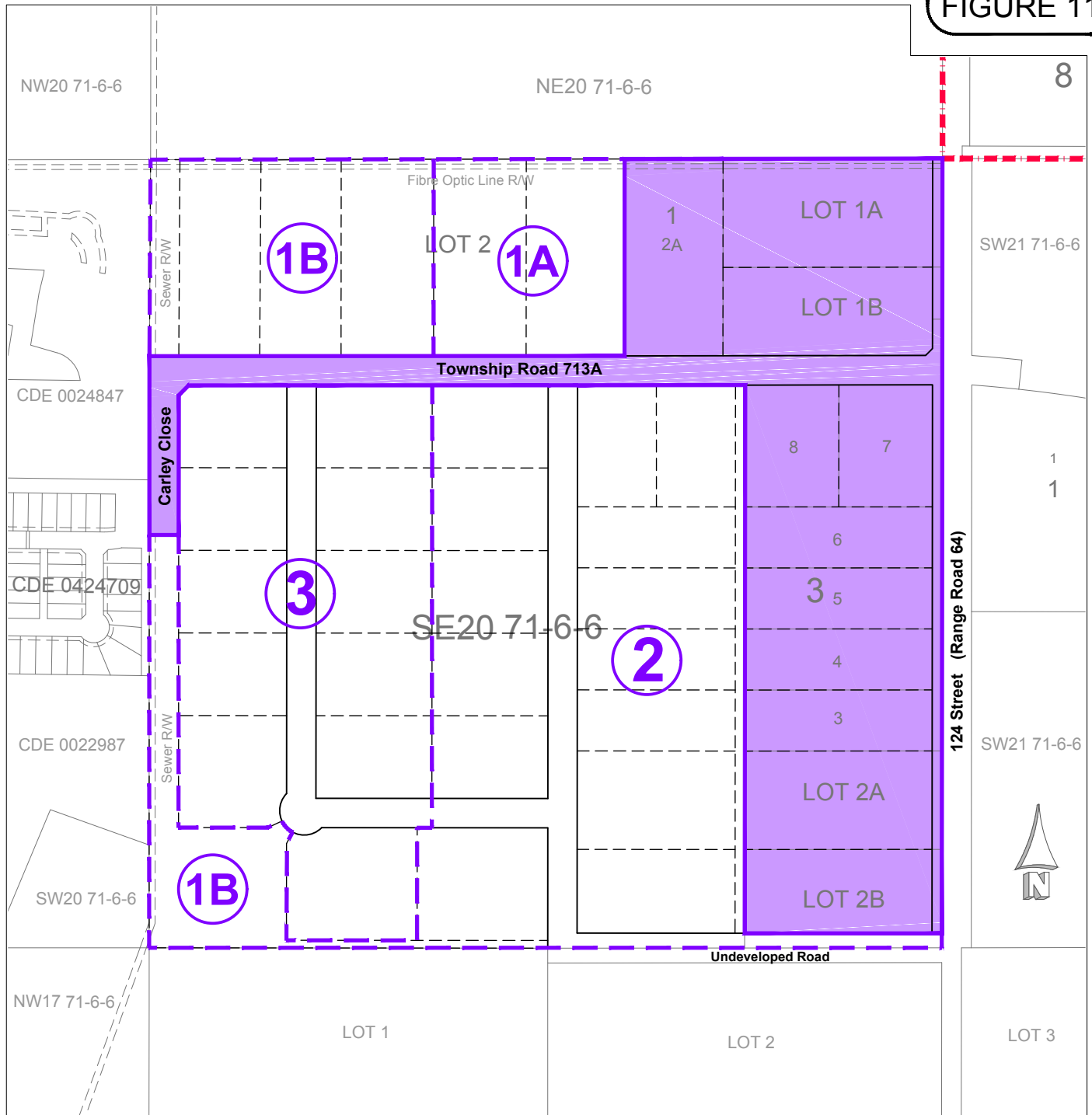
The lot sizes and yields identified in this Plan are conceptual and may be altered at the time of subdivision without requiring an amendment to this Plan.

The resubdivision of lots in the Plan area may be supported provided that the resulting lot sizes meet the minimum requirements of the Land Use Bylaw, and the capacity of servicing systems is not negatively affected. Where possible, buildings should be sited in a way that allows for the future resubdivision of lots.




Where municipal infrastructure is developed that provides a benefit to lands outside of the Plan area, the municipality will endeavour to assist in collecting a portion of the costs of the infrastructure from the said lands that benefit from the infrastructure at the time the lands that benefit initiate subdivision or development activities.

⁵ Once annexed into the City of Grande Prairie, the preparation of environmental site assessments, biophysical impact assessments, geotechnical investigation, and engineering design reports for (sanitary sewer, water, storm drainage and transportation) will be prepared as required at the subdivision stage.

FIGURE 11

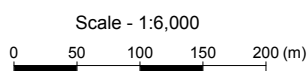


LEGEND

-  City Boundary
-  Existing Development
-  Potential Phase

POTENTIAL PHASING

**COWAN AREA STRUCTURE PLAN
(SE20-71-6-W6M)**



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