

**BY-LAW NO. 2710 OF THE
COUNTY OF GRANDE PRAIRIE NO. 1**

A by-law of the County of Grande Prairie No. 1 in the Province of Alberta, to adopt the attached Area Structure Plan for the North Half of Section Eleven (11), Township Seventy Two (72), Range Six (6), West of the Sixth Meridian.

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

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

WHEREAS the owner of the lands subject to the proposed Area Structure Plan have a notification in writing that it is not a requirement of Alberta Transportation that an Area Structure Plan be conducted for these lands.

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 **"ALTHEN CORNER AREA STRUCTURE PLAN BY-LAW"**.
2. That the Althen Corner Area Structure Plan By-law shall provide the framework and policies for future development of the land described therein.
3. That the Althen Corner Area Structure Plan document is attached to this by-law as an appendix and forms part of this by-law.
4. That this by-law shall take effect on the date of its final passage by Council.

READ A FIRST, SECOND AND BY UNANIMOUS CONSENT OF ALL COUNCILLORS PRESENT, A THIRD AND FINAL TIME AND FINALLY PASSED THIS 24th March 2004 **day of**
March, A.D. 2004.



REEVE



COUNTY ADMINISTRATOR

THIS **MEMORANDUM OF AGREEMENT** made this 15th day of ~~February~~ ^{MARCH}, 2001.

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF ALBERTA, as
represented by the Minister of Alberta Infrastructure

(referred to as "the Purchaser" or the "Minister")

OF THE FIRST PART

-AND-

DON C. ALTHEN
of General Delivery, Del Bonita, Alberta T0K 0S0

-and-

GRANT H. ALTHEN
of Box 61 Grande Prairie, Alberta T8V 3A1

-and-

SCOTT ALTHEN
of General Delivery, Del Bonita, Alberta T0K 0S0

-and-

JOHN R. ALTHEN
of General Delivery, Del Bonita, Alberta T0K 0S0

(collectively, referred to as the "Vendors" or "Athen")

OF THE SECOND PART

WHEREAS the Vendors are the registered owners of an estate in fee simple of
lands legally described as:

FIRST

Meridian 6 Range 6 Township 72
Section 11
Quarter North West
Excepting Thereout all Mines and Minerals
Areas: 64.7 Hectares (160 Acres) More or Less

SECOND

Meridian 6 Range 6 Township 72
Section 11
Quarter North East
Containing 64.7 Hectares (160 acres) More or Less
Excepting Thereout:

	Hectares	Acres More or Less
A) Plan 2295KS - Subdivision	1.62	4.00
B) Plan 8721738 - Road	3.912	9.67

Excepting Thereout all Mines and Minerals

(Certificate of Title No. 972 006 756)

(the "Althen Property")

AND WHEREAS the Purchaser requires those portions of the Althen Property which are highlighted in red and green on the map attached as Schedule "A" (and which are collectively referred to hereinafter as the "Expropriated Lands") for the purposes of constructing a motor vehicle inspection station ("MIS"), associated service road access and the construction of an interchange at the intersection of Highway 2 - North of Grande Prairie and Highway 43 (hereinafter referred to as the "Project");

AND WHEREAS the Vendors have agreed to sell and the Purchaser has agreed to purchase, the Expropriated Lands, as an alternative to expropriation;

AND WHEREAS the Purchaser has agreed to pay and the Vendors have agreed to accept monetary compensation, described herein as the "Purchase Price", as the consideration payable for the purchase of the Expropriated Lands;

8.4 The Minister hereby grants written approval pursuant to section 16 of the *Subdivision and Development Regulations* [AR 212/95] waiving the requirements of section 14 of the *Subdivision and Development Regulations* [AR 212/95], providing that the design criteria and standards regarding access locations are satisfied, for the Remnant Lands as indicated on the map attached as Schedule "A".

8.5 The Minister agrees to prepare and register a survey plan at the Minister's expense of the right of way as a road plan after the completion of the Project and at the further expense of the Minister, the Minister agrees to prepare a survey of the service road providing however that the Vendors agree to be responsible for the cost of registering the survey plan for the service road.

8.6 The Minister agrees to construct the roadway connector marked by an "X" on the map attached as Schedule "A".

8.7 If the Minister fails to construct the connector as described in Article 8.6 herein, the Vendor shall be paid liquidated damages in the amount of One Hundred Thirty-Two Thousand Dollars (\$132,000).

SECTION 9.0: COSTS

9.1 The Purchaser agrees to pay the reasonable legal and appraisal costs incurred by the Vendors relating to the negotiation of this Agreement in accordance with Section 39 of the *Expropriation Act*, R.S.A. 1980, c. E-16 as amended.

9.2 It is further agreed that such legal and appraisal costs will total \$31,692.57 and the Purchaser agrees to requisition payment in the form of a cheque

ALTHEN CORNER AREA STRUCTURE PLAN

(N ½ 11-72-6-W6M)

Prepared by:

ISL
Infrastructure Systems Ltd.

In association with



Beirsto Lehnert Ketchum Engineering Ltd.

March 2004

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1.0 INTRODUCTION

1.1 Purpose of Plan

The Althen Corner Area Structure Plan has been prepared to provide a framework for future development of a half section of land north of the City of Grande Prairie in the County of Grande Prairie No. 1.

The primary objective of this Plan is to provide a framework for the development of the subject lands for commercial, industrial and residential purposes in a manner that is consistent with the goals, objectives and policies of the County of Grande Prairie No. 1. In addition, as the site fronts onto two primary highways, the requirements of Alberta Transportation also need to be accommodated. The Plan establishes the future land use and circulation pattern proposed for the site, and provides details respecting proposed servicing for the area.

This Area Structure Plan has been prepared in accordance with the Municipal Government Act, the Subdivision and Development Regulation, and the County of Grande Prairie Municipal Development Plan.

1.2 Plan Area

The land affected by this Area Structure Plan is located at Four Mile Corner, approximately 1.6 km north of the City of Grande Prairie as illustrated in Map 1. The Plan area consists of two quarter sections of land totaling approximately 129 ha as outlined in Table 1 below. The policies of this plan will apply to this area.

Table 1 – Plan Area Composition

Legal	Owner	Area (ha)
NW 11-72-6-W6M	D. Althen/G. Althen/S. Althen/J. Althen	64.7
NE 11-72-6-W6M	D. Althen/G. Althen/S. Althen/J. Althen	59.2
Lot 1, Plan 2295 KS	Government of Alberta	1.6
Road Plan 872-1738		3.9
Total		129.4

The site is bounded to the east by Highway 43, to the north by the future Highway 43 right-of-way (Township Road 722), and to the west by a local road (Range Road 62). The predominant land use in the area is agriculture, with incidental country residential development located to the southwest. Lands to the south are zoned for future industrial development, in order to accommodate future expansion of the County North Industrial Area.

The Crossroads Industrial Park, currently under development, is located across Highway 43 to the northeast.

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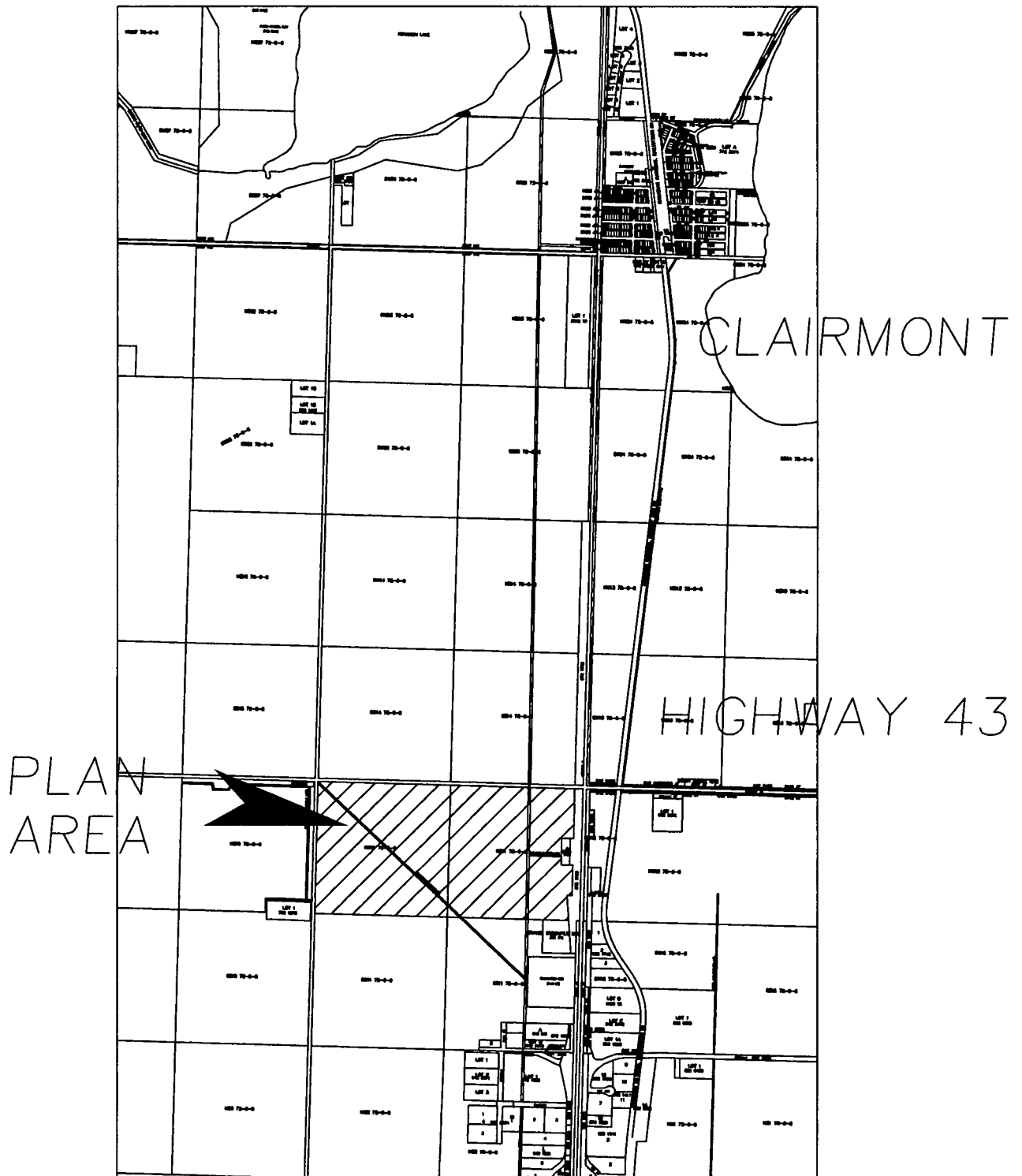
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MAP 1
LOCATION MAP



SCALE : N.T.S



1.3 Existing Conditions

The Plan area is currently in agricultural production as shown in Map 2. Development in the Plan area is limited to a truck weigh scale on the east side and a service road that parallels the north boundary of the Plan area, both of which were constructed as part of the Four Mile Corner interchange. A large borrow pit that was created for the extraction of material for highway construction is located on the NW 11.

The east side of the Plan area is traversed by a high pressure gas line that runs parallel to Highway 43.

As illustrated in Map 3, the Plan area drains from east to west. The area is relatively flat, as elevations range from approximately 682 m at the northeast corner of the Plan area to 672 m at the southwest corner (0.6% slope). There is a treed drainage channel that traverses the west end of the Plan area from north to south.

1.4 Policy Framework

1.4.1 County of Grande Prairie Municipal Development Plan

The County MDP provides the general policy framework with which more detailed plans are required to be consistent. Section 13.5 of the Plan indicates that area structure plans are required as a prerequisite for the development of industrial parks, hamlets, highway commercial subdivisions, "or any other major development where such a plan would assist the County in making planning decisions".

The County of Grande Prairie Municipal Development Plan identifies the lands located in the Highway 2 corridor for future industrial use. The content of this ASP is consistent with this policy direction.

1.4.2 Highway No. 2 and 43 North Area Structure Plan

Approved in 1982, this ASP addresses 11 quarters of land immediately north of Grande Prairie, including the east half (NE 11) of the subject Plan area. However, the Highway No. 2 and 43 ASP is dated and calls for continued agricultural development on the subject land. As a result, the boundaries and content of this ASP should be amended in order to address increased intensification of development in this area.

1.4.3 County of Grande Prairie Land Use Bylaw

The land in the Plan area is currently designated as Agricultural (AG) in the County's Land Use Bylaw. In order to facilitate the development of these lands for commercial, industrial and residential purposes, it is intended that the Plan area be rezoned to the appropriate land use districts as a prerequisite to subdivision.

1.4.4 Subdivision and Development Regulation

Section 14 of the Regulation requires that an area structure plan be prepared in advance of development on all lands that is located within 800m of a highway. Section 16 of the Act gives Alberta Transportation the authority to waive this requirement.

The requirement for an area structure plan for the subject lands was waived by Alberta Transportation as a result of the twinning of Highways 2 and 43 and construction of the Four Mile Corner interchange. Regardless of this exemption, however, this Plan has been prepared at the request of the County in

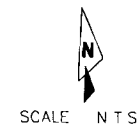
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MAP 2
EXISTING CONDITIONS



LEGEND: — — — — — GAS LINE

 — POND

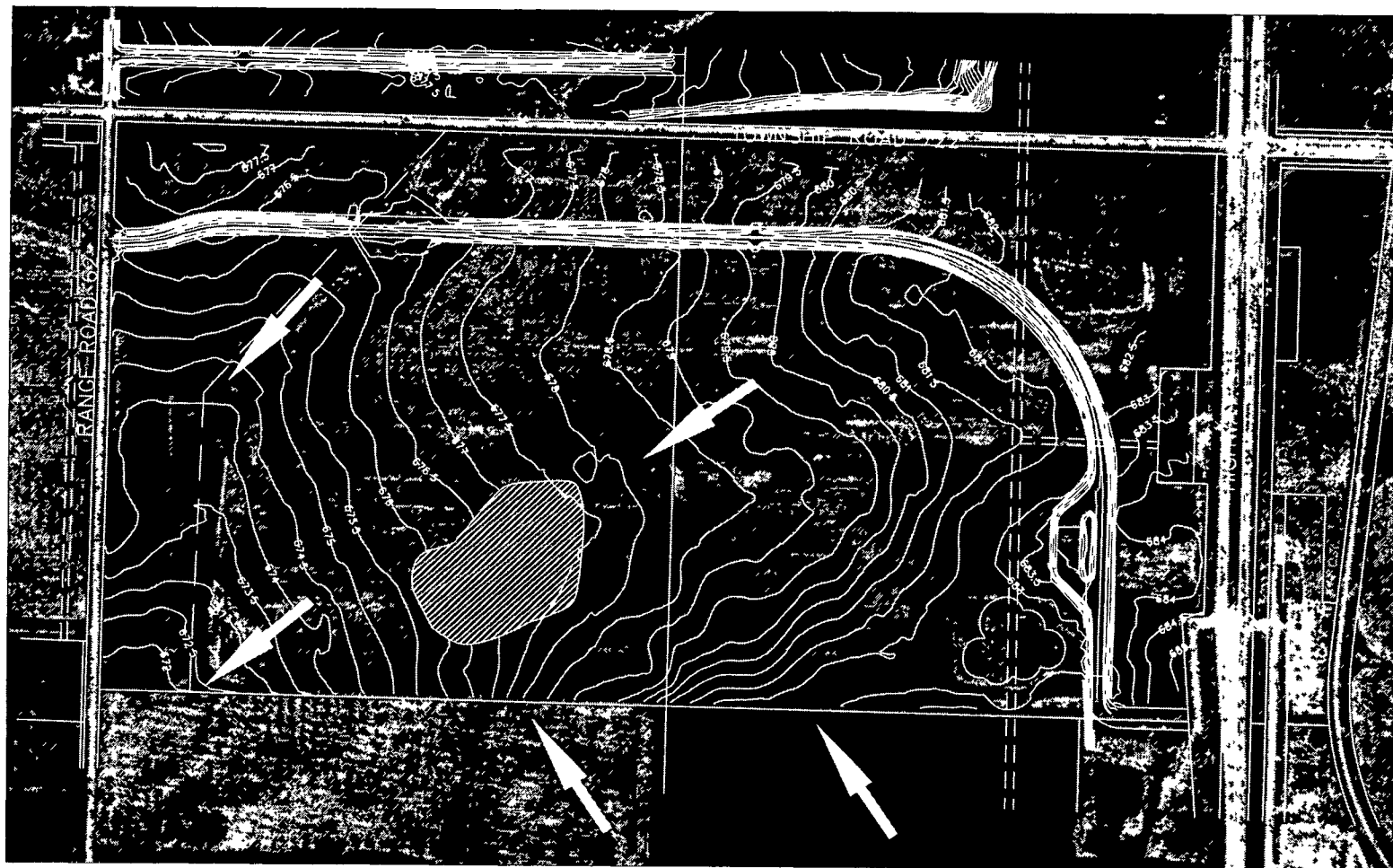
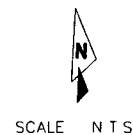
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MAP 3
PHYSICAL FEATURES



LEGEND:

— 690 — 0.5m CONTOUR
— TREED AREA

— — — — — DRAINAGE COURSE
— — — — — POND
— — — — — DIRECTIONAL FLOW

accordance with MDP policy in order to ensure that development on the subject lands be planned in a coordinated fashion.

1.4.5 Clairmont Planning and Servicing Areas Study

The Clairmont Planning and Servicing Areas Study established a logical area structure plan and servicing areas for lands in the vicinity of Clairmont. This study was prepared in order to address broad planning and servicing opportunities for future development around Clairmont.

This Area Structure Plan corresponds to planning area P8 as defined in the Study.

2.0 DEVELOPMENT CONCEPT

2.1 Goals of the Plan

The Southwest Four Mile Corner Area Structure Plan has been prepared in accordance with the following goals and objectives.

1. To provide a sound planning framework for the future development of the Plan area that is consistent with the goals of the County of Grande Prairie No. 1.
2. To contribute to the continued development of the Highway 2 and 43 corridors for commercial and industrial purposes.
3. To provide for the development of a unique residential community in the Plan area and a transition from the commercial-industrial areas to residential development northwest of Grande Prairie.
4. To protect and maintain the operational safety and integrity of the Highway 2 and 43 corridors.
5. To establish an efficient and economical servicing and development concept for the Plan area.

2.2 Land Use Concept

The proposed land use concept for the subject lands is illustrated in Map 4. The intent of this plan is to provide a generalized land use plan with a conceptual lot layout that will be subject to further refinement at the time of subdivision and survey. A detailed breakdown of land uses proposed for the Plan Area is provided in Table 2.

2.3 Residential Development

- 2.3.1 Residential development is proposed for the southwesterly portion of the Plan area, adjacent to existing country residential development located to the southwest and in proximity to the storm pond. Given that the proposed development is to have access to municipal services, it is intended that lots in this area be zoned as Rural Estate (RE) in the Land Use Bylaw.
- 2.3.2 The total area proposed for residential development is 32 ha, with an average lot size of approximately 0.4 ha. This results in a yield of approximately 72 lots based on the layout shown in Map 3, and will accommodate 215 residents assuming a density of 3 persons per unit. For the purposes of ensuring that adequate sewage and water capacity is committed to this residential area, up to 150 residential lots will be permitted in the Plan area without amendment to this Area Structure Plan.
- 2.3.3 In order to protect proposed residential development from the effects of adjacent industrial and commercial sites, landscaped buffers with screening and berming shall be provided in accordance with County requirements. Such measures are to be accommodated on municipal reserve lands 30 metres wide and separating residential and industrial properties, as well as on-site landscaping on individual lots. In addition, provision for noise attenuation measures for residential areas in proximity to Highway 43 shall be provided by the developer where projected noise levels warrant based on projected traffic volumes at build-out.

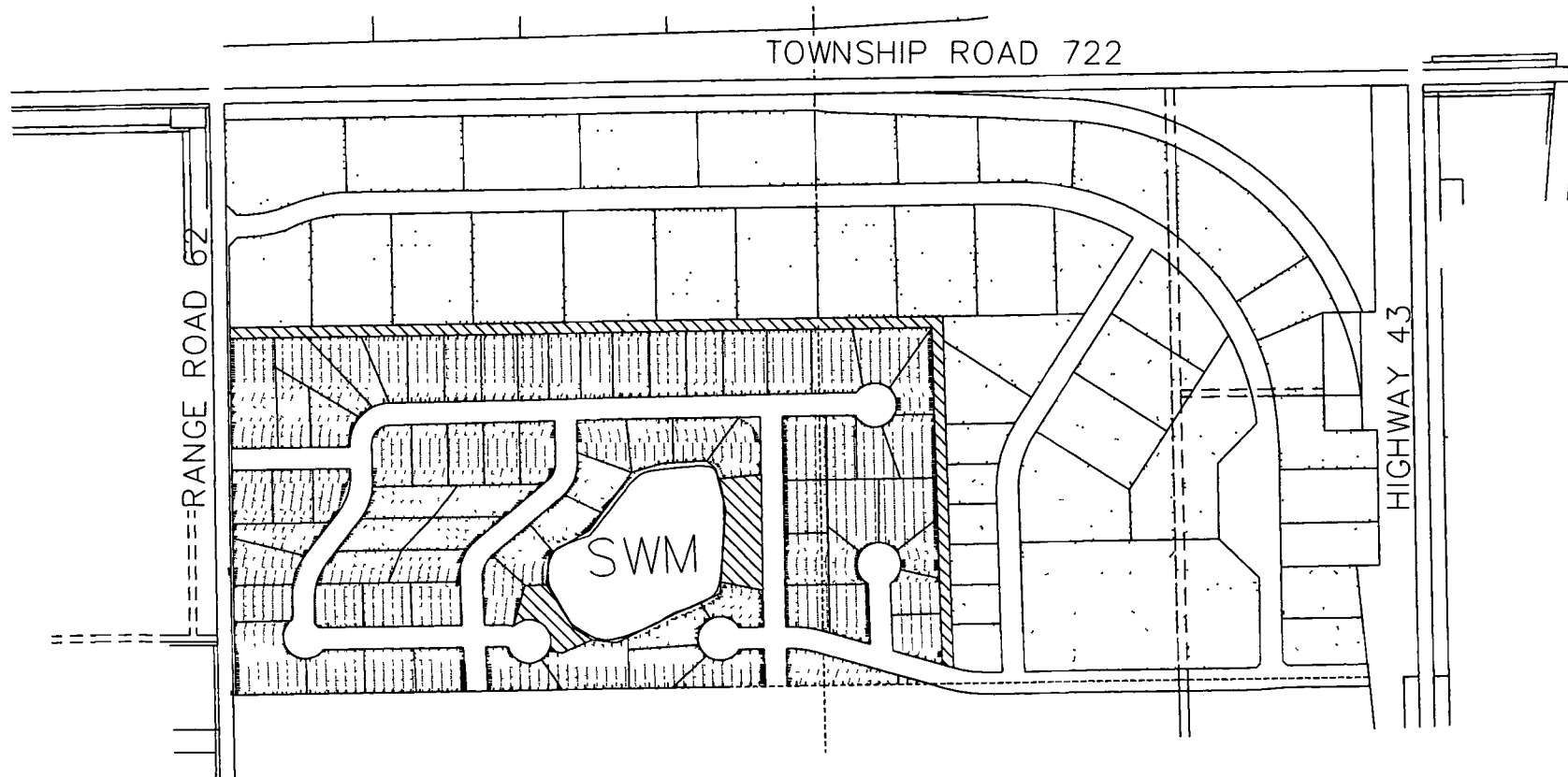
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MAP 4
DEVELOPMENT CONCEPT








- LEGEND:
-  – STORM WATER MANAGEMENT
 -  – RESIDENTIAL
 -  – INDUSTRIAL
 -  – COMMERCIAL
 -  – MUNICIPAL RESERVE

Table 2 - Land Use Area Estimates

Land Use Category	NW 11	NE 11	Total	Percent
Gross Developable Area	64.7	64.7	129.4	
Less Highway Widening ¹	0.0	8.5	8.5	
Net Developable Area	64.7	56.2	120.9	100.0
Residential	25.9	6.0	31.9	26.4
Commercial	0.0	22.2	22.2	18.4
Highway Industrial	19.7	14.3	34.0	28.1
Roadways	11.5	11.8	23.3	19.3
Service Roads	1.7	3.2	4.9	4.1
Internal Roads	9.8	8.6 ²	18.4	15.2
Storm Pond	4.0	0.0	4.0	3.3
Municipal Reserve³	3.6	1.9	5.5	4.5

2.3.4 All residential development will be serviced with municipal water and sewer services.

2.4 Industrial Development

2.4.1 As noted in Table 2, approximately 28% of the Plan area is to be developed for highway industrial purposes, the location of which is intended to optimize opportunities for transition between and ensure compatibility with residential uses.

2.4.2 Given the proximity of the Plan area to Highways 2 and 43, it is proposed that those lands located along the north and east boundaries of the Plan area be designated as Highway Industrial (RM-4) in the Land Use Bylaw.

2.4.3 Given the close proximity to residential development, no industrial development shall be permitted in the Plan area that involve the storage, manufacture or processing of hazardous materials. Special attention will have to be paid to the type of industrial use to be located in this area to ensure a solid transition between commercial/industrial development and the residential area.

2.4.4 All industrial development will be serviced with municipal water and sewer services in accordance with the provisions of this plan.

2.5 Commercial Development

2.5.1 A block of commercial development, designated as Comprehensive Commercial (CC) in the Land Use Bylaw, is proposed immediately east of the residential area. This is intended to provide a further opportunity to diversify the commercial land base in the vicinity, and the proposed location also serves as a

¹ This includes Road Plan 872-1738, as well as additional land acquired for interchange construction that is not yet registered.

² Includes weigh scale site.

³ The balance of municipal reserve owing (approximately 7.4 ha) shall be provided pursuant to Policy 2.6.

buffer between proposed residential and industrial development. Given the nature of the Comprehensive Commercial district, a variety of highway-oriented commercial and office development may be accommodated.

- 2.5.2 Approximately 22 ha (18% of the Plan area) is to be developed for commercial purposes. These commercial areas can be expanded to include areas designated highway industrial without an amendment to the Plan.
- 2.5.3 All commercial and industrial development in the Plan area shall be the subject of a high level of design and landscaping in accordance with County requirements. This is a result of the high degree of visibility that these locations afford, as well as their close proximity to residential development.
- 2.5.4 All commercial development will be serviced with water and sewer services in accordance with this plan.

2.6 Municipal Reserve

- 2.6.1 In accordance with the Municipal Government Act, a maximum of 10% of the Plan area (12.1 ha) may be provided as municipal reserve at the time of subdivision. It is proposed that municipal reserve be allocated in the Plan area as follows:
- Approximately 4.3 ha of land is to be dedicated in parcel form by way of a 30m-wide buffer strip on the north and east sides of the residential area to mitigate impacts from adjacent industrial and commercial activities;
 - A 1m-wide strip, totaling approximately 0.1 ha, is to be provided adjacent to Range Road 62 to deter direct access to the roadway;
 - A corridor width of no less than 6m adjacent to the storm pond, totaling approximately 0.4 ha; and
 - Two parcels, totaling 1.2 ha, are to be provided adjacent to the storm pond to serve as community park space.
- 2.6.2 The balance of the municipal reserve owing (6.6 ha) shall be provided to the County as cash-in-lieu as a condition of subdivision approval or deferred to other land owned by the owner.
- 2.6.3 All municipal reserve land will be developed to County standards including landscaping, trails and parks equipment as required at the developer's expense.
- 2.6.4 Municipal Reserve will be taken in the phase indicated on Map 9.

3.0 TRANSPORTATION AND SERVICING

3.1 Road Network

As illustrated in Map 5, vehicle circulation is to be accommodated by a looped internal road system that has been designed to ensure a separation of residential and industrial traffic. All roads are to be constructed in accordance with County specifications at the expense of the developer. In those instances where a proposed road straddles a property line, the cost of road construction shall be shared by the affected landowners.

The development of roads in the plan area is to be consistent with an overall transportation strategy for the area. The regional transportation strategy is outlined on Map 5A.

- 3.1.1 All internal roads are to be paved and constructed in accordance with County specifications for road construction. All lots shall be accessed by this internal road system, and no direct highway access will be permitted.
- 3.1.2 Primary access to the Plan area will be obtained from an existing intersection location along Highway 2 at the southeast corner of the Plan area.
- 3.1.3 Prior to approval of any subdivision in Phase 2 of the Plan area, a traffic impact assessment (TIA) will be prepared for the County and Alberta Transportation to determine if this intersection and other roads are suitable for the area at "build-out".
- 3.1.4 The TIA shall identify future traffic generation expected from the area. The Area Structure Plan will identify all road rights-of-way requirements based on the information produced from the TIA to ensure compatibility with the County Roads Study and roads standards included therein.
- 3.1.5 Additional information may be required related to improvements to the highway system and local roads design including the need and timing for either closing this intersection and diverting traffic to a location further south or improvements that will be needed to the Mobile Inspection Station and existing intersection and the timing of those improvements in relation to growth within the Plan area. This TIA shall also account for the timing of growth within the plan area north of Highway 43 (NW Four Mile Corner ASP) to ensure that the timing for construction of these improvements has taken into account development in both areas.
- 3.1.6 Additional access points are proposed from Range Road 62 (108th Street) at the west end of the Plan area, one into each of the industrial and residential areas. Range Road 62 currently intersects with Township Road 722, which is to eventually be developed as the westerly extension of Highway 43. It is proposed that a full intersection be maintained at this location on an interim basis. Alberta Transportation has indicated this intersection is to be eventually removed. As an alternative, it is proposed that provision be made for a minimum future right-in/right-out at this location. Proposals that would allow for some type of west bound turn would be preferred but at the developer's cost.

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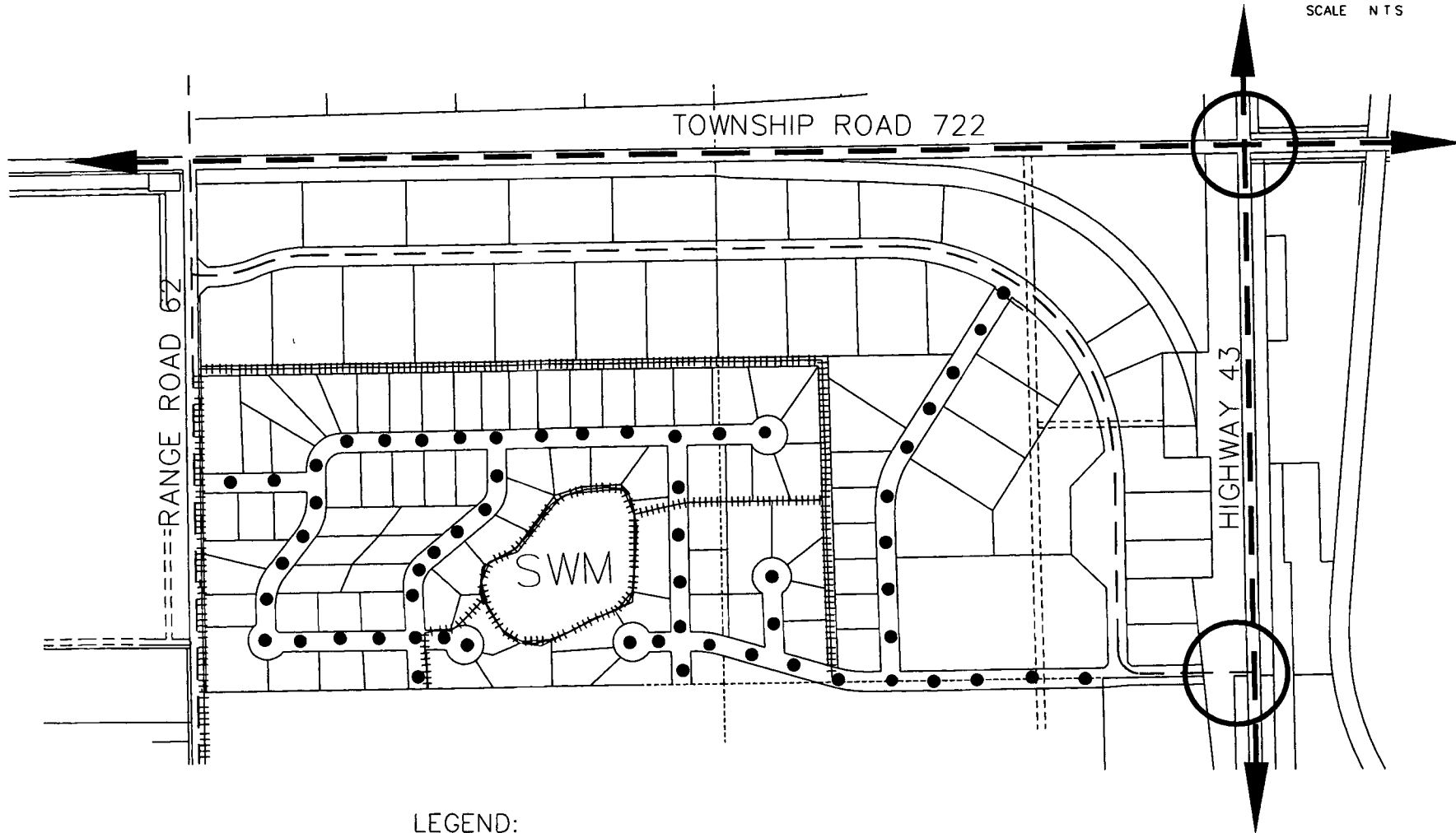


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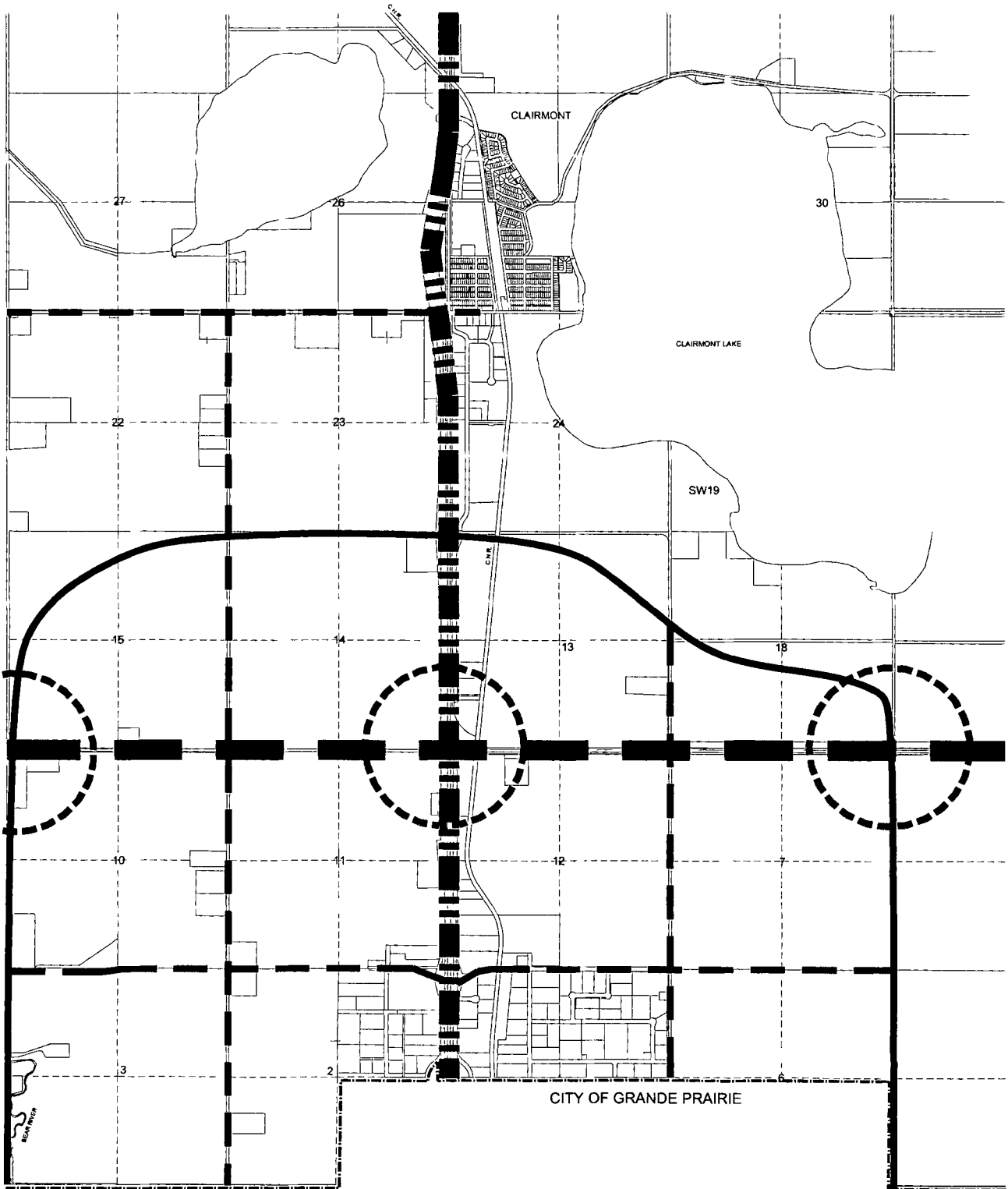
MAP 5
TRANSPORTATION CONCEPT

SCALE N T S



LEGEND:

- | | | | |
|--|-------------------|--|------------------------|
| | - HIGHWAY | | - LOCAL ROAD |
| | - MINOR COLLECTOR | | - HIGHWAY INTERSECTION |
| | - TRAIL LINKAGE | | |







MAP 5A - FUTURE REGIONAL TRANSPORTATION NETWORK

SCALE N T S

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-  HIGHWAY 43
-  HIGHWAY 2
-  ARTERIAL ROAD
-  MAJOR COLLECTOR ROAD



INTERCHANGE

- 3.1.7 Through the subdivision process, additional land may be acquired by the County from the developer to provide for the future widening of Range Road 62.
- 3.1.8 In addition, notwithstanding 3.1.3, traffic impact assessments may be requested by the County at the time of future subdivision phases to identify additional potential improvements to all external roadways.
- 3.1.9 Improvements to Range Road 62 (108 Street) will create a benefiting area which is the entire NW 11. The County will require new development occurring in the benefiting area to pay levies to recover a portion of the costs for these improvements. A potential levy based on 2003 dollars is in the order of \$3750/Ha to construct the improvements.
- 3.1.10 In order to facilitate pedestrian and bicycle movement within the Plan area and provide linkages to adjacent areas, a trail system shall be developed that is consistent with the concept identified in Map 5. The developer will be responsible for the construction of all trails required by this plan.
- 3.1.11 The County may impose a transportation levy to assist in paying for future upgrades to the road system in the area.
- 3.1.12 If the proposed road standards imposed by the County (to a rural standard) are inconsistent with development of the area to an urban standard, the developer may propose for consideration, an urban model that is consistent with generally accepted engineering standards.

3.2 Sanitary Sewer

The sanitary sewer for the Plan area is serviced by a single drainage basin. As illustrated in Map 6, a lift station is proposed for the southwest portion of the Plan area, which is topographically the lowest point. The Plan area as identified in Map 6A identify all the area that will ultimately be drained by gravity to the lift station, which will pump the sewage northward along Range Road 62 and ultimately tie into the Clairmont forcemain located two miles to the north, which runs easterly along Township Road 724. A right of way along the lands adjacent to Range Road 62 will be required for these purposes. The existing east-west force main from Clairmont has the capacity for an additional combined flow of approximately 30L/s before force main upgrades are required. Upgrades will need to take into context future expansion on both sides of Highway 2 and integrate all other needed improvements.

The drainage basin includes a significant amount of land to the north and south, which causes many of the pipes in the plan area to be oversized, occasionally over trenched and the lift station made larger. The location of the lift station will necessitate an agreement between landowners in the form of rights-of-way and cost sharing arrangements to make this location effective. A preliminary estimate indicates that the cost of the fore mentioned items is approximately \$1.35 million (2003 dollars). The benefiting area is approximately 442 Ha. The benefiting area is identified on Map 6A. A levy to recapture the costs of the installation would be approximately \$3060/ha in 2003 dollars. A policy to recover costs will need to be established prior to the construction of the lift station. Developer costs should be entirely recoverable from each upstream quarter at the time of initial subdivision.

These levies would be paid for by lands identified in the plan area, those lots on the west side of Range Road 62 that border the road, as well as approximately 250 acres south of the plan area that could be included in the drainage basin. Staging of the lift station upgrade requirements may be necessary for operational and pump efficiency purposes.



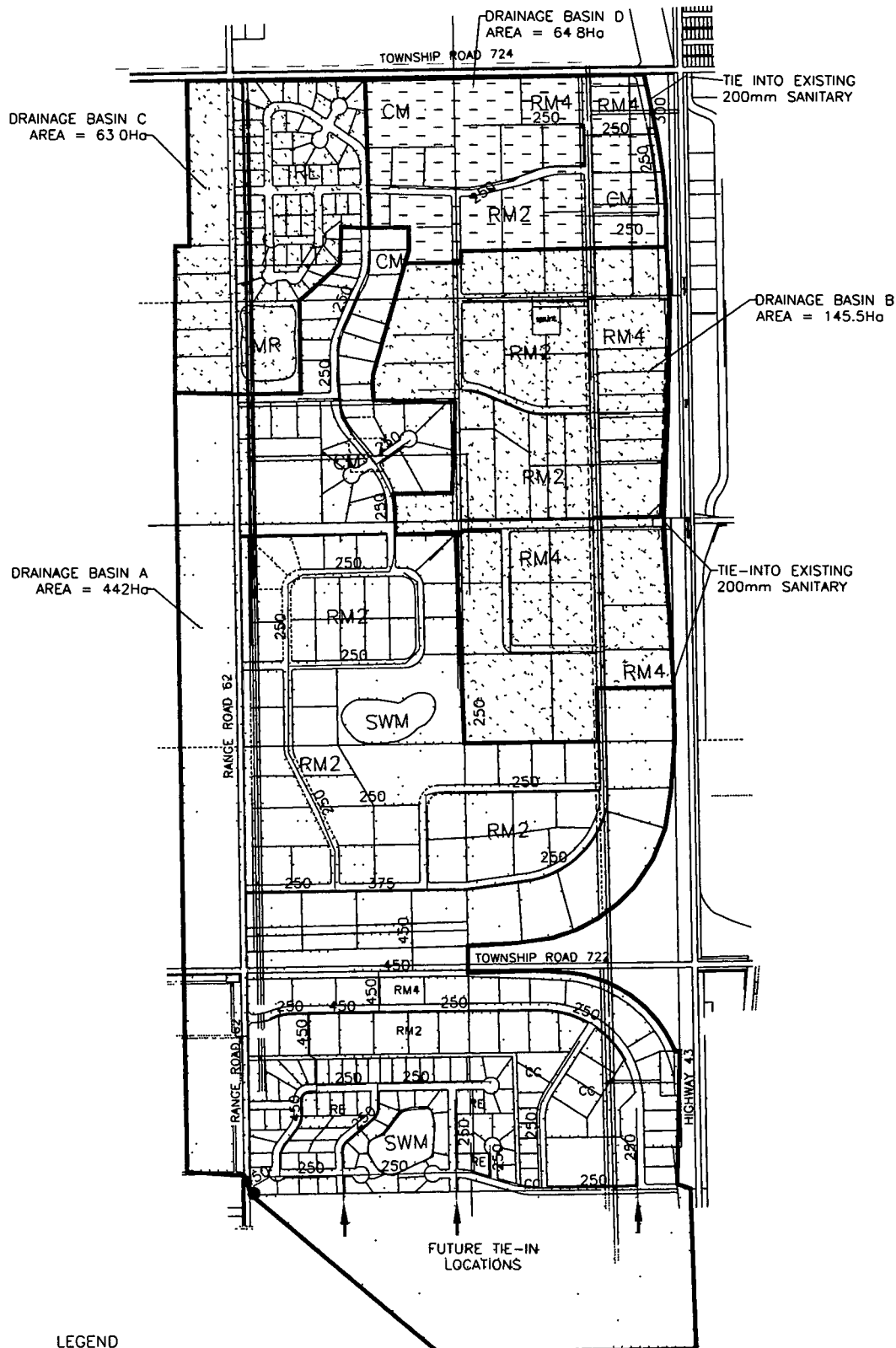
ALTHEN CORNER AREA STRUCTURE PLAN

FEBRUARY, 2004

MAP 6A SANITARY SEWER LIFT STATION LEVY



SCALE NTS



LEGEND

- | | | | |
|-----------|-----------------------------------|-------|-----------------------|
| — 250 — | — PROPOSED SANITARY MAIN AND SIZE | — — — | — EXISTING FORCE MAIN |
| - - - - - | — EXISTING SANITARY MAIN | — — — | — DRAINAGE BOUNDARY |
| — — — — — | — PROPOSED FORCE MAIN | ● | — LIFT STATION |

This area is presently not included in any off-site levy bylaws. Regional levies for upgrading the Clairmont sewage lagoon and perhaps a small portion of a larger future Clairmont forcemain would be applicable to this area. It may be prudent to revise the present off-site levy Bylaw 2657 levy to include this area or establish a new by-law which affects the actual costs associated with this area.

- 3.2.1 All development in the plan area will be serviced with municipal sanitary sewer as indicated on Map 6. No private sewage disposal systems will be allowed.
- 3.2.2 Notwithstanding Policy 3.2.1, given the large expense related to the initial costs of providing a municipal sanitary sewer system to Phase 1 of the development, interim measures to provide private sewage disposal may be allowed for all development in Phase 1 only. In any event, the municipal system must be installed within 3 years of the date of the 1st subdivision approval.
- 3.2.3 All residential development must be connected to a municipal sanitary sewage system.
- 3.2.4 Offsite levies may be established in the plan area to assist in the upgrading of existing municipal infrastructure required to serve the development.
- 3.2.5 The County will require new development occurring in the benefiting area to compensate developers in the plan area for expenses incurred in providing municipal services to the area.
- 3.2.6 The sanitary sewer system will be sized to accommodate the area identified on Map 6.

3.3 Water Supply

Water supply for the Plan area should come from Grande Prairie. The intent would be to tie-in to the existing system at the north end of Grande Prairie city limits and run parallel to the existing Highway 2 service road. During the initial considerations it appears that this plan area would act independently of the plan areas north of Highway 43. Flows exceeding 95 L/s can be achieved by assuming this routing. As future looping legs are incorporated from the south flows as high as 225L/s will be achievable in some parts of the Plan area.

If a single line from the south is proposed for initial development in the plan area a domestic supply line should be incorporated in a common trench to create redundancy in the event of a maintenance problem or water break. An opportunity would likely exist to also tie-in those businesses along the service road under a municipal improvement basis.

- 3.3.1 All development in the plan area will serviced with a municipal water system as illustrated on Map 7.
- 3.3.2 The County may establish an offsite levy to assist in improving infrastructure required to service this development.
- 3.3.3 The costs of any connection to the City of Grande Prairie water system will be at the expense of the developer either through municipal improvement or by fronting the costs and recovering through levies or on an "endeavour to assist" basis.
- 3.3.4 The County will require new development occurring in the benefiting area to compensate developers in the plan area for expenses incurred in providing municipal services to the area.

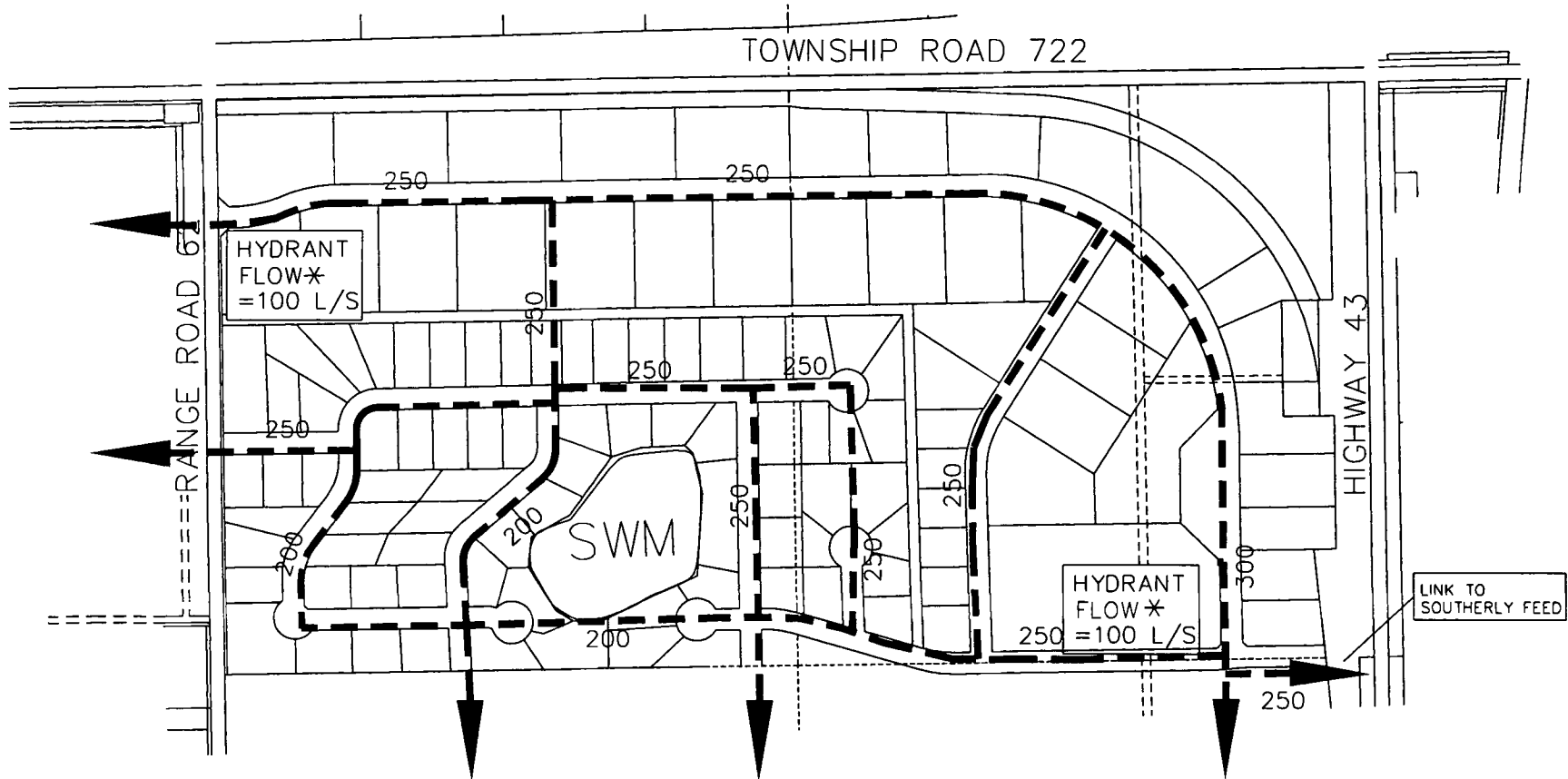
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MAP 7
WATER SYSTEM



LEGEND:

— — — — — FUTURE WATER CONNECTIONS

— — — — — FUTURE WATER MAINS

* - HYDRANT FLOWS BASED ON A SINGLE LEG TO GRANDE PRAIRIE
ADDITIONAL LEGS CAN INCREASE FLOWS UP TO A MAXIMUM
OF 225L/S

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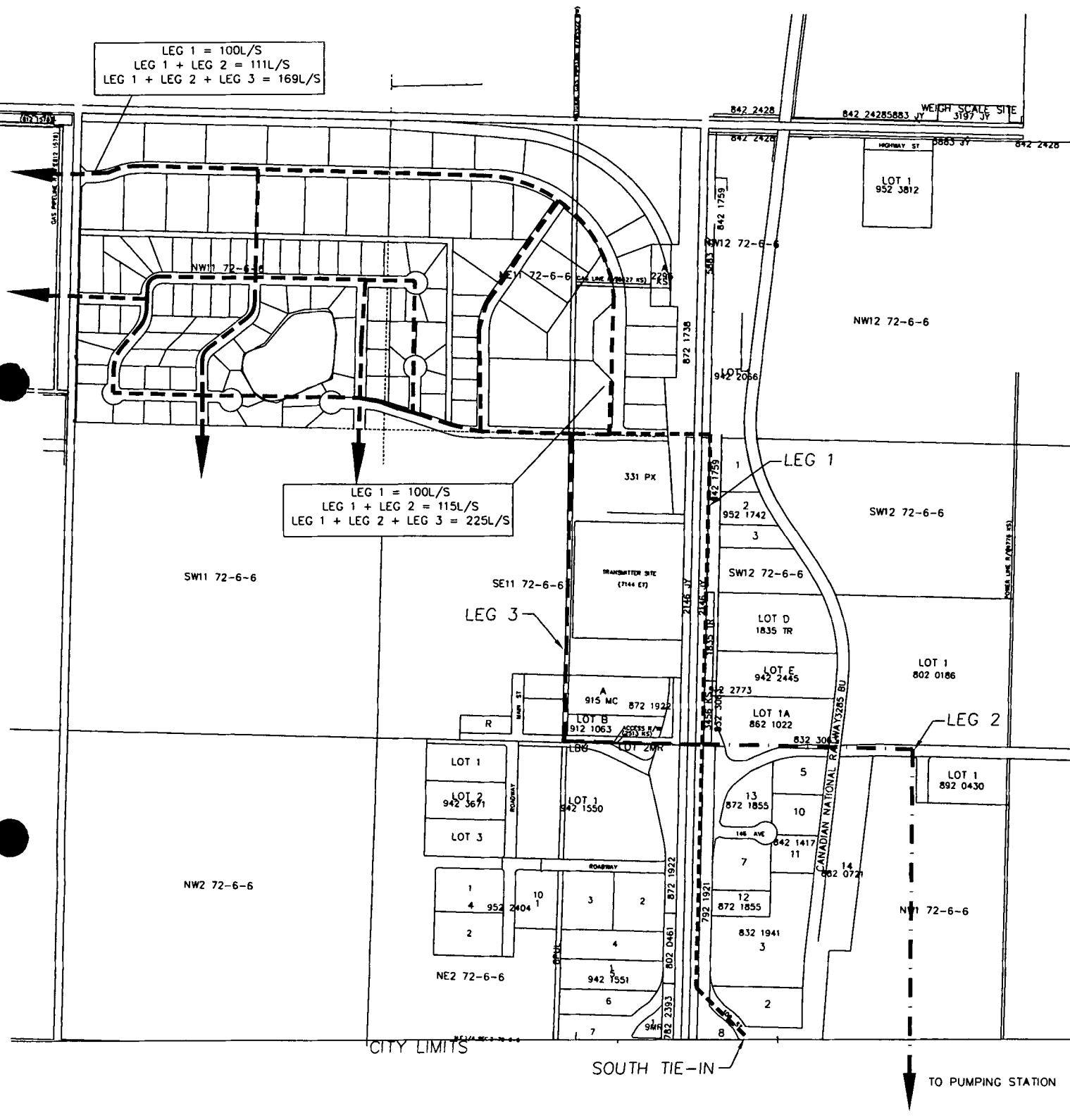
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MAP 7A
SOUTHERLY WATER TIE-INS



LEG 1 = 100L/S
LEG 1 + LEG 2 = 111L/S
LEG 1 + LEG 2 + LEG 3 = 169L/S

LEG 1 = 100L/S
LEG 1 + LEG 2 = 115L/S
LEG 1 + LEG 2 + LEG 3 = 225L/S



3.4 Storm Water Management

Storm water management is required for quantity and quality control. Quantity control is required to reduce the potential impacts of urban storm water run-off 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 including the Bear Creek.

Storm water for the plan area drains to a location in the southwest. This drainage basin works its way slowly southward and onto multiple quarters to the south. Ultimately this watercourse takes itself to Bear Creek. This poses a more difficult problem in that predevelopment flows are more critical than in the other basins. Fortunately, as part of the recent Four Mile Corner overpass a large pond was constructed to supply fill for that project. This pond was placed within the downstream watercourse of this basin and as such will act effectively as a stormwater management pond for a considerable portion of the plan area and upstream basins. This will also prove effective in minimizing impacts on downstream approaches and road culverts. Accommodating these flows, however, will require a concerted effort to ensure proper drainage patterns are maintained. This will likely mean the provision of public utility lots (PULs) or drainage easements to accommodate flows. In Map 8 the location of PULs are shown.

The cost of converting the existing pond is relatively small. It shall be brought up to County standards prior to subdivision approval for Phase 2 of this Area Structure Plan. The costs associated with its expansion/conversion may be recovered through an "Endeavor to Assist" agreement at the subdivision and development stages or by implementing a levy structure. The areas that will benefit are identified in Map 8A and includes all those areas in drainage basin A1.

Although a large storm pond is provided on-site, additional downstream ponds may be required. Small portions of the plan area (identified as Drainage Base F) cannot be serviced by the SWM pond and will flow at post development rates unless retained. To handle these flows it will require either an additional on-site pond or an off-site regional pond concept that services additional lands. An off-site regional pond concept is the preferred solution. On an interim basis, post development flows may be acceptable. However, prior to approval of those phases impacted by this issue, a storm water management solution will have been clearly identified and accepted by the County for those lands identified as Drainage Base F.

Throughout the plan areas it is conceivable based on the topography, that drainage caveats or drainage easements will be required to properly handle overland drainage. Site-specific lot grading plans may alleviate many of the crossover drainage issues but in some cases this will be difficult to avoid and should be understood and accounted for. The potential lots with crossover drainage issues are noted on the map.

- 3.4.1 Storm water management shall be required for quantity and quality control. Storm drainage will be provided as indicated on Map 8.
- 3.4.2 A storm drainage master plan will be prepared for the area prior to beginning Phase 2. The plan will identify development standards for the storm pond and all required drainage passageways that need to be protected and the timing of the required improvements. The improvements must be done no later than the time the land is accepted as Municipal Reserve. This Master Plan will consider and provide recommendations for, all drainage basins impacted by development in this plan area and identify how storm water will be managed within the drainage basins at build-out, assuming an urban development standard is applied throughout

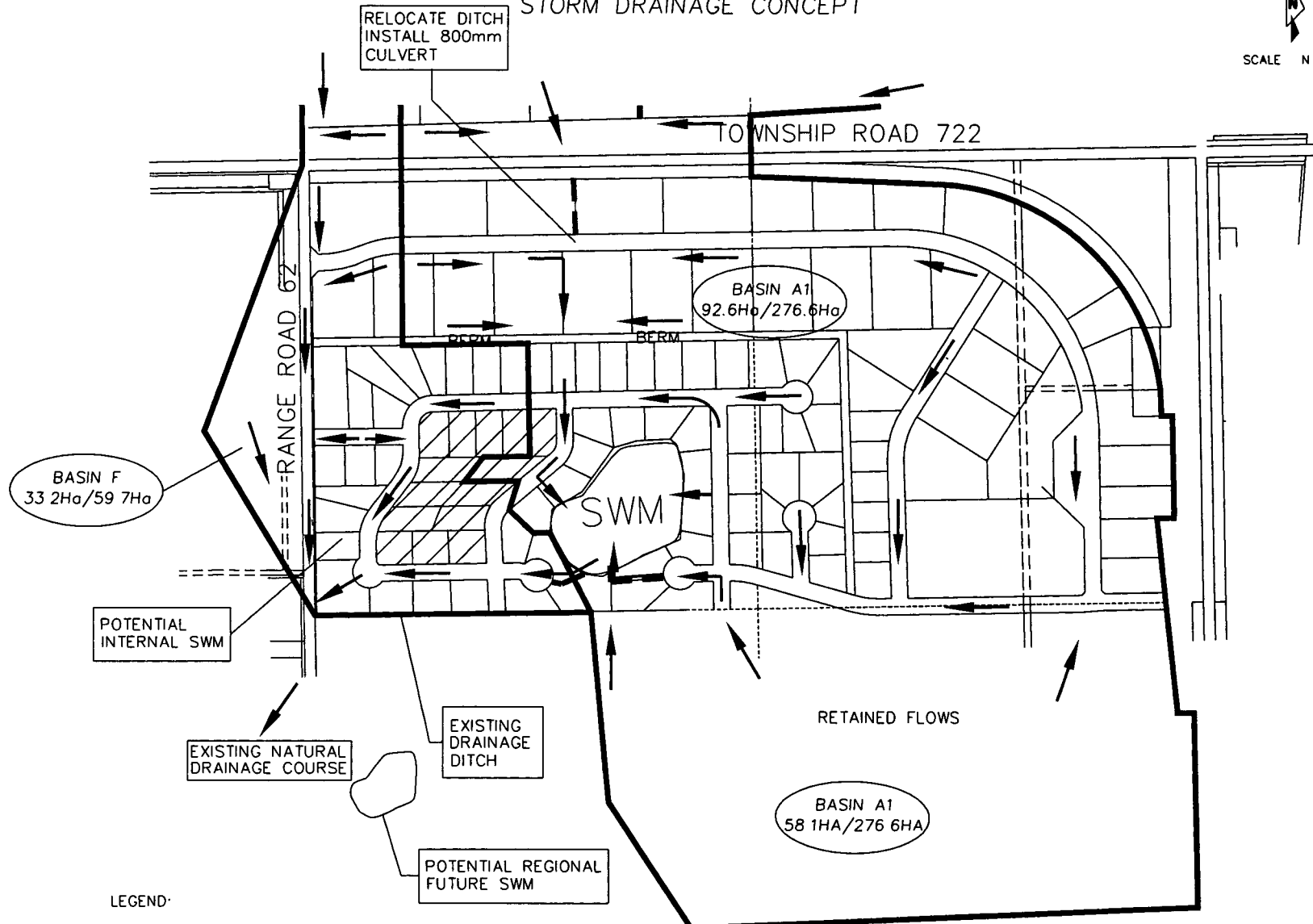
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MAP 8
STORM DRAINAGE CONCEPT

SCALE N T S



BASIN A
37.1Ha/98.4Ha - DRAINAGE BASIN A WITH A CONTRIBUTION OF 37.1Ha OF 98.4Ha, IN PLAN AREA

/// - POTENTIAL DRAINAGE EASEMENT OR DRAINAGE PUL / R/W REQUIRED
— RETAINED FLOW DRAINAGE BOUNDARY

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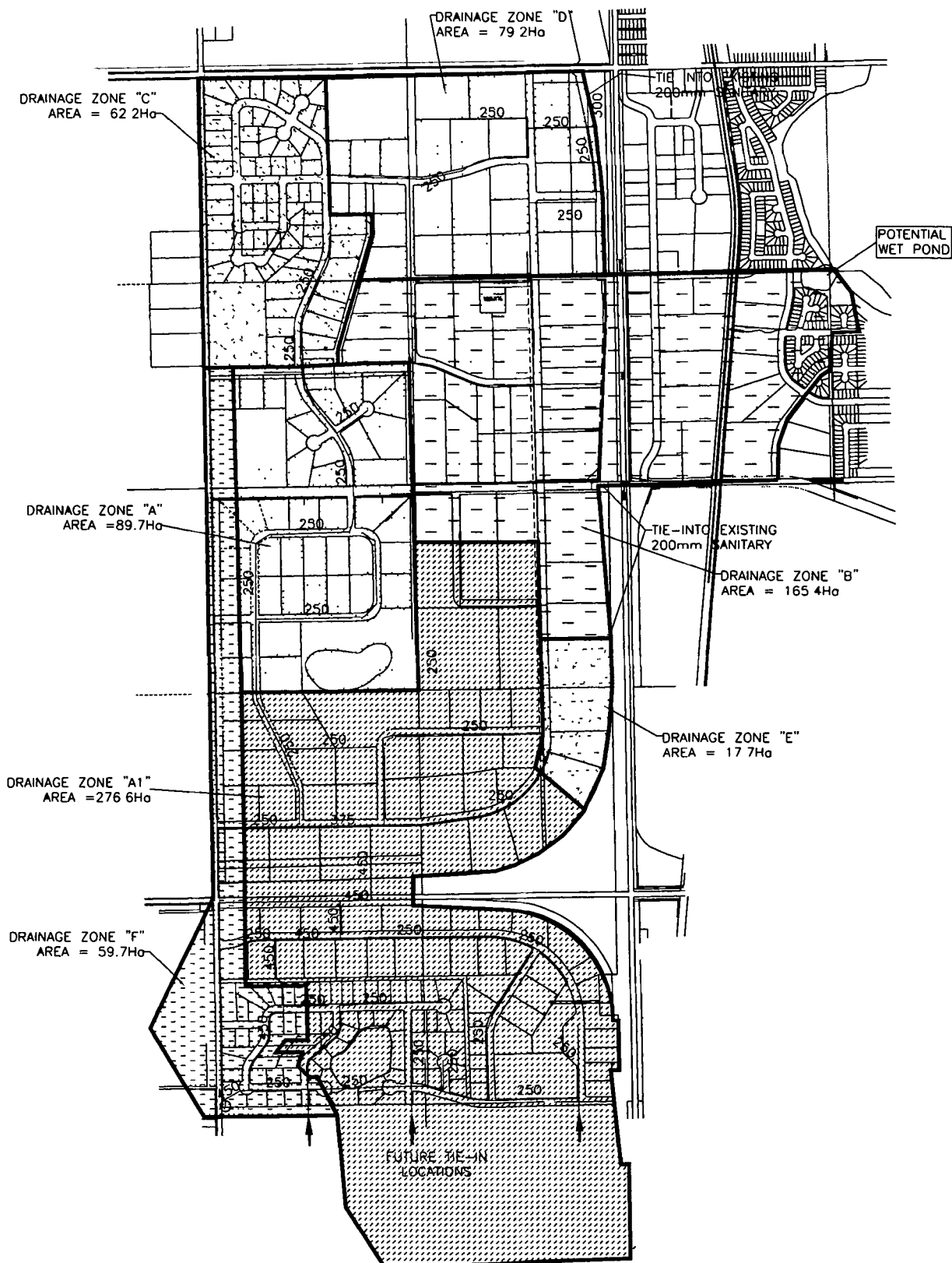
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MAP 8A STORM SERVICING LEVY AREAS



SCALE - N.T.S.



each drainage basin. This may involve modeling of storm water run-off to ensure that downstream areas will be adequately protected from flooding in later years and recommend levies that will address the costs of downstream improvements.

- 3.4.3 The storm water pond will be designated as a Public Utility Lot. The land around the top of the pond may be used for Municipal Reserve.

3.5 Shallow Utilities

- 3.5.1 All shallow utilities (natural gas, power, telephone) are to be extended into the Plan area by the individual franchise holders as required.
- 3.5.2 Shallow utilities may be located outside road rights-of-way in easements registered in the name of the County of Grande Prairie No. 1.
- 3.5.3 Any overhead power lines located adjacent to residential areas are to be installed underground at the Developer's expense.
- 3.5.4 ATCO Pipelines presently has a high pressure gas line that bisects the easterly quarter in a north south direction. Any development will require that the line be moved or accommodations be made in the development pattern to ensure that no buildings are constructed over these lines. All appropriate crossing agreements are to be in place with ATCO Pipelines prior to constructing parking lots over this line.

3.6 Lot Grading

- 3.6.1 A grading plan for each subdivision will be prepared by the Developer in accordance with County standards, prior to approval of each subdivision plan within the Area Structure Plan boundary, 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 and storm retention ponds as provided in Section 3.4 and to ensure that all new construction proceeds in a manner consistent with that intent.
- 3.6.2 Lot grading plans shall be submitted to the County prior to development permit approval.

4.0 IMPLEMENTATION

4.1 Phasing

- 4.1.1 The proposed timing of development in the Plan area will be dependent on market conditions and the logical extension of municipal services. The overall proposed phasing is proposed on Map 9.
- 4.1.2 As illustrated in Map 9, it is intended that development of the commercial and industrial area initially occur in the southeast corner of the Plan area in proximity to the Highway 2 access. Subsequent development would then proceed northerly and westerly around the residential node.
- 4.1.3 Phasing of residential development is likely to commence from the east and work its way west.
- 4.1.4 As the requirement of the provision of municipal services is linked directly to the phasing, no changes to the proposed sequence of phases will be allowed without an amendment to this plan.

4.2 Proposed Zoning

Proposed zoning for the Plan area is identified on Map 10. The areas slated for residential development will be zoned under the Rural Estate (RE) District of the Land Use Bylaw. The industrial areas will be zoned under the Highway Industrial (RM4) Districts and the commercial sites as Comprehensive Commercial (CC). All zoning changes will be made in advance of subdivision approval.

4.3 Statutory Plan Amendments

As indicated in Section 1.4.2, the Highway No. 2 and 43 North ASP affects the east half of the Plan area, and limits the future use of the quarter to agricultural use. This original Plan does not reflect the desires of the new owners of the subject land, however, requiring an amendment to the Highway No. 2 and 43 North ASP. It is proposed that the issue be addressed by deleting the NE 11 from the older document.

This amendment will be submitted to the County concurrently with this Outline Plan and Land Use Bylaw amendment.

4.4 Subdivisions and Development

- 4.4.1 All developers shall be required to enter into development agreements with the County as a condition of subdivision approval. The matters to be included in these agreements will include but not be limited to the provision of roads and municipal services, and the payment of off-site levies. The agreements will also deal with issues related to benefiting areas.
- 4.4.2 Detailed engineering drawings and specifications for roads, water, sanitary sewer, and storm drainage shall be prepared by the developer and approved by the County and Aquatera Utilities Inc. prior to subdivision approval on the subject lands.

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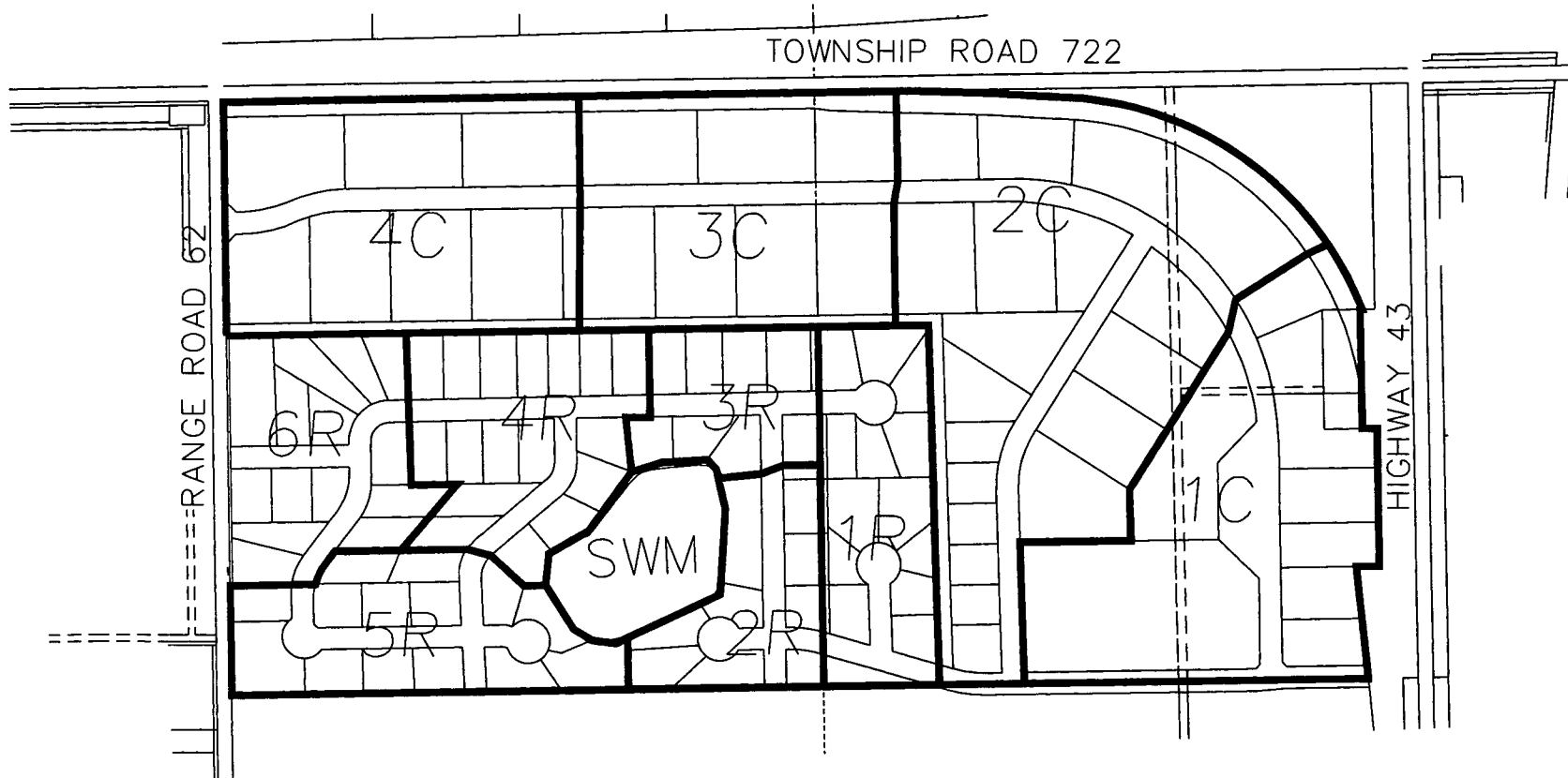


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MAP 9
PROPOSED PHASING



LEGEND:

1R- RESIDENTIAL PHASE
1C- INDUSTRIAL / COMMERCIAL PHASE

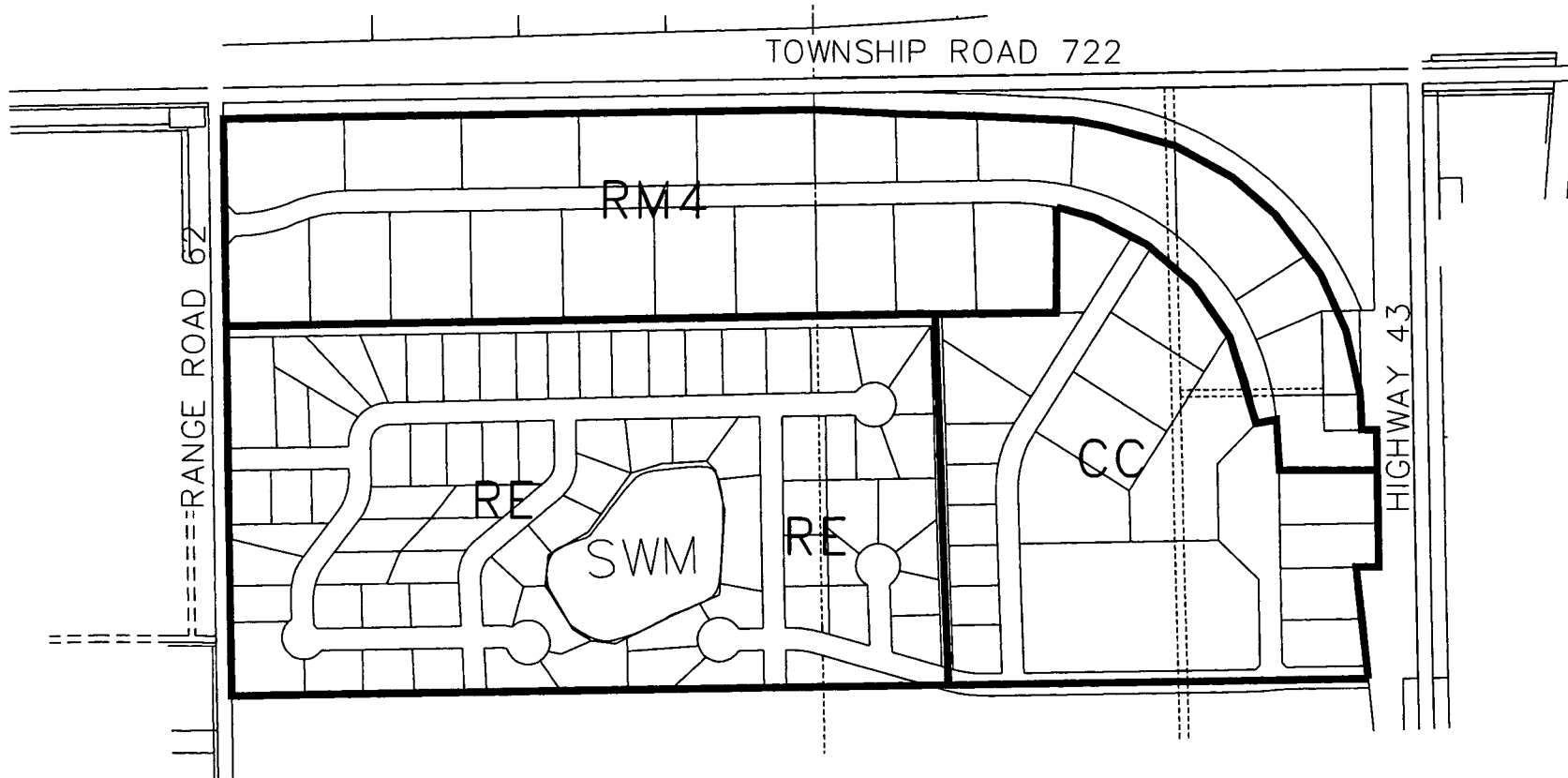
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MAP 10
PROPOSED ZONING



LEGEND:



— STORM WATER MANAGEMENT

RE — RURAL ESTATE

RM4 — HIGHWAY INDUSTRIAL

CC — COMPREHENSIVE COMMERCIAL

4.4.3 The lot sizes and yields identified in this Plan are conceptual. Up to 150 residential lots will be permitted in the Plan area without amendment to this Area Structure Plan. In addition, an amendment will not be required to accommodate minor design changes.

4.4.4 The resubdivision of lots in the Plan area may be supported without amendment to the Plan provided that the resulting lot sizes meet the minimum requirements of the Land Use Bylaw, the total number of lots does not exceed 150, 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.

4.5 Benefiting Areas

4.5.1 Where municipal infrastructure is developed that provides a benefit to lands outside of the plan area, the County will 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.

4.5.2 The efforts to collect costs from benefiting areas will expire within 20 years of the initial approval of this plan.

4.6 Levies

4.6.1 All levies identified in the plan shall be collected at the time of subdivision.

4.6.2 In addition to the levies identified in this plan, developers may be required to pay a connection fee to Aquatera Utilities Inc.