

**BY-LAW NO. 3004 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 amend
County Bylaw No. 2764.

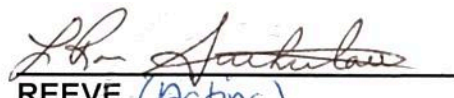

WHEREAS the Council of the County of Grande Prairie No. 1 has adopted the
Crossroads North Area Structure Plan Bylaw No. 2764; and

WHEREAS the Council has the authority pursuant to the Provisions of the Municipal
Government Act, Revised Statutes of Alberta, 2000, Chapter M26, to amend the said
By-law No. 2764;

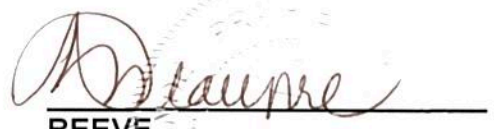

NOW THEREFORE the Council of the County of Grande Prairie No. 1, duly assembled,
enacts as follows:

1. That the Crossroads North Area Structure Plan Bylaw No. 2764 shall be hereby
amended as outlined in the attached Schedule "A"
2. That this by-law shall take effect on the date of its final passage by Council.


READ A FIRST TIME THIS 12TH DAY OF MAY, 20 14.


REEVE (Acting)

COUNTY ADMINISTRATOR

READ A SECOND TIME THIS 16 DAY OF JUNE, 20 14.


REEVE

COUNTY ADMINISTRATOR

READ A THIRD AND FINAL TIME AND FINALLY PASSED THIS 6TH DAY OF
OCTOBER, 20 14.


REEVE

COUNTY ADMINISTRATOR

BYLAW 3004 SCHEDULE "A"

Crossroads Area Structure Plan

Summary of Proposed Amendments

- 1) Update and replace all maps.
- 2) In Section 1.1 (Purpose of Plan), delete "Alberta Infrastructure and Transportation" and replace with "Alberta Transportation".
- 3) In Section 1.2 (Plan Area), delete the last sentence of Paragraph #2 and replace with the following:

The lands to the northeast and east are currently in agricultural use, but are proposed for future industrial development.

- 4) In Section 1.3 (Existing Conditions, delete Paragraph #1 and replace with the following:

As indicated in Map 2 the southwest portion of the Plan area is currently under development for industrial purposes (Crossroads Business Park), and a majority of the lands south of Bauman Road (84th Avenue) have been subdivided and developed for industrial use. A portion of the lands in the east end of the Plan area and north of Bauman Road are in agricultural production. Three farm sites are located on the east half of the Plan area, one of which is served by a large dugout.

- 5) Delete Table 1 (Plan Area Composition) and replace with the following:

Table 1 – Plan Area Composition

Legal	Owner	Area (ha)
NE 13-72-6-6 (Pt.)	Private Owners	25.61
SE 13-72-6-6 (Pt.)	Private Owners	25.79
Plan 812 2484	Private Owners	3.98
Plan 022 6052	Private Owners	9.40
Plan 032 3017	Private Owners	3.73
Plan 032 4680	Private Owners	5.90
Plan 042 4450	Private Owners	0.85
Plan 052 2280	Private Owners	9.78
Plan 052 5702	Private Owners	1.42
Plan 052 5909	Private Owners	12.44
Plan 062 2745	Private Owners	21.21
Plan 062 5502	Private Owners	5.76
Plan 062 5735	Private Owners	2.48
Plan 072 4141	Private Owners	5.26
Plan 072 4094	Private Owners	9.75
Plan 072 9061	Private Owners	5.67
Plan 072 9750	Private Owners	16.86
Plan 082 9535	Private Owners	0.70

<i>Plan 092 3282</i>	<i>Private Owners</i>	<i>4.05</i>
<i>Plan 092 3297</i>	<i>Private Owners</i>	<i>3.88</i>
<i>Plan 092 7597</i>	<i>Private Owners</i>	<i>2.43</i>
<i>Plan 112 1099</i>	<i>Private Owners</i>	<i>3.56</i>
<i>Plan 112 2470</i>	<i>Private Owners</i>	<i>19.47</i>
<i>Several Plans</i>	<i>Internal Roads/PUL</i>	<i>25.02</i>
<i>Plan 3285BU</i>	<i>Railway ROW</i>	<i>4.88</i>
<i>Several Plans</i>	<i>Highway ROW/Service Roads</i>	<i>22.09</i>
Total		259.71

- 6) In Section 1.3 (Existing Conditions), Paragraph #2, delete “Alberta RailNet rail line”, and replace with “CN Rail line”.
- 7) Delete Section 1.4.2 (County of Grande Prairie Land Use Bylaw), and replace with the following:
- The majority of the lands in the Plan area are designated as Rural Medium Industrial (RM-2) in the County’s Land Use Bylaw, while the land located on the south and west periphery is zoned as Highway Industrial (RM-4). The balance of the Plan area northeast of Bauman Road is zoned as Agricultural (AG). In order to facilitate the development of the balance of the lands for industrial purposes, it is intended that the applicable lands be rezoned to the appropriate land use districts as a prerequisite to subdivision as discussed in Section 4.2.*
- 8) In Section 2.1 (Goals of Plan), delete Goal #2 and replace with the following:
2. *To contribute to the continued economic development of the Clairmont area through the development of the plan area for industrial purposes.*
- 9) Delete Table 2 (Land Use Area Estimates) and replace with the following:

Table 2 – Land Use Area Estimates

Land Use Category	NW 13	NE 13	SW 13	SE 13	Total	Percent
Gross Area	64.7	64.9	64.8	65.3	259.7	
<i>Less Highway Right-of-Way</i>	<i>1.0</i>	<i>0</i>	<i>8.6</i>	<i>6.6</i>	<i>16.2</i>	
<i>Less Railway Right-of-Way</i>	<i>2.4</i>	<i>0</i>	<i>2.4</i>	<i>0</i>	<i>4.8</i>	
Net Developable Area	61.3	64.9	53.8	58.7	238.7	100.0
Industrial	50.9	53.4	42.8	49.0	196.1	82.2
<i>Highway Industrial</i>	<i>6.8</i>	<i>20.0</i>	<i>14.5</i>	<i>22.8</i>	<i>64.1</i>	<i>26.9</i>
<i>General Industrial</i>	<i>44.1</i>	<i>33.4</i>	<i>28.3</i>	<i>26.2</i>	<i>132.0</i>	<i>55.3</i>
Roads	10.4	11.5	11.0	7.1	40.0	16.8
Storm Ponds	0	0	0	2.6	2.6	1.1

- 10) Delete Policies 2.3.1 through 2.3.6 (Industrial Development) and replace with the following:
- 2.3.1 *As noted in Table 2, 82% of the Plan area is to be developed for industrial purposes. A mixture of highway-oriented and general industrial development is proposed.*

Given the proximity to Highways 2 and 43, it is proposed that approximately 64 ha of land located along the perimeter of the Plan area and along Bauman Road be designated as Highway Industrial (RM-4) in the Land Use Bylaw. The balance of the industrial land (132 ha or 55% of the Plan area) is to be zoned as Rural Medium Industrial (RM-2).

- 2.3.2 *General industrial development, totaling approximately 132 ha, is proposed for a majority of the Plan area. Uses encouraged in this area are those that are characteristic of other industrial parks in the County, and would be administered under the Rural Medium Industrial (RM-2) District of the Land Use Bylaw. Lot sizes designated for this use are intended to average approximately 1.0 ha based on the layout illustrated in Map 4.*
- 2.3.3 *Highway Industrial development (zoned RM-4 in the Land Use Bylaw) comprises approximately 64 ha (27%) of the Plan area, including the currently developed portion between Highway 43 and the rail line. Lot sizes designated for this use are intended to average approximately 2.1 ha based on the layout illustrated in Map 4. Smaller lot sizes, with a minimum area of 0.5 ha are proposed for those lots backing on to the north side of Bauman Road.*
- 2.3.4 *All industrial development in the Plan area shall be the subject of a high level of design and landscaping in accordance with County requirements as identified in Section 4.4 of this Plan. This is a result of the high degree of visibility that these locations afford.*
- 2.3.5 *All industrial development will be serviced with municipal water and sewer services in accordance with the provisions of this plan.*

11) Delete Section 2.4 (Residential Development) in its entirety.

12) Delete Section 2.5 (Municipal Reserve) and replace with the following:

2.5 Municipal Reserve

In accordance with the Municipal Government Act, a maximum of 10% of the Plan area may be provided as municipal reserve at the time of subdivision.

As of January 2013, approximately 51.4 ha of land within the Plan area were in an unsubdivided state. The balance of the municipal reserve owing, 5.1 ha less any reserve that may be dedicated in the vicinity of the storm pond, shall be provided to the County as cash-in-lieu as a condition of subdivision approval.

13) Delete the Introduction to Section 3.1 (Road Network) and replace with the following:

As illustrated in Map 5, primary access to the Plan area is currently obtained from a signalized intersection at the northwest corner (Highway 2/Bauman Road), and a service road at the southeast corner that connects to Highway 43 at Range Road 55. Traffic impact assessments for these intersections will be prepared for Alberta Transportation and

the County at the time of subdivision to determine if the intersections have sufficient capacity to accommodate the proposal or if improvements are required.

Bauman Road is the major roadway proposed to serve the area. These roadways provide connections to the area's long term regional road network as illustrated on Map 5A, which identifies a broad transportation plan for the entire area north of the City of Grande Prairie. The development of roads in the Plan area is consistent with an overall transportation strategy for the area, which includes future highway locations, an arterial road network system linking the highways to future truck routes and land use areas. A major collector system to enable traffic to flow from the local roads to the arterial roads and ultimately to the highways is also indicated. Of particular importance to the County is the preservation and maintenance of the major collector road system that facilitates north-south traffic flow in the Clairmont corridor, and reduces reliance on the Highway 2/43 corridor. It is intended that this system be integrated into the area structure plan.

Range Road 60 does not intersect with Highway 43 as this intersection was recently closed as part of upgrades to the highway. A Highway Access Management Plan completed by Alberta Transportation indicates that a flyover may be appropriate at this location. It is the position of Alberta Transportation that costs associated with a flyover would be the responsibility of the County or developers and that it will be constructed to the satisfaction of, but at no cost to the Department.

Internal vehicle circulation is to be accommodated by a road system that has been designed to facilitate a separation of residential and industrial traffic.

14) Delete Policy 3.1.1 (Road Network) and replace with the following:

3.1.1 All roads in the Plan area are to be constructed to a rural (paved) standard at the expense of the developer. In instances where a proposed road straddles a property line, the cost of road construction shall be shared by both benefiting landowners. Industrial roads shall provide a minimum standard right-of-way width of 30 metres. All standards are subject to approval by County Public Works and may be subject to change.

15) Delete Policies 3.1.3, 3.1.4, 3.1.6 and 3.1.11 (Road Network) in their entirety.

16) Delete Policy 3.1.5 (Road Network) and replace with the following:

3.1.5 Traffic impact assessments (TIAs) may be requested by the County at the time of future subdivision phases to identify additional potential improvements to all external roadways.

17) Delete the Introduction to Section 3.2 (Sanitary Sewer) and replace with the following:

The sanitary sewer for the Plan area is serviced by two drainage basins. As illustrated in Map 6, two lift stations are proposed for the Plan area. The existing Crossroads lift station located in the SE 13 is to serve the southerly portion of the Plan area via a gravity sanitary system. A second lift station north of the plan area will service the remainder of the lands

via a low-pressure sanitary sewer system. The overall sanitary plan, indicating the drainage patterns and which areas benefit from each lift station is defined in Map 6A.

Lakeside North Lift Station

The northwest portion of the Plan area will drain into the Lakeside North lift station. The development of this new lift station can occur by one of two methods:

1. Design the lift station to only handle the drainage basin as shown in Map 6A and potentially excess flows from the Crossroads area. Sewage from this area will then pump into an upgraded Clairmont force main which will need to be extended westerly along 100th Avenue.
2. Design the lift station so it can be used as a regional lift station to combine the flows of various existing lift stations including Northgate, Lakeside East, Crossroads, the existing Clairmont lift stations and any temporary lift stations. This is consistent with previous sanitary sewage studies.

A final Sanitary Master Plan will provide a recommendation as to which option will be incorporated. Levies will need to be assessed based on the ultimate design that is approved. If the Lakeside North lift station is only designed for the Lakeside and Crossroads ASP areas, a levy of \$2,700/ha would need to be assessed to cover the costs.

Alternatively, development costs for the lift station could be recovered through an endeavour to assist.

If the County chooses to develop a regional lift station then it is recommended that the aforementioned levy of \$2,700/ha still be assessed, as well as those applicable under Bylaw 2657, which covers the costs of regional upgrades.

The Lakeside North Lift Station needs to take into consideration the full impact of flows from Crossroads. Should flows from Crossroads reach design rates it will be necessary to develop a relief line identified as Line A on Map 6A. This would split the flows between Northgate and Lakeside. The major trunk that captures the western flows in the Lakeside Plan has been oversized to accommodate the potential for accepting these excess flows. A cost recovery in favour of the Lakeside developers will need to be recovered from those benefiting lands identified in Map 6A, at a rate of approximately \$250/ha, or through an endeavour to assist.

It is likely that a temporary lift station may need to be constructed in the SW 24 at the Developer's expense if a right-of-way access across the NW 24 can not be secured. It may also be built if funds are not available to construct a regional system at the Lakeside North Lift Station. Sewage from this temporary lift station would be directed westerly into the Northgate system. The lift station should be designed to handle all the lands draining north from the S½ 24 as well as the lands in this Plan area. Recovery of costs for this temporary lift station would be assessed on an endeavour to assist basis.

A low-pressure sanitary system will be incorporated into the contributing area for this lift station. This will reduce the amount of infrastructure required to service the area and allow serviceability of the lands adjacent Clairmont Lake which have minimal natural grade. A detailed assessment should be completed at subdivision to determine the capacity of

adjacent systems. It is anticipated that the gravity system installed in the existing Crossroads North Phases 1 and 2 developments will have adequate interim capacity to service newly developed areas. The development of a low-pressure system will allow the County of Grande Prairie to collect servicing levies for the area prior to the need to construct the Lakeside North Lift Station. This will lessen the burden to construct the lift station once necessary. It will also allow for ultimate capacity requirements to be determined for the area prior to the need for construction of major infrastructure.

Aquatera will monitor flows on a regular basis to determine the need and timing for the infrastructure proposed in this ASP.

Crossroads Lift Station

The southerly portion of the Plan area will drain into the existing Crossroads lift station. Sewage from this area is then pumped back via a force main over to Highway 2, and then drains northward to the Northgate lift station where it is then pumped into the force main directly to the sewage lagoon west of Clairmont.

At present there is a \$1,840/ha recovery charge associated with tying into the existing Crossroads system. These levies are based on recovering the costs of the existing Crossroad's lift station and force main. It is not based on the cost of upgrading the existing lift stations in the future or the cost of establishing a supplemental force main from Crossroads to Clairmont.

The lines through Northgate are too small to handle the design flows from all of Westmount, Precision, Northgate and Crossroads. As flows begin to reach that of design flows an alternative sewage route will need to be incorporated by creating the connection identified as link A in Map 6A. Costs of this as well as the over sizing in Lakeside will need to be recovered. The benefiting areas and costs are outlined in Section 4.6.

Lands south of Highway 2 also have the potential to tie into the Crossroads lift station, and if done will need to pay for any upgrades that are required. Upgrades could likely mean one or two force mains through the Plan area, likely via Bauman Road, to transport the sewage to the Clairmont lagoons. Levies will need to be assessed to accommodate this future growth as well as sufficient public utility lots if Bauman road is not going to be used for the force main development. The Clairmont Servicing Corridor Master Plan will identify / confirm the future routes and costs as well as relevant levies and fees.

18) Delete Policy 3.2.1 (Sanitary Sewer) and replace with the following:

3.2.1 All development in the Plan area will be serviced with municipal sanitary sewer as indicated on Map 6. Detailed engineering design shall be provided by the developer for County / Aquatera review and approval at the subdivision review stage.

19) Delete Policy 3.2.5 (Sanitary Sewer) in its entirety.

20) Delete Policy 3.2.7 (Sanitary Sewer) and replace with the following:

3.2.7 All development is subject to Infrastructure Charges levied by Aquatera Utilities Inc.

- 21) Delete the Introduction to Section 3.4 (Stormwater Management) and replace with the following:**

Storm water management shall be 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.

Storm water from the Plan area ultimately drains downstream into Clairmont Lake. It is intended that storm drainage from the Plan area drain into proposed stormwater ponds located along the shore of Clairmont Lake north of the Plan area, and then discharged into the lake.

- 22) Delete Policy 3.4.5 (Stormwater Management) in its entirety.**

- 23) Delete Policy 3.5.2 (Shallow Utilities) in its entirety.**

- 24) Delete Policy 3.6.3 (Lot Grading) and replace with the following:**

3.6.3 Special consideration will be needed to avoid lake level variations as described in Section 3.4.

- 25) Delete Section 3.7 (Oil and Gas Activity) in its entirety.**

- 26) Delete Section 4.2 (Zoning) and replace with the following:**

Proposed zoning for the Plan area is identified in Map 10. The industrial area will be zoned as Rural Medium Industrial (RM-2) and Highway Industrial (RM-4). All zoning changes will be made in advance of subdivision approval.