

**BY-LAW NO. 2921 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 Bacon Area Structure Plan for NE 09-72-05-W6M, and NW 10-72-05-W6M.

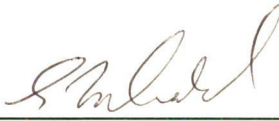
WHEREAS the Municipal Government Act, Statutes of Alberta, 2000, Chapter M-26, and amendments thereto, authorizes a Council to provide a framework for the subdivision and development of an area of land within the Municipality; and

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

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

1. That this By-law shall be known as the **"BACON AREA STRUCTURE PLAN BY-LAW"**.
2. That the Bacon 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. 2011.



REEVE



COUNTY ADMINISTRATOR

READ A SECOND TIME THIS 16TH DAY OF MAY A.D. 2011 .

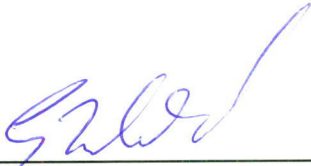


REEVE



ACTING- COUNTY ADMINISTRATOR

READ A THIRD AND FINAL TIME AND FINALLY PASSED THIS 10TH DAY
OF July A.D. 2011.



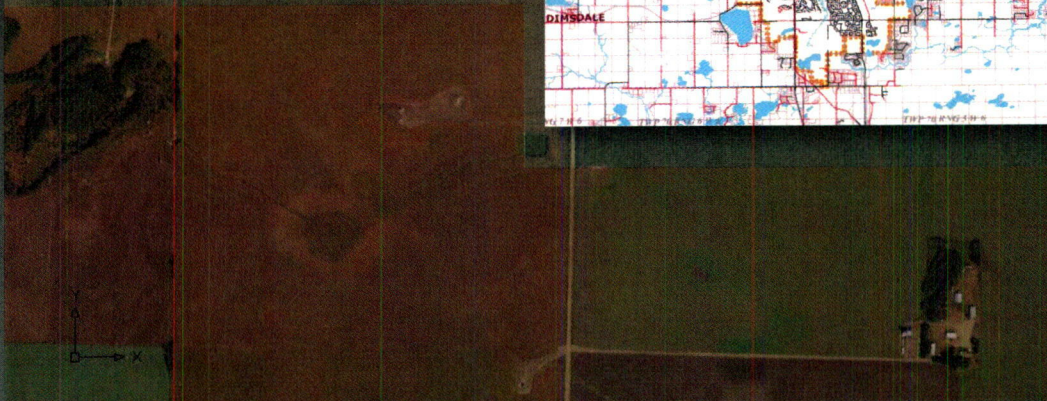
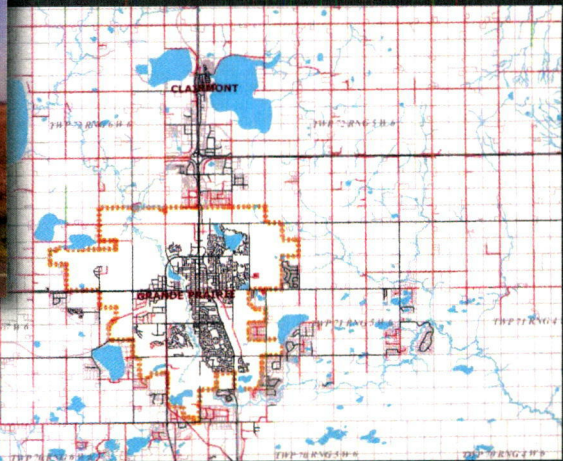
REEVE



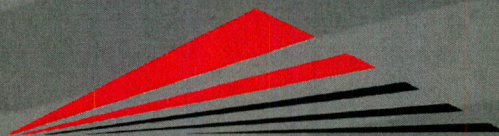
COUNTY ADMINISTRATOR

BACON AREA STRUCTURE PLAN (ASP) ADJACENT TO RANGE ROAD 53 AND HIGHWAY 43

NE 9-72-5-6 AND NW 10-72-5-6

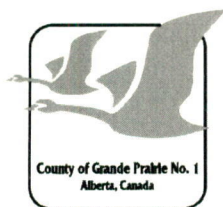


Prepared By:



Beairsto Lehnert Ketchum
ENGINEERING & SURVEY LTD

June 15, 2010



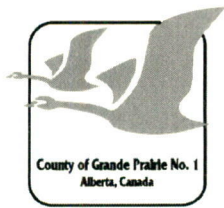
Bacon Area Structure Plan (ASP)

Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

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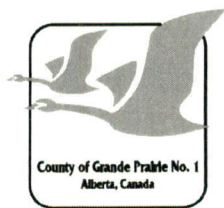
Bacon Area Structure Plan (ASP)

Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

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Bacon Area Structure Plan (ASP)

Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

1.0 INTRODUCTION

1.1 Purpose of Plan

The Bacon Area Structure Plan (ASP) has been prepared to provide a framework for the future development of a portion of land in the vicinity of the intersection of Highway 43 and Range Road 53 within the County of Grande Prairie No. 1, hereby referred to as the County.

The primary objective of this plan 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. In addition, as the site fronts onto a primary highway, 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 provided details respecting proposed servicing for the area.

This ASP has been prepared in accordance with the Municipal Government Act, the Subdivision and Development Regulation, and the County of Grande Prairie No. 1 Municipal Development Plan.

1.2 Plan Area

The land affected by this ASP is located immediately south of Highway 43 both east and west of the intersection of this highway and Range Road 53. This intersection is approximately 3km north and 6.5km east of the City of Grande Prairie, Alberta. Map 1 – Location clearly identifies the location and subject lands. The Plan Area consists of two quarter sections of land (NE 9-72-5-6 and NW 10-72-5-6) totaling approximately 129.4 ha as outlined in Table 1: Plan Area Composition located below. The policies of this plan will apply to the said area.

Table 1: Plan Area Composition

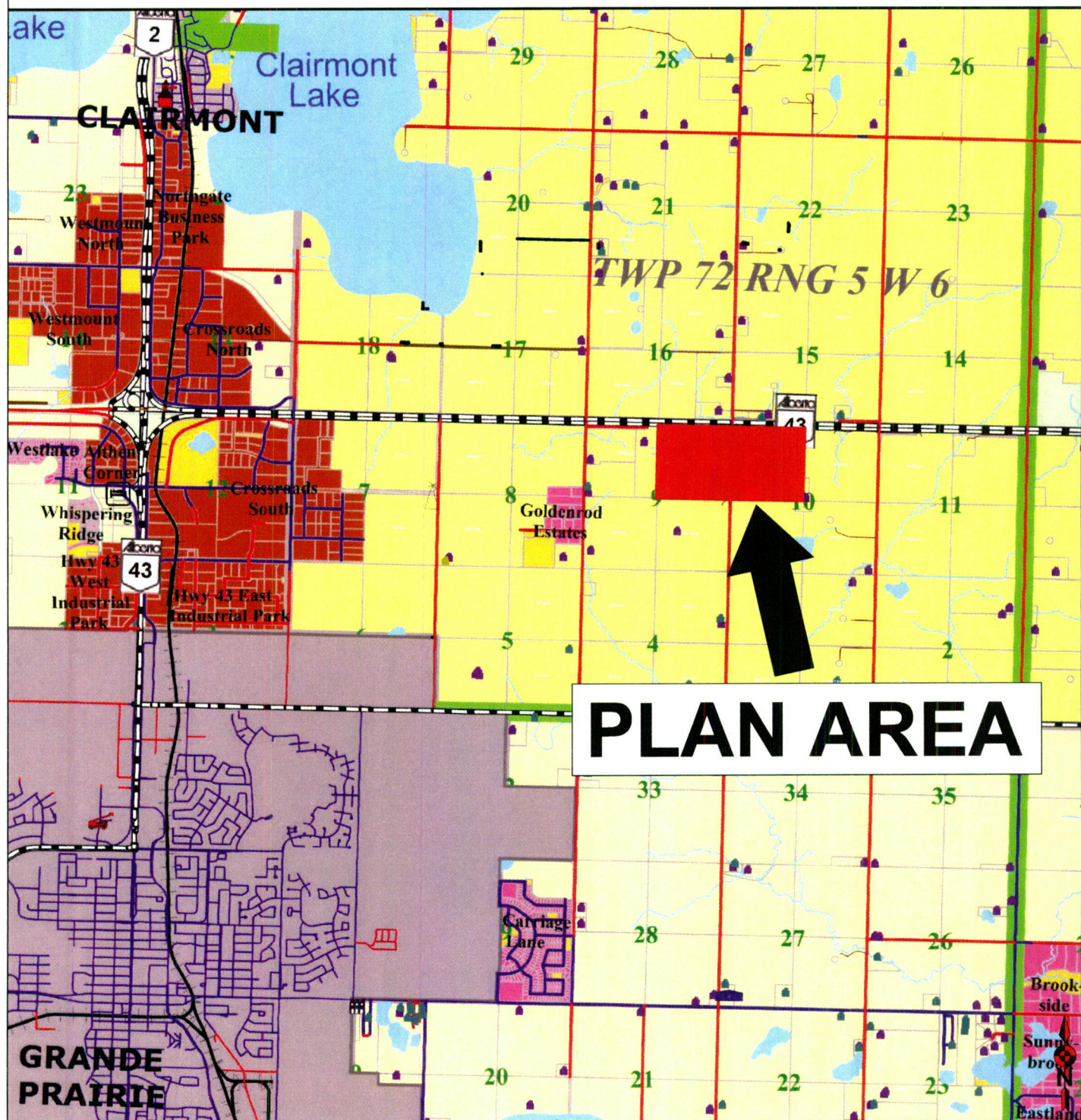
Legal Description	Area (ha)
NE 9-72-5-6	64.7
NW 10-72-5-6	64.7
Total	129.4

The Plan Area is bound to the north by Highway 43 (Township Road 722) and is surrounded in the remaining directions by agricultural lands as well as some limited lands dedicated as Country Residential.



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PLAN AREA

Map 1 - Location

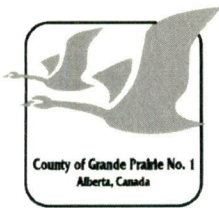
Legend

 Plan Area



County of Grande Prairie No.1
BACON AREA STRUCTURE PLAN

Scale: NTS
June 2010



Bacon Area Structure Plan (ASP)

Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

1.3 Existing Conditions

The majority of the Plan Area is currently in agricultural production. As shown on Map 2 – Existing Conditions, non-agricultural uses include two well sites and various pipeline rights-of-way.

An existing subdivision is located in the central part of 10-72-5-6, which contains a residence as well as various farming structures. The most southeastern portion of NW 10-72-5-6 contains part of this subdivision and although the residence is not located on this quarter section, many of the farming structures are.

There are various pipeline rights-of-way that are scattered throughout the Plan Area. Running north south just east of the centre of NW 10-72-5-6 there exists three rights-of-way directly adjacent to each other. Just south of the northern boundary of the Plan Area, one of these rights-of-way heads southeasterly towards the aforementioned well sites. Another right-of-way also exists between the two well sites located on NE 9-72-5-6. In addition to the pipeline rights-of-way, well sites are located within and around the Plan Area, as shown on Map 2 – Existing Conditions. It has been determined through discussions with the various well site owners that the wells, pipelines and facilities of concern in the area are each Level 1 facilities. The Energy Resource Conservation Board requires that the minimum setback from any Level 1 facility or establishment be:

- a) 100m for well sites; and/or
- b) the distance equal to the pipeline right-of-way and the lease boundary for pipelines or gas facilities;

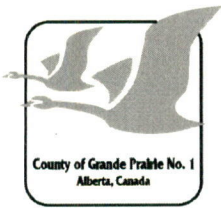
The setbacks for the well sites are indicated on Map 2 - Existing Conditions.

Overall the Plan Area is characterized by a negative elevation change from east to west as well as in a southerly direction. This is illustrated on Map 3 – Topography. A hill exists in the east central part of NW 10-72-5-6, reaching an elevation of approximately 700m. There is a drop in elevation in the southwest direction to a low lying area approximately 687m in elevation, translating into a -2.6% grade change over a distance of 500m. A more gradual elevation change occurs in the westerly direction where the change in elevation is from 700m to 679m but over 1375m, translating into a -1.5% grade change. A low lying area occurs from the south central portion of NE 9-72-5-6 and continues northwest to the quarter line boundary. This area experiences a small variation in elevation from 682m to 679m over a distance of 720m, for a grade change of -0.42%.

1.4 Policy Framework

1.4.1 County of Grande Prairie Municipal Development Plan

The County Municipal Development Plan identifies the lands located in the Highway 43 corridor for future industrial use. The predominant land uses in this ASP are consistent with this policy direction.



Bacon Area Structure Plan (ASP)

Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

1.4.2 County of Grande Prairie Land Use Bylaw

The Plan Area is currently designated as Rural Medium Industrial (RM-2) in the County's Land Use Bylaw. The remaining lands surrounding the Plan Area are designated as Agricultural (AG) with the exception of NW 9-72-5-6 directly west of the Plan Area which is mainly Country Residential (CR) with the northwest portion of the same quarter being Agricultural (AG). In order to facilitate the development of these lands for industrial purposes, it is intended that the Plan Area be rezoned to the appropriate districts as a prerequisite to subdivision.

1.4.3 Subdivision and Development Regulation

The preparation of the plan is consistent with Section 14 of the Subdivision and Development Regulation of the Province of Alberta. It is intended that the plan receive the approval of the Minister of Transportation pursuant to this section.



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**Map 2 - Existing
Conditions**

Legend

--- Plan Area

Existing Residence



Well Site



Well Site Set Back Boundary

PIPELINE R/W

Pipeline Right-of-Way



County of Grande Prairie No.1
BACON AREA STRUCTURE PLAN

Scale: NTS
June 2010

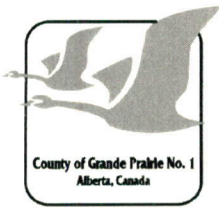


Map 3 - Topography

Legend

- Plan Area
- 685 Contour Elevation
- Flow Direction
- Primary Contour Interval
- Intermediate Contour Interval





Bacon Area Structure Plan (ASP)

Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

2.0 DEVELOPMENT CONCEPT

2.1 Goals of the Plan

The Bacon ASP 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.
2. To contribute to the continued economic development of the Clairmont area through the development of the Plan Area for industrial purposes.
3. To protect and maintain the operational safety and integrity of the Highway 43 corridor.
4. To establish an efficient and economical development concept for the Plan Area.
5. To ensure that the development occurring in the area does not negatively impact the surrounding environment.
6. To ensure that the type of industrial partners entering the area support the land use desired within the Plan Area. The land use desired is not only based upon the County's Land Use Bylaw, but also upon the physical and developmental restrictions within the Plan Area.

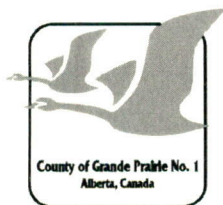
2.2 Land Use Concept

A detailed breakdown of land uses proposed for the Plan Area is provided in Table 2: Estimated Land Use Area. The overall development concept proposed for the area is illustrated in Map 4 – Development Concept and Proposed Zoning. 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.

In order to aid in the separation of the adjacent residential developments from the potential of increased audible events and visual abatements, landscaped buffers with screening and berming shall be provided in accordance with County requirements. Such measures are to be accommodated as on-site landscaping on individual lots and along roadways that are adjacent to future residential. As the west boundary of NE 9-72-5-6 is adjacent to land designated as Country Residential (CR), a landscaping buffer will be installed along this boundary. A 30m buffer zone allocated to municipal reserve will be established adjacent to the residential lands located on the south east corner of NW 10-72-5-6. The northern boundary of the Plan Area, the lands adjacent to Highway 43, will not require landscaping buffers as these locations are intended to utilize the exposure granted from the visibility to highway traffic.

2.3 Industrial Development

As noted in Table 2: Estimated Land Use Area approximately 100.5 ha (77.7%) of the Plan Area is to be developed for industrial purposes. Due to the developmental restrictions, these lots will be dry lots,



Bacon Area Structure Plan (ASP)

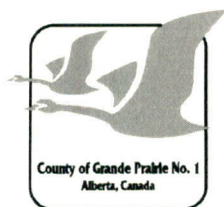
Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

not serviced by municipal utility lines but by water wells and by either evaporation mounds or sewage holding tanks, the uses encouraged in this area are developments such as:

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

The above listed and facilities similar to these will be the only facilities permitted within the Plan Area.



Bacon Area Structure Plan (ASP)

Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

Table 2: Estimated Land Use Area

Land Use Category	NE 9-72-5-6 (ha)	NW 10-72-5-6 (ha)	Total (ha)	Percent (%)
Gross Developable Area	64.7	64.7	129.4	100
Less Road Plans	1.1	1.2	2.3	1.8
Less Subdivisions	0.0	3.0	3.0	2.3
Net Developable Area	63.7	60.5	124.2	96.0
Industrial	50.4	50.1	100.5	77.7
Highway Industrial (RM-4)	12.2	12.0	24.2	18.7
Rural Medium Industrial (RM-2)	38.2	33.3	71.5	55.3
Well Site	0.7	0.0	0.7	0.5
Well Site Right-of-way	1.4	4.1	5.5	4.3
Roads	7.6	7.3	14.9	11.5
Public Utility Lots	0.2	0.1	0.3	0.2
Storm Water Management Facilities ¹	3.4	2.5	5.9	4.6
Municipal Reserve ²	0.0	1.2	1.2	0.9

¹ If not required pursuant to Section 3.4, portions of the land occupied by the Storm Water Management Facility may be considered as Municipal Reserve.

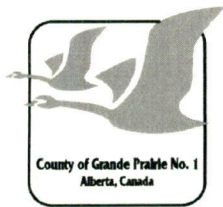
² The balance of municipal reserve owing is to be dedicated as cash-in-lieu as outline in Section 2.4.

Proposed zoning for the Plan Area is identified in Map 4 – Development Concept and Proposed Zoning. The majority of the land use will be composed of Highway Industrial (RM-4) and Rural Medium Industrial (RM-2). The southernmost majority of the Plan Area (71.5 ha (55.3%)) is to be designated as Rural Medium Industrial (RM-2). The remaining portion of the Plan Area dedicated as saleable lots and adjacent to Highway 43 (24.2 ha (18.7%)), is proposed to be designated as Highway Industrial (RM-4). All zoning changes will be made in advance of subdivision approval.

All industrial development in the Plan Area shall be in accordance with County requirements and required to comply with architectural guidelines in respect to both building design and landscaping. This is a result of the high degree of visibility that these locations afford.

Development in this area will be encouraged through architectural guidelines to adopt environmentally sustainable development schemes. This may include the inclusion of building designs that minimize the ecological footprint through the use of energy efficient systems, orientations and roof top storage. Grading may be aided by the use of filter strips and developing bioswales for water quality.

Development directly adjacent to Highway 43 will be required to align buildings and signage to face the highway. Where viable, construction will occur adjacent to the northern property lines to ensure that buildings are located between the highway and the industrial yards, so that the focus is the building rather than the storage component. Landscaping shall be done in such a manner to enhance the building façade and to draw attention away from storage.



Bacon Area Structure Plan (ASP)

Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

2.4 Municipal Reserve

In accordance with the Municipal Government Act, a maximum of 10% of the Plan Area (12.42 ha) may be provided as municipal reserve. It is expected that some portion of the lands proposed as Storm Water Management Facilities, approximately 5.9 ha, will be dedicated as Municipal Reserve. The proposed 30m buffer adjacent to the residential lands located in the south east corner of the Plan Area contains approximately 1.2 ha of land designated as municipal reserve. The balance of the municipal reserve owing (5.3 ha) shall be provided to the County as cash-in-lieu as a condition of subdivision approval.



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**Map 4 - Development
Concept and
Proposed Zoning**

Legend

--- Plan Area

PIPELINE R/W Pipeline Right of Way

30m Municipal Reserve Buffer Zone (MR)

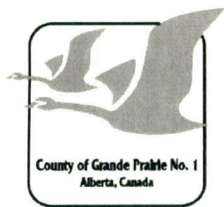
Rural Medium Industrial (RM-2)

Highway Industrial (RM-4)



**County of Grande Prairie No.1
BACON AREA STRUCTURE PLAN**

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Bacon Area Structure Plan (ASP)

Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

3.0 TRANSPORTATION AND SERVICING

3.1 Road Network

Map 5 – Transportation Concept indicates the current and future transportation access locations for the Plan Area as well as the proposed level of service for the roads within the area. Currently access to the Plan Area is obtained via the existing approach off of Highway 43 onto Range Road 53. It is proposed that this remain as a temporary access to the Plan Area until one of the following occurs:

- a) 156th Avenue is constructed to an extent as to provide access to the Plan Area via Range Road 53;
- b) An interchange is constructed at the intersection of Highway 43 and Range Road 51;
- c) An interchange is constructed at the intersection of Highway 43 and Range Road 55; or
- d) The failure of the intersection of Highway 43 and Range Road 53 to operate in a safe and efficient manner due to the development within the Plan Area or on surrounding lands;

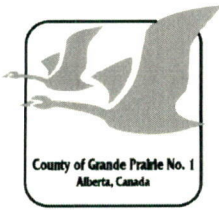
The primary responsibility for the construction of 156th Avenue will lie with the developers and landowners of those quarter sections that are adjacent to Highway 43. From time to time a circumstance may arise that requires a different outcome. In situations where the construction of 156th Avenue is staged and there is a delay between the Granular Base Course (GBC) surface construction and the Asphalt Concrete Pavement (ACP) surfacing, the necessary measures must be taken to ensure that dust control in the area is monitored and addressed as required. These control measures will be the responsibility of the project owner funding the development of the roadway through the lands.

The development of 156th Avenue is important to the success of the transportation network in the area. As it is intended to serve as a major east-west artery, the construction and right-of-way standards will be higher than normal rural standards.

As a requirement of this ASP, the County will be required to place restrictive covenants/caveats on all lots within the plan area as they are created. These covenants/caveats will advise land owners of the future intersection closure and release the parties involved from all claims arising from the closure.

Alberta Transportation standards require that there be 54m between roadway centerlines of four lane highways at intersections. This distance is not currently available between the north and south portions of Highway 43. As the access to the Plan Area will be closed in the future, upgrading the temporary access to comply with the aforementioned Alberta Transportation standard would be redundant. Minor modifications to the access should be considered in order to provide sufficient accommodation for traffic access into the area until such time the access point closes. Alberta Transportation acceptance of the proposed modifications would be required prior to subdivision approval.

Internal vehicle circulation will be accommodated through a looped road system that has been designed to allow for industrial traffic. In addition to the above access locations, future access to the



Bacon Area Structure Plan (ASP)

Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

Plan Area will also be available from the east and west via the internal local road system once future development occurs in the area.

The road network within the Plan Area will be developed to a rural standard, which will consist of roadway with side slopes, ditch bottom and back slopes. Storm water management would occur through a ditch and culvert system. All roads are to be constructed and paved in accordance with County specifications at the expense of the developer. The required right-of-way widths are identified on Map 5 - Transportation Concept. Range Road 53 is to be considered a levy road for the purposes of the transportation levy. It will be subject to contributions by the adjacent quarters and any costs outstanding of road construction shall be shared by the affected landowners. The development of roads in the Plan Area is consistent with the overall transportation strategy for the area.

Through the subdivision process, additional land may be required by the County from the developer to provide for the future widening of Range Road 53.

Map 6 – Future Regional Transportation Network indicates the future access points within the region to the Plan Area; these being both Range Road 51 and Range Road 55 via 156th Avenue. A conceptual alignment for 156th Avenue between Range Road 51 and Range Road 55 is also shown. The establishment of this alignment will be required prior to the subdivision of lands that may be directly impacted by the alignment.

A Traffic Impact Assessment will be completed for the Plan Area in conjunction with the subdivision process. Alberta Transportation and the County will use this information to satisfy any concerns prior to any subdivision applications being entertained. It is proposed that 156th Avenue be constructed in response to the findings of this Traffic Impact Assessment (TIA). The TIA will identify future traffic generation expected from the area.

The ASP identifies all road right-of-way requirements and may require some modifications based on the information produced from the TIA to ensure compatibility with the County Roads Study and roads standards included therein.

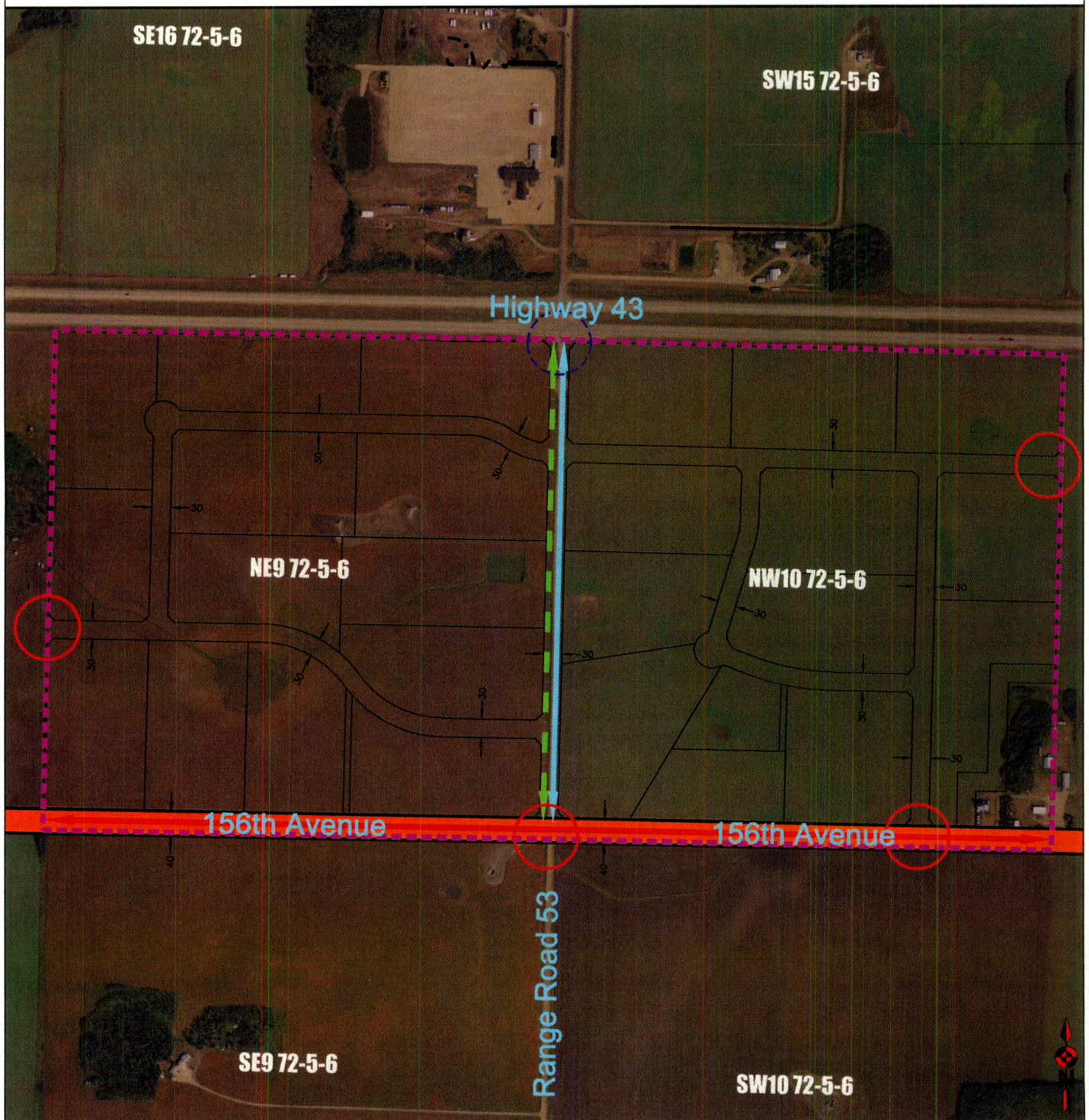
The County will require new development occurring in the benefiting area to pay levies to recover a portion of the costs for improvements such as Range Road 53. At the discretion of the County, developers may choose to build these roads and be credited back for the transportation levies that are payable.

The County may impose a transportation levy to pay for additional transportation upgrades in the area.



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Map 5 - Transportation Concept

Legend

--- Plan Area

— Local Road

Future 156th Avenue
Alignment

→ 30 ← Road Right of Way Width

→ Arterial / Future Arterial Road

→ Collector

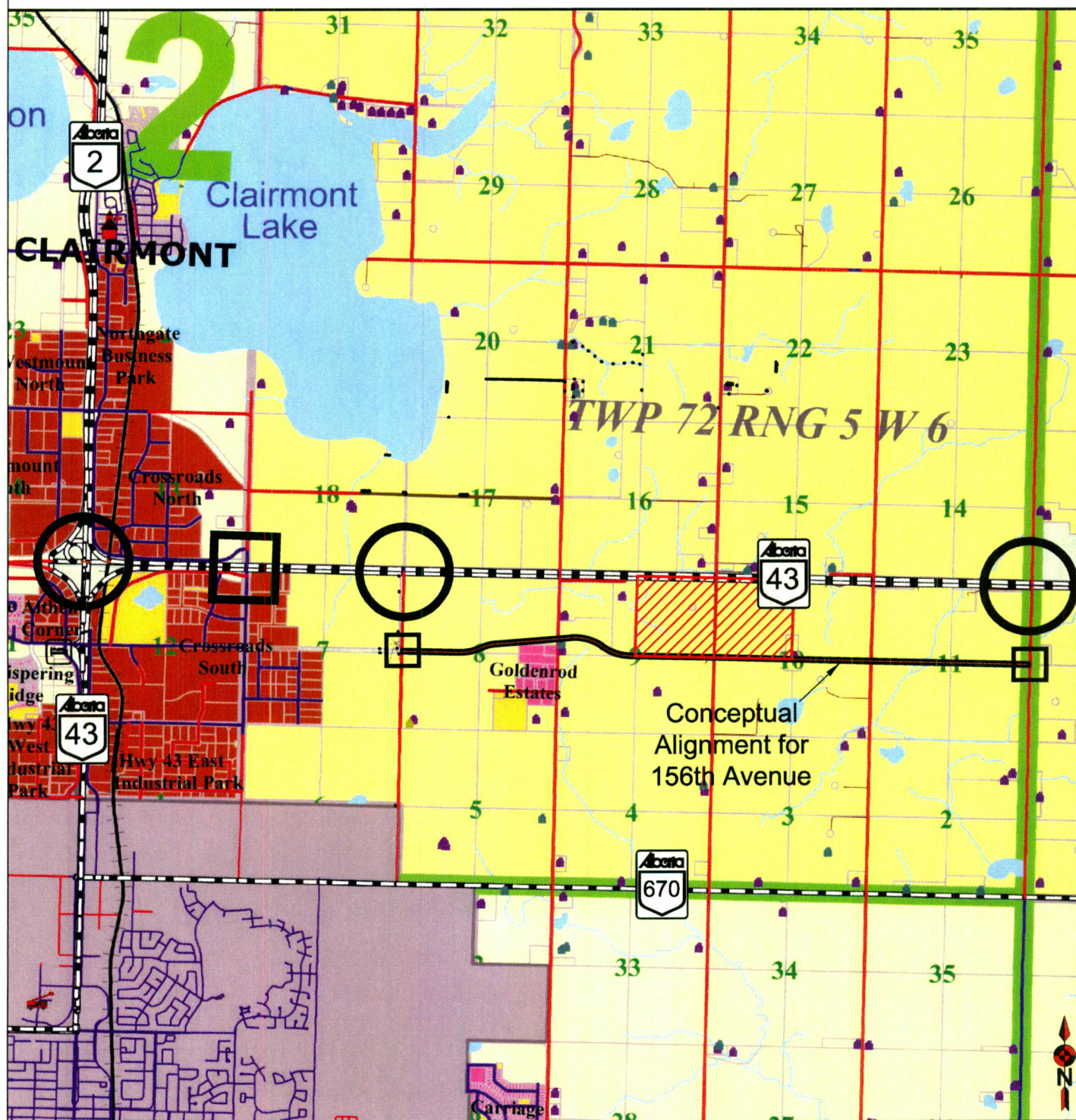
→ Potential Levy Roads

○ Future Access
○ Temporary/
Current Access



County of Grande Prairie No.1
BACON AREA STRUCTURE PLAN

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**Map 6 - Future Regional
Transportation
Network**

Legend

Plan Area



Highway Indicator

Flyover

Interchange

Conceptual Alignment for
156th Avenue

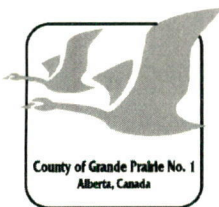
Secondary
Highway

Primary
Highway



**County of Grande Prairie No.1
BACON AREA STRUCTURE PLAN**

Scale: NTS
June 2010



Bacon Area Structure Plan (ASP)

Adjacent to Range Road 53 and Highway 43

NE 9-72-5-6 and NW 10-72-5-6

3.2 Sanitary and Water Systems Servicing

The Municipal Development Plan for the Clairmont area indicates that the Plan Area is not currently in the future scope for development serviced by either municipal sanitary sewer or water systems. Taking this into account, the following servicing is proposed for the Plan Area until development of adjacent lands allows for the installation of municipal services within the Plan Area.

3.2.1 *Water Servicing*

Water servicing for the Plan Area is proposed to be facilitated through the establishment of a water well on each individual lot or the use of on-site storage tanks with potable water being delivered as required to the sites. In each instance, compliance to all of the relevant regulations for such systems would be required; this would include the required approvals from Alberta Environment for the establishment of water wells. To ensure compliance with this regulation each owner using storage as an option would be required to engage a common utility supplier to ensure all water delivery is done and on a scheduled basis.

To accommodate fire protection services in regards to water systems it will be necessary to incorporate fire ponds for dry hydrants. The locations of the proposed fire ponds for the dry hydrants are indicated on Map 7 – Fire Protection Services Concept. Each of these fire ponds will be located within easements at the indicated locations.

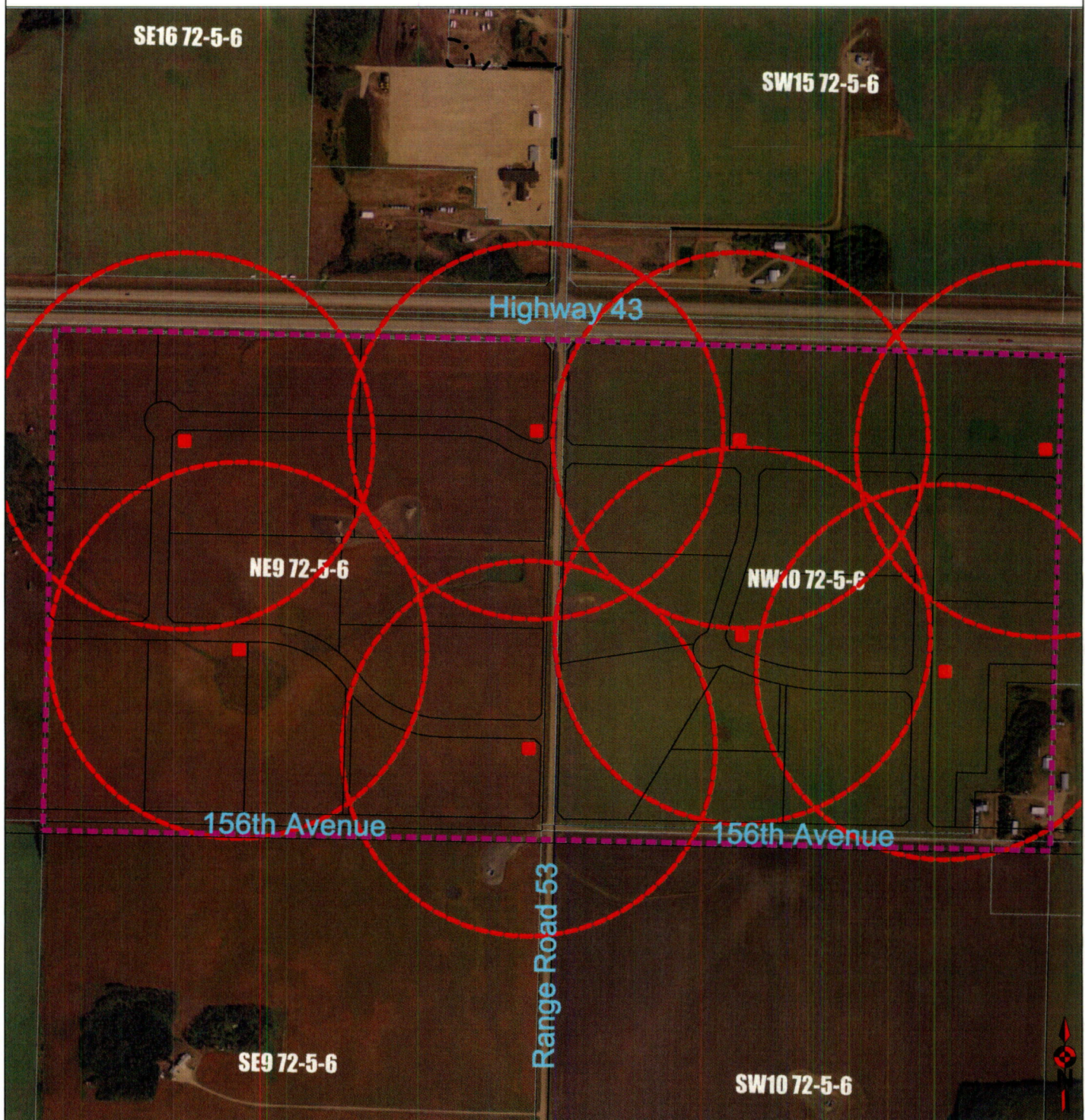
3.2.2 *Sanitary Sewer Servicing*

Sanitary sewer servicing for the Plan Area would be site specific, but the two options available to the lot owners would be either evaporation mounds or sewage holding tanks coupled with off-site removal. Of course, compliance to all of the relevant regulations for such systems would be required. To ensure compliance with this regulation each owner would be required to engage a common utility supplier to ensure all sewage disposal is done on a scheduled basis and reported to the County yearly.



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**Map 7 - Fire Protection
Services Concept**

Legend

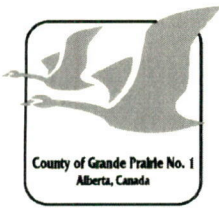
----- Plan Area
—— Local Road

 Fire Pond
 305m Fire Pond Radius



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3.3 Storm Water Management

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.

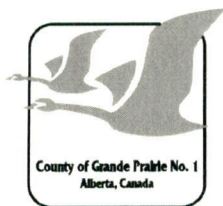
Map 8 - Storm Water Management Concept clearly illustrates the proposed channeling of storm water run-off. Storm water for the Plan Area is proposed to be directed towards two Storm Water Management Facilities (SWMF), the first, SWMF #1, proposed to be located in the northwest of NE 9-72-5-6 and the second, SWMF #2, proposed to be located in the south central area of NW 10-72-5-6. SWMF #1 will facilitate the collection of storm water from Basin A, 81.4 Ha, thereby SWMF #2 will facilitate the collection of storm water from Basin B, 47.8 Ha.

Storm water run-off from the majority of NE 9-72-5-6 will be directed to SWMF #1 through the ditches of the internal roadways. A portion of the storm water will be collected in the northern ditch of 156th avenue. This storm water will then proceed through the public utility lot (PUL) (see Map 8 – Storm Water Management Concept) and then directed to the internal roadway ditches, eventually reaching SWMF #1.

Storm water run-off from the majority of NW 10-72-5-6 will be directed through the internal roadway ditches to SWMF #2. A drainage PUL (see Map 8 – Storm Water Management Concept) will be required to direct the flows from the internal roadway ditches to SWMF #2. The western portion of NW 10-72-5-6 will drain using various water courses into SWMF #1.

Accommodating these flows, however, will require somewhat of a concerted effort to ensure proper drainage patterns are maintained. This will mean the provision of Public Utility Lots (PUL) to accommodate flows. In Map 8 – Storm Water Management Concept the location of the PULs are shown. The cost of converting these ponds to properly operating storm water management systems is relatively small. The costs associated with their expansion/conversion will be recovered through "Endeavors to Assist" agreements at the subdivision and development stages.

A storm drainage master plan for all the drainage areas (or one for each basin) will be prepared for the area prior to any subdivision in that drainage basin. 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 (if applicable). This master plan will consider and provide recommendations for the entire 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 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.



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Any storm water pond required for the development will be designated as a PUL. The lot configuration of the south portion of NW 10-72-5-6 will require additional attention to incorporate SWMF #2. The land requirements for the facility will dictate the definition of the lot boundaries for the adjacent lots.

Any development that will increase flows beyond predevelopment levels or any changes to highway ditches that may result will require the approval of Alberta Transportation.

3.4 Storm Water Management Master Plan

At this point in time, a finalized Storm Water Management Plan does not currently exist for this area, but as stated, will be required prior to subdivision. Discussion and planning has occurred in which a small portion of the northwest part of the Plan Area is included, but the completed plan has not been finalized. Alterations to this ASP may be required depending on the directions put forth by the said plans.

3.5 Shallow Utilities

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

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

Any overhead power lines located adjacent to residential areas are to be installed underground at the developer's expense.

3.6 Lot Grading

A grading plan for each subdivision plan will be prepared by the developer in accordance with County standards, prior to approval of any subdivision plan within the ASP 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 water management facilities as provided in Section 3.3.



**Map 8 - Storm Water
Management
Concept**

Legend

Plan Area

685 Contour Elevation

Flow Direction

Primary Contour Interval

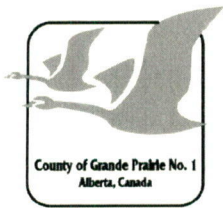
Intermediate Contour Interval

Drainage Basin Boundary

Required Drainage PUL

Tentative Storm Water
Management Facility





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4.0 IMPLEMENTATION

4.1 Phasing

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 indicated on Map 9 – Proposed Phasing.

As illustrated in Map 9 – Proposed Phasing, it is intended that development initially occur in the north portion of the Plan Area, the area directly adjacent to Highway 43. The east portion of NE 9 -72-5-6 is proposed as Phase 1 (49.6 Acres) and the entire north portion of NW 10-72-5-6 is proposed as Phase 2 (72.1 Acres). Phase 3 (57.9 Acres) and Phase 4 (40.4 Acres), the southern portions of the Plan Area adjacent to Range Road 53 would be the next developmental areas. The last portions to be developed would be the west most area of NE 9-72-5-6 and the southeast portion of NW 10-72-5-6 as Phase 5 (45.0 Acres) and Phase 6 (34.3 Acres) respectively.

4.2 Subdivision and Development

4.2.1 *Development Agreement*

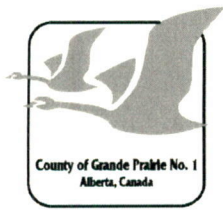
All developers shall be required to enter into development agreements with the County as a condition of subdivision approval. The matters to be included in these agreements will include but not be limited to the provision of roads and municipal services, landscaping of the subject lands, construction of stormwater management facilities where required and the payment of off-site levies. The agreements will also address the matters relating to benefiting areas.

4.2.2 *Detailed Engineering*

Detailed engineering drawings and specifications for roads, water, sanitary sewer, and storm drainage shall be prepared by the developer and approved by the County prior to subdivision approval on the subject lands.

4.2.3 *Lot Sizes*

The type of servicing being implemented in the Plan Area encourages the development of reduced water and sanitary service consumers due to the use of wells and either evaporation mounds or sewage holding tanks. The types of facilities that are desired in the Plan Area, as indicated in section 2.3 Industrial Development, are able to facilitate the implementation of these servicing methods. In order to reduce the number of facilities in the Plan Area and to reduce the impact on the available servicing methods, lot size restrictions will be implemented. This will require that the average area of the proposed lots within the Plan Area be approximately 10 acres. This will allow for some fluctuation



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in lot sizing to accommodate the desires of potential industrial land users and to address the constraints imposed by difficult lot configurations.

Re-subdivision of lots in the Plan Area will not be permitted unless future development introduces municipal sanitary and water servicing. Once municipal services are available, amendments to the ASP will be required in order to reduce the minimum lot size requirement.

The current lot sizes and yields identified in this plan are conceptual and may vary in both size and configuration prior to sub-division.



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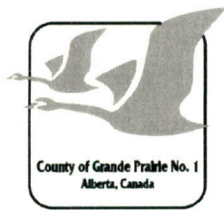
Map 9 - Proposed
Phasing

Legend

- Plan Area
- Proposed Phasing Boundary

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4.3 Benefiting Areas

Benefiting Areas are defined as lands outside of the Plan Area that benefit from infrastructure developed within the Plan Area. The County will assist in collecting a portion of the infrastructure costs within the Plan Area from the Benefiting Areas. These funds will be collected once the aforementioned lands initiate subdivision or developmental activities. The efforts to collect costs from the benefiting areas will expire within 20 years of the initial approval of this plan.



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