

COUNTY OF GRANDE PRAIRIE



CORRECTION LINE INDUSTRIAL AREA STRUCTURE PLAN



ASD PLANNING SERVICES

FOCUS INTEC

A DIVISION OF THE FOCUS CORPORATION LTD.

**COUNTY OF
GRANDE PRAIRIE NO. 1**

**CORRECTION LINE
INDUSTRIAL AREA
STRUCTURE PLAN**

Bylaw No.: 2548

Adopted: May 7, 2001

Prepared by

**ASD Planning Services
Focus Intec**

**BY-LAW NO. 2548 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 East Quarter of Section Thirty Six (36), Township Seventy (70), Range Six (6), West of the Sixth Meridian.

WHEREAS the Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1 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, 1994, Chapter M-26.1, 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 **"CORRECTION LINE INDUSTRIAL AREA STRUCTURE PLAN BY-LAW"**.
2. That the Correction Line Industrial Area Structure Plan By-law shall provide the framework and policies for future development of the land described therein.
3. That the Correction Line Road Industrial 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 rescind By-law 1279.
5. 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 7th DAY OF MAY, A.D. 2001.



REEVE



COUNTY ADMINISTRATOR

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- 1) LOCATION**
- 2) EXISTING ZONING**
- 3) OWNERSHIP**
- 4) EXISTING CONTOURS and DRAINAGE PATTERNS**
- 5) DEVELOPMENT CONCEPT and PROPOSED ZONING**
- 6) PHASING**

1. INTRODUCTION

The Correction Line Road Industrial Area Structure Plan is intended to provide a planning outline for the future subdivision and development of part of the north half of Section 36-70-6-W6. The land is located in the County of Grande Prairie, approximately 2 miles south of the City of Grande Prairie. (Refer to Map #1)

The new plan is necessary as changes to planning rules and regulations have rendered previous plans obsolete.

2. LOCATION

The Area Structure Plan will apply to a portion of lands in the N1/2 of section 36-70-6-W6. The land is located in the County of Grande Prairie #1. The land is bounded on the north side by Highway #668, known as the Correction Line Road, on the east by the Resources Road, on the west by a County Road Allowance and on the south by Crown Land.

The land is located approximately 2 miles south of the City of Grande Prairie. It is immediately south of the industrial area known as the County Industrial Park. The land contained within the Plan boundary is approximately 88 acres.

3. BACKGROUND

The Correction Line Road Industrial Area Structure Plan is intended to replace the County of Grande Prairie Industrial Area Structure Plan. The Industrial Area Structure Plan was approved by the County in September 1981.

The area has a long and complex planning history. The subject lands were until recently, owned by the Crown, the Province of Alberta. The lands were sold by public tender early in 2000.

One of the first approved planning documents for the area was the Wapiti Sand Dunes Integrated Resource Plan. This plan approved in 1978 identified the subject lands as being suitable for industrial development.

In 1980-81 the GCG Engineering Partnership prepared a planning study. This planning study formed the basis of the Area Structure Plan that was approved by the County of Grande Prairie in September 1981. At the time, it was expected that the County would acquire the land from the Province of Alberta and proceed to develop the land for industrial purposes. A major downturn in the economy shelved all plans until more recently.

In 1998, the Province of Alberta prepared the Wapiti Sand Dunes Land Use Zones. This document updated the Integrated Resource Plan for the area. The new plan identified an area of land on the south side of Highway #668 and west of Resources Road for industrial purposes. The designation of the land as industrial enabled the Province to sell the land to the private sector.

The new Wapiti Sand Dunes Land Use Zones differed from the initial Integrated Resource Plan. Whereas the former plan identified lands based on the physical capability of the lands to accommodate development, the new plan did not distinguish between land features. Hence the area identified in the Wapiti Sand Dunes Land Use Zones includes a low lying area in the northeast corner of the Plan area, which were heretofore not included in the plan as a developable area.

The existing plan was first adopted to enable the acquisition and development of certain lands for industrial purposes. The lands have been identified in the Wapiti Sand Dunes Integrated Resource Plan as being suitable for industrial development.

4. CONFORMITY TO LEGISLATION

The Correction Line Industrial Area Structure Plan has been formulated to satisfy the provisions of the Municipal Government Act. In addition, this area was identified by Alberta Environmental Protection as an industrial area in the Wapiti Sand Dunes Land Use Zones.

The plan is consistent with the policies of the County of Grande Prairie Municipal Development Plan. The plan area is designated as the Industrial "Node" as illustrated on the Future Land Use Map of the County of Grande Prairie Municipal Development Plan.

5. OWNERSHIP

The ownership of the land is identified on Map #3.

6. PHYSICAL LANDSCAPE FEATURES

Previous plans described the land in the plan area in some detail. The Plan area is underlain by windblown sand that overlies glacial deposits (probably of mixed origin, i.e. glacial outwash sand and gravel, ground moraine, glaciolacustrine, etc.)

The nature of the glacial deposits and the landforms of the wind-blown deposits influence the topography. All the high ground is underlain by sand dunes that exhibit a variety of landforms: U-shaped dunes, imperfect longitudinal dunes, fishhook dunes, and combinations.

The resulting topography is gently rolling, dominated by long, low ridges and isolated muskeg basins.

Drainage is generally disorganized, there being several internal drainage basins within the study area, making drainage improvement difficult.

Since the acquisition of the land by the Minhas Bros. and the construction of a shop, there has been a considerable amount of site work to the shop area. This has included the stripping of vegetation and the leveling of the dunes to make the site more level. Only the wet area in the northeast corner of the site remains a constraint to development.

7. THE CORRECTION LINE INDUSTRIAL AREA STRUCTURE PLAN

7.1 Purpose

The purpose of the plan is to provide a framework for the subsequent subdivision and development of the area. The Plan will describe the land uses proposed for the area, the road pattern required to serve the area and the sequence of development.

This section of the Area Structure Plan provides a more detailed analysis of the above lands and provides a program for the development of the land.

7.2 Land Use and Zoning

The future land use for the planning area is rural industrial. More specifically, the land will be zoned for Rural Industrial (RM-1). It is expected that the future uses in the planning area will be those listed in the RM-1 district.

A portion of the area is zoned for industrial purposes. However, prior to additional subdivision and development approvals, the zoning will have to be extended across the entire planning area. (Refer to Maps 2 and 5)

7.3 Design and Subdivision

The Industrial Park is expected to contain industrial uses that require large lots, extensive open storage, and low requirements for manpower, water use, and sewage disposal. The large parcel of land will be split into several small parcels in accordance with the proposed design attached as Map #5. Given the shape of the original parcel, design options are limited.

The lot sizes proposed are in the order of 1 to 2 hectares. Although some large lots are provided, it is intended that larger lots could be made up by assembling more than one lot to make up the requirements. Currently, approximately half of the lots are greater or equal to 5 acres in size, while the other half are less than 5 acres, thereby conforming to the parcel size allocation contained with the RM-1 district of the County of Grande Prairie Land Use Bylaw.

Lastly, all but one of the lots will have internal access from a county road. No direct access from the lots onto Highway 668 will be allowed. One of the lots will have access onto Resources Road.

7.4 Phasing of Development

Phasing of subdivision and development will occur in 3 basic stages. The first phase consists of the existing shop and access. The second phase is divided into two parts and will require the development of a second access to the Correction Line Road and one access to Resources Road. Phase three affects the balance of the parcel. The phasing is shown on Map #6.

The following table outlines the distribution of lands within the developable area and outlines the area of each stage as indicated on the plan.

PHASING STATISTICS

(In hectares)

STAGE	1	2a	2b	3	Total
Net Area	11.29	8.78	3.45	6.39	29.91
Roads	0.70	1.19	0.00	0.69	2.58
PUL	0.00	0.00	0.00	0.09	0.09
Reserve	2.08	0.79	0.00	0.48	3.35
TOTAL	14.07	10.76	3.45	7.65	35.93

7.5 Servicing Considerations

7.5.1 Water Service

With the exception of the water supply line running across Section 35-70-6-6, there is no watermain in the vicinity of the property. Therefore, a water source would have to be located to serve the proposed subdivision. It is expected that each development is responsible for its own water supply, either well or holding tanks. At the time of adoption of the plan, it is not expected that a municipal source will be available.

Water supply for firefighting purposes will be designed upon final lot and building configuration. Building development shall have water and facilities for fire protection in accordance with the Alberta Building Code.

7.5.2 Sewage Disposal

The lots are at least 1 – 3 hectares in size; therefore, on-site sewage disposal will be required. It is not expected that any type of municipal sanitary sewer disposal system will service the area.

7.5.3 Site Drainage

Most of the western lands drain into an existing internal basin south of the site which has a large, low area that is wet year round, and it may be difficult to improve drainage here, without an extensive artificial drainage program. This area remains in crown land. Map#4 shows all drainage patterns in the area.

A small portion of the western lands drain northwards up against the Correction Line Road. There is no year-round standing water at this location so the water is able to infiltrate into the existing sandy soil and/or evaporate.

Most of the eastern portion of lands drains to the northeast up against the Correction Line Road and Resources Road. The lands in the northeast corner are wet year round. There is an inlet of a 500-mm diameter culvert that appears to cross the Correction Line Road. The outlet of this culvert on the north side of the Correction Line Road appears to have been buried. Development of the low lying area in the northeast will require fill and the culvert will have to be improved so that it is able to allow drainage to be discharged from the site.

There are several low-lying areas, which are only seasonally wet and moist. They are generally small in area and can probably be filled in to provide land for development.

High ground and land intermediate between high ground and the low-lying wet and moist ground are best suited to development.

The existing sandy soil will provide for a high ground infiltration rate. This infiltration will reduce runoff from the site if development of the lands is done to a gravel standard. If there are to be substantial paved or rooftop areas some onsite storm water management may be required.

The lots would be graded such that run-off from the lots would be collected into the ditches along the roadway or in swales within the public utility lots.

7.6 Transportation

7.6.1 Roadways

All internal roadways will be designed to have a 10-metre wide carriageway with ditches on both sides for drainage. A road allowance of 30 metres has been provided. Culverts will be designed to intercept the run off at road crossings.

To reduce the maintenance cost and to improve the appearance of the development, all roadways must be paved to County standards. Since the subdivision would be developed in three stages, the pavement could be placed after all stages have been developed at the developer's expense. During the interim period, the roadway would be graded and graveled. This would allow the settlement of the sub grade to take place prior to the pavement construction.

7.6.2 Access

Access to Highway 668 and to Resources Road are indicated on Map #5. Access will be limited to these locations only.

All accesses will be developed to County standards. For the purposes of access by emergency vehicles, an emergency access registered as a public utilities lot will be developed linking the internal roads with Resources Road. The location of the emergency access is shown on Map #5.

7.7 Staging of Services

The construction of basic services would be phased with each stage of development to permit a minimum level of service to be provided. The basic services would include gravel roadways, natural gas, power, street lighting and telephone.

Once a significant proportion of the lots has been sold in a phase or within three years of the start of the development of a phase, the roads within that phase would be paved. In addition, at any time prior to paving, and if determined to be feasible, a water distribution system could be installed.

8.0 IMPLEMENTATION

8.1 Phasing

Market forces will guide the phasing of future subdivisions and development. The phasing is indicated on Map #6.

8.2 Development Policies

The subdivision and development of the land will proceed in accordance with this plan. All subdivisions will require a development agreement to be entered into. All development will require a development permit.

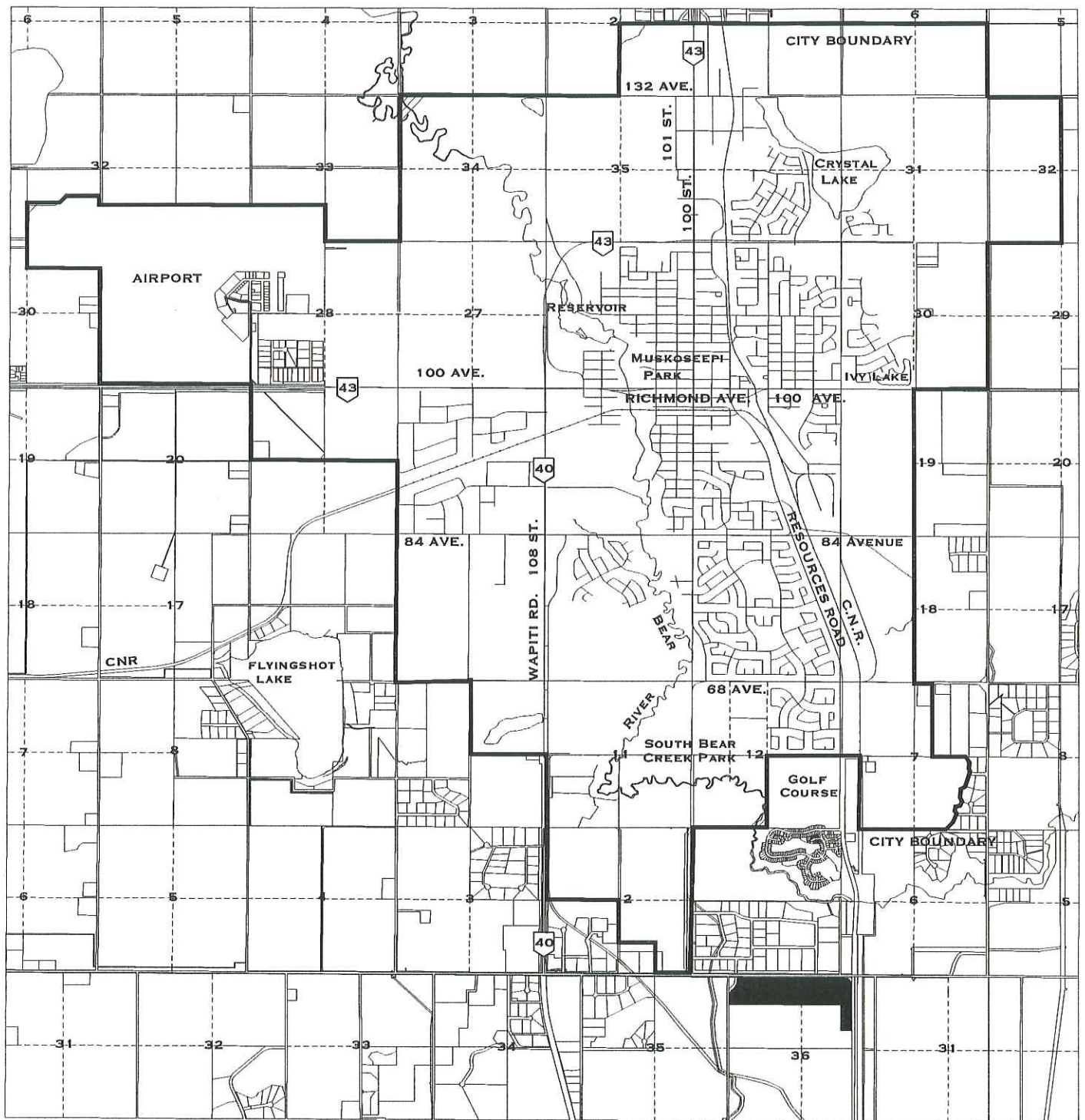
All costs of developing the land will be borne by the developers.

8.3 Municipal Reserve

The developer will be responsible for providing municipal reserve in accordance with the Municipal Government Act and the County Land Use Bylaw. The location of the Municipal Reserve is shown on Map #5. The municipal reserve will be used as a buffer between Highway 668 and the development. Almost all Municipal Reserve requirements will be taken as land. The remainder can be taken as cash in lieu.

8.4 Amending the Plan

Any major change to the land uses or the road patterns will require an amendment to this plan. Minor deviations to the size of parcels will not require an amendment to the plan.



CORRECTION LINE INDUSTRIAL AREA STRUCTURE PLAN

Legend

- STUDY AREA
- CITY / COUNTY BOUNDARY

Map 1
LOCATION MAP



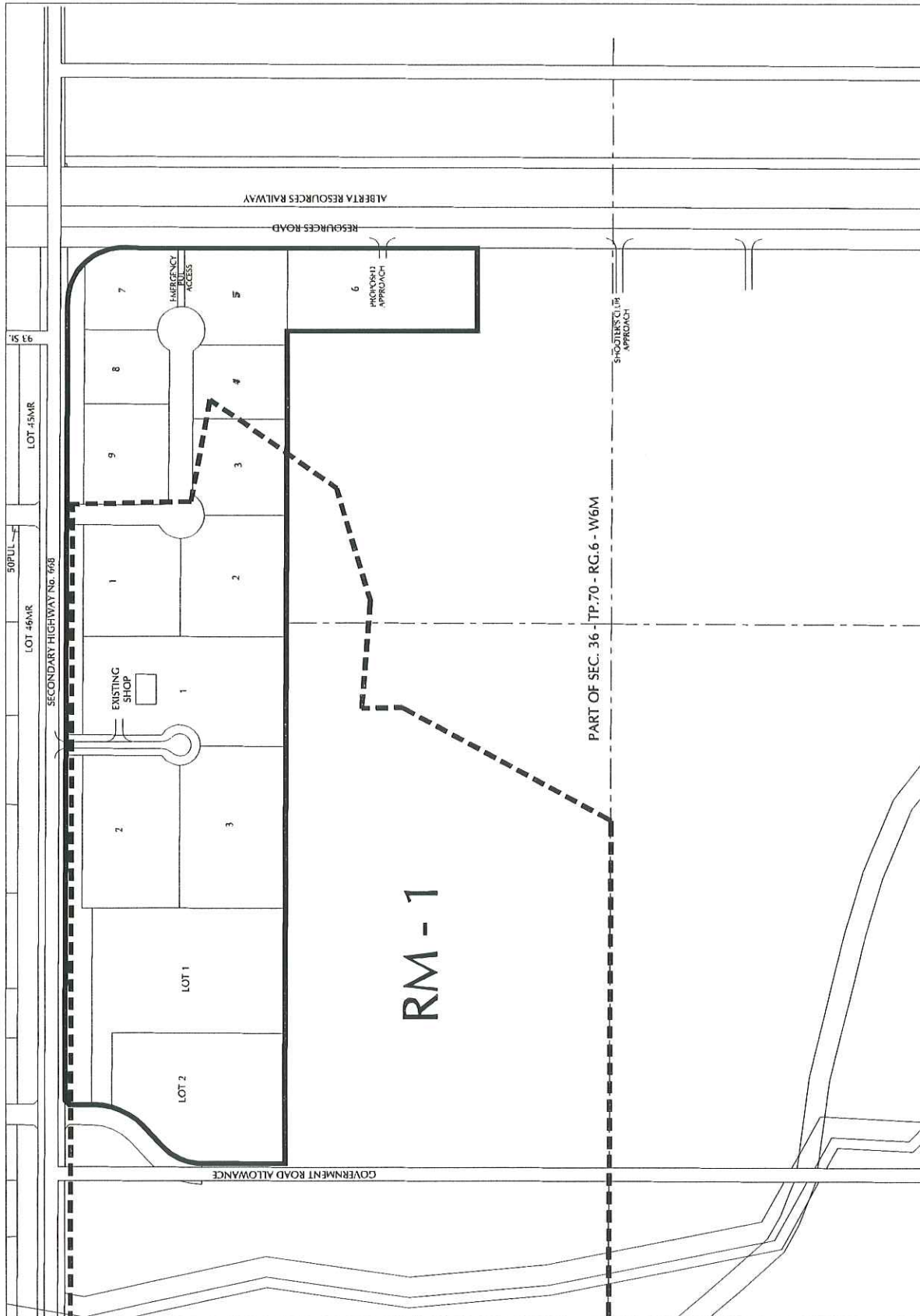
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Legend

RM-1 RURAL INDUSTRIAL PARK
 — PLAN BOUNDARY

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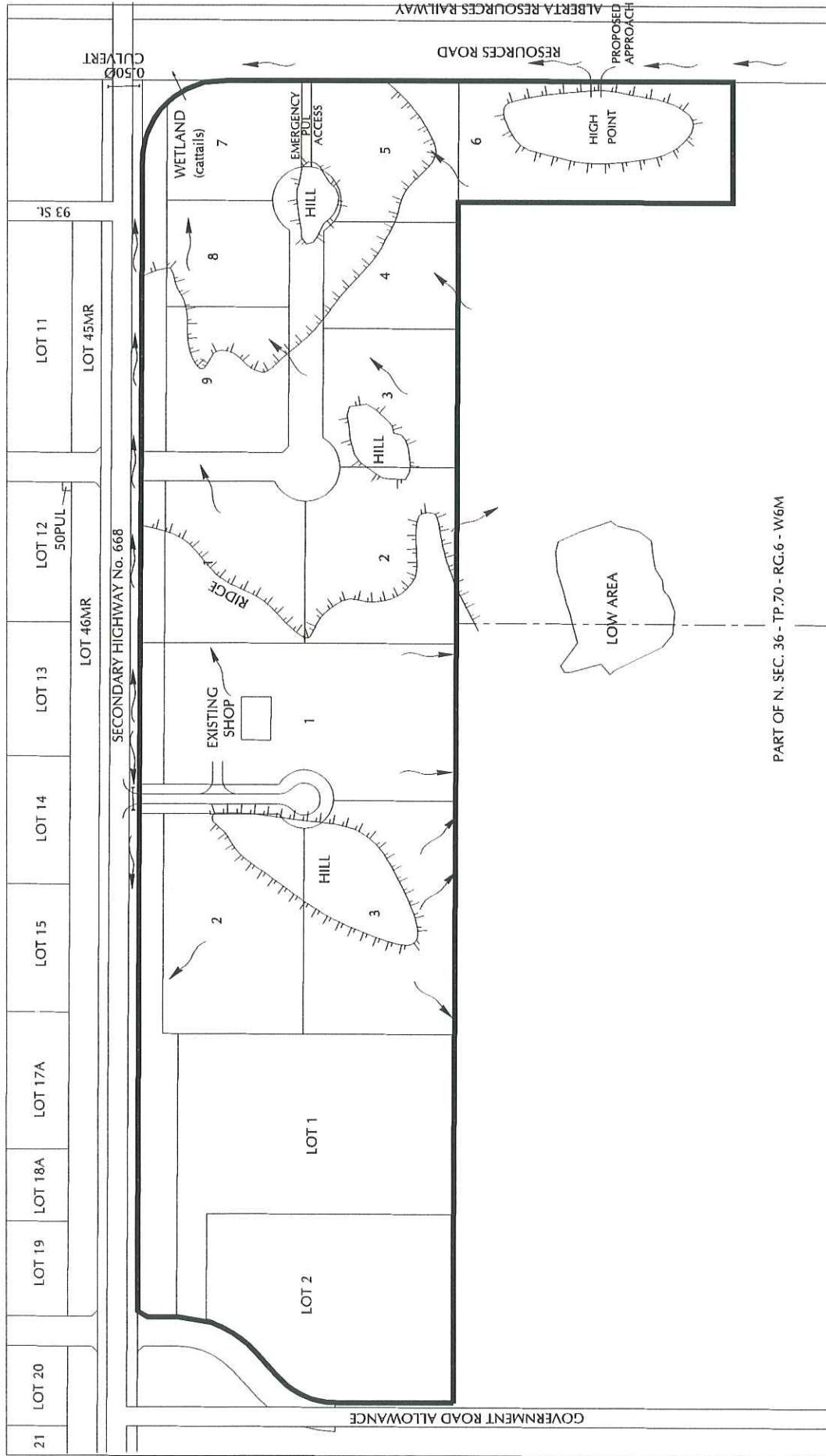
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Map 2

EXISTING ZONING



CORRECTION LINE INDUSTRIAL AREA STRUCTURE PLAN

Map 4 EXISTING CONTOURS & DRAINAGE

- Legend**
- CONTOURS
 - DRAINAGE PATTERN
 - PLAN BOUNDARY

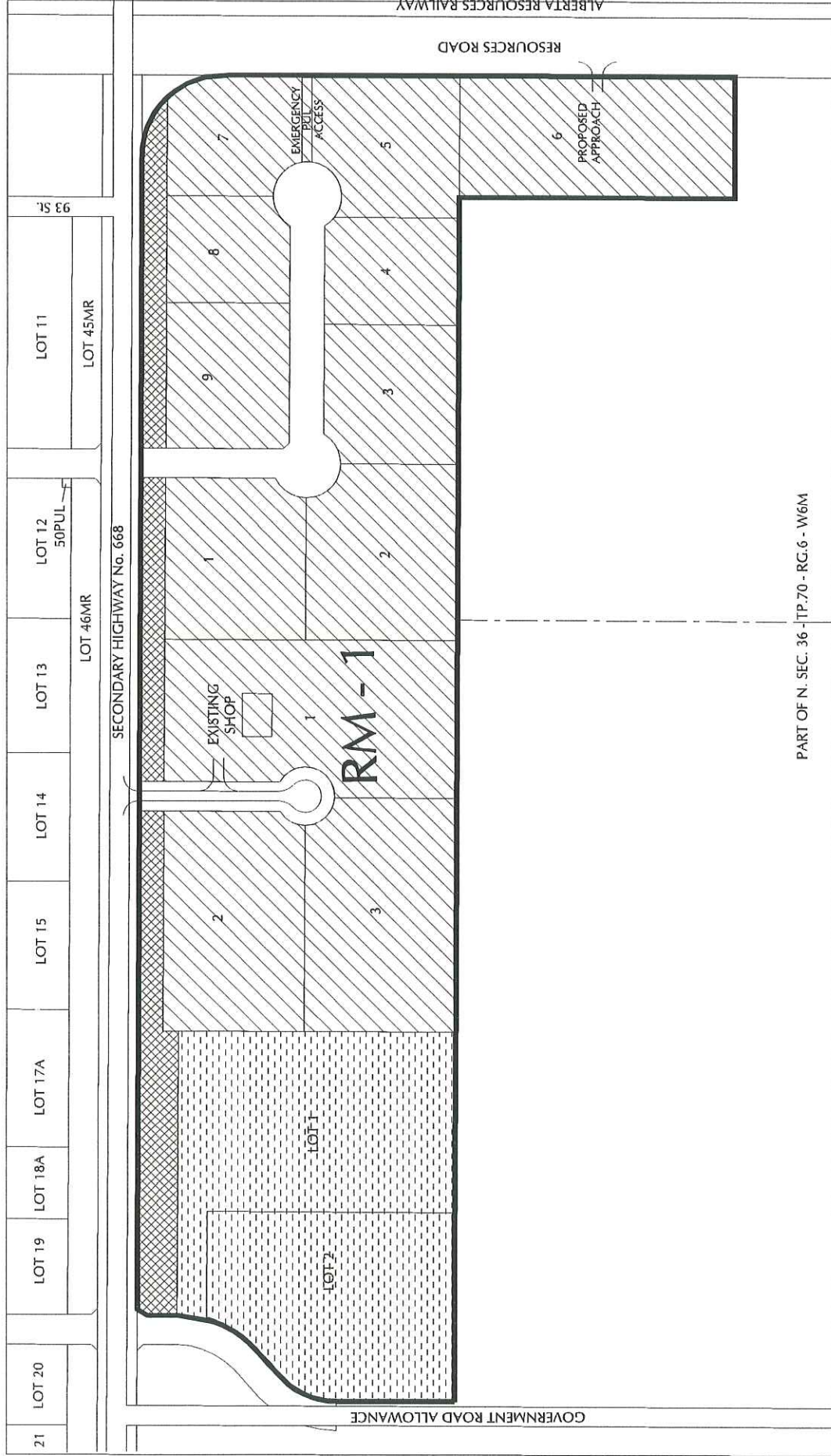
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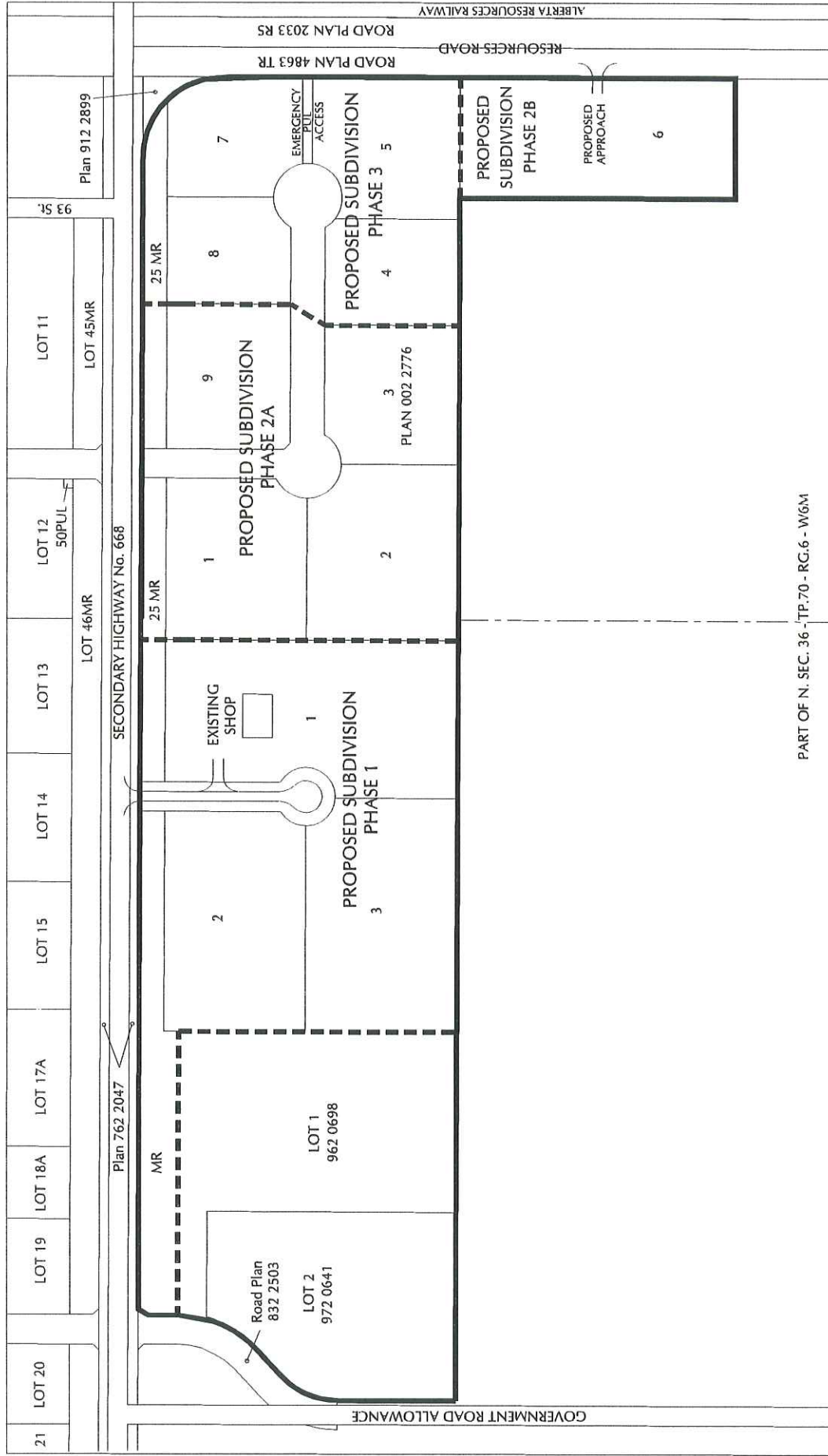


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CORRECTION LINE INDUSTRIAL AREA STRUCTURE PLAN

Map 6
PHASING

- legend
- PHASING
 - PLAN BOUNDARY

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