

**BY-LAW NO. 3022 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 **BALDERSTON AREA STRUCTURE PLAN** for all those lands contained within NE-15-72-05-W6M, SE-15-72-05-W6M, SE-15-72-05-W6M - COT 112092710, NE-14-72-05-W6M, SE-14-72-05-W6M, NW-14-72-05-W6M, SW-14-72-05-W6M and Lot 1, Block 1, Plan 142 5039; Pt. SW-14-72-05-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 **"BALDERSTON AREA STRUCTURE PLAN BY-LAW"**.
2. That the Balderston 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** 23<sup>rd</sup> **DAY OF** March, **A.D. 2015.**

  
\_\_\_\_\_  
REEVE

Acting   
\_\_\_\_\_  
COUNTY ADMINISTRATOR

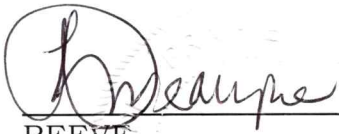
**READ A SECOND TIME THIS** 23<sup>rd</sup> **DAY OF** March, **A.D. 2015.**

  
\_\_\_\_\_  
REEVE

  
\_\_\_\_\_

Acting COUNTY ADMINISTRATOR

READ A THIRD AND FINAL TIME AND FINALLY PASSED THIS 11<sup>th</sup> DAY  
OF May A.D. 2015.

  
REEVE

  
COUNTY ADMINISTRATOR

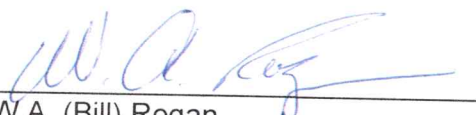


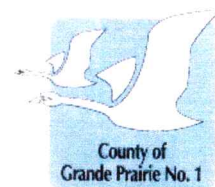
March 11, 2015

**TO WHOM IT MAY CONCERN:**

I hereby appoint **Arlen Miller** as Acting Administrator for the County of Grande Prairie No. 1 in my absence for March 16 to March 30, 2015.

Dated in the Hamlet of Clairmont, in the Province of Alberta this 11<sup>th</sup> day of March, A.D. 2015.

  
\_\_\_\_\_  
W.A. (Bill) Rogan  
County Administrator

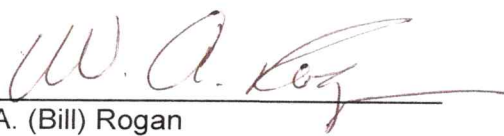


May 6, 2015

**TO WHOM IT MAY CONCERN:**

I hereby appoint **Dale Van Volkingburgh** as Acting Administrator for the County of Grande Prairie No. 1 in my absence from May 11 to May 19, 2015.

6<sup>th</sup> day of May, A.D. 2015.

  
\_\_\_\_\_  
W.A. (Bill) Rogan  
County Administrator





## BALDERSTON AREA STRUCTURE PLAN

Prepared by:



Inspiring sustainable thinking

In association with



May 2015

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## 1.0 INTRODUCTION

### 1.1 Purpose of Plan

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

The primary objective of this ASP is to provide a framework for the development of the subject lands for industrial purposes in a manner that is consistent with the goals, objectives and policies of the County. In addition, as the site fronts onto a highway, the requirements of Alberta Transportation also need to be accommodated. The ASP establishes the future land use and circulation pattern proposed for the site, and provided details respecting the proposed servicing for the area.

This ASP has been prepared in accordance with Section 633 of the Municipal Government Act, Policy 14.5 of the County of Grande Prairie No. 1 Municipal Development Plan.

### 1.2 Plan Area Location

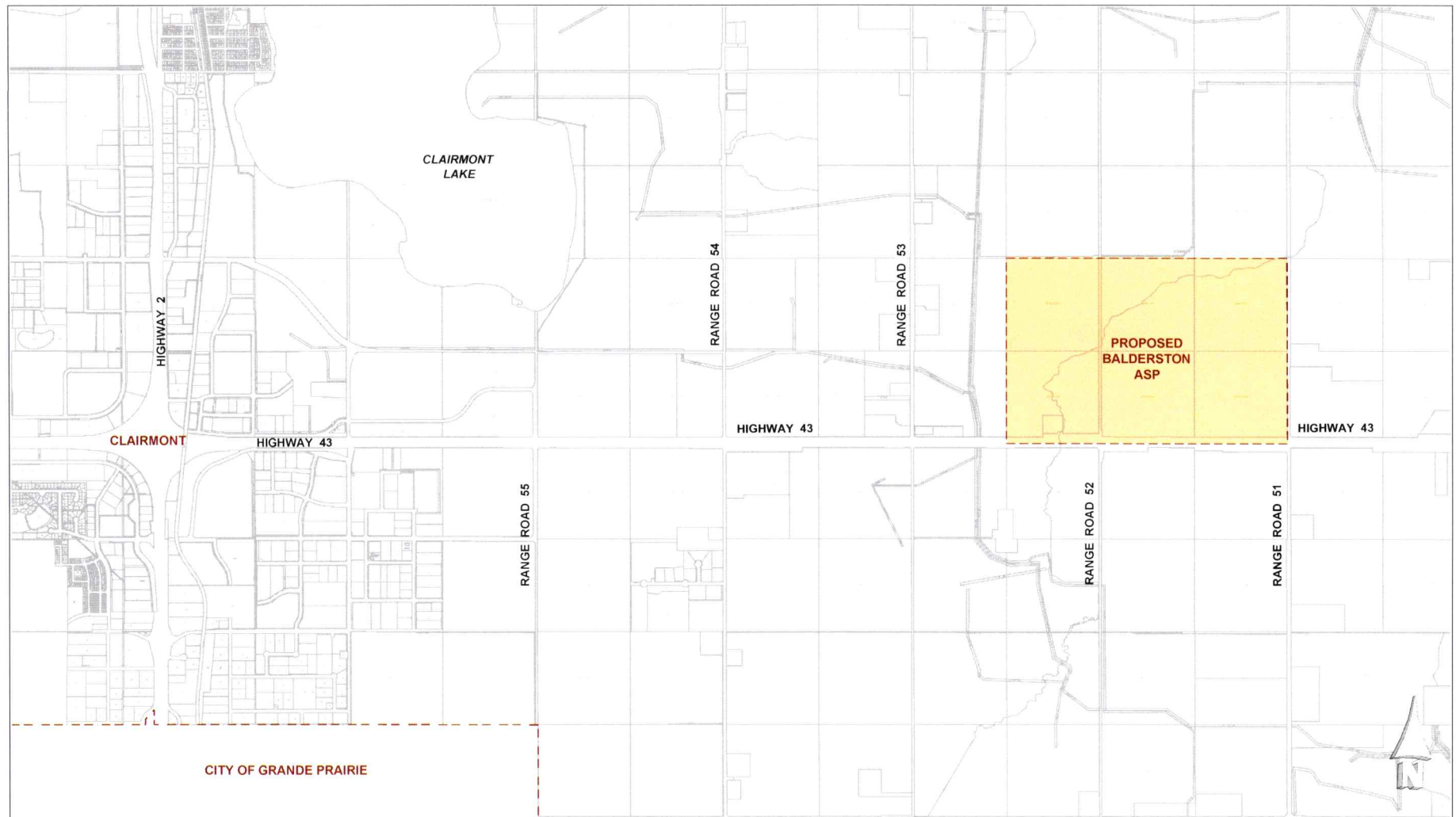
As indicated on Figure 1, this ASP applies to six quarter sections of land (Sec. 14-72-5-W6M and E½ 15-72-5-W6M) located along Highway 43 west of Range Road 51. The site is located approximately 5.5 km northeast of the City of Grande Prairie.

The ASP area is bounded to the south by Highway 43 and the Ritchie Bros. Auctioneers site, to the west by a mix of highway commercial and rural light industrial land uses, and to the north and east by agricultural and country residential land uses. Road access to the site is available from Range Road 51 to the east, and Range Road 52 in the west central portion of the Plan area.

The Plan area totals approximately 388 hectares as outlined in Table 1.

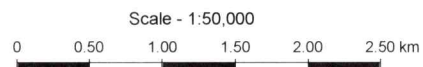
**Table 1 - Plan Area Composition**

Legal Description	Area (ha)
NE 15-72-5-W6M	64.7
SE 15-72-5-W6M	4.05
SE 15-72-5-W6M	60.65
NW 14-72-5-W6M	64.7
SW 14-72-5-W6M	64.7
NE 14-72-5-W6M	64.7
SE 14-72-5-W6M	64.7
<b>Total</b>	<b>388.2</b>

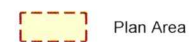


## LOCATION

### BALDERSTON AREA STRUCTURE PLAN



#### LEGEND



November 2014



### **1.3 Policy Context**

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

#### **1.3.1 County of Grande Prairie No. 1 Municipal Development Plan**

The Municipal Development Plan (MDP) as amended was adopted in 1998, and is the County's primary land use policy document. The MDP identifies the lands located in the Highway 43 corridor for future industrial use. The predominant land uses in the ASP are consistent with this policy direction.

#### **1.3.2 Existing Area Structure Plan**

As illustrated in Figure 2, there is one Area Structure Plan in place that affects the Plan area due to its proximity. The Bacon ASP was approved in 2010 and is located to the immediate south across Highway 43. This plan accommodates predominantly industrial use.

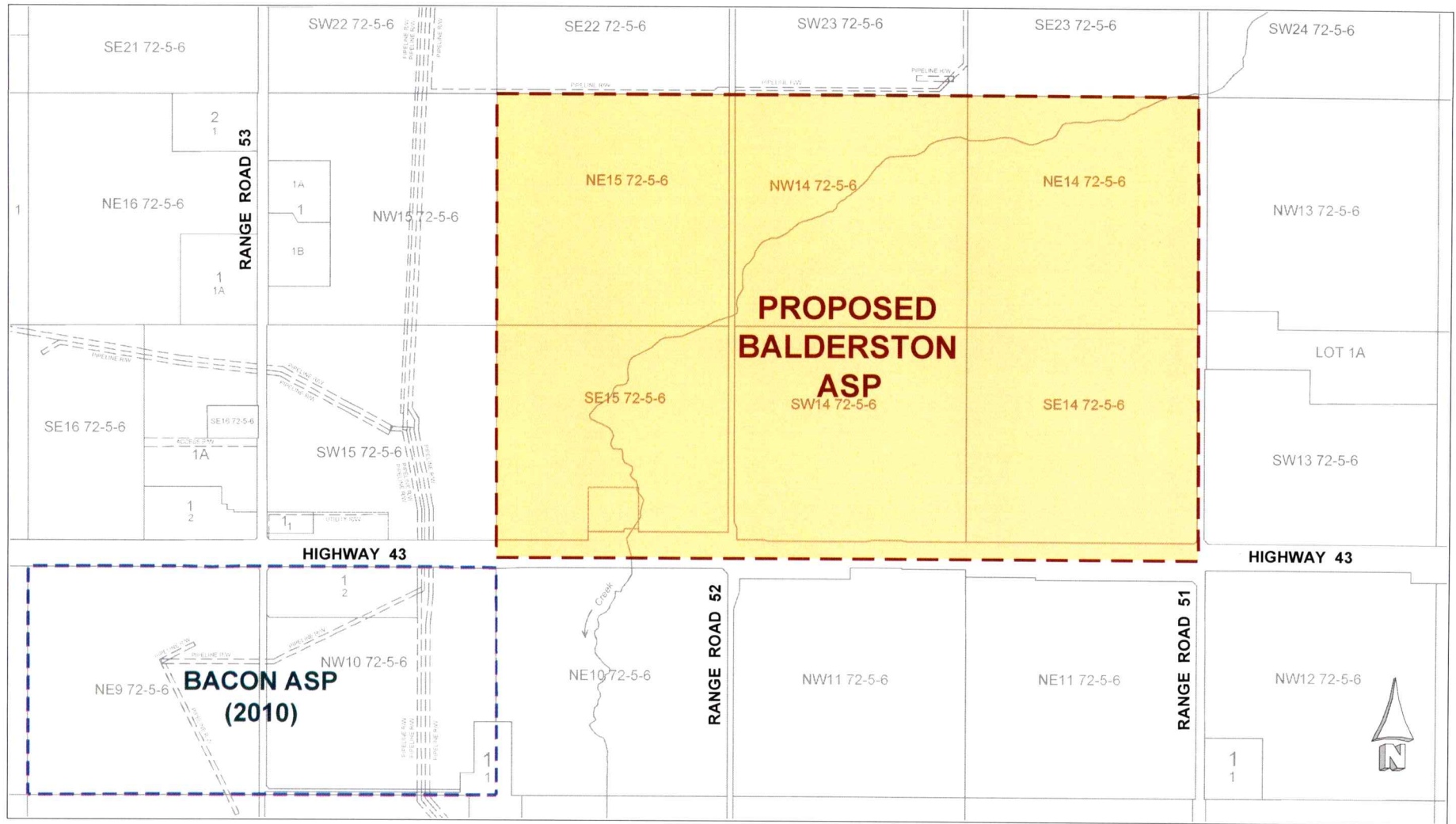
This ASP is compatible with these adjacent plans and its future land use and servicing concepts have been designed to provide a seamless transition between these plans.

#### **1.3.3 County of Grande Prairie No. 1 Land Use Bylaw**

The Plan area is zoned as Agricultural (AG) with the exception of a lot located in the SE 15 which is zoned as Country Residential (CR-5), and an unregistered industrial lot zoned as Highway Industrial (RM-4) under the County Land Use Bylaw as illustrated in Figure 3. Existing subdivided sites located in proximity to the Plan area are zoned as Rural Light Industrial (RM-1), Highway Industrial (RM-4) and General Commercial (GC) to the west, Rural Medium Industrial (RM-2) to the south and west, and Country Residential (CR-5) to the east. In order to facilitate the development of the lands within the Plan area, the subject lands will be rezoned to the appropriate districts as a prerequisite to subdivision.

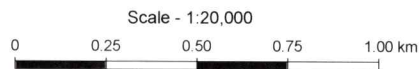
#### **1.3.4 Subdivision and Development Regulation**

The preparation of this ASP is consistent with the requirements of Section 14 of the Subdivision and Development Regulation (AR 43/2002) due to its proximity to Highway 43. This ASP will require the approval of the Minister of Transportation prior to adoption by the County.



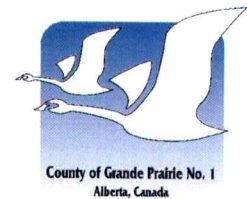
## CONTEXT

### BALDERSTON AREA STRUCTURE PLAN



#### LEGEND

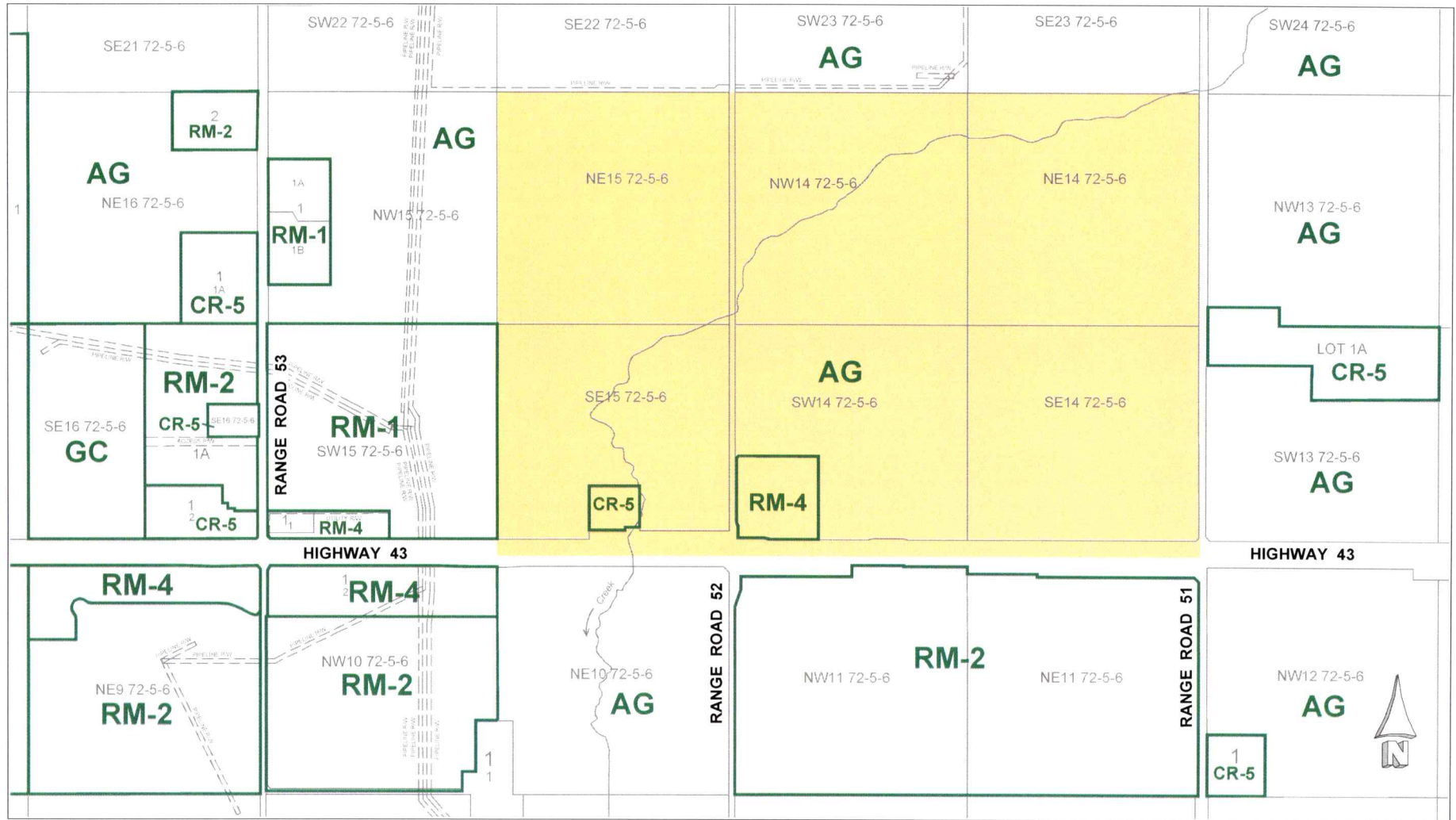
-  Plan Area
-  Existing ASP Area



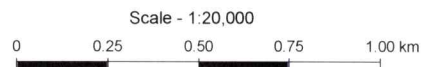
November 2014

FIGURE 2





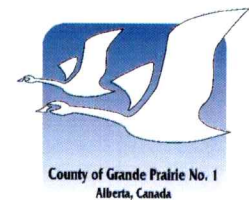
## ZONING BALDERSTON AREA STRUCTURE PLAN



### LEGEND

<b>AG</b>	Agricultural	<b>RM-1</b>	Rural Light Industrial
<b>CR-5</b>	Country Residential	<b>RM-2</b>	Rural Medium Industrial
<b>GC</b>	General Commercial	<b>RM-4</b>	Highway Industrial

Plan Area



November 2014

FIGURE 3

## **2.0 PLAN OBJECTIVES**

The Balderston ASP is intended to achieve the following objectives:

1. To provide an overall framework for industrial development on the subject lands.
2. To ensure that future development in the area is compatible with nearby ASPs and the general legislative framework of the County respecting land use.
3. To protect the operational integrity of the Highway 43 corridor, and to accommodate future improvements to the highway.
4. To establish a preliminary internal road and highway access management system for the Plan area.
5. To provide a framework for the future servicing of the subjects lands, with emphasis on stormwater management and rural fire protection.

### **3.0 PLAN AREA**

#### **3.1 Topography and Natural Features**

As illustrated on Figure 4, the predominant natural feature in the Plan area is an unnamed creek that traverses the site from the northeast corner to the southwest where it crosses Highway 43. The majority of the creek corridor is treed. With the exception this corridor and some isolated tree stands, the Plan area is cleared of natural vegetation and is predominantly in agricultural production.

In terms of topography as illustrated in Figure 5, the Plan area primarily drains from east to west, with the lowest point located at the point where the creek exits the site at Highway 43. Elevations generally range from 723m in the east to 699m in the southwest, for an overall slope of approximately 1.6%. The most significant topography is situated in the west end of the Plan area, which drains from the northwest corner southeasterly to the creek with an average grade exceeding 2%.

#### **3.2 Existing Land Use**

The majority of the Plan area is currently in agriculture production. A residence is located on a single country residential lot located adjacent to Highway 43 adjacent to the creek, which also includes a trucking business. Access to this site is provided via a highway frontage service road that extends east to Range Road 52. An unregistered lot that has been zoned for industrial use is also located on the southwest corner of SW 14.

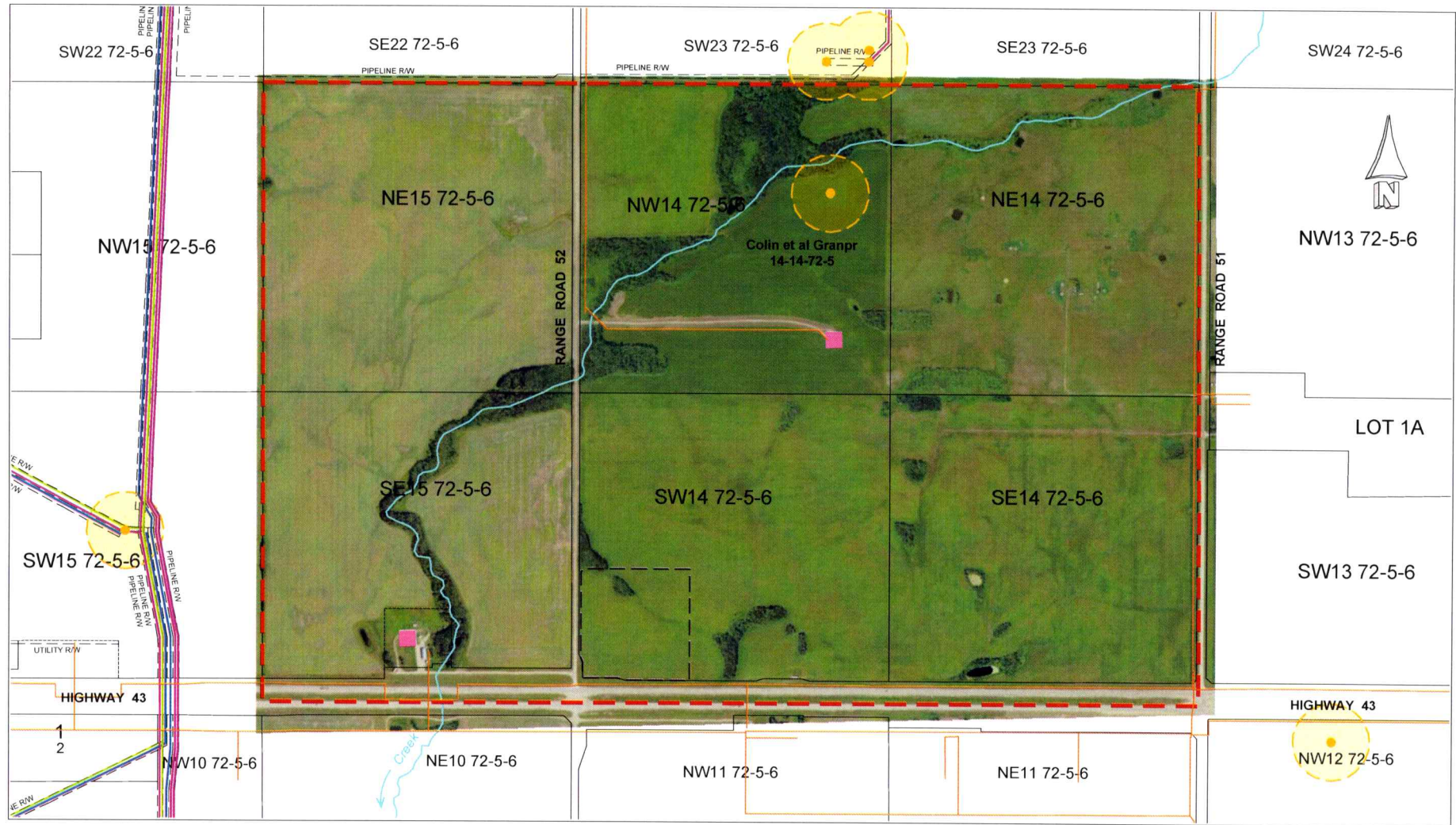
An access road has also been recently constructed on the NW 14 from Range Road 52 to serve a residence.

There is an existing natural gas well located in the northeast portion of NW 14. There are also two well sites located immediately to the north of the Plan area.

Site grading, clearing, and internal road construction has also commenced on the central portion of the Plan area in anticipation of future industrial development.

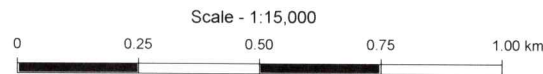
The Plan area is surrounded to the north and east by agricultural land, to the west by rural industrial development, and to the south across Highway 43 by agricultural and rural medium industrial uses including the Ritchie Bros. auction site.





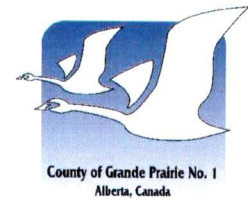
## EXISTING CONDITIONS

### BALDERSTON AREA STRUCTURE PLAN



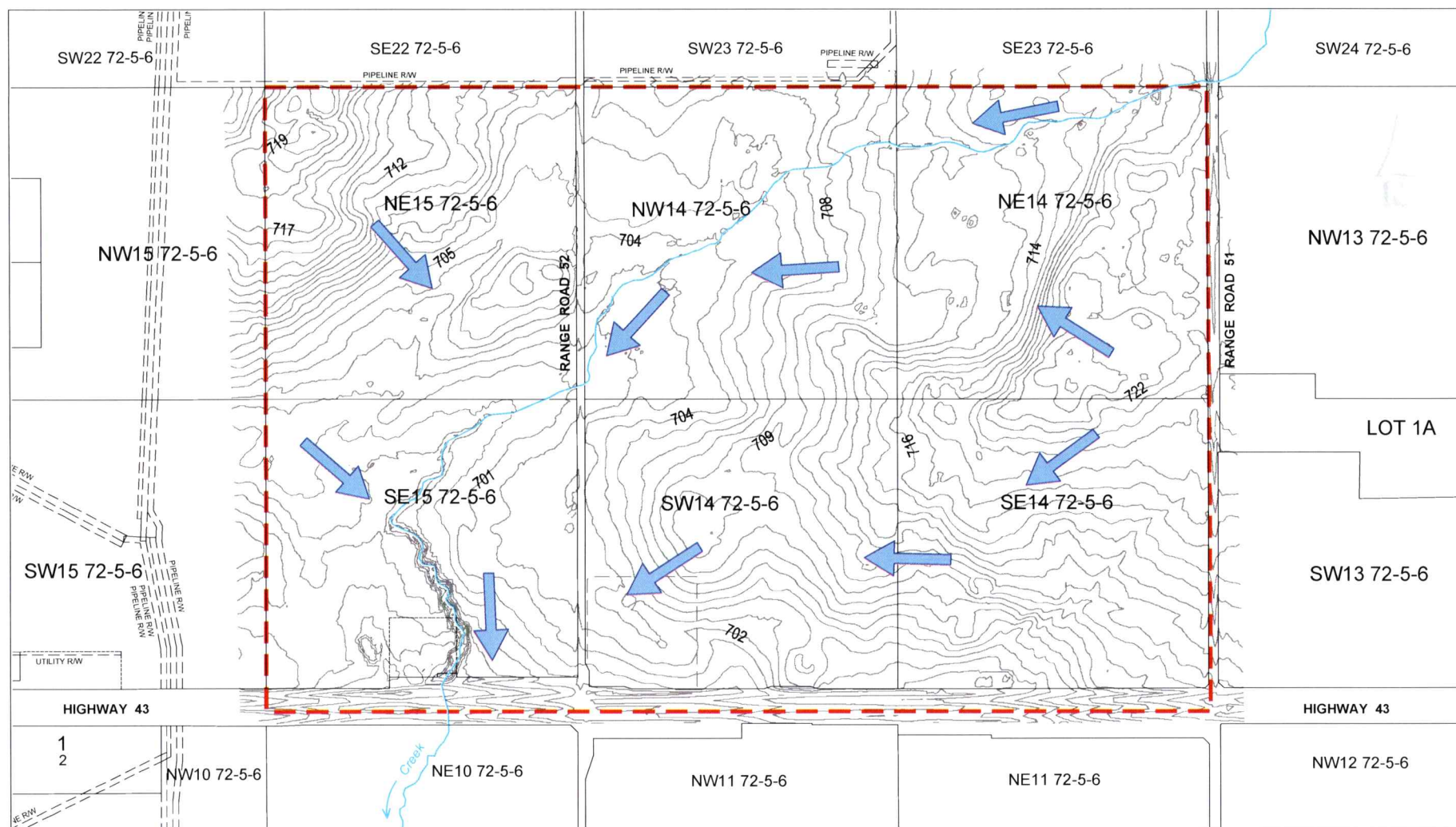
#### LEGEND

- Plan Boundary
- Sour Gas Pipeline
- Oil Effluent Pipeline
- Fuel Gas Pipeline
- Wellsite with 100m Buffer



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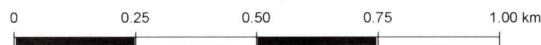
FIGURE 4



# TOPOGRAPHY

## BALDERSTON AREA STRUCTURE PLAN

Scale - 1:15,000



### LEGEND

- Plan Boundary
- 1m Contour
- Direction of Flow



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FIGURE 5



## 4.0 PROPOSED DEVELOPMENT CONCEPT

### 4.1 Introduction

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

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

**Table 2 - Land Use Summary<sup>1</sup>**

Land Use Category	NE 15 (ha)	SE 15 (ha)	NW 14 (ha)	SW 14 (ha)	NE 14 (ha)	SE 14 (ha)	Total (ha)	Percent
<b>Total Area</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>388.2</b>	
Less Existing Road Widening	-	6.3	-	4.9	0.4	5.1	<b>16.7</b>	
<b>Net Developable Area</b>	<b>64.7</b>	<b>58.4</b>	<b>64.7</b>	<b>59.8</b>	<b>64.3</b>	<b>59.6</b>	<b>371.5</b>	<b>100.0</b>
<b>Industrial</b>	<b>57.3</b>	<b>44.6</b>	<b>47.7</b>	<b>49.2</b>	<b>54.6</b>	<b>43.2</b>	<b>296.6</b>	<b>79.8</b>
Rural Medium Industrial	57.3	30.1	47.7	27.0	39.3	18.0	<b>219.4</b>	<b>59.0</b>
Highway Industrial	-	14.5	-	22.2	15.3	25.2	<b>77.2</b>	<b>20.8</b>
<b>Roadways</b>	<b>7.4</b>	<b>6.4</b>	<b>7.1</b>	<b>6.5</b>	<b>8.5</b>	<b>16.4</b>	<b>52.3</b>	<b>14.1</b>
Highway Widening	-	-	-	0.5	-	10.3	<b>10.8</b>	<b>2.9</b>
Bauman Road	2.4	2.4	2.4	2.4	2.4	2.4	<b>14.4</b>	<b>3.9</b>
Internal Local Roads	5.0	4.0	4.7	3.6	6.1	3.7	<b>27.1</b>	<b>7.3</b>
<b>Stormwater Management</b>	<b>-</b>	<b>7.4</b>	<b>9.9</b>	<b>4.1</b>	<b>1.2</b>	<b>-</b>	<b>22.6</b>	<b>6.1</b>

### 4.2 Land Use

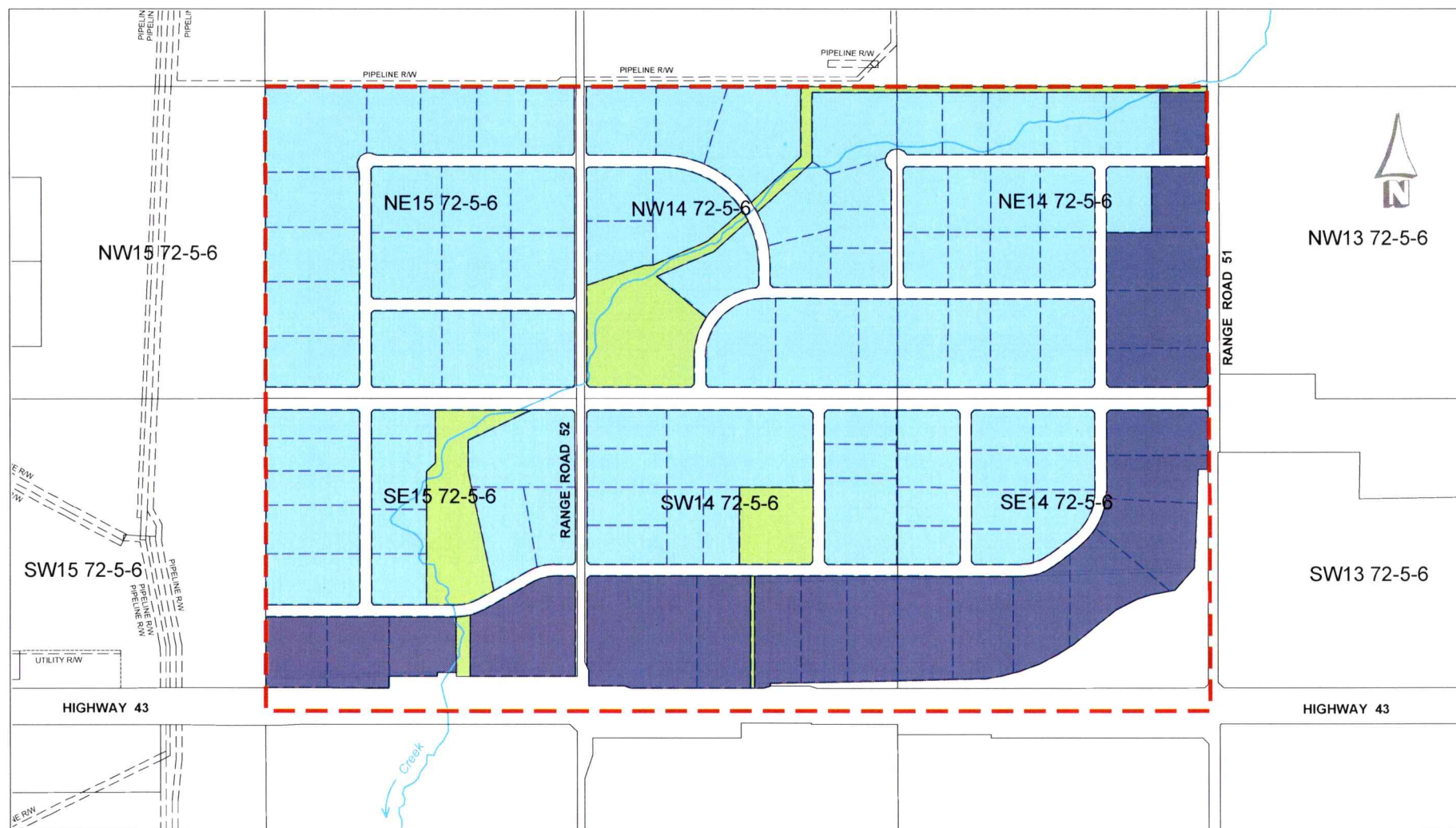
As noted in Table 2, industrial development will predominate in the Plan area, accounting for approximately 80% of the total. This will consist of approximately 219 ha of Rural Medium Industrial development, developed in accordance with the RM-2 District of the Land Use Bylaw, and 77 ha of Highway Industrial (RM-4) development.

Highway industrial development is proposed for the south and east portions of the Plan area, adjacent to Highway 43 and Range Road 51. Medium industrial development is proposed for the balance of Plan area. Uses encouraged in this area are those that are typically characteristic of both rural and urban industrial developments. The character of development in this area is anticipated to be similar in nature to the adjacent Bacon ASP.

The lot sizes shown in Figure 6 are conceptual, and will be confirmed at the time of subdivision, but are of sufficient size to accommodate on-site water and sewer servicing as discussed in Section 5.2. Given the restrictions on servicing, the resubdivision of lots within the Plan area, the resubdivision of lots will not be permitted unless municipal water and sewer services are

<sup>1</sup> The areas contained in Table 2 are approximate, and subject to refinement during the subdivision, survey and detailed engineering design processes.

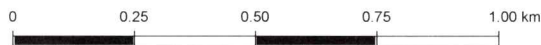




## LAND USE CONCEPT

### BALDERSTON AREA STRUCTURE PLAN

Scale - 1:15,000



#### LEGEND

- Plan Boundary
- Highway Industrial (RM-4)
- Rural Medium Industrial (RM-2)
- Public Utility



November 2014

FIGURE 6

introduced. An amendment to this ASP will be required in the event that municipal water and sewer services are introduced to the Plan area in the future.

At such time as the Range Road 52 intersection is closed as discussed in Section 5.1, it is expected that the existing service road right-of-way, totaling approximately 1.5 ha, and the southerly 300 m of Range Road 52, totaling approximately 0.6 ha, will be closed and the land integrated into the adjacent lots (or at minimum the adjacent owners offered first right-of-refusal). However, given that this is not a certainty, these road areas have not been included in the RM-4 area totals.

All industrial lot development in the Plan area shall be implemented in accordance with County requirements. It will also be required to comply with all associated design and landscaping standards associated with high visibility corridors.

The balance of the Plan area is required to accommodate roads (52 ha) and stormwater management (23 ha).

#### **4.3 Municipal Reserve**

At the time of subdivision, ten percent (10%) of the developable land shall be dedicated as municipal reserve (MR) in accordance with the Municipal Government Act. The available municipal reserve in the Plan area totals approximately 37.2 ha.

Given that the Plan area is to be developed for industrial purposes, it is proposed that the municipal reserve be provided as cash-in-lieu, unless a specific need is identified by the County in the future to obtain MR in parcel form.

## **5.0 TRANSPORTATION AND SERVICING**

### **5.1 Road Network**

The current and proposed transportation network for the Plan area is illustrated in Figure 7. Currently access to the Plan Area is obtained via existing approaches off of Highway 43 onto Range Roads 51 and 52. Highway 43 is developed to a four-lane divided rural highway standard, and is designated by the province as a future freeway. Range Road 51 is currently a two-lane, unpaved County road. Range Road 52 has been paved from Highway 43 north to Bauman Road.

Access to Highway 43 (under the jurisdiction of Alberta Transportation) is limited to one at-grade intersection every 1,600 m. As direct highway access to individual properties is not permitted, access to Highway 43 from the Plan area is ultimately to be provided to designated interchange locations via the internal collector and local road network. The long term plans for Highway 43 call for the construction of an interchange at Range Road 51 as illustrated in Figure 8. In order to accommodate this interchange, the required land has been set aside in the southeast corner of the Plan area.

It is also intended that the Range Road 52 intersection be closed at some point in the future, the timing of which will be triggered by either:

- a) the construction of the Range Road 51 interchange;
- b) the extension of Bauman Road from the west through the Plan area to Range Road 51 as illustrated in Figure 7; or
- c) the failure of the existing Range Road 52 intersection to operate in a safe and efficient manner due to development within the Plan area or on surrounding lands.

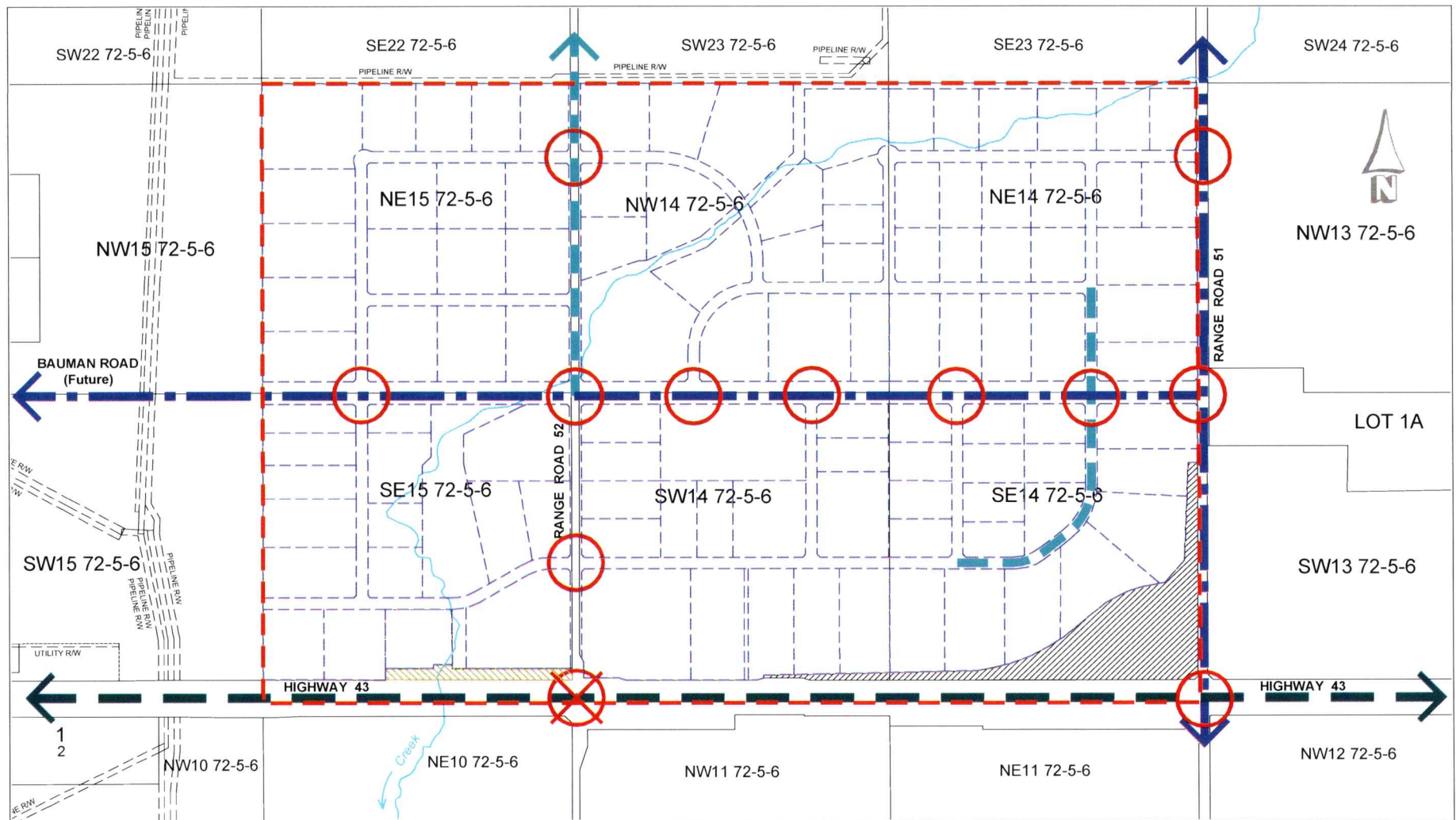
As a requirement of this ASP, the County will require that the developer place caveats on all lots within the ASP area as they are created. These instruments will advise landowners of the future intersection closure and release the parties involved from claims arising from the closure.

Primary responsibility for the construction of Bauman Road will lie with the developers and owners of the lands adjacent to the right-of-way on which the road is to be constructed. The development of Bauman Road is important to the success of the transportation network in the area. As it is intended to serve as a major east-west artery connecting with Clairmont to the west, the construction and right-of-way standards will exceed normal rural road requirements, including being accommodated within a 60m-wide right-of-way.

The internal road network will be developed to a rural standard, which will consist of roadways with side slopes, ditch bottoms and back slopes located within 30m rights-of-way. Stormwater management will be accommodated 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. Through the subdivision process, additional land for the widening of Range Roads 51 and 52 may also be required.

The long term regional transportation network for the area is illustrated in Figure 8. This concept illustrates future interchange locations in the vicinity, as well as the ultimate alignment of Bauman Road.





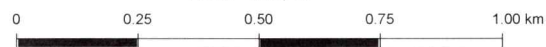
# LEGEND

- Plan Boundary
- Highway
- Arterial Roads
- Collector Roads
- Local Roads

## TRANSPORTATION CONCEPT

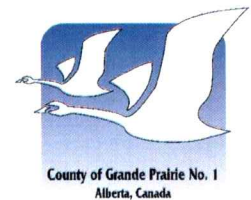
### BALDERSTON AREA STRUCTURE PLAN

Scale - 1:15,000



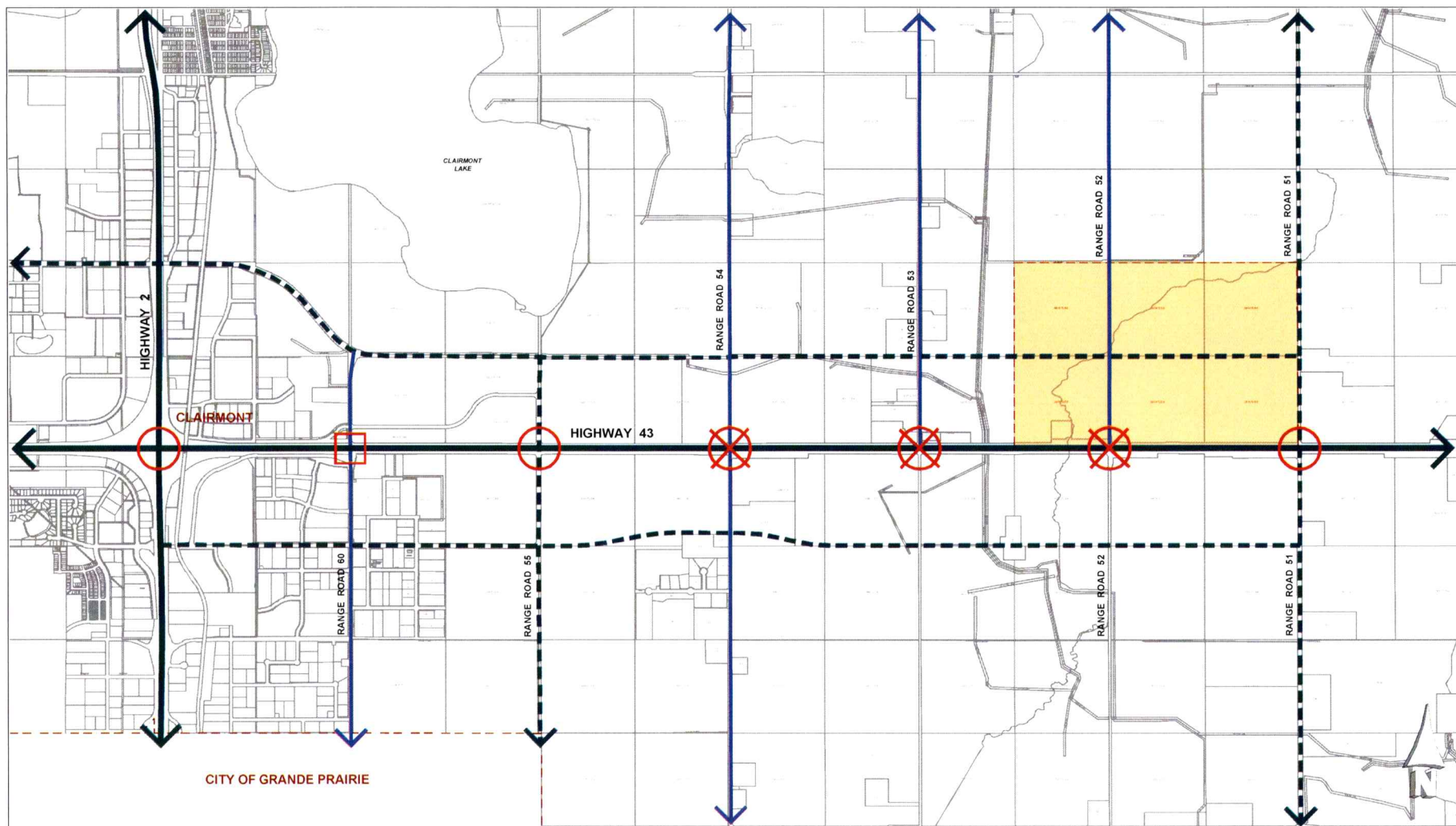
# LEGEND

- X Temporary / Current Intersection
- O Future Intersection / Interchange
- Future Road Closure
- Future Highway ROW



November 2014

FIGURE 7



LEGEND

- Highway
- Arterial
- Collector
- Plan Area



## FUTURE REGIONAL TRANSPORTATION NETWORK

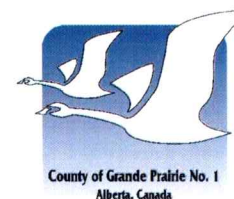
### BALDERSTON AREA STRUCTURE PLAN

Scale - 1:50,000



LEGEND

- Interchange
- Flyover
- Intersection to be Closed



February 2015

FIGURE 8



A Traffic Impact Assessment (TIA) has been completed for the Plan area in conjunction with the subdivision process to identify future traffic generation expected in the area, and a copy of the TIA is included in Appendix 1. Alberta Transportation and the County will use this information to satisfy any concerns prior to any subdivision applications being considered. It is proposed that Bauman Road be constructed in response to the findings of this TIA in cooperation with other affected parties to the west.

The County will require new development occurring in the benefitting area to pay levies to recover a portion of the costs for improvements to Bauman Road and Range Road 51. At the discretion of the County, developers may choose to construct or upgrade these roads and be credited back for the transportation levies that are payable.

## **5.2 Sanitary and Water Systems**

The County's Municipal Development Plan (MDP) provisions for the Clairmont area indicates that this ASP area is not within any future municipal water or sanitary sewer servicing systems. As a result, private servicing strategies are required. In the event that municipal services are introduced, then an amendment to this ASP shall be required.

### **5.2.1 Water Servicing**

Water servicing for the Plan area is proposed to be accommodated through the establishment of a water well on each individual lots, or the use of on-site cisterns with potable water being delivered as required. In each instance compliance with all relevant provincial regulations for such systems would be required, including Alberta Environment approvals and licensing for wells and the use of groundwater for industrial purposes under the Water Act. To facilitate compliance with regulations, the County encourages owners utilizing on-site storage to engage a common utility supplier to ensure that all water delivery is undertaken on a scheduled, coordinated basis. However if a municipal water supply is extended to the Area Structure Plan area, any development within the area will be required to connect to the water lines.

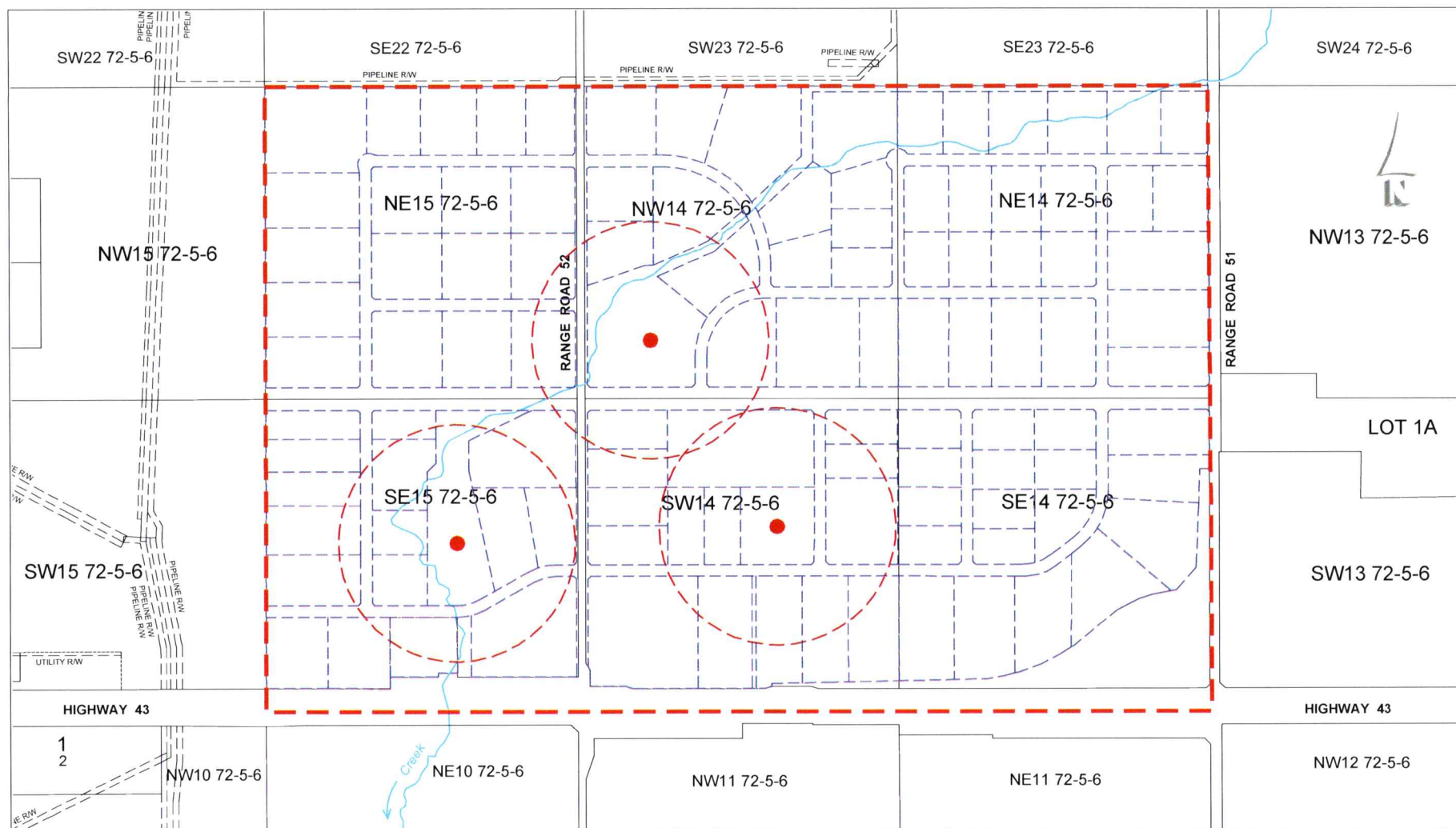
To accommodate fire protection services in the area, it will be necessary to incorporate fire ponds with dry hydrants into the subdivision design. The conceptual locations for these facilities are illustrated in Figure 9. Each of these ponds will be located within PULs, with access to local roads for maintenance and emergency vehicle use.

In addition, opportunities to reuse local stormwater for industrial purposes will be investigated. Efforts to capture stormwater in on-site holding tanks for use for irrigation purposes are supported.

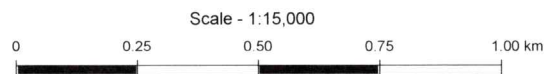
### **5.2.2 Sanitary Sewer Servicing**

Sanitary sewer servicing will be accommodated on a site-specific basis, and will be limited to evaporation mounds (limited to serving office spaces) and sewage holding tanks coupled with off-site removal (limited to servicing shop spaces). Compliance with provincial plumbing standards is required. To facilitate compliance with regulations, the County encourages owners to engage a common utility supplier to ensure that all sewage disposal is undertaken on a scheduled, coordinated basis.



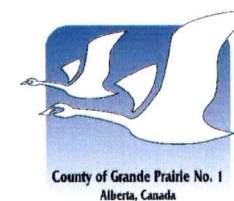


# **FIRE PROTECTION SERVICES CONCEPT** BALDERSTON AREA STRUCTURE PLAN



## **LEGEND**

- Plan Boundary
- Regional Fire Pond
- 305m Fire Pond Radius



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**FIGURE 9**

### 5.3 Stormwater Management

Stormwater management is required in the Plan area for quantity and quality control. Quantity control is required to reduce the potential impacts of stormwater runoff 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.

The stormwater management concept, provided in Figure 10, illustrates the proposed channeling of stormwater runoff. Stormwater for the Plan area is proposed to be directed to three stormwater management facilities situated at north-central (NW 14), southwest (SE 15), and south-central (SW14) locations. The NW 14 and SE 15 ponds are fed by roadside ditches and the unnamed creek. A third pond, located within the SW 14, serves the northern portions of the SE 14 and the northeast portion of the SW 14, is to be fed by roadside ditches. In addition, provision is made for a fourth pond on the SW 14 adjacent<sup>2</sup> to Highway 43 if required through additional stormwater review at the time of subdivision. As an interim measure, provision is made for on-site stormwater retention for the southernmost lots on the S½ 14 and SE 15. All stormwater retained and treated by the pond facilities is subsequently to be discharged into the existing ditches in Highway 43 right-of-way at pre-development rates<sup>3</sup>. A small portion of the SE 15 will require onsite retention on a permanent basis, with discharge directly to the creek.

Subject to Alberta Environment and Sustainable Resource Development (AESRD) approval, it is proposed that the unnamed creek that traverses the Plan area be modified and realigned by the developer in order to be integrated into the stormwater management system<sup>4</sup>. In order to facilitate the maintenance of this corridor, it is proposed that it be registered as a Public Utility Lot (PUL) at the time of subdivision.

A storm drainage management plan for the Plan's drainage basins will be prepared for the area prior to any subdivision being approved in that basin. The plan will identify development standards for the applicable storm ponds and all required drainage passageways that need to be protected and the timing of the required improvements. The management plan will consider and provide recommendations for the collective drainage area impacted by development in the Plan area, and will identify how stormwater will be accommodated downstream at full build-out. This may involve the modeling of stormwater runoff to ensure that downstream areas are not inundated in future years, and recommend a levy structure to address the costs of potential downstream improvements.

All stormwater management facilities will be designated as PULs at the time of subdivision. The specific configuration and size of storm ponds will be determined at the time of detailed engineering design.

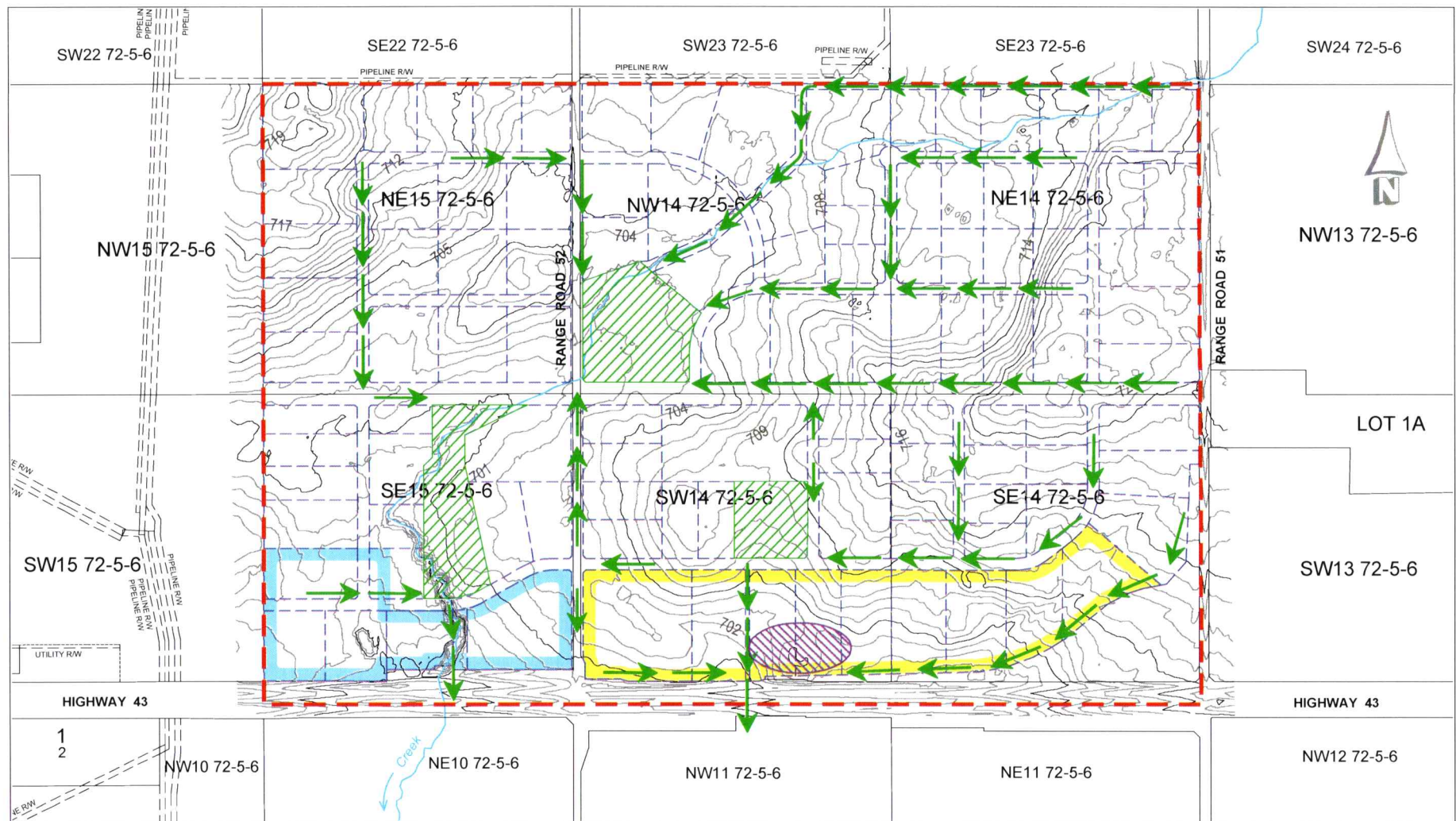
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<sup>2</sup> Alberta Transportation requires that storm ponds be located a minimum of 40 m from the highway right-of-way.

<sup>3</sup> In the event that drainage from the Plan area requires an increase in culvert capacity under the highway, the costs associated with these improvements shall be the responsibility of the developer.

<sup>4</sup> An environmental assessment of the creek corridor has been prepared by the developer for the Plan area, and as part of the detailed engineering and subdivision processes will be submitted to Alberta Environment for review. In addition, no modification of the creek corridor will be undertaken until such time as the developer secures all necessary approvals from AESRD under the Water Act.

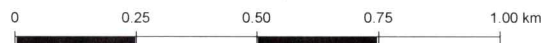




# STORMWATER MANAGEMENT CONCEPT

## BALDERSTON AREA STRUCTURE PLAN

Scale - 1:15,000



### LEGEND

- Plan Boundary
- Storm Water Management Facility
- Potential SWM Facility
- Flow Direction
- On-Site Localized Storm Retention
- On-Site Localized (Interim) Storm Retention



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#### **5.4 Shallow Utilities**

All shallow utilities (natural gas, power, telephone) are to be extended to the ASP area by the developer in cooperation with individual franchise holders as a condition of subdivision approval. In the case of power, service to the Plan area is to be provided via overhead lines.

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

#### **5.5 Lot Grading**

A grading plan for each subdivision plan within the Plan area will be prepared by the developer in accordance with County standards, prior to approval of any subdivision plan. It is required that all future building projects conform to the grading plan.

The grading plan is intended to ensure that surface drainage for all lots is directed to the roadside ditches and stormwater management facilities as provided in Section 5.3.

## **6.0 IMPLEMENTATION**

### **6.1 Phasing**

The proposed timing of development in the Plan area will be dependent on market conditions and the logical extension of infrastructure.

As Figure 11 shows, development is proposed to proceed in approximately 9 phases, starting in the south-central portion of the Plan area.

### **6.2 Subdivision and Development**

#### **6.2.1 Development Agreements**

All developers shall be required to enter into development agreements with the County for each phase of development as a condition of subdivision approval. The matters to be included in these agreements will include but not be limited to the construction of roads, stormwater facilities and fire ponds, landscaping, and the payment of applicable levies. The agreement will also address matters relating to benefitting areas.

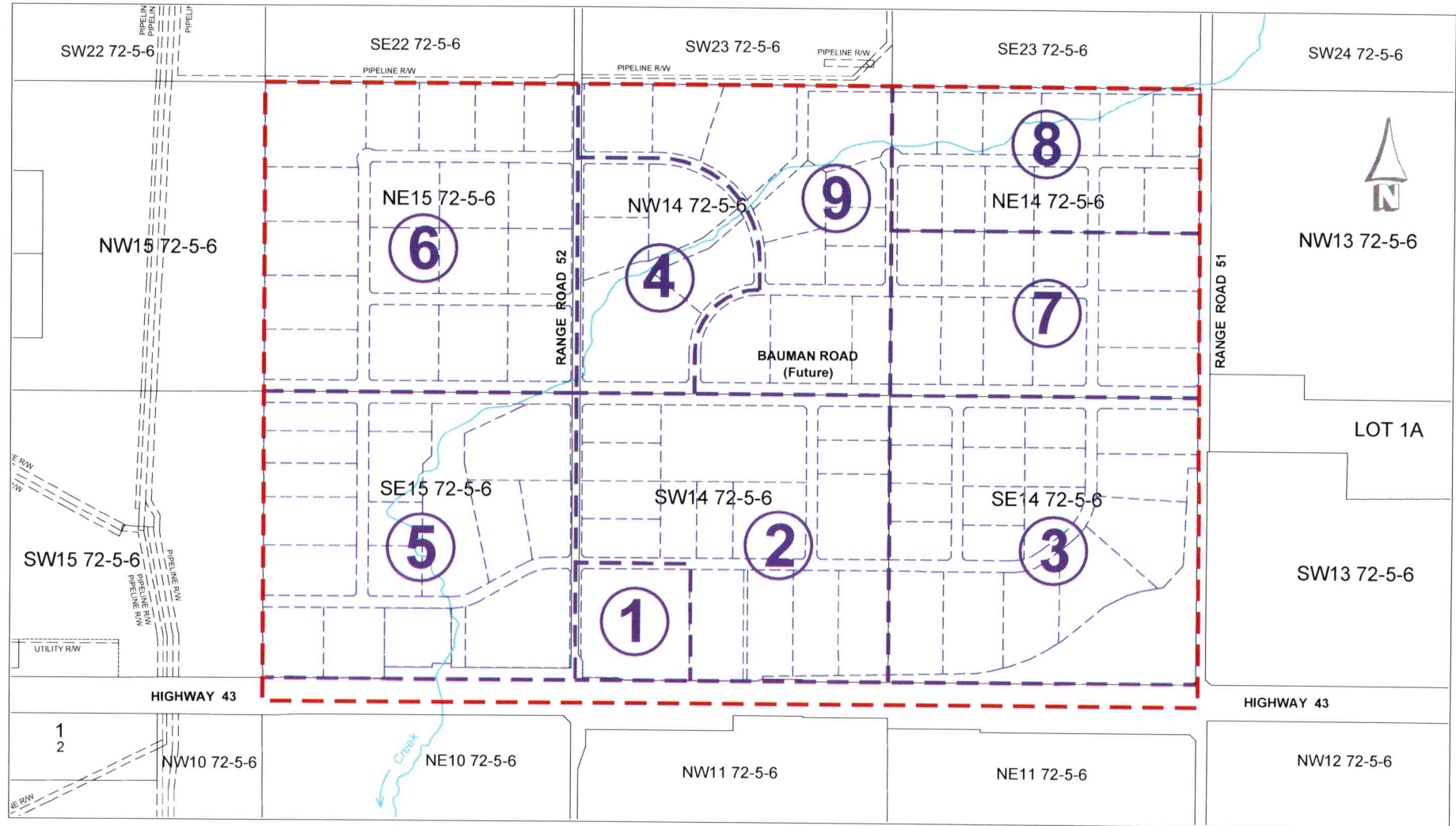
#### **6.2.2 Detailed Engineering**

Detailed engineering drawings and specifications for roads, stormwater facilities and fire ponds will be prepared by the developer and approved by the County prior to subdivision endorsement.

### **6.3 Site Lighting**

All development permit applications submitted to the County shall contain a detailed site lighting plan with the expressed purpose of maximizing the amount of light to be contained within the lot lines of the site. The intent of this policy is to reduce the amount of light pollution leaving the area and reduce the impact of lighting on adjacent properties.





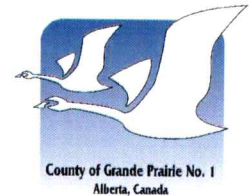
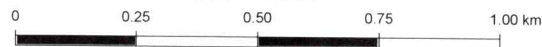
## LEGEND

--- Potential Phasing Boundary

## POTENTIAL PHASING

BALDERSTON  
AREA STRUCTURE PLAN

Scale - 1:15,000



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FIGURE 11