

**REINDERS
AREA STRUCTURE PLAN
(NW 15-91-23-W5M)**

MD of Northern Lights No. 22

Infrastructure Systems Ltd.

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TABLE OF CONTENTS

1.0	Introduction	1
2.0	Goals and Objectives	2
2.1	Goals	2
2.2	Objectives	2
3.0	The Development Area	3
3.1	Plan Area	3
3.2	Existing Land Use	3
3.3	Topography	3
3.4	Policy Framework	4
3.4.1	MD of Northern Lights Municipal Development Plan	4
3.4.2	MD of Northern Lights Land Use Bylaw	4
4.0	Development Concept	5
4.1	Land Use Plan	5
4.2	Engineering Design	5
4.2.1	Road Network	5
4.2.2	Servicing	6
4.2.3	Lot Grading	7
4.3	Phasing	7
4.4	Municipal Reserve	7

LIST OF FIGURES

1	Existing Land Use	Following Page 3
2	Development Concept	Following Page 5
3	Proposed Phasing	Following Page 7

1.0 INTRODUCTION

The Reinders Area Structure Plan has been prepared for the Municipal District of Northern Lights No. 22 on behalf of the owner of the land in question. This Plan is required to facilitate the future subdivision and development of the subject lands for light industrial purposes.

This Area Structure Plan has been prepared in accordance with the requirements of the Municipal Government Act, as well as all applicable municipal planning legislation.

The primary objective of this Plan is to provide a framework for the development the subject lands in a manner that is consistent with the goals, objectives and policies of the Municipal District of Northern Lights No. 22. In addition, as the site fronts a primary highway, the requirements of Alberta Infrastructure have also been accommodated.

2.0 GOALS AND OBJECTIVES

The Reinders Area Structure Plan has been prepared in accordance with the following goals and objectives.

2.1 Goals

1. To provide a sound planning framework for the future development of the Plan area that is consistent with the goals of the Municipal District of Northern Lights No. 22.
2. To contribute to the continued economic development of the Manning area through the development of the Plan area for light industrial purposes.
3. To maintain the operational safety and integrity of the Highway 35 corridor.

2.2 Objectives

1. To provide new opportunities for light industrial development in the Municipal District of Northern Lights No. 22.
2. To establish an efficient and economical development concept for the Plan area.
3. To provide a safe traffic network and protect the Highway 35 corridor from incompatible development.

3.0 THE DEVELOPMENT AREA

3.1 Plan Area

The land affected by this Area Structure Plan is located approximately one mile south of the Town of Manning, fronting on Highway 35. The Plan area consists of one quarter section (NW 15-91-23-W5M) totaling 64.7 hectares (159.9 acres).

The Plan area is bounded to the west by Highway 35, and is completely surrounded by agricultural lands. Established farmsteads are located across the highway to the west, and on the adjacent quarter to the south. An existing stockpile site is also located on the west side of the highway opposite the northwest corner of the quarter.

3.2 Existing Land Use

The Plan Area contains one subdivided parcel of 4 ha (10 ac), located on the south portion of the quarter, that currently accommodates a heavy duty mechanic shop. An oilfield equipment storage facility is located on the balance of the quarter to the north of the subdivided parcel. The balance of the quarter section is in agricultural use. All existing land uses are illustrated in Figure 1.

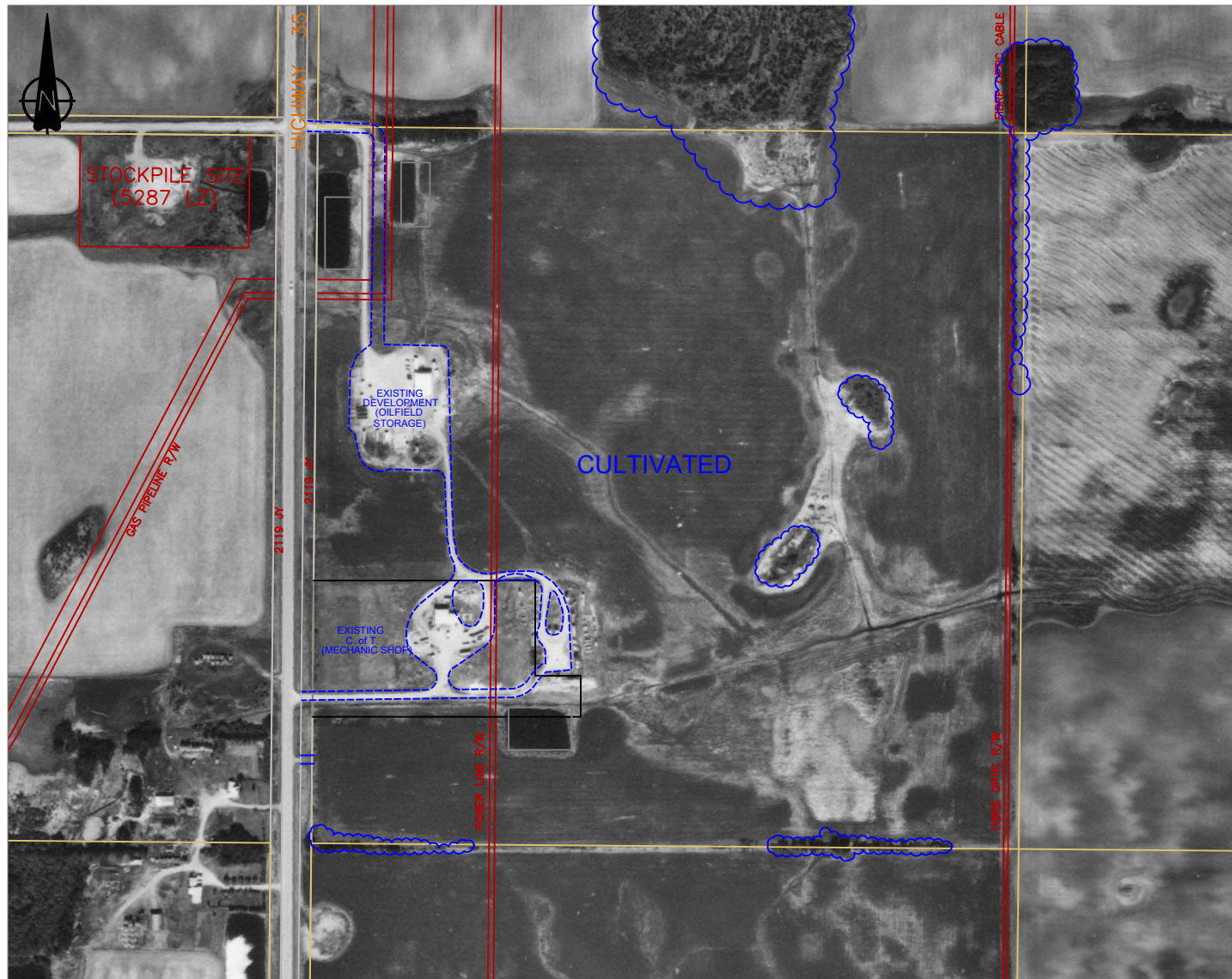
Three utility rights-of-way are also present in the Plan area that have an impact on the proposed development. These include a power line that traverses the quarter section parallel to the highway, a fibre-optic line on the east side of the quarter, and a gas pipeline on the northwest corner of the quarter.

3.3 Topography

Overall the lands in the Plan area are extremely flat, although it is apparent that the overall drainage pattern is from west to east. The presence of some slightly depressed areas, located at the north- and east-central areas of the quarter, may facilitate future storm water management.

Legend

-  Existing Vegetation
-  Dugout
-  Internal Road
-  Existing Approach



M.D. of Northern
Lights No. 22

Figure 1
Existing Conditions

Reinders Area
Structure Plan
(NW 15-91-23-5)

3.4 Policy Framework

3.4.1 MD of Northern Lights Municipal Development Plan

The Municipal Development Plan (MDP), adopted in November 1998, outlines general land use development policies for the Municipal District. In accordance with the Municipal Government Act, this Plan is consistent with the policies of the MDP as follows:

- the site in question and the proposed future subdivision meet the Plan's industrial development criteria, which includes provision for larger parcels, minimal servicing, and does not conflict with adjacent uses;
- although the land in question meets the definition of "better agricultural land", the Plan allows for non-agricultural development if no suitable alternative exists. The proposed development is an extension of existing development on the quarter; and
- it encourages industrial development to occur in rural industrial parks.

3.4.2 MD of Northern Lights Land Use Bylaw

The developed portions of the Plan area, namely the subdivided parcel and the oilfield storage operation, are currently designated as General Industrial (M1) in the Land Use Bylaw. This District allows for the development of a variety of industrial uses that require minimal servicing and relatively large land areas. The balance of the Plan area is designated as Agriculture General (A). Allowable uses include equipment storage, contracting businesses, and similar uses.

In order to facilitate future subdivision and development in the Plan area, redesignation to General Industrial (M1) will be required for the affected lands.

4.0 DEVELOPMENT CONCEPT

4.1 Land Use Plan

In the short term, proposed development in the Plan area is limited to a single parcel located in the northwest portion of the quarter to accommodate a seasonal cement mixing site. It is intended that this parcel be approximately 2.4 ha (6 ac) in size. However, in order to ensure that issues respecting land use and highway access are addressed for the long term, this Plan provides a development concept for the entire quarter section.

The overall development concept proposed for the Plan area is illustrated in Figure 2, and will serve as the basis for future subdivision activity¹.

It is proposed that the area be developed for light industrial purposes, accommodating such uses as contracting businesses, heavy equipment storage and repair facilities, and similar uses in accordance with the Land Use Bylaw.

The proposed design concept accommodates the development of approximately 12 lots, range from approximately 2 ha (5 ac) to 8 ha (20 ac) in size². The layout is designed to accommodate the existing oilfield storage facility at its present site, as well as the future realignment of the existing parcel to accommodate the development of a service road.

4.2 Engineering Design

4.2.1 Road Network

Access to the Plan area is currently available by three direct approaches to Highway 35. One access point, located at the north quarter line, serves the oilfield equipment storage site. A second approach serves the mechanic's shop on the separate parcel, while a third approach serves as a farm access near the south quarter line.

The proposed road network is designed to utilize the north highway approach as the primary access to the quarter³. This will require that the existing driveway that serves the oilfield storage site be surveyed out and turned over to the Municipal District as a public roadway. In the longer term, it is proposed that this existing access road be extended across the entire highway frontage in

¹ The development concept may be subject to minor revision without an amendment to this Plan, provided that such deviations do not significantly alter the proposed road pattern.

² The actual number and size of lots will be subject to future market conditions.

³ In order to ensure a proper intersectional alignment, it may be necessary to acquire a small amount of land from the adjacent quarter to the north to accommodate additional road right-of-way.

Legend

-  Existing Vegetation
-  Proposed Property Line



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Lights No. 22

Figure 2
Development Concept

Reinders Area
Structure Plan
(NW 15-91-23-5)

conjunction with subsequent phases of development⁴. The proposed service road right-of-way provides for bulbing at the south end of the quarter, and its construction will allow for the elimination and consolidation of all remaining highway access points.

Internal vehicle circulation is to be accommodated by a looped road system in accordance with Municipal District standards. The internal roads, which are to be developed to a gravel standard, will be developed within a 30 m (98 ft) right-of-way. Access to all lots shall be limited to the internal subdivision roads, and future direct access to Highway 35 will not be permitted in accordance with the requirements of Alberta Infrastructure.

4.2.2 Servicing

There are no municipal services within the Plan area or in the immediate vicinity. Current development in the Plan area is served by dugouts for water supply and private sewage disposal systems. In order to service the Plan area, it is proposed that private water supply and sewage disposal systems be installed in accordance with Provincial regulations at the time of building construction.

With respect to stormwater management, the flat nature of the subject lands will require that drainage be carefully assessed at the time of detailed engineering design. There may be an opportunity to divert storm water to the existing low areas, identified as “Possible SWM Sites” on Figure 2, but is dependent on more detailed investigation. All future stormwater management plans will be developed in accordance with the standards of Alberta Environmental Protection.

All shallow utilities shall be constructed in accordance with the requirements of the affected utility companies.

⁴ The construction of this service road will occur at such time as traffic generated in the subdivision warrants. Additional service road construction is not proposed to occur in conjunction with the development of Phase 1 as illustrated in Figure 3.

4.2.3 Lot Grading

A lot grading plan shall be prepared by the Developer in consultation with the Municipal District and provision will be made that requires all building projects to conform with the grading plan.

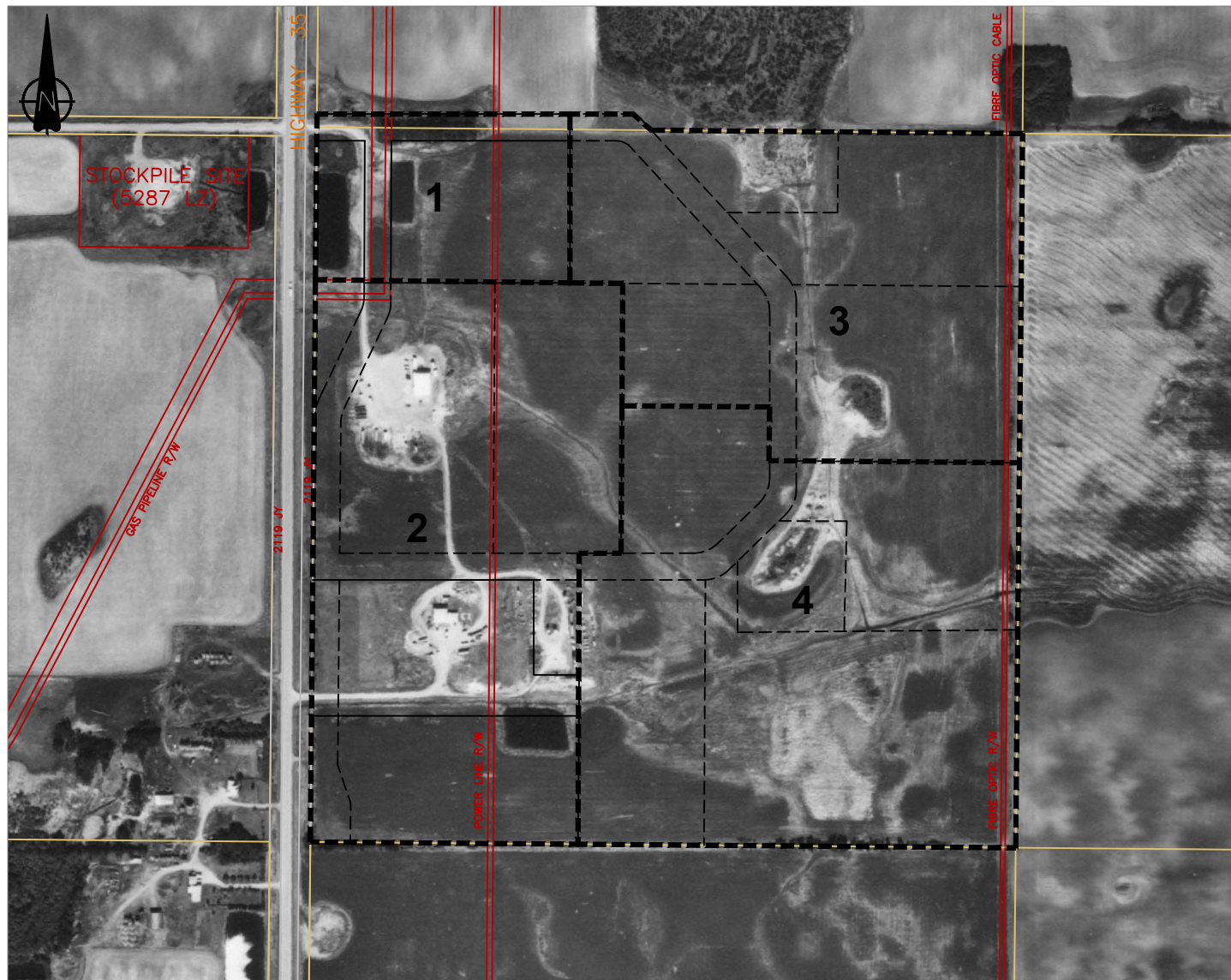
The grading plan will ensure that the surface drainage from all lots is directed to the roadside ditches and any proposed stormwater retention facilities that may be required to accommodate the development.

4.3 Phasing

The proposed phasing of development in the Plan area is illustrated in Figure 3. As indicated in Section 4.1, this Plan is required in order to accommodate the creation of a single parcel in the northwest corner of the Plan area, identified as Phase 1. Although the actual phasing of future development would be dependent on future market demand, it is intended that subsequent phases generally occur in accordance with this Plan.

4.4 Municipal Reserve

In accordance with the MD's Municipal Development Plan, a maximum of 10% of the developable lands area shall be provided as municipal reserve at the time of subdivision. Given that the development of the Plan area is for industrial purposes, it is proposed that municipal reserve be provided as money-in-lieu as a condition of subdivision approval.



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Lights No. 22

Figure 3
Proposed Phasing

Reinders Area
Structure Plan
(NW 15-91-23-5)