

BYLAW NO. 3148
COUNTY OF GRANDE PRAIRIE NO. 1

A Bylaw of the County of Grande Prairie No. 1, in the Province of Alberta, to adopt the attached TRADESMAN AREA STRUCTURE PLAN for all those lands contained within N-11-72-5-W6 & NE-10-72-5-W6 excepting thereout Plan 0720066 Block 1 Lot 1.

WHEREAS the Municipal Government Act, Statutes of Alberta, 2000, Chapter M26 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 M26, and amendments thereto.

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

1. That this Bylaw shall be known as the **"TRADESMAN AREA STRUCTURE PLAN BYLAW"**.
2. That the Tradesman Area Structure Plan document is attached to this bylaw as an appendix and forms part of this bylaw.
3. That this bylaw shall take effect on the date of its final passage by Council.

This Bylaw comes into effect upon the date of it finally being passed.

READ A FIRST TIME THIS 14 **DAY OF** September, A.D. 2020.

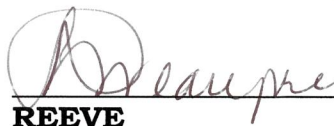


REEVE



COUNTY ADMINISTRATOR

READ A SECOND TIME THIS 22nd **DAY OF** February, A.D. 2021.



REEVE



COUNTY ADMINISTRATOR

READ A THIRD AND FINAL TIME AND FINALLY PASSED THIS 22nd
DAY OF February, A.D. 2021.


REEVE


COUNTY ADMINISTRATOR



County of
Grande Prairie No. 1
Alberta, Canada

Tradesman Industrial Park Area Structure Plan (ASP)

Adjacent to Range Roads 51 & 52 and Highway 43

NE 10-72-5-6 AND N 11-72-5-6



Prepared By:



Beairsto & Associates
ENGINEERING LTD

September 2020

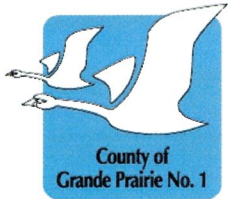
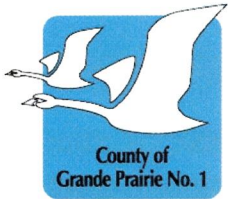


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Tradesman Industrial Park
Area Structure Plan (ASP)
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1. INTRODUCTION

1.1. Purpose of Plan

The Tradesman Industrial Park Area Structure Plan (ASP) has been prepared to provide a framework for the future subdivision and development of a portion of land in the vicinity of the intersections of Highway 43 and Range Road 51 and Range Road 52 within the County of Grande Prairie No. 1, hereby after referred to as the County.

The primary objective of this plan is to provide a framework for the subdivision and 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 uses and circulation patterns proposed for the site, and provides 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 lying on either side of Range Road 52 running across to Range Road 51 on the east. This land is approximately 5 to 6 kilometers east of the Hamlet of Clairmont. Figure 1 – Location Plan clearly identifies the location and subject lands. The Plan Area consists of three quarter-sections of land (NE 11-72-5-6, NW 11-72-5-6 and NE 10-72-5-6) totaling approximately 187.3 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 10-72-5-6	62.1
NW 11-72-5-6	62.1
NE11-72-5-6	63.1
Total	187.3

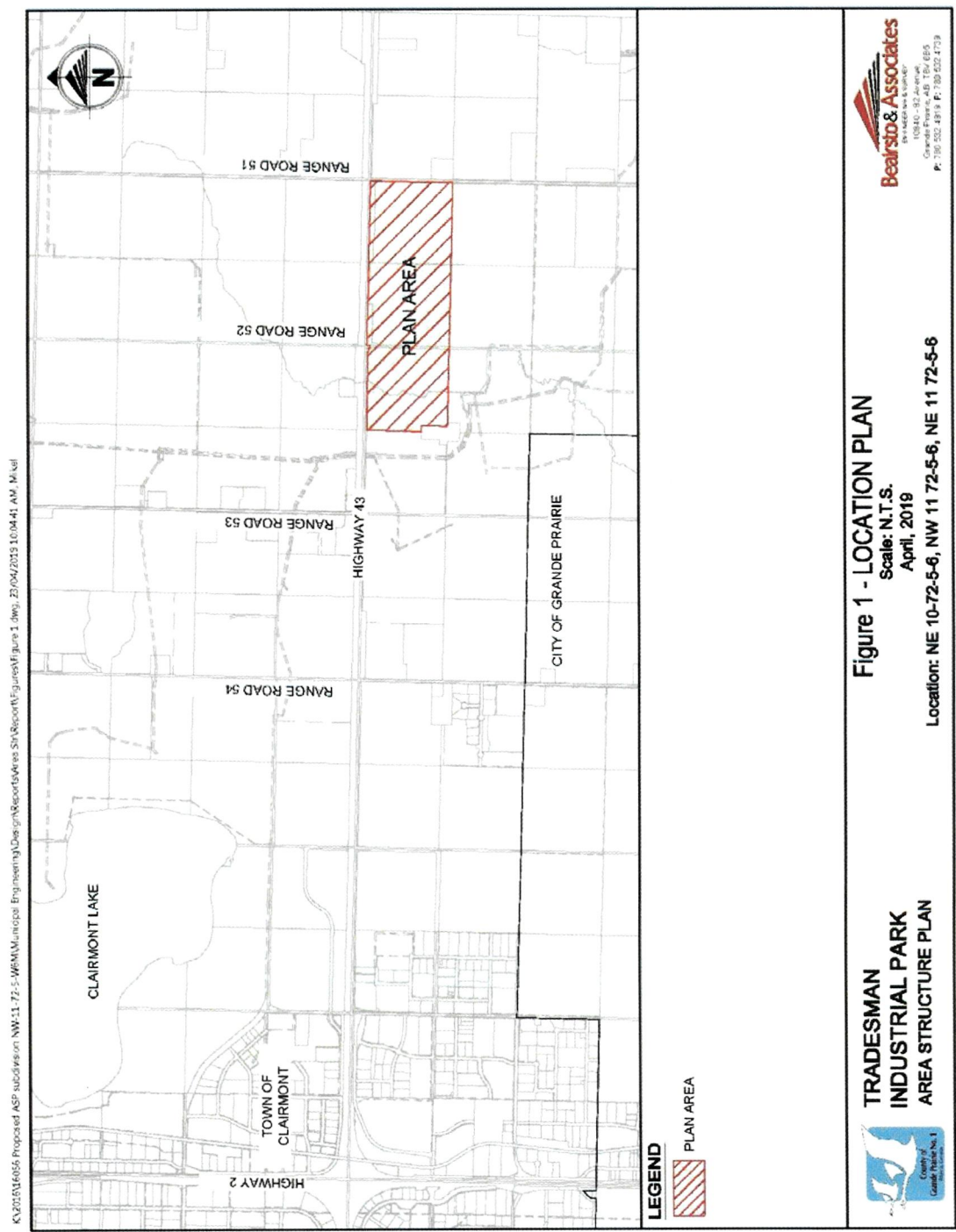
The Plan Area is bounded to the north by Highway 43 (Township Road 722), The Bacon Area Structure Plan to the west and Range Road 51 to the east. The future 156th Avenue will form the south boundary of the plan area.

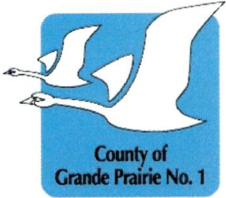


Tradesman Industrial Park
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Adjacent to Range Roads 51 & 52 and Highway 43

NE 10-72-5-6 and N 11-72-5-6

Figure 1 – Location





Tradesman Industrial Park Area Structure Plan (ASP) Adjacent to Range Roads 51 & 52 and Highway 43

NE 10-72-5-6 and N 11-72-5-6

1.3. Existing Conditions

At the present time, existing land uses consist of two large industrial uses within the N1/2 of section 11 with the balance of the lands in the area largely in agricultural production. Ritchie Bros. Auctioneers currently reside and occupy most of the NE 11-72-5-6. This land use involves the storage of equipment and machinery for the purposes of periodic auctions which requires a large land base on which to display and store the merchandise. The site is developed and contains large parking lot areas, office and shop buildings and other auctioneering infrastructure. The site is largely graveled.

The Tradesman Company currently occupies the northerly 40 acres of the NW 11-72-5-6 with the balance of this quarter section in agricultural production, as shown on Figure 2 – Existing Conditions.

The Bacon quarter section, NE 10-72-5-6, is comprised of mainly agricultural land. An existing subdivision is located in the southwest corner to accommodate an existing farmstead. The balance of the quarter section contains some agricultural buildings and a large drainage area running north-south through the middle of the quarter with the remainder of the quarter section being farmed. The land immediately west of this quarter is part of the Bacon Area Structure Plan and is being developed for industrial purposes.

There are no major constraints to the development of this area for industrial purposes and in fact, the development is consistent with surrounding approved subdivisions and will serve to make the development contiguous.

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 existing and proposed future uses in this ASP are consistent with this policy direction.

1.4.2. County of Grande Prairie Land Use Bylaw

There are currently two land use districts in play across the Plan Area. The N ½ 11-72-5-6 is currently designated as Rural Medium Industrial (RM-2) in the County's Land Use Bylaw. The remaining lands in the plan area, NE 10-72-5-6, are designated as 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.

In addition, RM-4, Highway Industrial, is required for all undeveloped lots fronting the highway. Those lots within NE11 along the highway can remain zoned as RM-2 but will be subject to the landscaping requirements of RM-4 zoning.



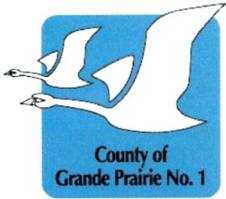
Tradesman Industrial Park Area Structure Plan (ASP)

Adjacent to Range Roads 51 & 52 and Highway 43

NE 10-72-5-6 and N 11-72-5-6

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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Figure 2 - Existing Conditions





Tradesman Industrial Park
Area Structure Plan (ASP)
Adjacent to Range Roads 51 & 52 and Highway 43

NE 10-72-5-6 and N 11-72-5-6

Figure 3 - Topography





2. DEVELOPMENT CONCEPT

2.1. Goals of the Plan

The Tradesman Industrial Park 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 efficient and economical 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 ensure that the development occurring in the area is compatible with the surrounding environment.
5. To provide municipal servicing to development as it becomes available.
6. To ensure the intersections and road development align with Highway access closures.
7. To ensure that the type of industrial partners entering the area support the land use desired 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 Figure 4 – Development Concept and Proposed Zoning. The intent of this plan is to provide a generalized land use plan with a conceptual lot layout for industrial purposes that will be subject to further refinement at the time of subdivision and survey. The plan will also ensure the future road alignments and storm water management plans are consistent with each quarter.

2.3. Industrial Development

As noted in Table 2 - Estimated Land Use Area approximately 155.7 ha or all of the Net Developable Plan Area less roads, public utility lots, storm water management facilities and municipal reserve area is to be developed for industrial purposes.

All development shall comply with the County's Rural Medium Industrial (RM-2) and Highway Industrial (RM-4) Land Use Districts. Discretionary uses may require additional approvals.

Furthermore, since municipal water supply will be provided to the area, highway commercial uses and those found in the RM-4 Highway Industrial district will be allowed for lands abutting the highway that are currently zoned as Agriculture (AG). Undeveloped lands that front the highway and are currently zoned as RM-2 may remain, but they will be subject to the RM-4 landscaping requirements at the time of development. If any existing RM-2 lots adjacent to Hwy 43 are subdivided in the future they may be required to rezone to RM-4 at the time of subdivision.



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Table 2: Estimated Land Use Area

Land Use Category	NE 10-72-5-6 (ha)	NW 11-72-5-6 (ha)	NE 11-72-5-6 (ha)	Total (ha)	Percent ² (%)
Gross Developable Area	63.2	64.9	65.0	193.1	
Less Road Plans	1.1	4.2	1.9	7.2	
Net Developable Area	62.1	60.7	63.1	185.9	100
Industrial Districts	42.2	54.4	54.6	151.2	81.3
<i>Rural Medium Industrial (RM-2)</i>	31.8	54.4	54.6	140.8	75.7
<i>Highway Industrial (RM-4)</i>	10.4	0.0	0.0	10.4	5.6
Roads	7.7	2.9	4.3	14.9	8.0
Public Utility Lots	6.5	1.2	0.6	8.3	4.5
Storm Water Management Facilities ¹	5.7	2.2	3.6	11.5	6.2

¹These will be registered as PULs and are only shown as separate for the purposes of this table.

²This value is a percentage of the Net Developable Area.

Proposed zoning for the Plan Area is identified in Figure 4 – Development Concept and Proposed Zoning. The majority of the land use will be composed of Rural Medium Industrial (RM-2). All zoning changes will be made in advance of subdivision approval.

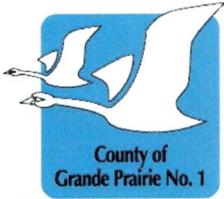
All industrial development in the Plan Area shall be in accordance with County requirements and required to comply with County Design Guidelines in respect to both building design and landscaping. This is a result of the high degree of visibility that these locations afford.

Development in this area will be encouraged through the County Design Guidelines to adopt environmentally sustainable development schemes.

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.

2.4. Municipal Reserve

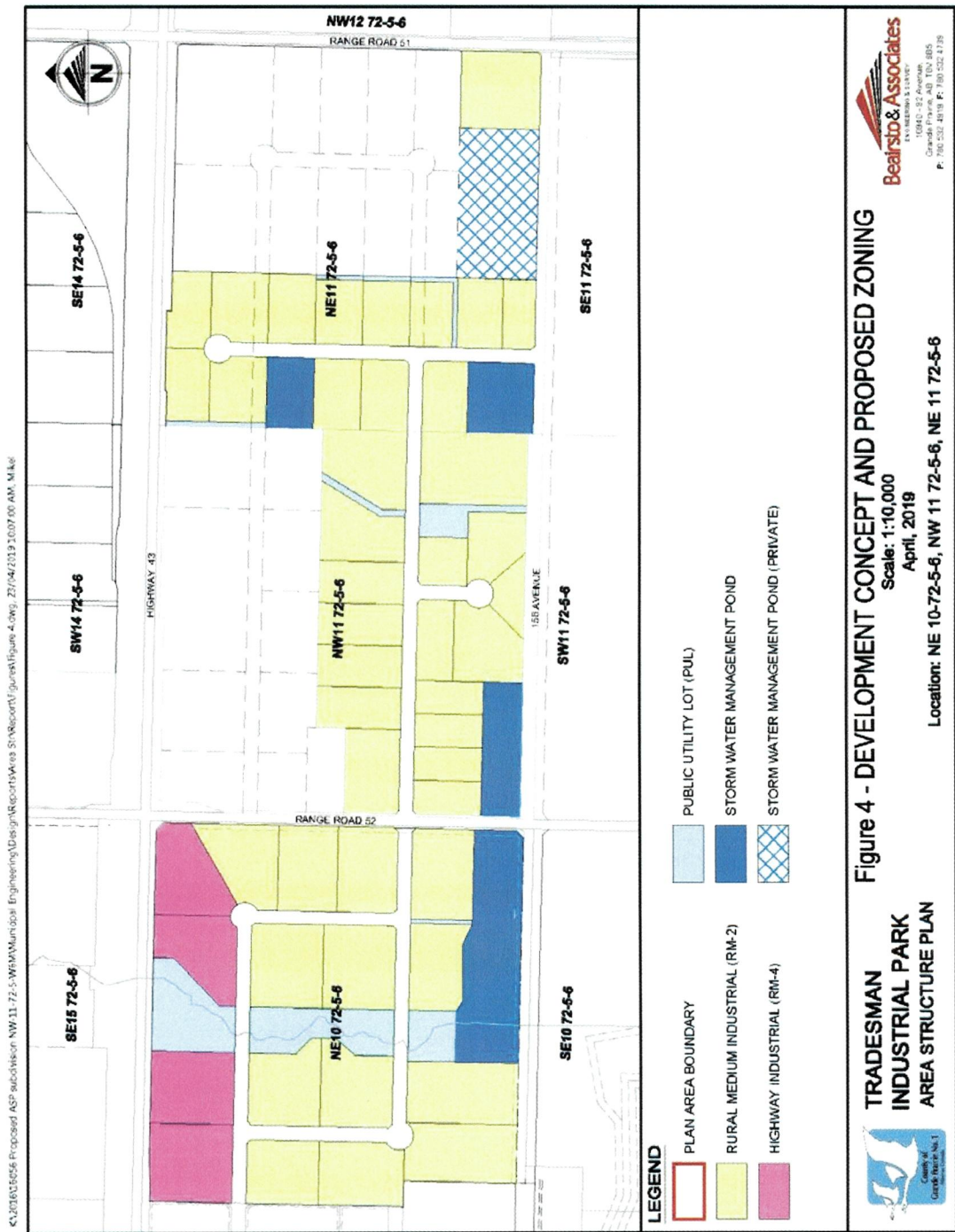
In accordance with the Municipal Government Act, a municipality may take a maximum of 10% of the Plan Area as municipal reserve. Given that there is no residential development contemplated within the plan area, the requirement for municipal reserve in land is limited. As the County has not identified a need for Municipal Reserve in the area the Municipal Reserve owing will be provided by way of cash in lieu.



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NE 10-72-5-6 and N 11-72-5-6

Figure 4 - Development Concept and Proposed Zoning





3. TRANSPORTATION AND SERVICING

3.1. Road Network

Figure 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 north/south access to the Plan Area and Highway 43 is obtained from Range Road 52 and Range Road 51. In order to accommodate north-south traffic flow for industrial purposes, Range Road 52 will require road widening and upgrading. This will be accommodated at the time of subdivision. The required right-of-way widths are also identified on Figure 5.

In the future it is expected that the intersection at Range Road 52 and Highway 43 will be eliminated. Access to Range Road 52 will be provided via 156th Avenue to Range Road 51. A full interchange will be constructed at Highway 43 and Range Road 51. Land has been acquired north of the highway but not within the plan area to accommodate the interchange. Land within the plan area required for the interchange will either be acquired through the subdivision process or purchased by Alberta Transportation if it has not yet been subdivided. As a requirement of future subdivision, the County may place restrictive covenants/caveats on all lots within the plan area as they are created. These covenants/caveats will advise landowners of the future intersection closure at Range Road 52 and release the parties involved from all claims arising from the closure. In the interim, the improvements to this intersection identified in the TIA will be required prior to any subdivision or development of land within the plan area.

East-west traffic flow within the plan area will be accommodated by a series of local roads, which will be developed to move traffic to the north-south Range Roads. The internal road network will also align with the future local road network as shown in the Bacon Area Structure Plan, directly west of the plan area. The primary responsibility for the construction of the local roads will lie with the developers and landowners of those quarter sections.

The internal road network within the Plan Area will be developed to a rural standard, which will consist of an asphalt roadway with side slopes, ditch bottoms and back slopes. Storm water management will 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 development of 156th Avenue is important to the success of the transportation network in the area. 156th Avenue is designated as an arterial road and will provide a major road linkage with the Clairmont area nearby. As it is intended to serve as a major east-west artery, the construction and right-of-way standards must follow the County Guidelines. The construction of 156th Avenue will be coordinated with the closure of highway access at Range Road 52 in order to maintain access to the plan area.

Alberta Transportation standards require that there be 55 m between roadway centerlines of four lane highways at intersections. This distance is not achieved between the north and south portions of Highway 43 along the plan area. Modifications to the access should be considered in order to provide sufficient accommodation for traffic movement into the area until such time as the access point closes.



Tradesman Industrial Park Area Structure Plan (ASP) Adjacent to Range Roads 51 & 52 and Highway 43

NE 10-72-5-6 and N 11-72-5-6

Alberta Transportation acceptance of the proposed modifications will be required prior to subdivision approval.

Range Road 52 and 156th Avenue are to be considered levy roads for the purposes of the County Transportation Levy. They will be subject to contributions by the adjacent quarters and any outstanding costs of the road construction shall be shared by the affected landowners. The County will require new development occurring in the benefiting area to either construct the necessary Levy roads or pay Transportation Levies. Where Levy roads are constructed by the Developer, the County shall credit the Developer for the Transportation Levies that are payable. Range Road 51 is outside the current Levy Boundary, but it has been indicated as a priority road by the County and a partnership may be pursued.

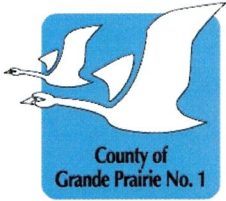
Figure 6 – Future Regional Transportation Network indicates the future access points to Highway 43 within the region to the Plan Area will be at Range Road 51 and Range Road 55 via 156th Avenue. A conceptual alignment for 156th Avenue between Range Road 51 and Range Road 55 is also shown. The establishment of this alignment will be required prior to the subdivision of lands that may be directly impacted by the alignment.

A Traffic Impact Assessment (TIA) has been completed for the Plan Area in conjunction with the ASP. Alberta Transportation and the County will use this information to satisfy any concerns prior to any subdivision applications being entertained. The TIA should be referenced for specific recommendations but some general findings from the report are listed below:

- Range Road 51 and 156th Avenue are both classified as arterials roads. Range Road 52 is classified as a collector roadway.
- The south leg of the intersection of Range Road 52 with Highway 43 should be upgraded to a Major Road Intersection on Four-Lane Divided Highway for the interim. In the future, a full cloverleaf interchange will be constructed at Range Road 51 and Highway 43.
- Once the level of service of the intersection of Range Road 52 and Highway 43 triggers a need for signalization, Alberta Transportation will require the closure of this intersection.
- Access to the development from 156th Avenue will increase as the intersection of Highway 43 and Range Road 52 is closed and the interchange is constructed at Range Road 51. 156th Avenue will provide an acceptable level of service.
- Engineering design and construction shall be in accordance with the latest County of Grande Prairie Design and Construction Guidelines.

The ASP identifies all road right-of-way requirements, shown on Figure 5 – Transportation Concept, 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.

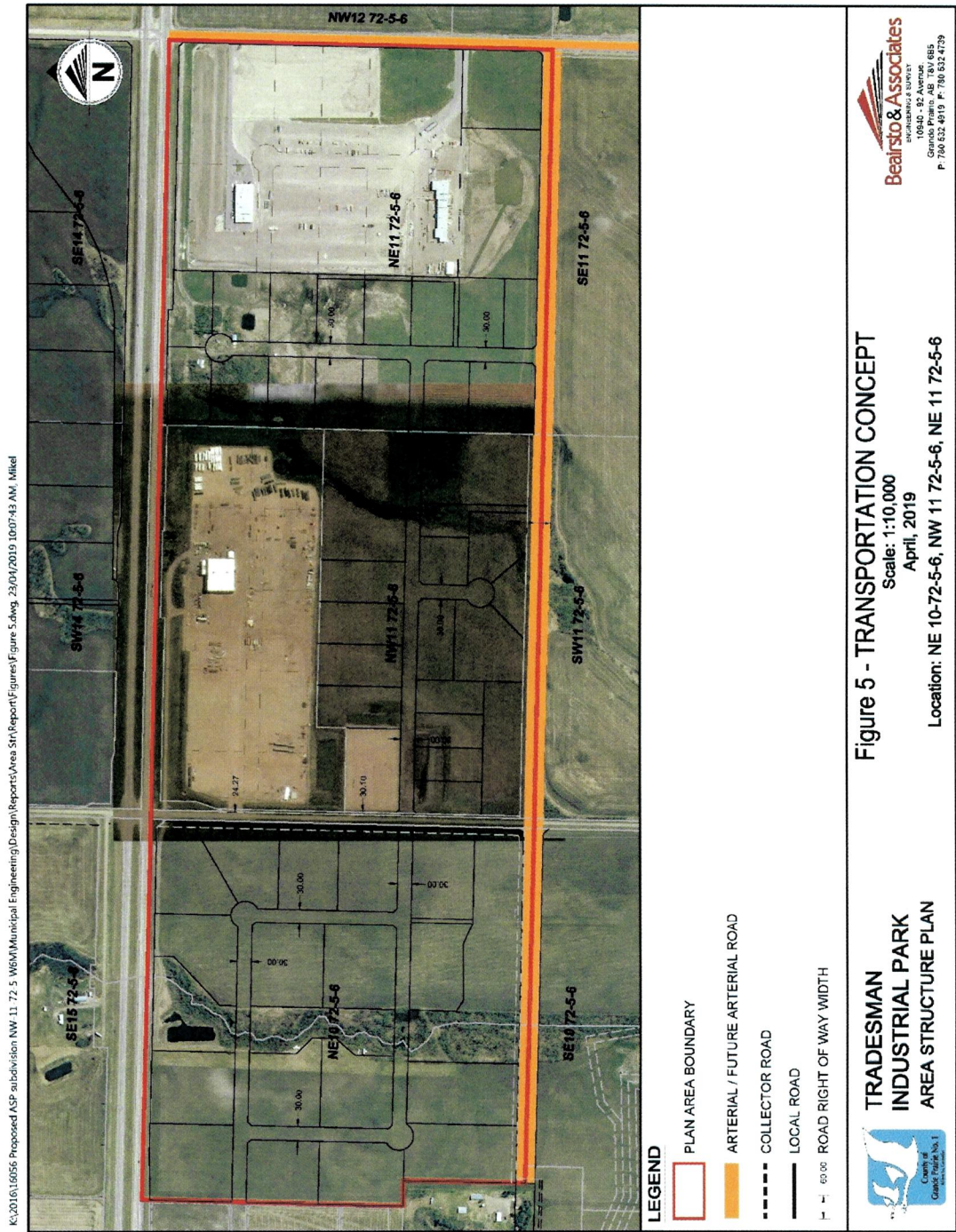
Alberta Transportation will determine the timing of construction of the interchange at Highway 43 and Range Road 51. Land has been identified in the NE corner of NE 11-72-5-6 for the purpose of constructing the interchange.



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Figure 5 - Transportation Concept

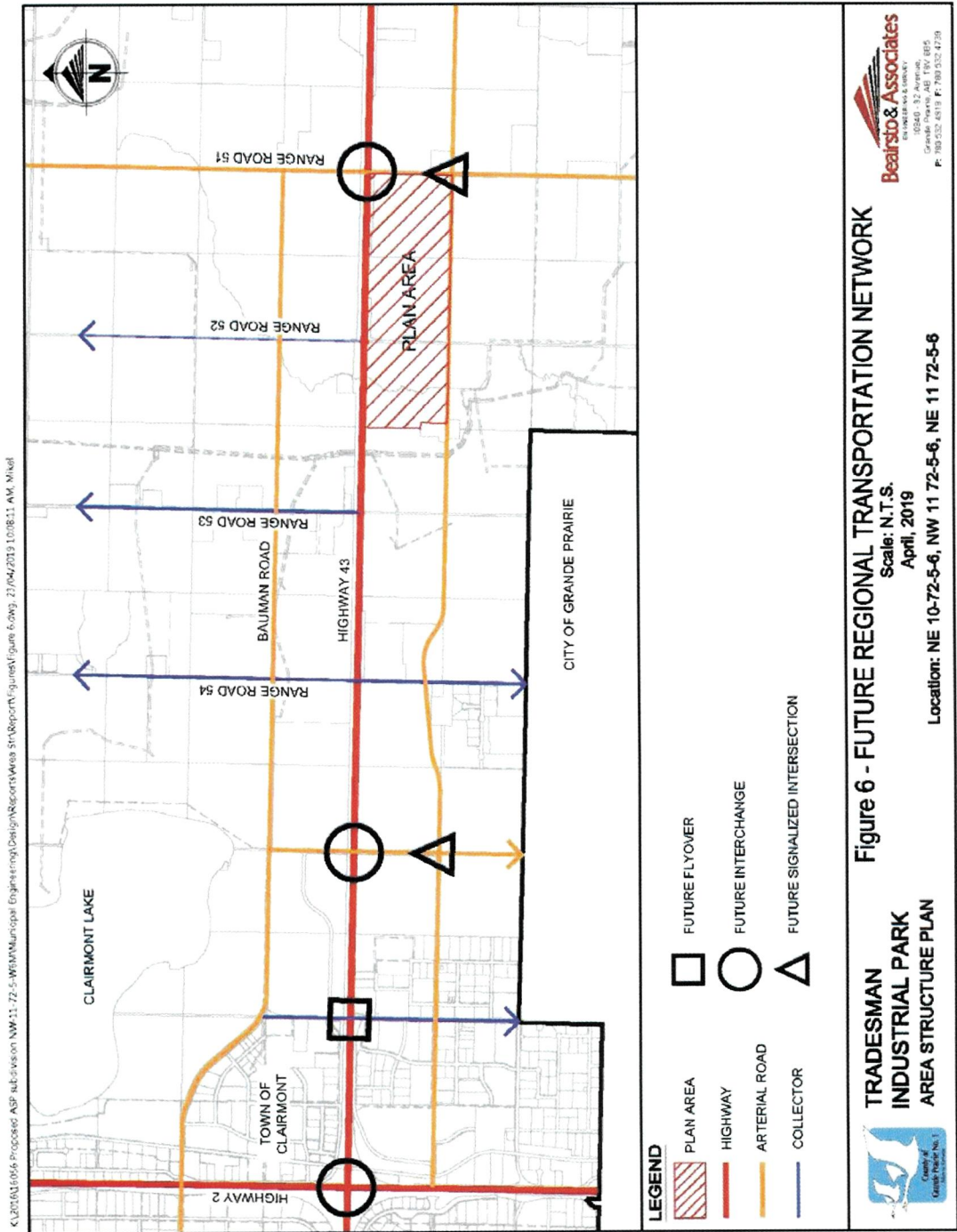




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Figure 6 - Future Regional Transportation Network





3.2. Sanitary and Water Systems Servicing

The Municipal Development Plan for the County area indicates that the Plan Area is in an Industrial area. Municipal water has been extended through the area; however sanitary servicing is intended to be accommodated on each site through private sewage disposal systems.

3.2.1. *Water Servicing*

A municipal water system is available to provide water to the area. The water system intended to provide water to the Hawker subdivision, north of this planning area, has capacity to provide municipal water for this area.

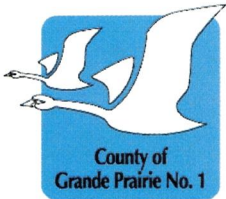
Since municipal water is available to the area, it is expected that the municipal water will be extended into future subdivisions as they are developed as a condition of subdivision and subject to the availability of sufficient water supply. Figure 8 illustrates the water servicing concept for the plan area. Minimum water main sizes for the development will be 250 mm. Pressures and capacities will be determined by a detailed water design report, including water modeling.

Once a municipal water system is available to the area, there may be a requirement to recapture part of the cost of the transmission line leading to the area. This will be determined at the time of subdivision.

To accommodate fire protection services in the area, until municipal water service is available, it will be necessary to incorporate water points and dry hydrants. Water points, coordinated with the proposed storm water management ponds, will be sized and locations determined to accommodate development within the plan area. Conservative sizing of the ponds can be based on the maximum coverage area of the anticipated zonings as detailed information on the building sizes, construction materials, etc. will not be available at the time of design. The locations of the proposed water points are indicated on Figure 8 – Water Point Identification Map. Each of these water points will be located within PULs at the indicated locations and the developer shall supply a dry hydrant and an approach with all weather access for fire protection equipment. Public multi-use water points will be constructed in lieu of private fire ponds on each lot. This will provide better access for emergency personnel as typically private fire ponds are located in the rear of lots and are not all weather accessible. It will also give the County control of the fire protection infrastructure.

3.2.2. *Sanitary Sewer Servicing*

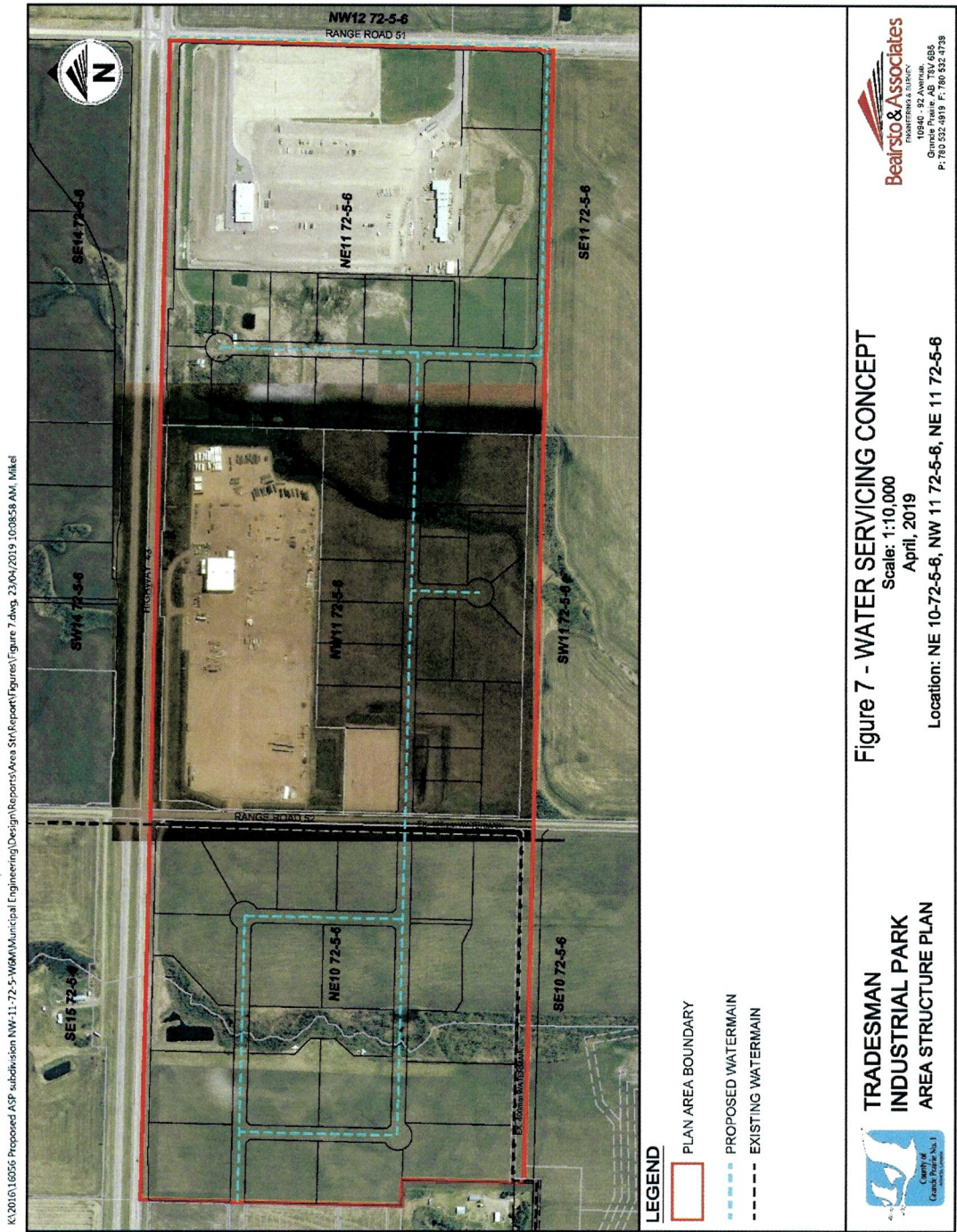
Sanitary sewer servicing for the Plan Area will be site specific and provided through evaporation mounds. Compliance to all relevant regulations for such systems will be required.



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Figure 7 - Water Servicing Concept

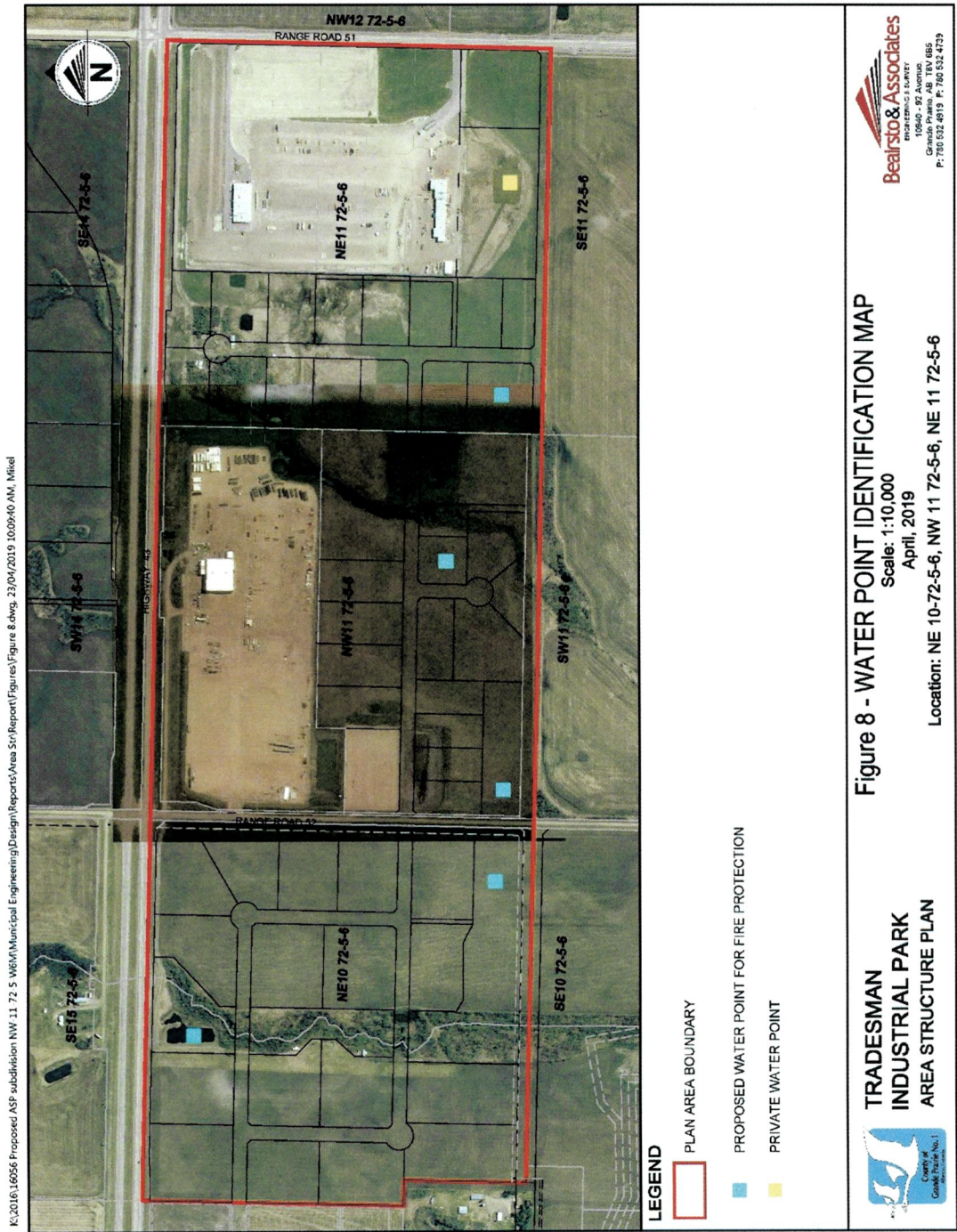




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Figure 8 - Water Point Identification Map





Tradesman Industrial Park Area Structure Plan (ASP) Adjacent to Range Roads 51 & 52 and Highway 43

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3.3. Storm Water Management

Storm water management is essential for quantity and quality control. Quantity control is required to reduce the potential impacts of 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 necessary to mitigate any potential for environmental contamination of nearby bodies of water.

Generally the drainage in the area is north to south. Each quarter section will accommodate storm drainage on an individual basis as opposed to a regional system. Existing drainage courses and road ditches will be utilized in the provision of the Storm Water Management Plan.

Storm water run-off from the majority of NE 11-72-5-6 is currently directed to a pond located in the southern part of the quarter section. As subdivision occurs on this quarter section, the specific requirements for a pond will be developed.

In the NW 11-72-5-6 existing drainage swales will be utilized for Stormwater management. A storm pond will be required at the south end of the quarter.

In the NE 10-72-5-6, a significant drainage area exists running north-south through the quarter section. This drainage course is heavily treed. It is likely that the majority of this area will form the basis for Stormwater facilities on the quarter. Improvements to the drainage area to facilitate flow and storage will be necessary.

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 Figure 9 – Storm Water Management Concept the location of the PULs are shown.

A storm drainage master plan for all the drainage areas will be prepared for the area prior to any subdivision. The plan will identify development standards for the storm ponds and all required drainage passageways that need to be protected and the timing of the required improvements. The improvements must be completed at the time of subdivision, before the land is accepted as PULs. This master plan will consider and provide recommendations for all drainage basins impacted by development in this Plan Area and identify how storm water will be managed within the drainage basins at build-out. This may involve modeling of storm water run-off to ensure that downstream areas will be adequately protected from flooding in later years. Any storm water ponds required for the development will be designated as PULs.

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. Such changes shall be completed at no cost to Alberta Transportation.



Tradesman Industrial Park Area Structure Plan (ASP) Adjacent to Range Roads 51 & 52 and Highway 43

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3.4. Storm Water Management Master Plan

A Storm Water Management Plan (SWMP) has been prepared con-currently with the ASP. Approval of the SWMP will be required prior to subdivision. The ASP has incorporated recommendations of the SWMP report.

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 at the time of subdivision.

All above ground utilities shall be located at the rear of lots. 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.

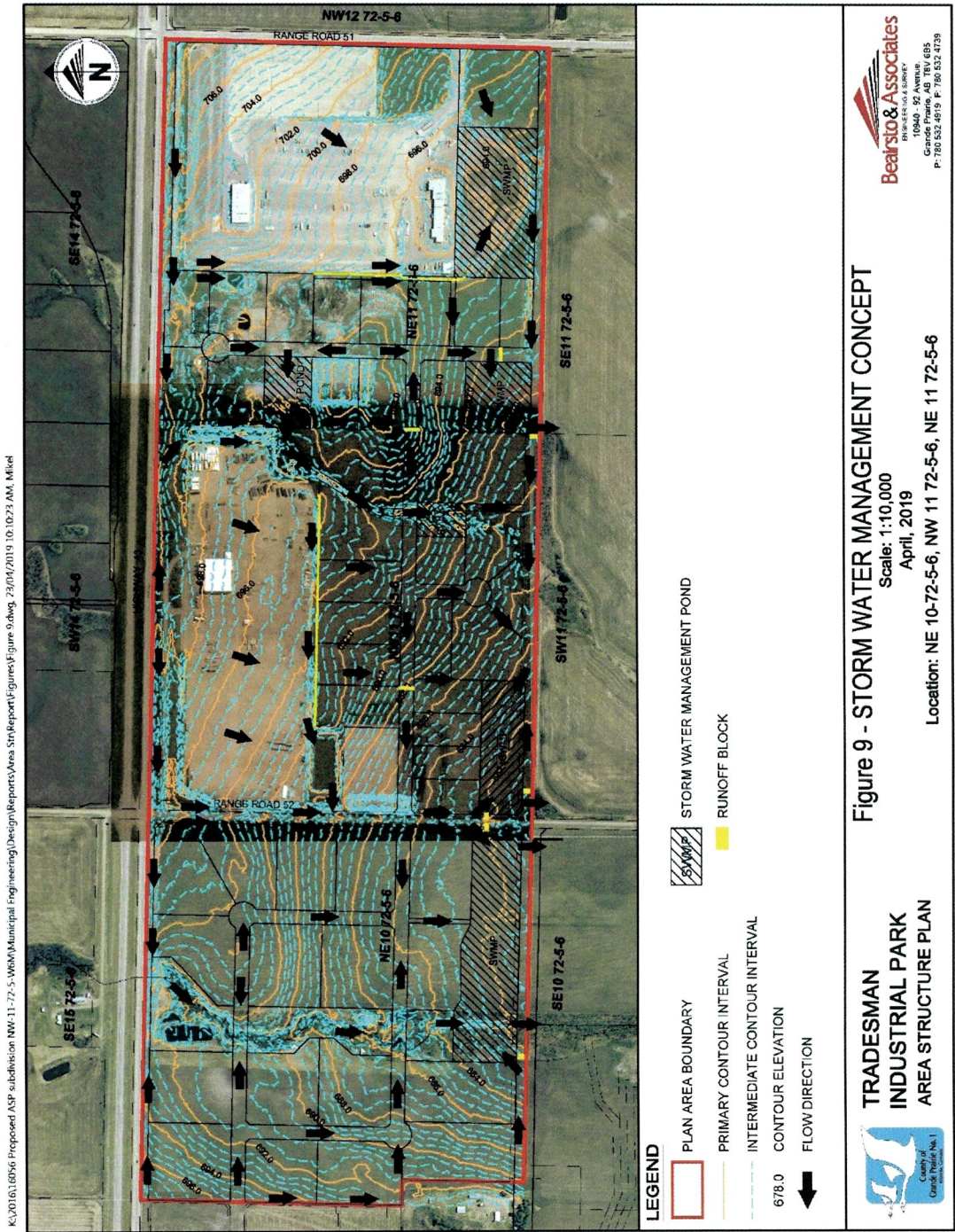
The grading plan is intended to ensure that surface drainage from all lots is directed to the roadside ditches and storm water management facilities as provided in Section 3.3.



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Figure 9 - Storm Water Management Concept





4. IMPLEMENTATION

4.1. Phasing

The proposed timing of development in the Plan Area will generally be dependent on market conditions and the logical extension of municipal services. The overall proposed phasing is indicated on Figure 10 – Proposed Phasing.

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 storm water management facilities where required, and the payment of off-site levies or construction of levy roads.

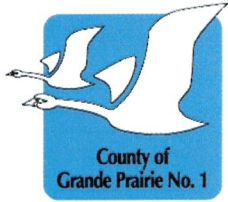
4.2.2. *Detailed Engineering*

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

4.2.3. *Lot Sizes*

Minimum lot sizes will be as allowed by the land use district in the County Land Use Bylaw.

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



Tradesman Industrial Park
Area Structure Plan (ASP)
Adjacent to Range Roads 51 & 52 and Highway 43

NE 10-72-5-6 and N 11-72-5-6

Figure 10 - Proposed Phasing

