

Village of
Beiseker

SKYLAND
AREA STRUCTURE PLAN



BYLAW 2000-05
ADOPTED
OCTOBER 10, 2000

**VILLAGE OF BEISEKER
BYLAW NO. 2000 - 05**

BEING THE SKYLAND AREA STRUCTURE PLAN BYLAW

WHEREAS Pursuant to the provisions of the Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1, as amended, Council of municipality may, for the purpose of providing a framework for subsequent subdivision and development of an area of land within its municipal boundaries, adopt an Area Structure Plan; and

WHEREAS The Council of the Village of Beiseker (hereinafter called the Council) did direct the preparation of an Area Structure Plan for those lands situated in Ptn. Section 12-28-26 W4M lying to the South of Crescent Drive and East of the CNR Railway; and

WHEREAS the Area Structure Plan has been prepared under the direction of Council;

NOW THEREFORE The Council hereby enacts as follows:

1. This Bylaw may be cited as the "Skyland Area Structure Plan".
2. The Skyland Area Structure Plan attached hereto is hereby adopted as the Area Structure Plan for the subject lands.
3. This Bylaw comes into full force and effect upon third and final reading.

READ A FIRST TIME THIS 24 DAY OF APRIL, A.D.2000

"Ray Courtman"
Mayor

"Ruth Copeland-Brunelle"
Acting Chief Administrative Officer

READ A SECOND TIME THIS 22 DAY OF MAY A.D.2000

"Ray Courtman"
Mayor

"Ruth Copeland-Brunelle"
Chief Administrative Officer

READ A THIRD AND FINAL TIME THIS 10 DAY OF OCTOBER A.D.2000

"Dave Fagan"
Mayor

"Ruth Copeland-Brunelle"
Chief Administrative Officer

**SKYLAND
AREA STRUCTURE PLAN**

VILLAGE OF BEISEKER

**BYLAW 2000-05
ADOPTED OCTOBER 10, 2000**

*Prepared for the Village of Beiseker
by Nemeth Planning Services Inc.
with Co-operation from
Trough Agencies Ltd.*

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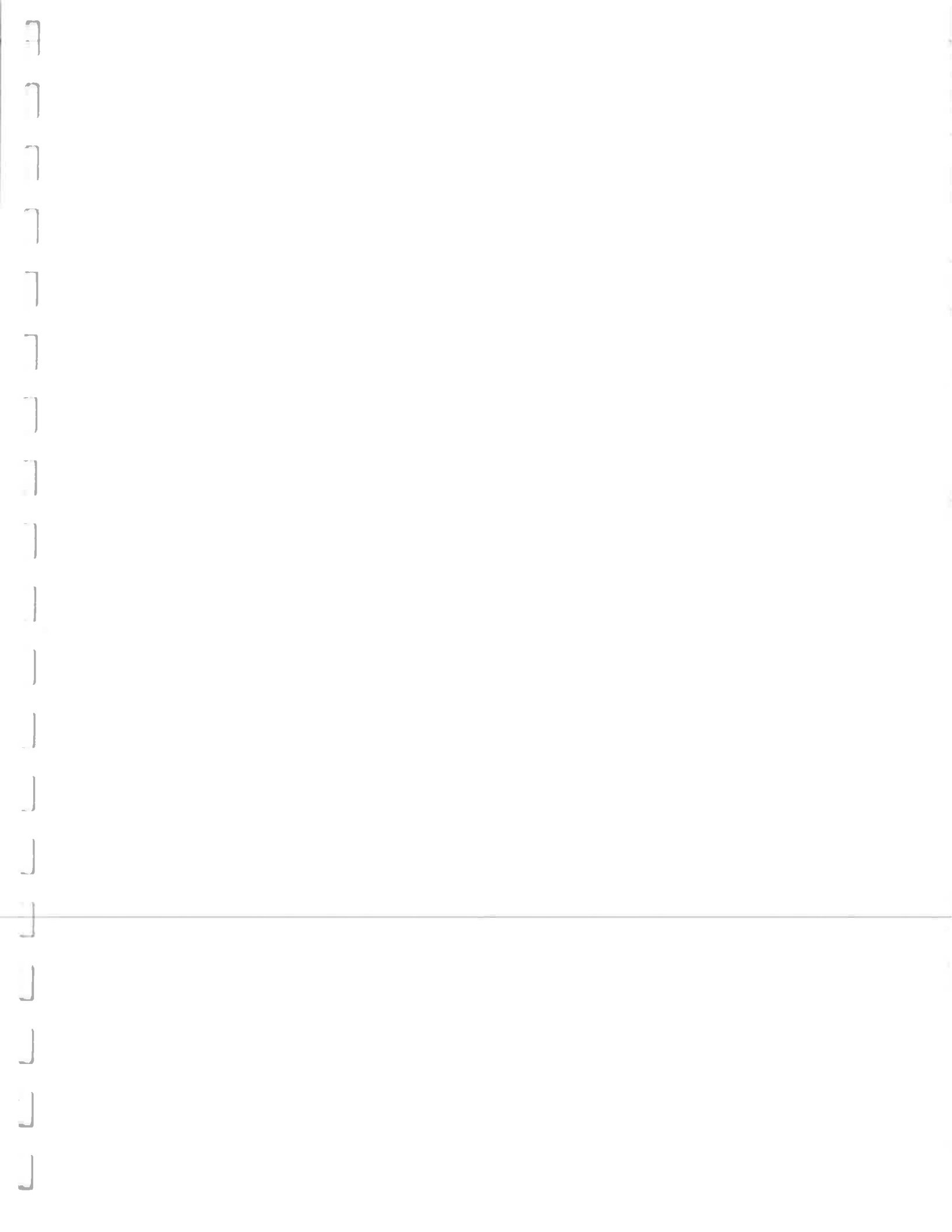
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1. INTRODUCTION

1.1 Plan Area Location

The area that is the subject of this Area Structure Plan (ASP) is situated in the portion of SW ¼ 12-28-26 W4M. The land is located in the southeast sector of the Village of Beiseker. The land is bordered on the west by the Canadian National Railway (CNR) and to the east by Highway #9. To the south is agricultural land and the M.D. of Rockyview. The north is bounded by the Crescent Drive, entrance to the Village and commercial/industrial land uses fronting on to it. The land area, shown in Figure 1, contains approximately 49.628 ± hectares (122.63 ± acres).

1.2 Background Leading To This Area Structure Plan

A portion of the land was acquired to develop it for industrial purposes. The land is adjacent to Highway #9 and the entranceway, Crescent Drive, to the Village which is under the jurisdiction of Alberta Infrastructure. The Subdivision and Development Regulations, Section 14, requires that land adjacent to a highway must have either an area structure plan or a highway access management plan agreed to by the Minister of Infrastructure prior to subdivision approval. Because of the land area and multiple ownership, an area structure plan was considered to be the most expedient and effective process to address Section 14 and would serve the long term interests of the landowners and the Village.

The Village's Municipal Development Plan designates this area and lands for industrial uses. Lands to the north of Crescent Drive have been developed for industrial uses. This area would be a logical extension of industrial land uses.

FIGURE 1 SITE LOCATION

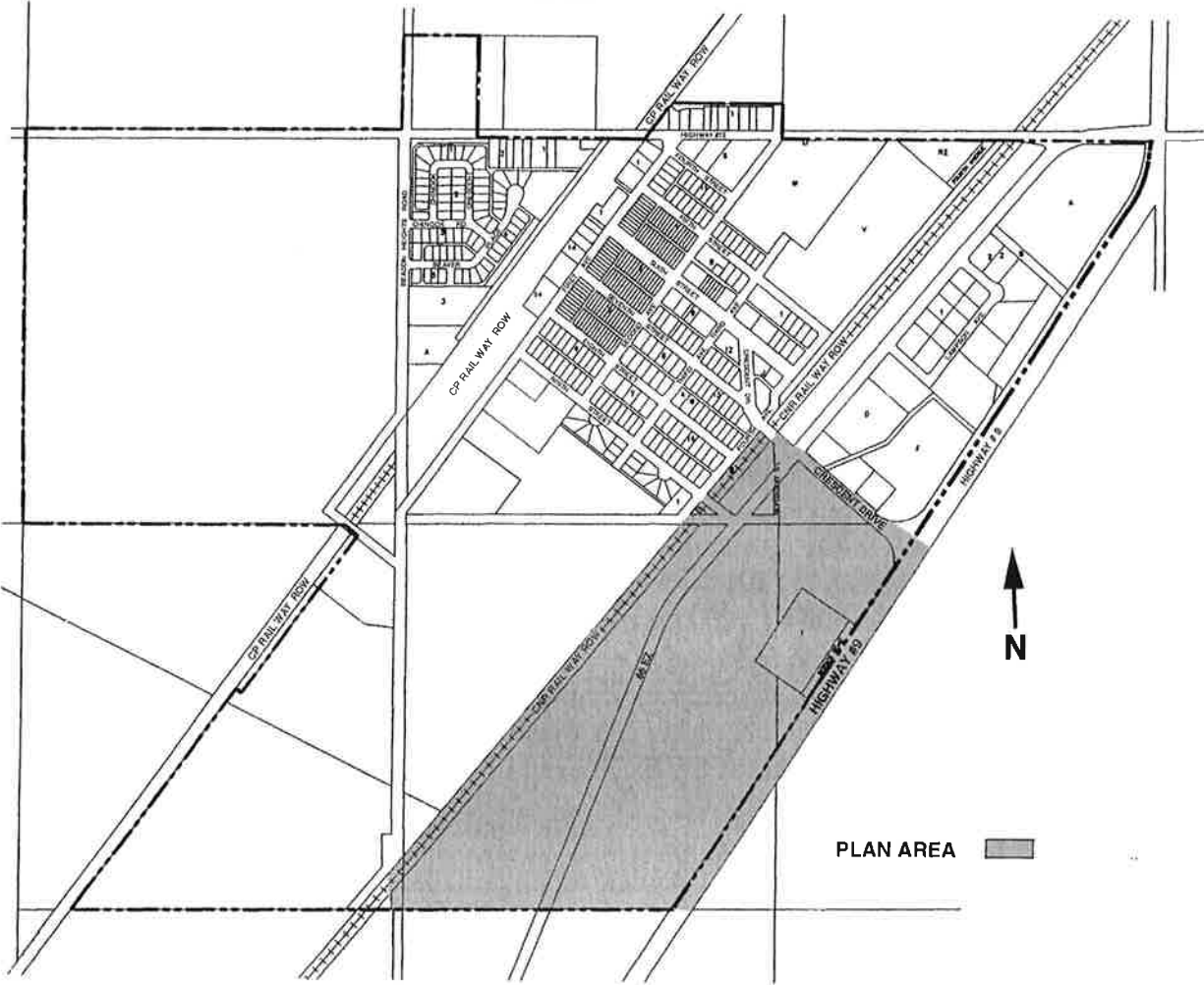
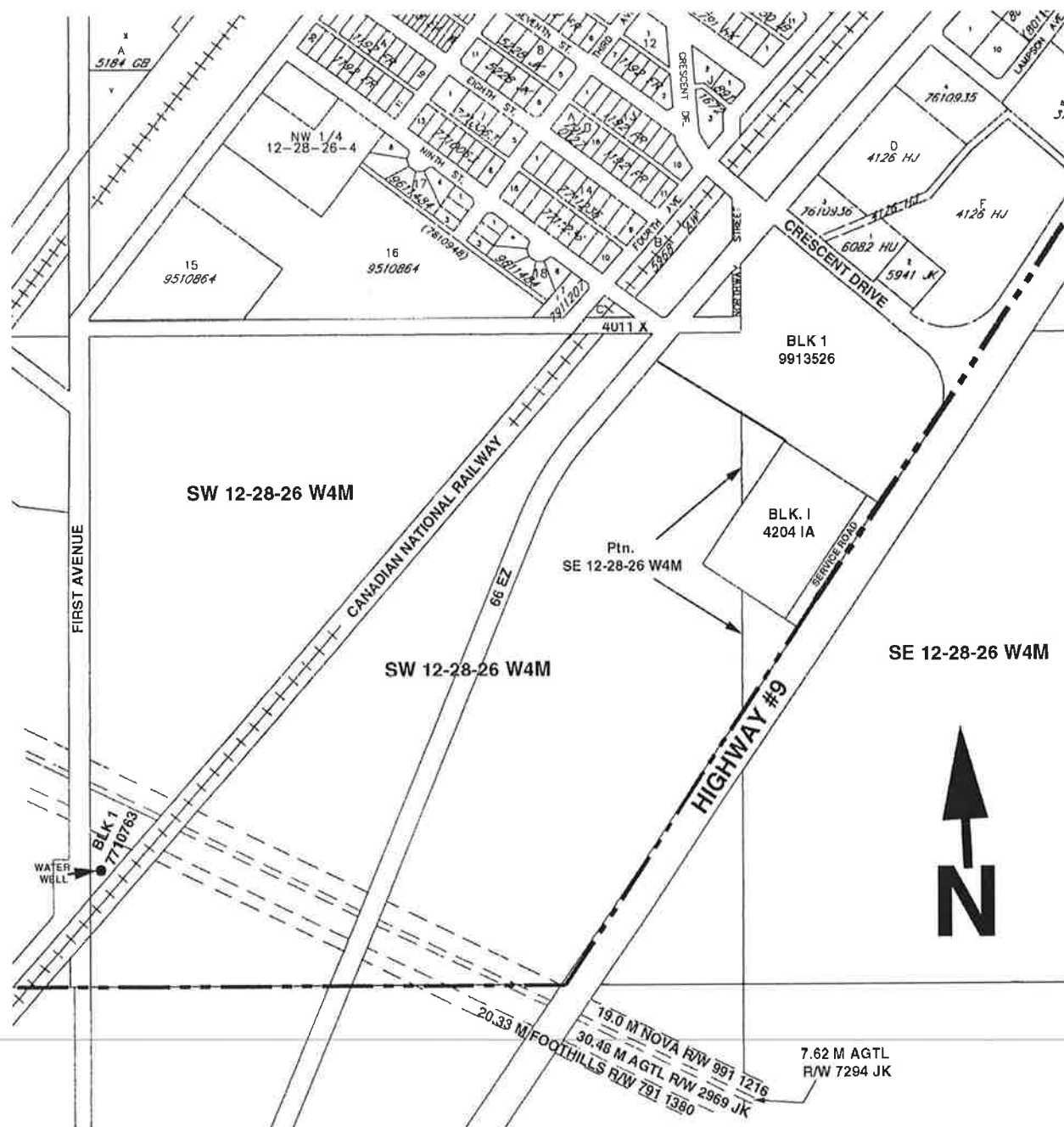


FIGURE 2 LEGAL DESCRIPTIONS



1.3 Purpose of the ASP

This ASP provides a statement of the planning policies which will govern the form, nature and location of future land use development within a specific portion of the Village of Beiseker.

The primary focus of this Plan is to address access to the area and development adjacent to the Highway. In addition the Plan will provide a framework for the orderly and efficient subdivision and development of the ASP area in a manner that will provide opportunities for development.

The policies established in this Plan will:

- conform with the goals, objectives and policies of the Village of Beiseker's Municipal Development Plan;
- provide guidance and direction with respect to future industrial development, open space systems and linkage, roadway networks, utility servicing, and environmental and development constraints; and
- lot design and land use patterns.

1.4 Hierarchy Of Plans

This ASP, duly adopted by Council, is consistent with the provisions of the Municipal Government Act (MGA) and the Village of Beiseker's Municipal Development Plan (MDP). These and any other relevant documents (ie: other federal or provincial regulations) should be consulted and considered prior to any amendment to this Plan being adopted in order to ensure continued conformity and legality.

1.5 Interpretations Regarding Compliance With This Plan

Compliance with the policies of this Plan shall be interpreted and applied as follows:

shall or **must** - means mandatory compliance;

should - means it is strongly advised that the action be taken, subject to the discretion of Council or its approving authority where compliance is impractical or undesirable because of valid planning principles or circumstances unique to a specific application or development proposal;

may - means a choice is available, with no particular direction or guidance intended.

development - means any subdivision, development, redevelopment, infill, or rehabilitation project that occurs within the Plan Area.

approving authority - means the Council of the Village of Beiseker, or any person, board, or agency delegated authority by the Council to make decisions regarding development.

bareland condominium – means a unit of land created by condominium plan under the Condominium Property Act and registered in the Land Registration District for which a title is issued for a unit.

fee simple – means a lot created by plan of subdivision under the Municipal Government Act and registered in the Land Registration District for which a certificate of title is issued for the lot.

Municipal Development Plan (MDP) – means the Municipal Development Plan adopted by the Council of the Village of Beiseker.

ruban standards – means a standard that is somewhere between a “rural” and “urban” standard. Within the context of this Plan the road requirements for industrial development for collector and local roads should have:

- 30 m. and 20 m. in width for collectors and 17 m. to 22 m. for local roads;
- 10 m. wide carriage ways for collectors, local and approaches;
- 15 m. radius for cul-de-sacs;
- minimum of 100 mm asphalt, 300 mm granular base and geo technical fabric where required;
- minimum 0.5 m. shoulder of the road to the toe of the side slope;
- 4:1 ratio shoulder slopes with back-sloping to allow positive drainage from lots;
- overland drainage with minimum 450 mm diameter or as determined by storm water management analysis for roadway and approach culverts; and
- municipal water, sewer and overland drainage services contained within the right of way and may have third party services located within the right-of-way or within easements on the lots.

rural standard – typical – means a road that, among other design standards, will have:

- 30 m. right-of-way width;
- 7.4 m. surface width;
- 15 m. radius cul-de-sac
- 50 mm Designation 4 Class 20 gravel;
- minimum 1.0 m. shoulder of road to the toe of the side-slope;
- 3:1 ratio shoulder slopes;

- minimum 3 m. bottom of ditch width;
- minimum 3:1 ratio back-slope;
- 8 m. wide surface approaches with 3:1 ratio shoulder slopes and maximum + 2% gradient from the road shoulder to the property line;
- overland drainage with roadway culverts 600 mm and approach culverts of 500 mm. diameters respectively. No third party services are within the right-of-way.

urban standard – typical – means a standard for industrial development for collectors and local roads that, among other design standards, will have:

- 22 m. to 30 m. for collectors and 17 m. to 22 m. for local right-of-way widths;
- 12.5 to 14.5 for collector carriageways and 10.5 m. for local carriageways, face to face of curb or finished width;
- 15 m. radius cul-de-sac;
- minimum 100 mm. asphalt, 75 mm crushed gavel, 300-500 mm of pit run gravel, and geotechnical fabric where required; and
- curb and gutter with water, sewer, and piped storm sewer within the right-of-way. Third party utilities may or may not be within the right-of-way.

2. SITE ANALYSIS

2.1 Topography

The area in it self is generally flat with a rise to the east and southerly portion of the Plan Area of about 1.5 metres. A high spot is located within the central portion of the Plan Area with and elevation change in the order of 2 metres.

A low lying area is contained within the south western portion of the Plan Area, and during wet or heavy snow accumulation years may bc inundated. Currently the area is dry.

Figure 3 illustrates the site conditions for the development area.

2.2 Soils

The land is rated as Class 3w to 3m 6w good agricultural land with moderately severe limitations and in this case moisture and excess water limitations due to conditions other than flooding (subsoil conditions and surface ponding).

Soil investigation on the northerly portion of the Plan Area has determined that sub-soil conditions vary, but “can be generally described as silty clay to a depth of 1.7 to 3.2 metres over clay till. There is a presence of high groundwater in the area and because of the near surface clay soils, extensive soft and wet areas may be encountered during construction. The frost susceptibility of these soils is also considered high, creating relatively poor subgrade conditions for pavement”.¹

Special measures are required to construct roads and foundations. These measures may consist on removal of soil and placement of load bearing material or using geotechnical fabric or a combination of both methods.

2.3 Vegetation

The northerly portion was under cereal crop production while the southerly portion is grassed.

There is no tree cover or distinct natural areas that would warrant protection.

¹ Thurber Engineering Ltd. – February 3, 2000 Letter Report.

2.4 Existing Development

The lands are used for agriculture. A 6 acre lot and service road was created in 1960, however it has not been developed. It is currently in crop production.

2.5 Land Ownership Patterns

The subject land is under multiple land owners. The majority of the land which would be conducive to subdivision is under three owners. All land holdings are illustrated in Figure 4.

2.6 Water Supply And Distribution

The site does not contain any infrastructure. Water for domestic consumption and fire fighting purposes is available in Crescent Drive.

There is not an over supply of domestic water for the Village. Alternative options for water supply are being investigated.

2.7 Sanitary Sewer

There are no service lines within the Plan Area. Services are available from adjacent lands.

The Village's sewage lagoon is located 400 metres east of Highway #9. There would not be a conflict with the siting of institutional or food services within the Plan Area. The Regulations specify a distance of 300 metres for these uses and services.

2.8 Storm Water Management and Drainage

A drainage ditch traverses the Plan Area. The drainage ditch serves to channel surface runoff from the adjacent lands to the west and lands within the M.D. of Rockyview. Currently the ditch is an unregistered right-of-way that traverses private property within the Plan Area. In 1999 the Village upgraded the ditch and increased the flow capacities.

The existing built up area of the Village handles storm events and spring snow melt by surface drainage within the street system.

Storm retention may be required for development of the Plan Area before it is released into the drainage ditch serving the Village.

2.9 Shallow Utilities

TransAlta Power, Telus telephone and Atco Gas Co. provide services to the Village. These services are available to the Plan Area.

2.10 Transportation

The area is bounded on the east by Highway #9 and Crescent Drive on the North. Currently three access points provide access and egress to industrial and highway commercial development on the north side of Crescent Drive and east of the drainage ditch. Crescent Drive also provides the main access to the industrial development serviced by 5th Avenue. An approach to the cultivated lands and an access and egress to the M.D. of Rockyview's equipment storage yard exists on the south side of Crescent Drive .

An agricultural approach exists on Highway #9 in the vicinity of Block 1 Plan 4204 IA. (Figure 3 shows the existing approaches)

The old alignment of Highway #9, Plan 66 EZ, traverses the subject lands. The Plan Area also borders First Avenue on the south west corner.

Crescent Drive between the Highway and the CNR railway is currently being maintained by Alberta Infrastructure under an agreement with the Village. The Village should consider assuming responsibility for Crescent Drive operational requirements.

Alberta Infrastructure has advised that Highway #9 is designated to be part of the National Highway System and is under a design review for future upgrading. The Department has requested that 10 metres may be required to accommodate the highway upgrading. Access to the Highway will be strictly monitored and highway widening may be required.

Should emergency access be required onto Highway #9 for future phases, the access would have to meet the Department's standards.

2.11 Pipelines

Four major pipelines traverse the southerly portion of the lands. The easements are registered to Foothill's Pipelines, TransCanada Transmission Ltd. and Alberta Gas Truck Lines (now TransCanada). The lines carry sweet gas in the form of natural gas petroleum product. The pipeline rights of way occupy approximately 3.2 ha. (8 ac.) of land.

Plan	Ownership	Right-of-Way
Plan 7294 JK	Nova	7.62 m. (25 ft.)
Plan 2969 JK	Nova	30.48 m. (100 ft.)
Plan 7911380	Foothills	20.70 m. (68 ft.)
Plan 9911216	Nova	19.0 m. (62.3 ft.)

Crossing pipelines with roads require special consideration. The pipelines are designed and installed to accommodate normal agricultural activities and usually have a 1.2 metre ground cover. The **Foothills Pipeline** has a **“thin walled” high pressure line** within its right-of-way and **can not** be crossed with single point vehicle traffic without installing **“concrete pads”** or other protective measures acceptable to Foothills Pipelines². However, the TransCanada lines under 66 EZ will require a minimum of 1.2 metres of ground cover and vehicle movements will be restricted to axle weights of 17,000 kg. for tandem axle and 9,100 kg. for single axle vehicles and one vehicle at a time. Prior to upgrading of 66 EZ across the pipelines, an analysis is required.³

Setbacks from the rights of way for industrial development are restricted to the pipeline owner’s right-of-way. The pipeline companies will not allow outside storage or any structures to be placed upon their pipeline rights of way.

2.12 Archaeological and Historic Sites

The Significant Sites and Areas Listing, January 1993, does not contain any **known** listings for features of historic resource value within the Plan Area.

2.13 Railway

The Canadian National Railway line bounds the westerly portion of the site. This currently is a major rail line for the company. Noise, vibration and safety should be incorporated into the design of buildings and sites adjacent to the railway right of way.

² Foothills Pipelines Ltd. – Meeting March 7, 2000 and TransCanada Transmission Ltd. - Letter of March 29, 2000.

³ TransCanada Transmission Ltd. – Letter of February 28, Meeting of March 7, and Letter of March 29, 2000.

2.14 Summary Of Development Constraints

As identified, these constraints provide the rationale used to determine the Plan policies and development concepts detailed in Section 3.0 of this document.

The following main constraints are summarized in point form for reference:

- soil conditions for infrastructure and building construction;
- limited municipal water supply;
- suitable overland drainage conveyance and storm water retention facilities;
- securing of right-of-way for the drainage ditch;
- access to Highway #9 and future Highway widening requirements;
- operational control over Crescent Drive;
- protective measures for the pipelines; and
- upgrading of the road bed on Plan 66 EZ.

FIGURE 3 SITE PHOTO

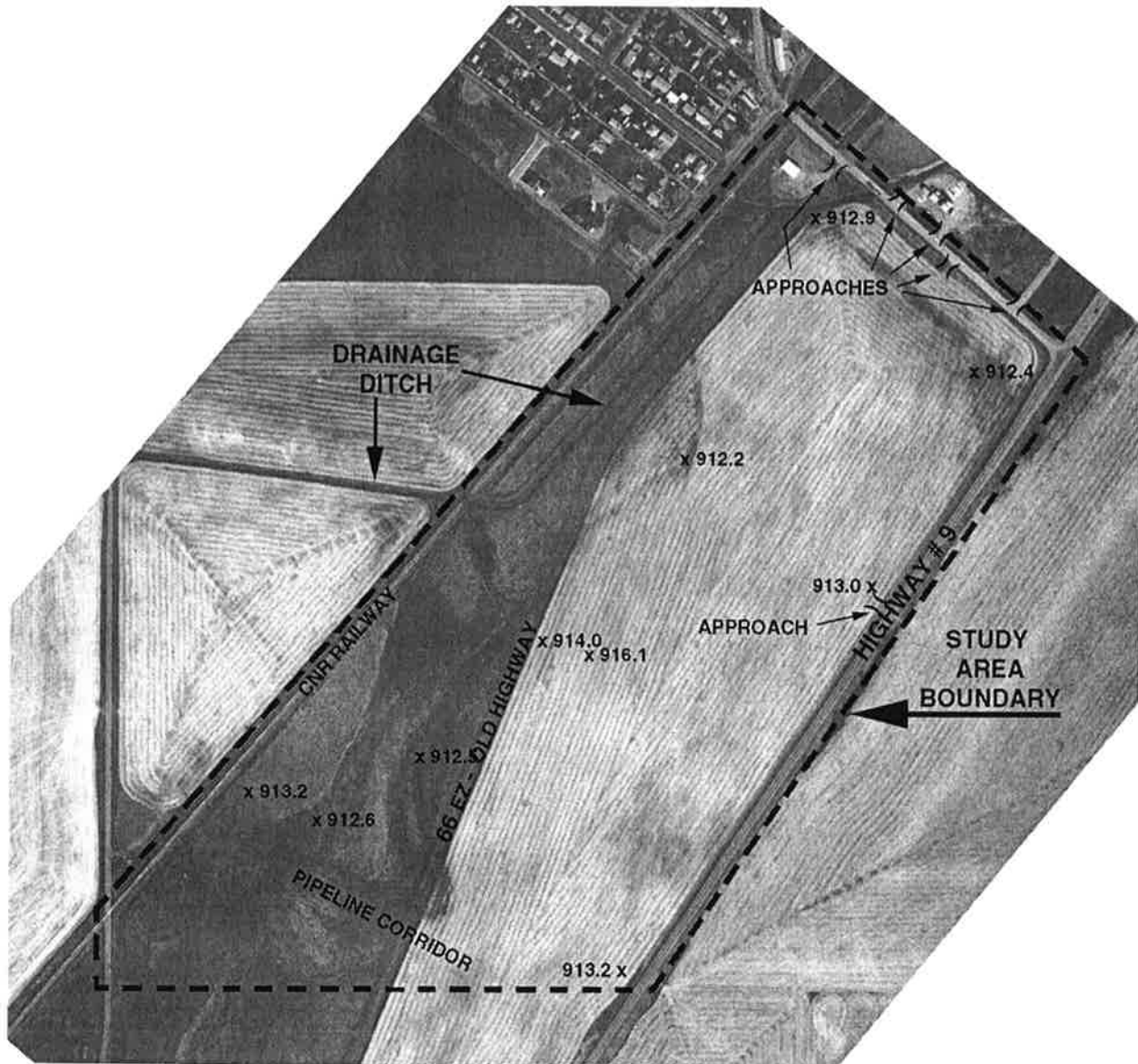
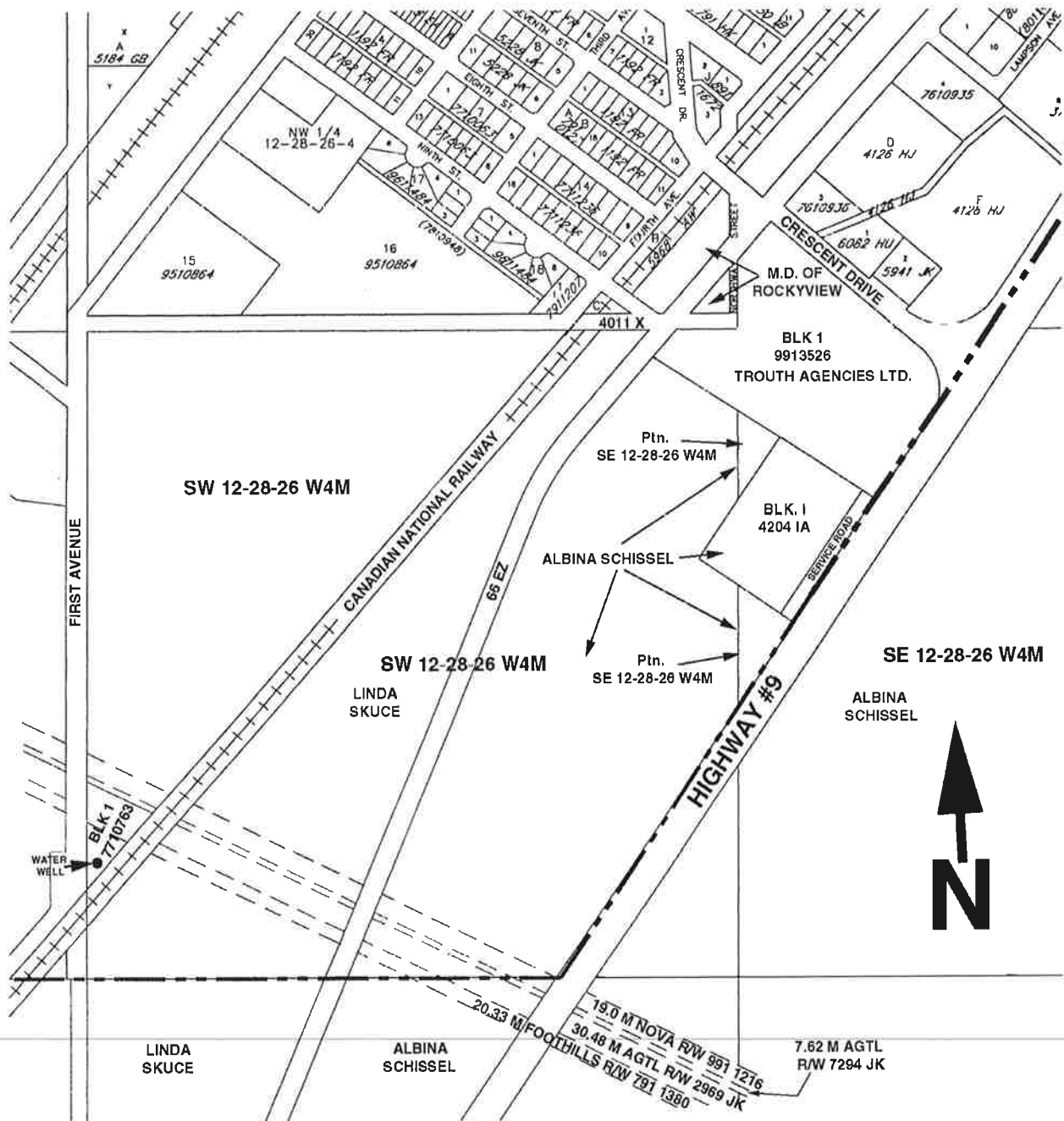


FIGURE 4 LAND OWNERSHIP

3. PLAN POLICIES

3.1 Skyland Concept Plan

The Concept Plan, illustrated in Figure 5, has been compiled in light of the identification and analysis of constraints detailed in Section 2.0 of this Plan.

As such, the Concept Plan is a generalized picture of how future land use and development is anticipated to extend from the existing built up area of the Village into the undeveloped portions of the site. The Concept outlines, in general terms, areas for future development, proposed future road and infrastructure systems.

If fully developed as outlined in the Concept Plan, the area is anticipated to be able to yield approximately 41 ha. (100 acres) of net developable industrial land. In addition, the portions of the quarter section lying to the south of the Village boundary would lend itself to be subdivided and developed for industrial purposes in the future.

Phasing, or staging of future development is dependant upon three factors: market demand, servicing capacities, and land owners willingness to develop the land. The expansion of industrial development into these areas would be a logical growth direction and would capitalize on existing and future infrastructure expenditures.

3.2 General Development

The following policies shall apply to any development that occurs in or is proposed for the Plan Area. The purpose of the policies are to ensure that any development project commenced within the ASP area will comply with and will be consistent with the provisions of the Beiseker's Municipal Development Plan and Land Use By-law. In addition, the policies of this Plan establish a minimum performance or expectation standard against which all future proposed development in the Plan Area will be assessed and must meet in order to proceed.

The integrity of Highway #9 is of primary importance to this Plan. Access to Highway #9 will be restricted. The Concept Plan provides internal emergency access to be used in the short to medium term, however the principal access and egress will be served by an internal collector road system from Crescent Drive to First Avenue.

Since Alberta Infrastructure has operational control over Crescent drive from the Highway to the CNR railway, access and egress control and design for Crescent Drive will be required to meet Alberta Infrastructure's functional highway design standards.

The supply of water to the development area for domestic and fire fighting is limited, therefore vegetation landscaping will be kept to a minimum.

Because of the general drainage patterns and the land elevations, this area will require a storm water management plan and the incorporation of storm retention facilities.

Development of the Plan Area will depend upon market conditions and willingness of land owners to develop. It is anticipated that the southwesterly portion of the Plan area will not develop immediately. Services will nevertheless be readily available to the property upon completion of Block 1 Plan 9913526. Offsite levies should reflect appropriate prorated development charges

- 3.2.1** Any development proposed for the ASP area will be consistent with the Village of Beiseker Municipal Development Plan and Land Use By-law provisions.
- 3.2.2** Building set backs, other than those adjacent to the pipelines, will be as set out in the Land Use Bylaw and the Alberta Building Code.
- 3.2.3** Development will be limited to those land uses which will have a low impact on the servicing capabilities of the Village's municipal water supply or sewage capacities.
- 3.2.4** Development agreements, entered into between the Village of Beiseker and any landowner/developer, regarding lands within the Plan Area shall ensure that the proposed development meets Beiseker's infrastructure engineering standards.
- 3.2.5** Applications for the development of lands within the Plan Area which do not comply with and conform to the policies established in this Plan will be discouraged.
- 3.2.6** The developer shall be responsible for all costs arising from the provision of or necessary upgrading of utility lines and associated facilities to service the development. This shall include the installation of major water, sanitary and storm sewer trunk lines, natural gas lines, electric lines, telephone and cable television lines, roadways and any other similar infrastructure required to service the Plan Area.

3.3 Industrial Development

- 3.3.1** Buildings on Highway #9 frontage lots must have high standard building facades, on entrance ways and facing the Highway.
- 3.3.2** The majority of the landscaping should be concentrated along Highway #9 frontage.

3.3.3 Outside storage of products, materials and equipment that will be visually distracting to highway traffic will be discouraged or must be screened with opaque material or vegetation.

3.3.4 “Show Case” display products will be allowed within the highway lot frontage.

3.3.5 Odour producing or other noxious industries, which do not meet environmental standards, will not be permitted.

3.3.6 Development adjacent to the railway may be required to incorporate safety fencing into the design of the site. Noise and vibration attenuation should be a consideration in the building design adjacent to the railway.

3.4 Commercial Development

3.4.1 Retail commercial activities such as concessions, eating and dining facilities may be accommodated with the Plan Area.

3.4.2. Commercial enterprises, including, but not limited to, the selling of parts and accessories, bulk retail outlets requiring large warehousing areas and the retailing of other products and services related to the industrial use will be allowed.

3.5 Municipal Reserve and Open Space

3.5.1 The intent is to provide a variety of park like settings and open space areas for aesthetic appearances. The areas will be left in there natural state, or planted with grass varieties that are hardy and require minimum maintenance.

3.5.2 Municipal reserve dedication should be used for aesthetic buffering between industrial uses and the Highway. It is recognized that some industrial uses locate adjacent to the Highway for market exposure. The intent is not to curtail this exposure, but to provide a visual separation. A 10 metre strip should be dedicated to serve as both a visual buffer and future highway widening.

3.5.3 Dedication of Municipal Reserve for a pathway adjacent to the drainage ditch right-of- ways should be provided In-lieu of MR dedication, credit should be given towards the 5 metres of land required to provide working space and access to the ditch.

3.5.4 Dedication of the portion land for park/community activities such as ball and soccer fields should be considered if the community needs a facility.

3.5.5 The balance of Municipal Reserve should be provided as money-in-lieu.

3.6 Water Supply

- 3.6.1** Land uses which place an above normal or heavy consumption demand on the Village's water supply will be discouraged.
- 3.6.2** Each condominium unit shall be served with individual water line and water meter or a municipal vault and water meter to serve the complex.
- 3.6.3** In an effort to conserve water, the majority of the landscaped areas will incorporate "hard landscaping" material as part of the feature. Low maintenance, hardy grasses, trees and shrubs for the Beiseker and area growing season, climate and soil conditions must be incorporated as part of the landscaping.

3.7 Sewer Services

- 3.7.1** Municipal sewer services are to be installed to each lot in the Plan Area.
- 3.7.2** Services should be designed to provide adequate capacities to develop the Plan Area.

3.8. Storm Drainage

- 3.8.1** Minor and major storm event water from development cells within the Plan shall be channelled to storm water retention areas and ponds. The design of the retention facilities shall ensure that a 72 hour storm and 1:100 storm event be accommodated.
- 3.8.2** The drainage ditch must be registered as either a Public Utility Lot (P.U.L.) or a utility right-of-way easement as subdivision progresses.
- 3.8.3** A storm retention pond, as shown on the Concept Plan, will be dedicated as a P.U.L. If the site is designed to be a dry pond, and can be used for ball diamonds or socket fields, some Municipal Reserve credit may be allocated for this purpose.
- 3.8.3** Provision should be made for storm retention on the sites.
- 3.8.4** A grade and drainage plan must be submitted with each development permit.

3.9 Shallow Utilities

- 3.9.1** Provision shall be made for electricity, telephone and gas to each lot.
- 3.9.2** Line assignments for the shallow utilities shall be granted and easements registered as appropriate.

3.10 Road Systems

- 3.10.1** The ASP area will be serviced by a spine collector road with access and egress to Crescent Drive and First Avenue. The road system should generally follow the pattern illustrated in the Concept Plan. The collector road right-of-way width will be 30 metres with a 10 metre carriage way within phase one and to a location where a looped road or emergency access can be provided. The collector road may be reduced in width to 22 metres provided a looped road system is incorporated or a through road connection is attained to First Avenue. If neither of the aforementioned options can become operative and as a last measure, an emergency access directly onto Highway #9 should be explored with the Highway Authority when the environmental capacity of the internal collector road reaches 2500 vehicles in a 24 hour period.
- 3.10.2** Construction standards for the ASP collector road system should be a urban standard or as defined in the development agreement.
- 3.10.3** Construction standards for the ASP internal and cul de sac road system should be a urban standard or as defined in the development agreement. Right-of-way widths of 17 metres to 22 metres with a 10 metre carriageway should be constructed.
- 3.10.4** Intersectional upgrading of Crescent Drive and the collector road will be required when the environmental capacity of the collector road reaches approximately 2500 vehicles in a 24 hour period. This upgrading should include common access to properties on the north side of Crescent Drive as well as bypass, merge and turning lanes.
- 3.10.5** Road Plan 66 EZ south of the unnamed road on Plan 4011 X. and the CNR crossing on Plan 4011 X, must remain open to provide emergency access and access to future development.
- 3.10.6** Prior to any road construction across the pipelines, an analysis will be required to determine the depth of cover and other safety precautions that may be required for the pipeline crossing. Concrete pads or slabs for the Foothills Pipeline are required and a minimum depth of 1.2 metres is required to accommodate light vehicle traffic across the TransCanada Transmission Ltd. pipelines.
- 3.10.7** Traffic load limits will be restricted to 17,000 kg. for tandem axle and 9,1000 kg. for single axle truck movements and only one truck at a time will be allowed to cross, unless the crossings are upgraded to withstand heavier trucks and point loading.
- 3.10.8** The portion of the collector road traversing the pipelines **is not** to be designated as a **truck route**.

- 3.10.9** The portion of Crescent Drive between highway #9 and the CNR railway right-of-way should be under the jurisdiction of the Village. Transfer of jurisdiction should commence immediately.
- 3.10.10** Portions of unused road Plan 66 E, north of the northwesterly production of the south boundary of Lot 4 Block 1 Plan 0010693 and those portions of the unused roads contained within Plans 4011 X. , Northway Street as well as the Northwesterly 10 more or less metres of the service road on Plan 4204 IA should be closed and consolidated with adjacent lands (the Southeasterly 10 metres are to be retained for future highway widening).
- 3.11 Offsite Levies and Development Agreements**
- 3.11.1** Offsite levies may be allocated for:
- Water supply upgrades.
 - Sewage treatment facility upgrades.
 - Overall storm drainage.
 - Pipeline crossings.
- 3.11.2** Offsite levies or oversize paybacks for the development of subsequent phases of the Plan Area may be required to address development costs associated with phase 1.
- 3.11.3** The development agreement should, among other standards, reflect an endeavour to assist clause for the capital cost of collector road construction, oversize in sewer and water capacity, and pipeline crossing costs.

4. IMPLEMENTATION

4.1 Plan Adoption

An Area Structure Plan is a statutory document: that means, a set of formal regulations made law by a legislative body (Council). The regulations contained in this Plan must be adopted by by-law, pursuant to the Municipal Government Act, Chapter M-26.1, R.S.A. 1994 as amended. Upon adoption, the Plan becomes Schedule "A" to the adopting by-law.

4.2 Municipal Development Plan Conformity

The Municipal Government Act requires that an Area Structure Plan must be consistent with all other statutory plans of a municipality. Thus the Skyland Area Structure Plan must be consistent with the provisions of the Municipal Development Plan.

4.3 Time Frame For ASP Review

This Plan is a statement of intentions and desires regarding the long-term development of the industrial park, and is intended to guide and direct that development. The policies set forth in it are based upon current trends and expectations for the future. However, as the future is an uncertain entity, this document should be periodically examined to ensure that its policies reflect the current desires of Council and affected landowners.

Should future development conditions, issues or proposals change to such a degree that the Plan's policies become ineffective, obsolete or an impediment to the continued development of the industrial park, this ASP should be repealed.

4.4 Future Amendments And Reviews

Amendments to the Area Structure Plan of either a minor or major nature may be required as a result of changing trends or development demands and influences.

Prior to any amendment to the ASP being adopted in the future, the approving authority must first ensure that the proposed changes are not in conflict with the overall goals, objectives and policies of the Municipal Development Plan. If the proposed amendment does not comply with the general intent of the MDP, revisions or amendments must be made accordingly.

4.5 Public Participation In Amendments Or Reviews

Any change to the policies established in this Plan should be done in consultation with and as a result of direct input from and participation of the adjacent landowners. The facility operators and land owners of the sites should also assist in monitoring the Plan's policies and should be solicited with respect to expectations and perspective when the Plan is to be reviewed. This could be accomplished by establishing a Review Committee, or by holding a series of open houses and/or information sessions to ascertain public input.

FIGURE 5 **CONCEPT PLAN**

