

**MUNICIPAL DISTRICT OF PEACE NO. 135**

**WEST HILL BUSINESS PARK  
AREA STRUCTURE PLAN**

**Prepared by:**



**September 2009**

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## 1.0 INTRODUCTION

### 1.1 Purpose of Plan

The West Hill Business Park Area Structure Plan (ASP) provides a framework for the future development of lands in the Municipal District of Peace No. 135 (MD) west of the Town of Peace River and east of the Peace River Airport. The primary objectives of this Plan are to provide for the development of commercial and industrial uses and to accommodate an opportunity to connect to future services should they be extended to the Plan area.

The Plan has been prepared in accordance with the Municipal Government Act (MGA), the Subdivision and Development Regulation, the M.D. of Peace No. 135 Municipal Development Plan (MDP), and the Peace River Intermunicipal Development Plan (IDP). The Plan is consistent with the goals, objectives and policies of the MD and addresses the requirements of Alberta Transportation and Transport Canada with respect to Highway 2 and the Peace River Airport.

### 1.2 Plan Area

The Plan area is located approximately 2.4 km west of the Town of Peace River and 0.5 km east of the Peace River Airport as illustrated in Map 1.

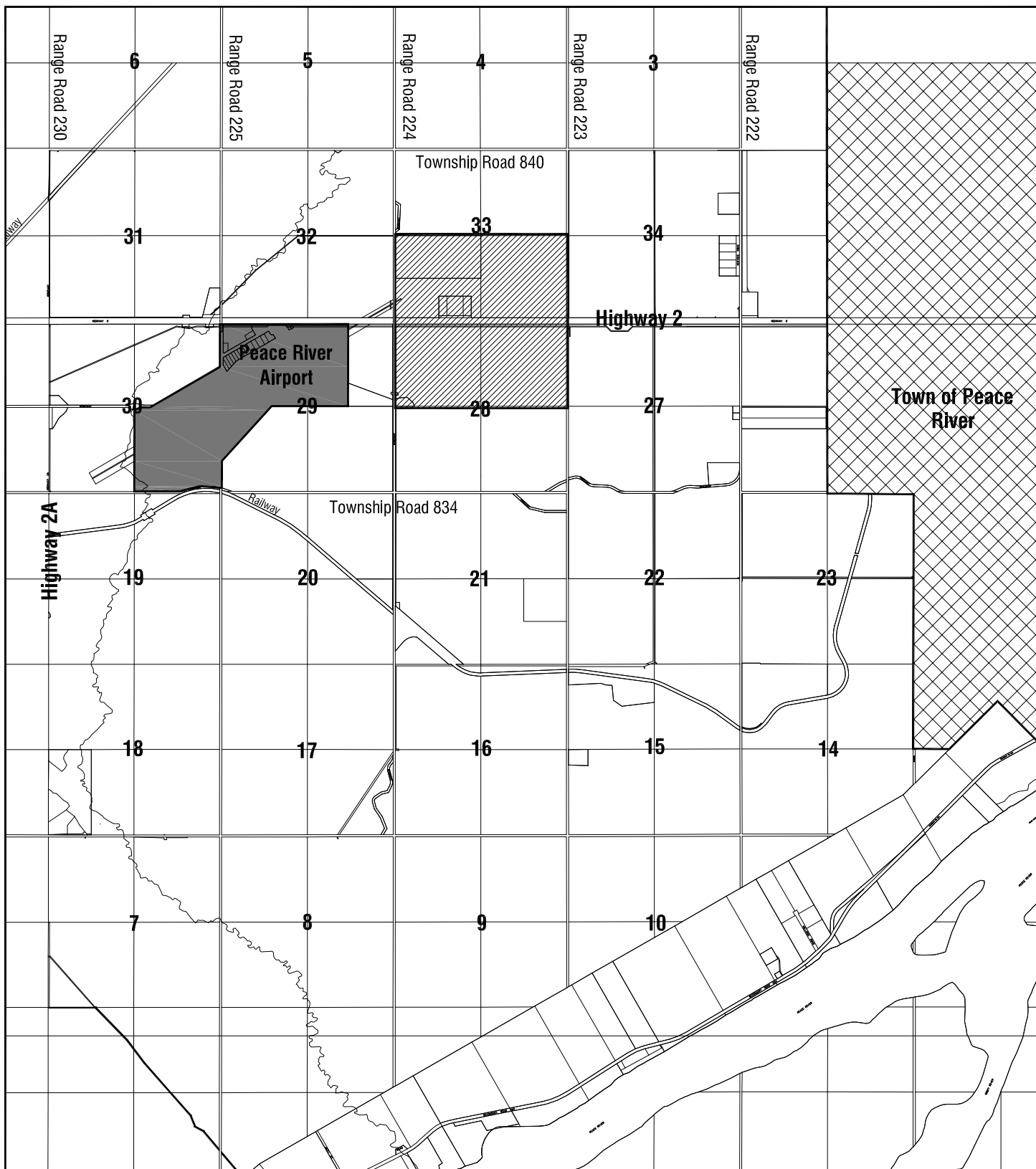
The Plan area includes 258.8 ha of lands bisected by Highway 2 between Range Road 224 to the west and Range Road 223 to the east. The subject lands include the S½ of 33-83-22 W5M on the north side of Highway 2 and the N½ of 28-83-22 W5M on the south side of Highway 2.

The Plan area consists of ten parcels within four quarter sections of land as illustrated in Map 2. The ownership pattern and breakdown of the ten parcels is outlined in Table 1 below.

**Table 1 – Plan Area Composition<sup>1</sup>**

Legal	Owner	Area (ha)
NW 28-83-22-5	1245086 Alberta Ltd.	56.57
Pt. NW 28-83-22-5	Landowner	4.05
Lot 1, Block 1, Plan 862-0040	Landowner	1.18
NE 28-83-22-5	D. and C. Freeland	62.24
SW 33-83-22-5	680656 Alberta Ltd.	24.21
Lot A, Plan 5369NY	Martian Properties Inc.	32.46
Lots 1A and 2A, Plan 5370NY	Landowner	4.18
Lot 3A, Plan 5370NY	Landowner	1.39
SE 33-83-22-5	Quintel Communications Ltd.	62.25
Road Plans		10.27
<b>Total</b>		<b>258.8</b>

<sup>1</sup> Subject to requirements listed in the *Alberta Freedom of Information Act*



# West Hill Business Park Area Structure Plan

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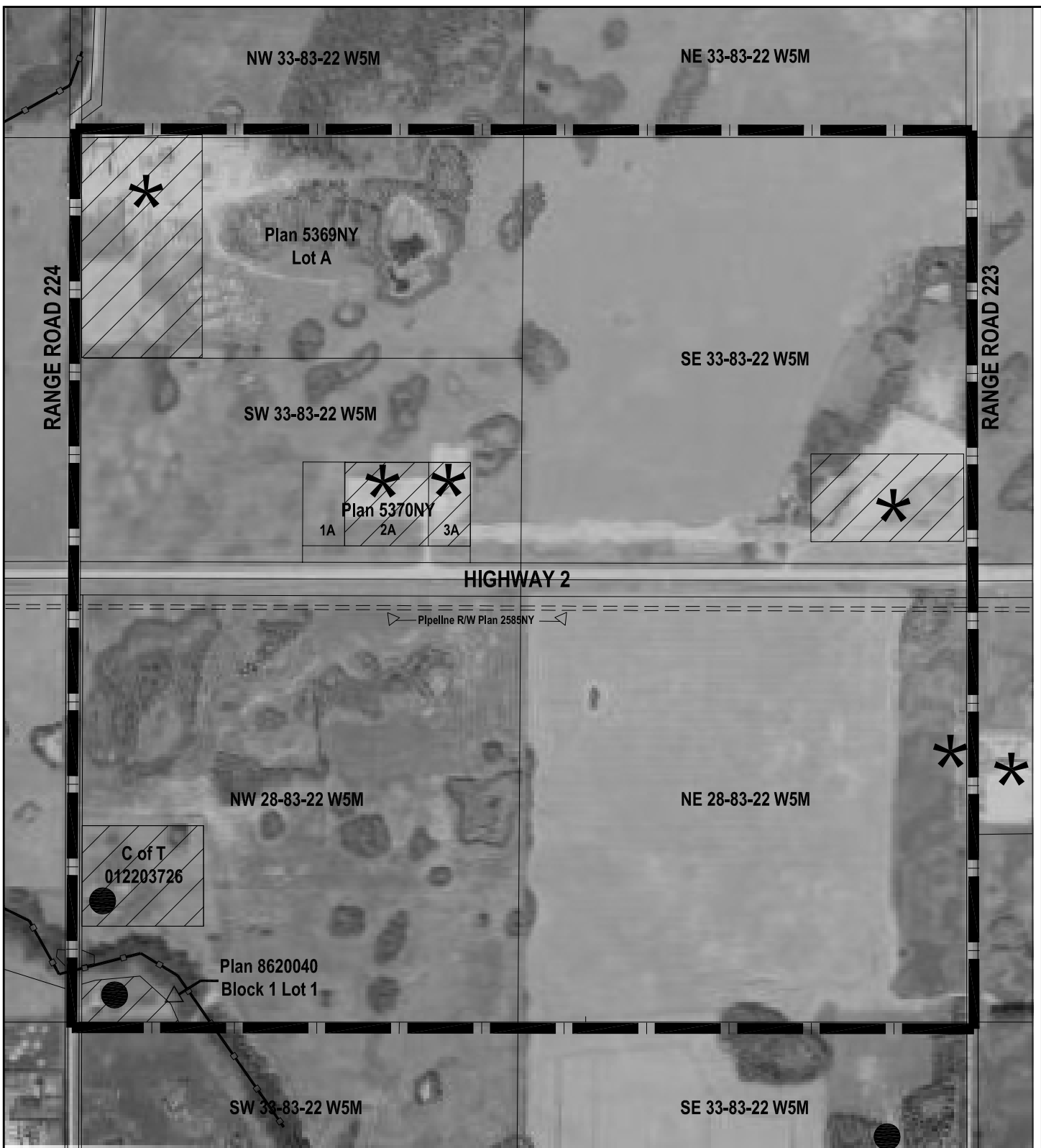
Plan Area

**Map 1 - Location**

June 2009

Scale : NTS





# West Hill Business Park Area Structure Plan

## MUNICIPAL DISTRICT OF PEACE NO. 135

- Residence
- \* Industrial Building

- Drainage Course
- ▨ Existing Development
- ASP Boundary



**Map 2 - Existing Conditions**

June 2009

Scale : NTS



### 1.3 Existing Conditions

The subject lands generally slope from an elevation of 570 m in northwest to 550 m in the southeast as illustrated in Map 3. This results in an overall slope of 2%.

Natural features consist of numerous small tree stands and minor wetland areas dispersed throughout the Plan area. The most significant natural feature is a coulee that bisects the southwest corner of the Plan area. The coulee serves as a drainage course during the spring and heavy rainfall events, but is otherwise dry most of the year.

The Plan area was subject to previous subdivision activity with the creation of six small parcels, two of which remain undeveloped (one industrial and one residential). Development in the Plan area consists of three industrial/commercial operations (bulk fuel station, a trucking operation and a communications company) and one residence in the southwest corner as illustrated in Map 3. The balance of the Plan area is in agricultural production. The agricultural lands in the Plan area are predominantly rated by Canada Land Inventory as 80% Class 2 and 20% Class 4, while the easterly portion of NE 28 is rated at Class 3, all of which by definition is better agricultural land, according to MD planning policy.

### 1.4 Policy Framework

#### 1.4 M.D. of Peace No. 135 Municipal Development Plan

The M.D. of Peace No. 135 Municipal Development Plan (MDP) provides the general policy framework to guide more detailed plans and future development. A primary policy direction of the MDP is to preserve better agricultural land by discouraging subdivision on said lands. However, there are other policies respecting industrial development that also apply:

2.7.2 Objective: To support a concentrated pattern of industrial development wherever feasible.

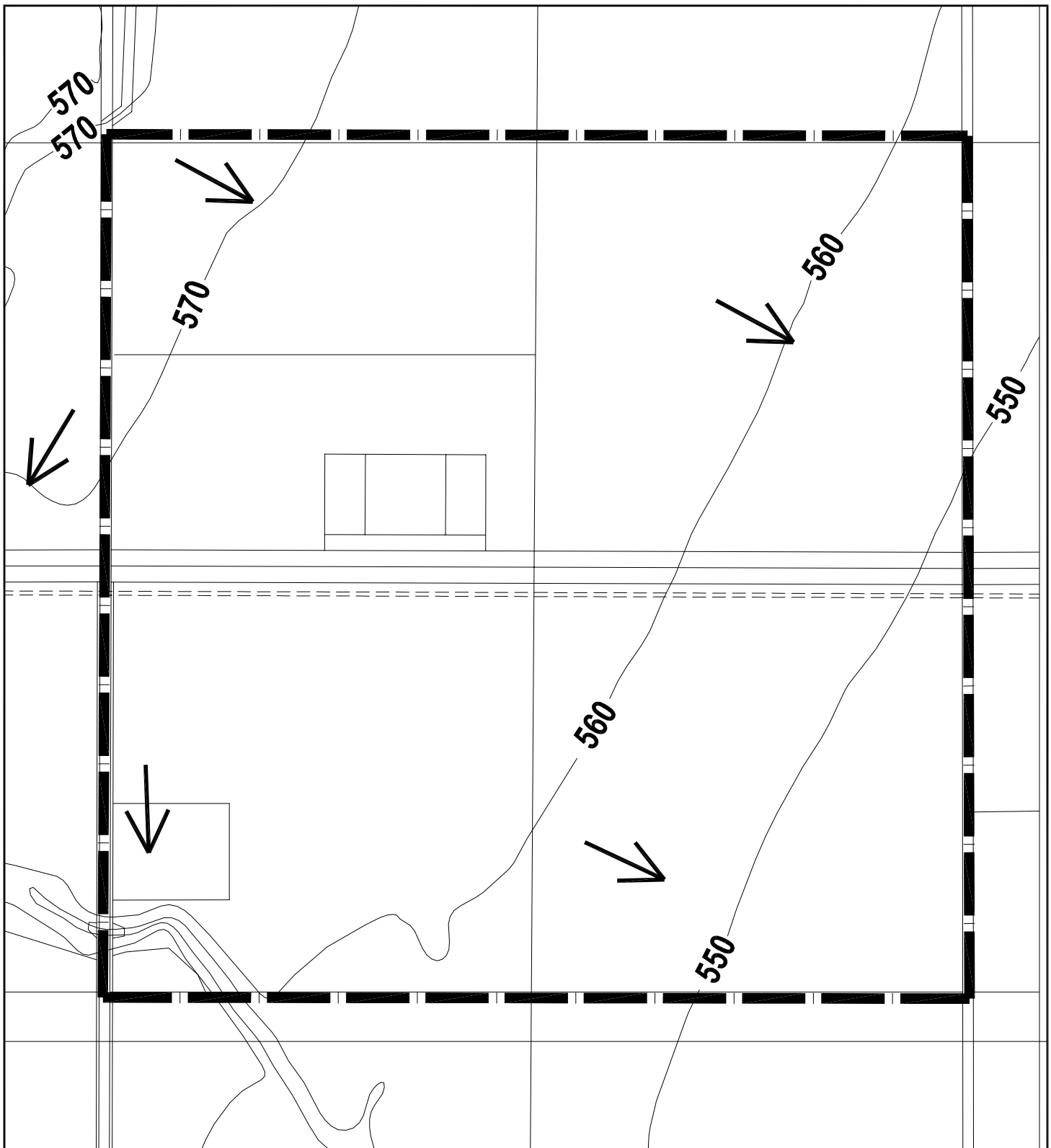
The Municipal District:

- (a) shall encourage all industrial development to locate in industrial parks;

2.7.4 Objective: To minimize the negative effects of rural industrial development.

The Municipal District:

- (a) should encourage the location of industrial uses based on the following criteria:
  - (i) locations compatible with existing and future development;
  - (ii) locations served by a well established transportation network;
  - (iii) sites suitable to the provision of all required services;
  - (iv) locations which minimize impacts on the surrounding agricultural activities;
  - (v) the site is not better agricultural land;
- (b) should encourage the use of surface water for large industrial users;
- (c) may require an area structure plan to be prepared for any site proposed to be developed as a rural industrial park.;



# West Hill Business Park Area Structure Plan

## MUNICIPAL DISTRICT OF PEACE NO. 135

- Direction of Flow
- 550- Elevation
- ASP Boundary



**Map 3 - Topography**

June 2009

Scale : NTS



The West Hill Business Park ASP generally complies with the overall intent of the MDP given: the presence of existing industrial and commercial development both within the Plan area and on adjacent lands to the east; its current and future access to Highway 2; and its close proximity to the Peace River Airport and services in the Town of Peace River.

#### **1.4.1 Peace River Intermunicipal Development Plan**

The Plan area is located within the Peace River Intermunicipal Development Plan (IDP) area. The IDP addresses planning and development matters of joint interest between the Town of Peace River and its three surrounding rural municipalities. The Plan area is contained within the “Secondary Referral Area” in which new statutory plans are referred to all participating municipalities for information and comment. This Plan will comply with the Peace River IDP if it is forwarded to the participating municipalities for information and comment prior to its adoption by the MD.

#### **1.4.2 M.D. of Peace No. 135 Land Use Bylaw**

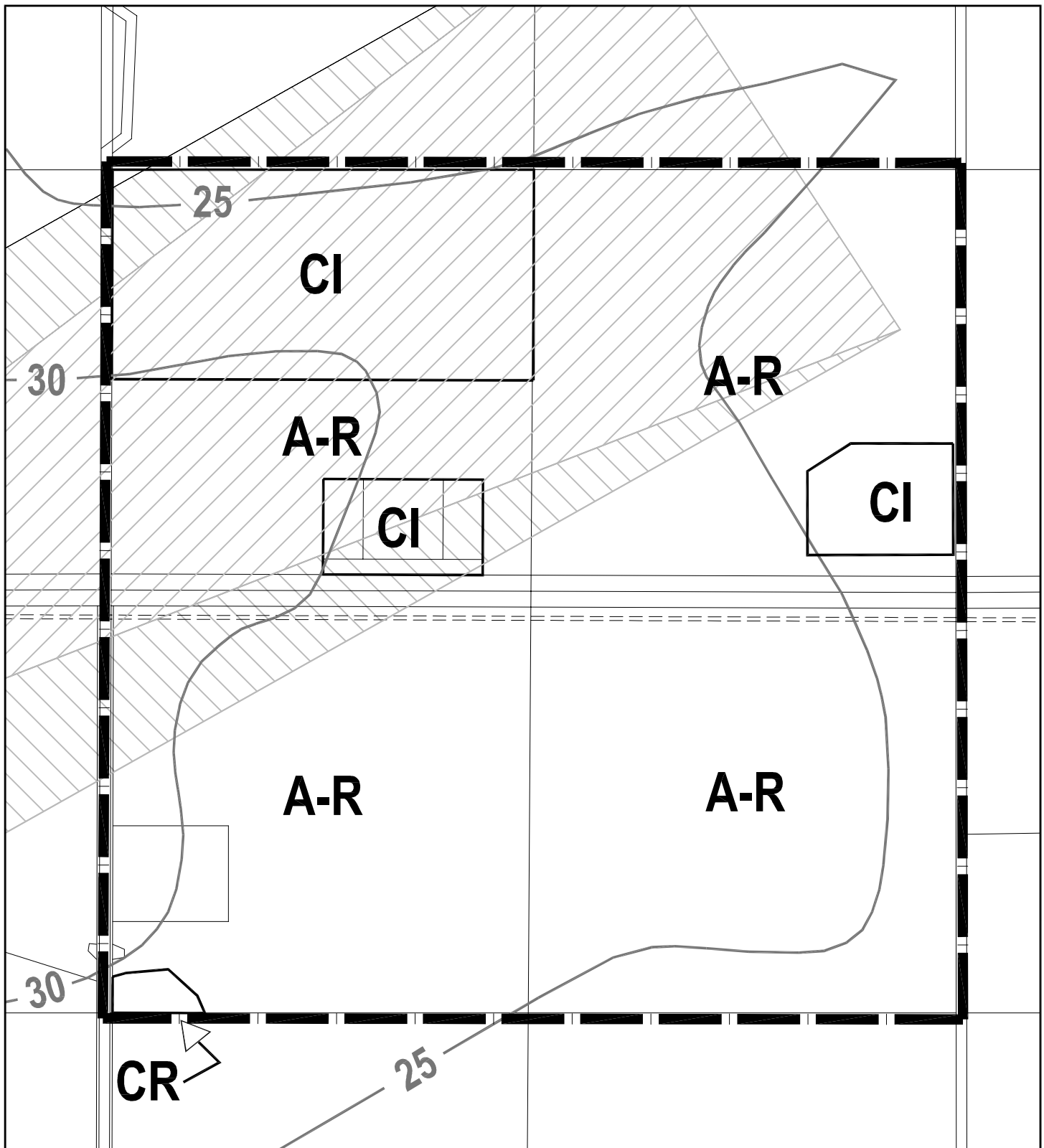
As illustrated in Map 4, the majority of the Plan area is currently designated Airport-Rural (A-R) in the MD Land Use Bylaw (LUB). Four parcels north of Highway 2 (Lot A, Plan 5396NY and Lots 1A, 2A & 3A, Plan 5370NY) are designated Commercial Industrial (CI). To the north of Highway 2, the portion of SE 33-83-22-5 containing the Quintel property is also designated CI and a parcel in the southwest corner of the Plan area (Lot 1, Block 1, Plan 862-0040) is designated Country Residential (CR).

In order to facilitate the development for industrial and future commercial purposes, it is intended that the Plan area be rezoned to the appropriate districts within the LUB as a prerequisite to subdivision and development.

Schedule 4 of the LUB also prescribes regulations with respect to the Peace River Airport Vicinity Protection Area. As illustrated in Map 4, the majority of the Plan area is located within the 25 or 30 Noise Exposure Forecast (NEF) contours and nearly half of the Plan area is located within the Take-off/Approach Surface (1:50) of the Peace River Airport.

The development regulations associated with the NEF contours suggest that there is no significant impediment to development for commercial and industrial purposes. With respect to the Take-off/Approach Surface, and transitional surface, any developments proposed for this area will be the subject of review by the M.D. at the development permit stage as it relates to building height.





# West Hill Business Park Area Structure Plan

## MUNICIPAL DISTRICT OF PEACE NO. 135

### AVPA Regulations

- 30- NEF Contour
- Take-off/ Approach Surface (1:50)
- Transitional Surface (1:7)

### Land Use Districts

- A-R Airport Rural
- CR Country Residential
- CI Commercial Industrial



## 2.0 DEVELOPMENT CONCEPT

### 2.1 Goals of the Plan

The West Hill Business Park ASP has been prepared in accordance with the following goals and objectives:

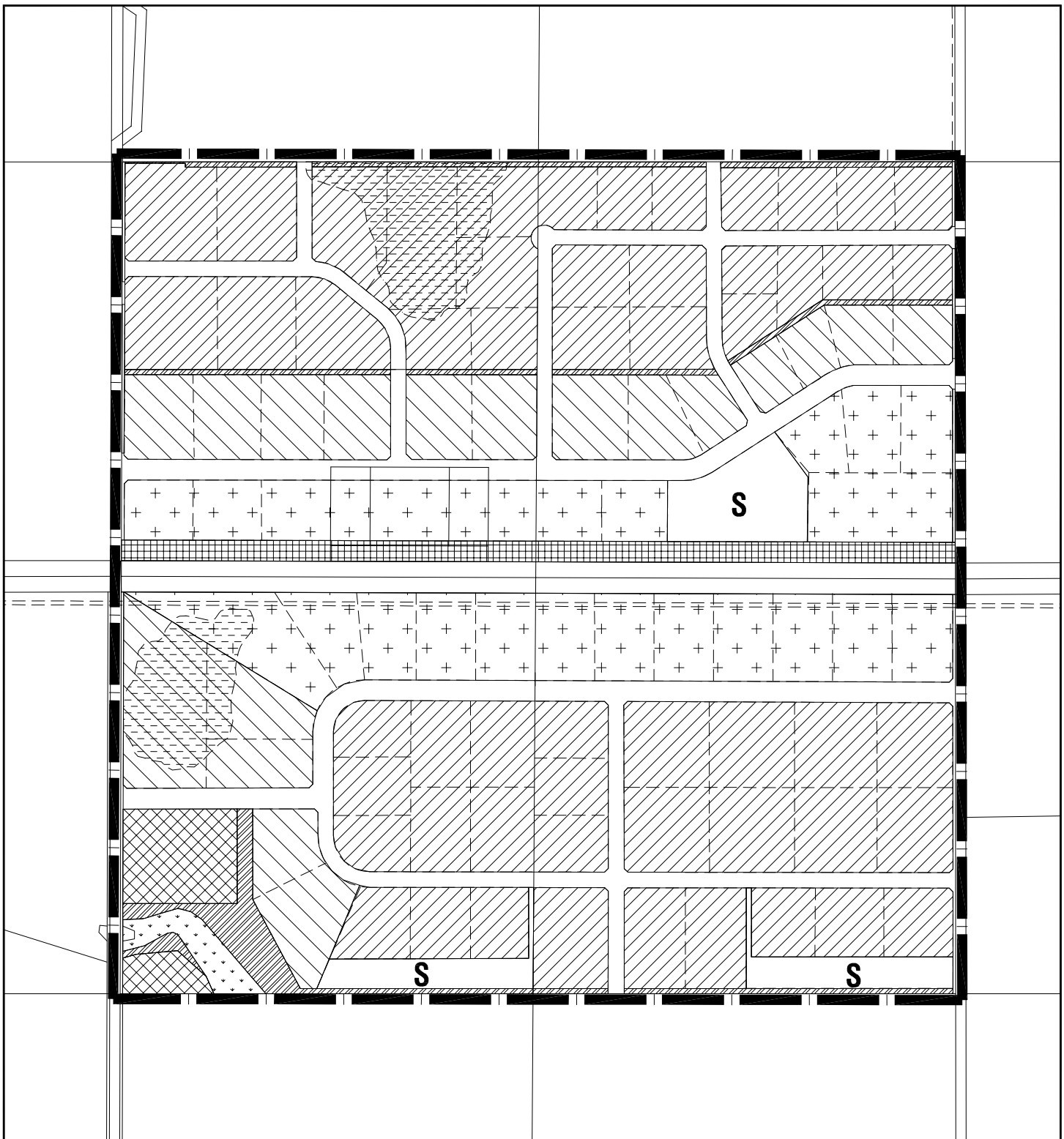
1. To provide a sound planning framework for the future development of the Plan area that is consistent with the goals of the MD.
2. To contribute to the continued economic development of the MD through the development of the Plan area for commercial and industrial purposes.
3. To accommodate the opportunity to connect to future services should they be extended to the Plan area.
4. To protect and maintain the operational safety of the Highway 2 corridor.
5. To establish an efficient and economical development concept for the Plan area.

### 2.2 Land Use Concept

A detailed breakdown of land uses proposed for the Plan area is outlined in Table 2. The overall land use concept proposed for the Plan area is illustrated in Map 5. The land use concept generally guides future subdivision within the Plan area and may be subject to further refinement at the time of subdivision.








**Table 2 - Land Use Area Estimates**

<b>Land Use Category</b>	<b>NW 28</b>	<b>NE 28</b>	<b>SW 33</b>	<b>SE 33</b>	<b>Area (ha)</b>	<b>Percent (%)</b>
<b>Gross Developable Area</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>64.7</b>	<b>258.8</b>	<b>-</b>
Less Highway 2 Right-of-Way	2.5	2.5	2.5	2.4	9.9	-
Less Existing Local Road Widening	0.4	0.0	0.0	0.0	0.4	-
Less Confirmed Environmental Reserve	1.7	0.0	0.0	0.0	1.7	-
<b>Net Developable Area</b>	<b>60.1</b>	<b>62.2</b>	<b>62.2</b>	<b>62.3</b>	<b>246.8</b>	<b>100.0</b>
<b>Industrial</b>	<b>17.6</b>	<b>38.2</b>	<b>28.8</b>	<b>22.5</b>	<b>107.1</b>	<b>43.4</b>
<b>Service Commercial</b>	<b>14.4</b>	<b>0.0</b>	<b>12.6</b>	<b>10.5</b>	<b>37.5</b>	<b>15.2</b>
<b>Highway Commercial</b>	<b>11.6</b>	<b>13.7</b>	<b>9.3</b>	<b>11.7</b>	<b>46.3</b>	<b>18.7</b>
<b>Country Residential</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>2.1</b>
<b>Roads and Utilities</b>	<b>7.8</b>	<b>9.5</b>	<b>10.1</b>	<b>16.0</b>	<b>43.4</b>	<b>17.6</b>
Highway Widening	0.0	0.0	3.2	3.2	6.4	2.6
Local Roads	5.0	6.6	6.6	8.3	26.5	10.7
Road Widening	0.3	0.3	0.3	0.3	1.2	0.4
Stormwater Management	2.5	2.6	0.0	4.2	9.3	3.8
<b>Municipal Reserve</b>	<b>3.5</b>	<b>0.8</b>	<b>1.4</b>	<b>1.6</b>	<b>7.3</b>	<b>3.0</b>



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	<b>Industrial</b>		<b>Country Residential</b>
	<b>Service Commercial</b>		<b>Environmental Reserve</b> (Confirmed)
	<b>Highway Commercial</b>		<b>Environmental Reserve</b> (Extents TBD, subject to wetland assessment)
<b>S</b>	<b>Storm Pond</b> (Size and specific location TBD at detailed design)		<b>Municipal Reserve</b>
			<b>Road Widening</b>



**Map 5 - Land Use Concept**

June 2009

Scale : NTS



## 2.3 Industrial and Commercial Development

As outlined in Table 2, the majority of the Plan area is designated for Industrial, Service Commercial and Highway Commercial purposes.

- 2.3.1 Given the proximity to Highway 2, land adjacent to Highway 2 will be developed in accordance with the Highway Development (HD) District of the LUB. Uses encouraged in this area include truck stops, visitor accommodation, food services, recreational vehicle services, and similar uses.
- 2.3.2 The majority of lands further removed from Highway 2 will be developed in accordance with the Rural Industrial (RI) District of the LUB. Uses encouraged in this area include those typically located in other unserved rural industrial parks, such as oilfield support services, equipment storage, trucking operations, and similar uses.
- 2.3.3 Lands north of Highway 2 between the HD and RI lands will be developed in accordance with a new Service Commercial (SC) District. The intention of this district is to provide an opportunity for land uses which are complimentary to both industrial and commercial uses that also serves as a buffer between these two types of uses. In general, the district intends that outdoor storage areas be screened from view and consists of commercial uses with light industrial characteristics that generate minimal nuisance, such as noise and emissions. Uses encouraged in this area include building supply outlets, greenhouses, oilfield service & supply operations, contractor services, agricultural supply operations, and similar uses.
- 2.3.4 All development within the Plan area shall be subject to a high level of design and landscaping due to the Plan area's high degree of visibility from and proximity to Highway 2. For developments in the Plan area the following guidelines shall apply:
- The principal buildings on all lots should be located toward the front of the lot, as opposed to being recessed toward the rear of the lot. Buildings located on lots adjacent to Highway 2 should be oriented toward the highway.
  - The principal buildings located in the HD District should be designed with dual facades to provide visual appeal from the Highway as well as the internal road network.
  - All outdoor storage areas shall be fenced to the satisfaction of the MD. The storage areas of lots located adjacent to Highway 2 are to be screened from view through a combination of fencing, landscaping or berming.
  - Outdoor storage areas are to be located in the rear yard of a development. No storage, other than display materials and parking areas, shall be permitted in the front yard.
  - All waste collection areas are to be fenced and screened from view
  - Development permit applications in the HD District shall be accompanied by a landscaping plan.
- 2.3.5 Landscaped buffers shall be provided to the satisfaction of the MD on industrial sites where they abut established residential development.
- 2.3.6 All lands identified for Highway Commercial purposes shall be serviced by municipal water and sewer as a condition of the subdivision and development of these lands.
- 2.3.7 Agriculture will continue to be the predominant land use in the Plan area until the land is actually developed for industrial or commercial purposes. New agricultural uses proposed for the Plan area must not preclude future industrial and commercial development.

- 2.3.8 The lot sizes and densities illustrated in this Plan are conceptual and subject to confirmation at the time of subdivision.

## **2.4 Country Residential**

Two existing residences are located in the southwest corner of the Plan area. The following Country Residential land use policies shall apply to these developments.

- 2.4.1 The Plan will allow for the continuation of existing residential uses or additions to existing residential uses. However, since the primary purpose of this Plan is to facilitate industrial development in areas further removed from Highway 2, the possible redevelopment of residential uses for industrial purposes in the future will be supported.
- 2.4.2 Further subdivision of existing country residential lots will not be allowed.

## **2.5 Open Space**

Sections 664 and 666 of the Municipal Government Act (MGA) require the provision of Environmental Reserve (ER) to protect ravines, coulees, wetlands and drainage courses, and up to 10% of lands for Municipal Reserve (MR) purposes at the subdivision approval stage. These requirements will enable the provision of an open space network within the Plan area consisting of a protected coulee and buffers between industrial and other forms of development.

The Net Developable Area of the Plan is approximately 246.8 ha, thus requiring approximately 24.68 ha of MR. Due to previous subdivision activity within the Plan area, money in place of 3.8 ha of MR has already been provided. As a result, approximately 20.88 ha of MR is owing within the Plan area.

- 2.5.1 All lands below the top-of-bank of the coulee that bisects the southwest corner of the Plan area will be dedicated as Environmental Reserve.
- 2.5.2 Municipal Reserve shall be required by the MD to be dedicated in parcel form to provide a buffer between industrial and agricultural uses north and south of the Plan area.
- 2.5.3 In order to provide a buffer between industrial and commercial uses and between future commercial and existing country residential development in the southwest corner of the Plan area, the MD shall require the buffer to be developed along the perimeter of individual lots or the dedication of a 10m-wide buffer as MR. The MR buffer adjacent to the north boundary of Lot A, Plan 5369NY will be narrowed in some places to accommodate the existing outbuildings on the property.
- 2.5.4 To eliminate direct access to Range Roads 223 and 224 from future adjacent lots, MR buffers are to be dedicated between these roads and future adjacent lots. Access to lots adjacent to Range Roads 223 and 224 shall be limited to internal roads.
- 2.5.5 The balance of MR owing within the Plan area will be provided as cash-in-lieu in accordance with the MGA.

- 2.5.6 In order to determine if any wetlands in the Plan area are deemed to be significant and warrant protection, a wetland assessment shall be undertaken for the Plan area in advance of Phase 2 of development. This assessment will be used as a basis for determining at the time of future subdivision if any wetland areas are to be dedicated as ER<sup>2</sup>, or would be the subject of compensation if developed.
- 2.5.7 In the event that changes to the lot configuration or internal road alignments illustrated in this Plan are required as a result of the wetland assessment prepared under 2.5.6, such changes may be made at the time of subdivision without an amendment to this Plan.

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<sup>2</sup> If Environmental Reserve lands are identified as a result of the wetland assessment, the amount of ER will be subtracted from the Net Developable Area as noted in Table 2, and the amount of MR owing will be reduced accordingly.

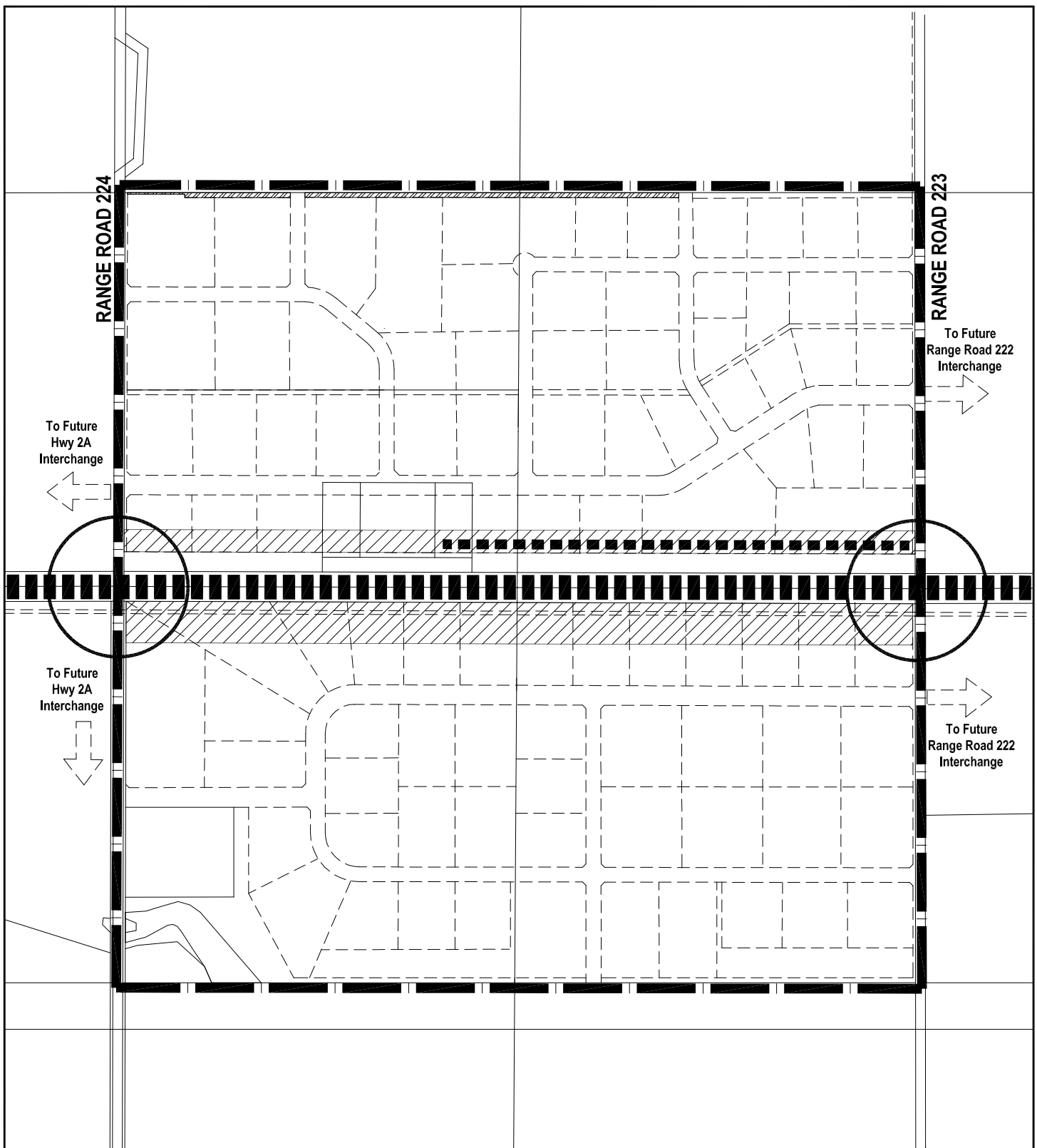
## 3.0 TRANSPORTATION AND SERVICING

### 3.1 Road Network

- 3.1.1 Primary access to the Plan area is currently obtained from Range Roads 223 and 224 that intersect with Highway 2 as illustrated in Map 6. The Plan area is to be served by a network of internal roads that link to these external Range Roads. Access to all lots in the ASP area shall be provided from the internal road system. The use of Range Roads 223 and 224 for direct highway access will continue until such time as the construction of either or both of the interchanges proposed for Highway 2 near Range Road 222 and Highway 2A are complete. It is the ultimate intent of Alberta Transportation to close the existing at grade intersections at Range Road 223 and 224, and restrict Highway 2 access to the future interchange locations. Traffic from the Plan area would be diverted to these interchanges through the tentative arterial road network illustrated in Map 7.
- 3.1.2 No additional direct highway accesses will be permitted in the Plan area with the exception of those developments that currently have direct access to Highway 2. These accesses may remain on a temporary basis in accordance with Alberta Transportation requirements until such time as they can be served by the internal road network.
- 3.1.3 A Traffic Impact Assessment (TIA) may be required by Alberta Transportation as a condition of subdivision approval to determine if improvements to temporary highway access locations are required in the future. An initial TIA prepared in support of this Plan indicated that highway intersection upgrades at Range Road 223 will be required at such time as approximately 25% of the Plan area is developed. Additional TIA(s) may be required in support of subsequent development phases to more specifically determine the timing of required highway intersection improvements.
- 3.1.4 All internal roads are to be constructed to MD specifications at the expense of the developer. Any upgrades to Highway 2 required by Alberta Transportation or local road upgrades that are warranted as a result of development in the Plan area shall also be undertaken at the expense of the developer. The developer shall also be responsible for the payment of any off-site levies that may be applicable.
- 3.1.5 Local internal roadways will be developed to a rural cross-section in accordance with MD requirements<sup>3</sup> within a 30 m right-of-way in order to facilitate the future construction of municipal water and sewer lines. This right-of-way width should minimize disruption to existing or future development on the benefiting lots within the Plan area.
- 3.1.6 Local roadways connecting the Plan area with the proposed interchange locations will be developed within a 45 m right-of-way to accommodate the possible upgrading of the roads to a four lane divided arterial standard.
- 3.1.7 Through the subdivision process, additional land may be acquired by the MD to provide for future widening of Range Roads 223 and 224. In addition, TIA updates may be required to identify potential improvements to external roadways.
- 3.1.8 To allow for the potential twinning of Highway 2, additional highway right-of-way may be acquired or dedicated by caveat from adjacent lands at the time of future subdivision. Alberta Transportation is in

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<sup>3</sup> It should be noted that the MD utilizes Alberta Transportation guidelines for road construction as it does not have road development standards of its own.



# West Hill Business Park Area Structure Plan

## MUNICIPAL DISTRICT OF PEACE NO. 135



**Highway**

**Development Setback**



**Intersection** (to be closed in the future)



**Interim Service Road**



**ASP Boundary**



**Map 6 - Transportation**

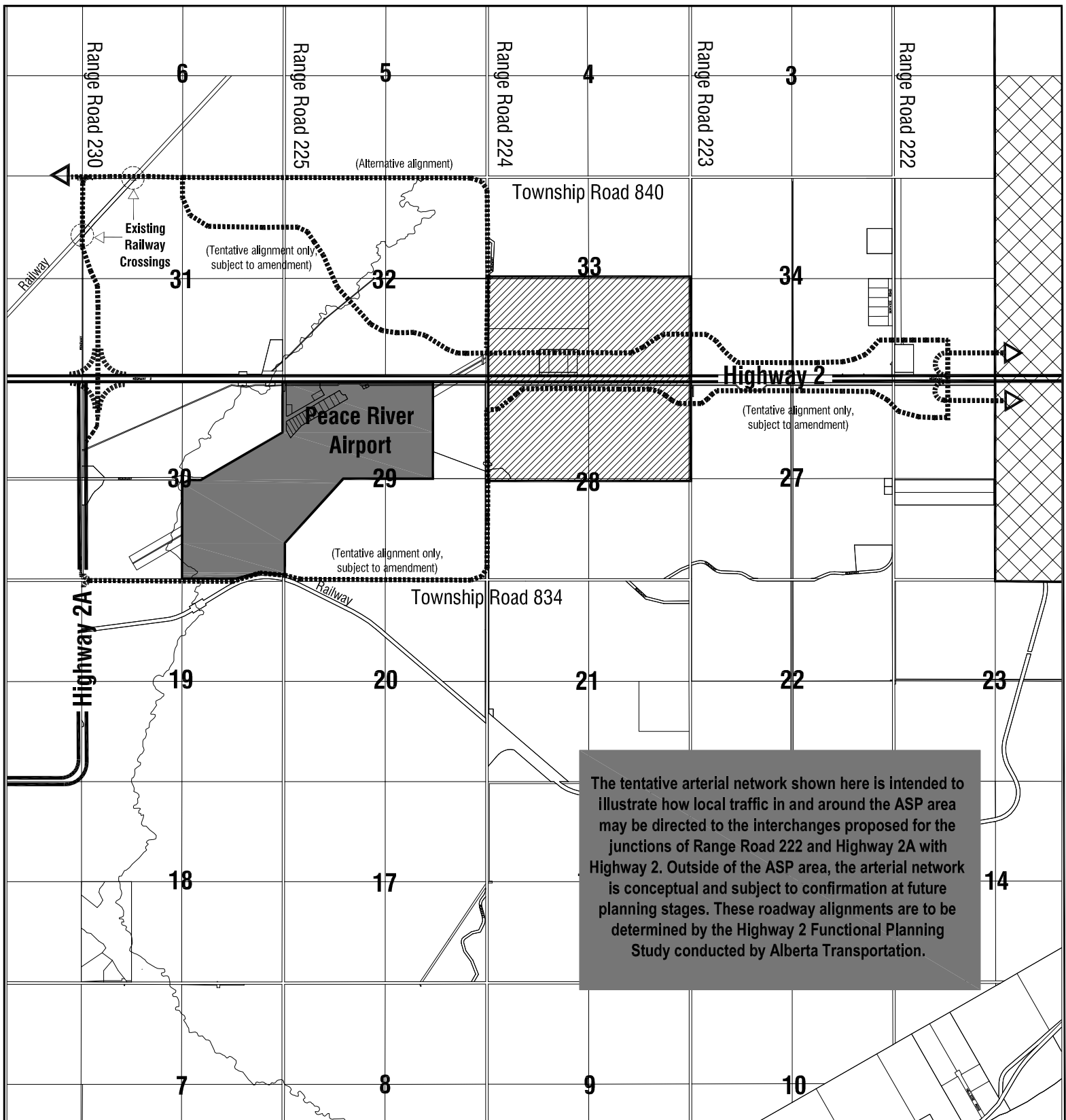
**June 2009**

**Scale : NTS**



**Engineering  
and Land Services**





# West Hill Business Park Area Structure Plan

## MUNICIPAL DISTRICT OF PEACE NO. 135

- Provincial Highway
- Future Arterial Road Network
- ASP Area
- Rail Crossing Locations



the process of completing a functional plan for Highway 2, which outlines the local interchange locations and appropriate highway widening dedication widths. In anticipation of future road widening, Alberta Transportation will require that a development setback of 115 m be enforced from the existing highway centre line as illustrated in Map 6.

- 3.1.9 Where improvements to the road network benefit other landowners outside the Plan area, the MD may require any new development outside the Plan area to compensate the developers inside the Plan area for a portion of the costs of the improvements.
- 3.1.10 No additional direct access to Range Roads 223 and 224 from individual lots will be permitted in the Plan area with the exception of those developments that currently have approaches constructed to these Range Roads. These approaches may remain in place until such time as the subject lots can be served by the internal road network.

## **3.2 Servicing**

- 3.2.1 The Plan area is characterized by soils with high clay content, as outlined by the 'Preliminary Geotechnical Report' prepared by J.R. Paine & Associates Ltd. in support of this Plan. In accordance with the recommendations of this report, on-site septic servicing (where proposed) is to be restricted to holding tanks only.
- 3.2.2 The fundamental direction of the Plan is to prepare the area for the arrival of municipal services. No municipal services are located within the Plan area or its immediate vicinity at this time. To service the ASP area in the short term, private water supply and sewage disposal systems will be installed in accordance with Provincial regulations at the time of building construction. On-site septic systems, limited to holding tanks, will be permitted until such time as municipal services have been extended to the Plan area and connections to the services have been provided.
- 3.2.3 Where applicable, the MD will consider future development applications which propose to install communal servicing systems as an interim measure in advance of full municipal servicing.
- 3.2.4 As a condition of subdivision, caveats will be registered on all future lots in the Plan area, requiring that each lot connect to municipal services when the services are made available. It is intended that future municipal services to individual lots be funded through local improvement.
- 3.2.5 Prior to subdivision approval where private servicing is proposed, soil and water well testing will be required to demonstrate that current water supplies and soil conditions are sufficient to accommodate the proposed development. In the event that water supplies are insufficient to accommodate the proposed development, restrictive covenants may be registered on the subject lots limiting onsite water supply to cisterns.
- 3.2.6 The MD requires that parcels within the Plan area connect with municipal services when they arrive. Development Permit approval in the Plan area will be subject to the pre-construction of utility connections to encourage easy connection to municipal services.
- 3.2.7 Future servicing of the Plan area will be accommodated through the installation of municipal water and sewer lines within the rights-of-way of the internal road network. If additional easements are deemed to be required at the time specific servicing alignments are determined, such easements shall be acquired

from the developer through the subdivision approval process.

- 3.2.8 All stormwater will be channeled through a combination of roadside ditches and overland swales to stormwater ponds that will eventually be developed in the Plan area. Any drainage courses not contained within road rights-of-way, will be secured as public utility lots or easements in favour of the MD. Drainage to the highway and local road ditches shall be controlled to pre-development rates. Where deemed necessary, onsite stormwater management measures may be provided on individual lots in advance of stormwater ponds being developed.
- 3.2.9 The tentative locations of future stormwater ponds in the Plan area are identified in Map 5. In order to ensure that the long term storm drainage requirements are adequately met, the MD shall require the developer to undertake a Stormwater Management Plan for the entire Plan area prior to Phase 2 of development, at which time the specific size, location and design of stormwater ponds will be determined. This plan would also explore and identify opportunities to incorporate wetland areas into the overall stormwater management strategy for the area.
- 3.2.10 To provide fire protection to developments within the Plan area in advance of the arrival of a municipal water system, the MD may require the construction of fire ponds. It is intended that future storm ponds constructed to serve the Plan area be designed to serve as fire ponds.
- 3.2.11 All shallow utilities (natural gas, power, telephone) will be extended into the Plan area by the individual franchise holders as required.

### **3.3 Lot Grading**

A grading plan is intended to ensure that surface drainage from all lots is directed to the ditch drainage system at pre-development rates as provided in Section 3.2.

- 3.3.1 A lot grading plan will be prepared by the developer in accordance with MD standards to ensure that all future building projects conform to the grading plan.

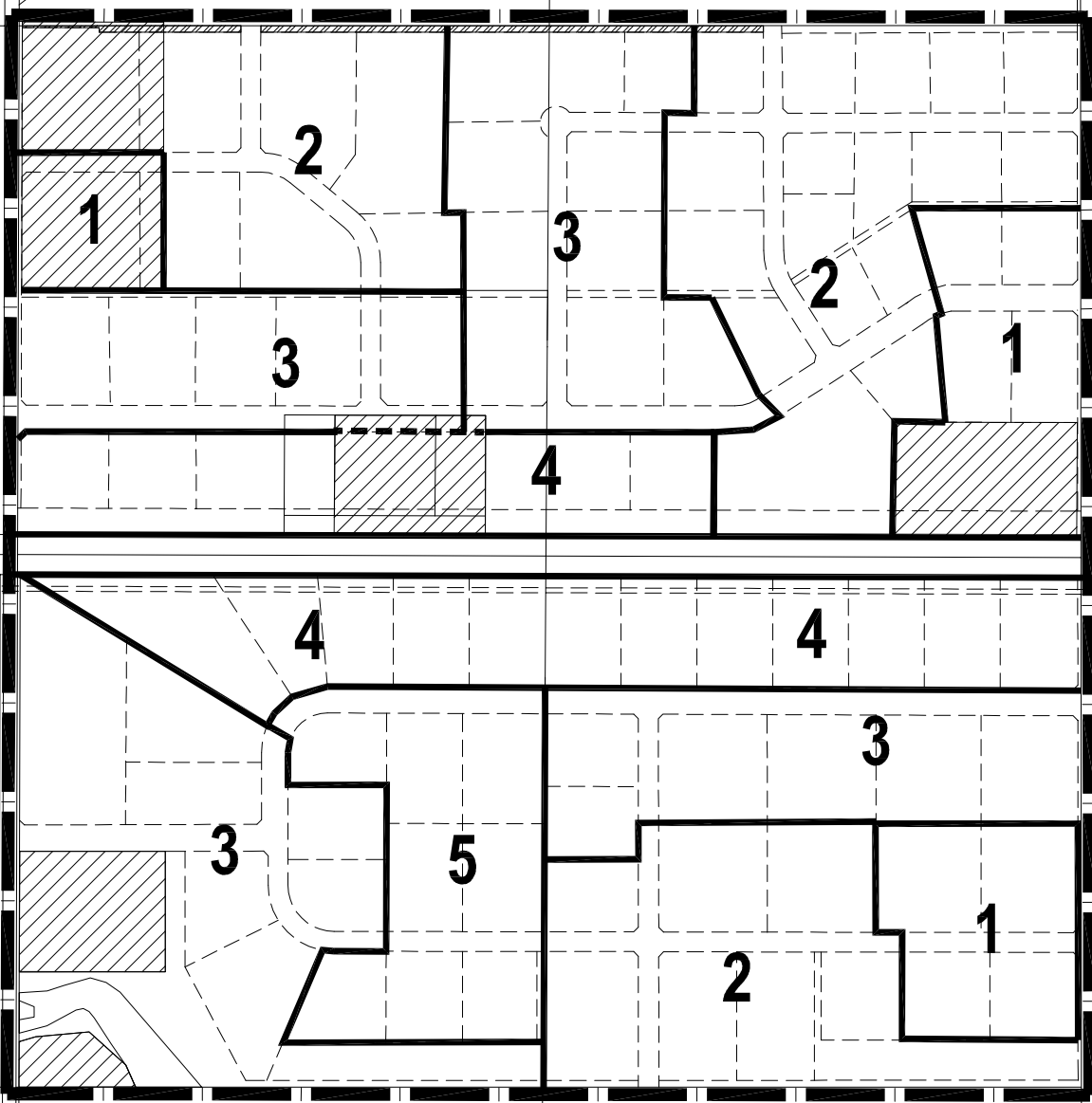
## **4.0 IMPLEMENTATION**

### **4.1 Phasing**

- 4.1.1 The proposed phasing of development in the Plan area is illustrated in Map 8. The first phase of development is proposed in three locations throughout the Plan area. The timing and size of all phases will be dependent on land ownership patterns and market conditions and may be modified without an amendment to this Plan.

### **4.2 Subdivision and Development**

- 4.2.1 The rezoning of proposed lots shall be approved by the MD in accordance with this Plan prior to subdivision approval.
- 4.2.2 The lot sizes and yields identified in this Plan are conceptual and may be altered at the time of subdivision without requiring an amendment to this Plan provided lot sizes remain consistent with the relevant District requirements contemplated in this ASP.
- 4.2.3 All developers shall be required to enter into development agreements with the MD as a condition of subdivision approval. The matters to be included in these agreements may include but may not be limited to the provision of internal roads.
- 4.2.4 Detailed engineering drawings, servicing specifications and geotechnical conditions (per the J.R. Paine & Associates report) shall be prepared by the developer and approved by the MD prior to subdivision approval where the installation of on-site septic systems or construction of internal roads is proposed.
- 4.2.5 Referrals
- (a) Given the proximity of the subject lands to the Peace River Airport, all subdivision and development permit applications that are submitted to the MD within the Plan area shall be referred to the Peace River Airport Authority and Transport Canada for comment.
  - (b) Since the Plan is located within the “Secondary Referral Area” and is considered to be a “Major Proposal” in the Peace River IDP, all LUB amendments, subdivision applications and development permit applications shall be circulated to the Town of Peace River, the M.D. of Northern Lights No. 22 and Northern Sunrise County for comment.
  - (c) Since Highway 2 bisects the Plan area, all subdivision applications shall be referred to Alberta Transportation for comment per Section 14 of the Subdivision and Development Regulation. In addition, all developments on lands abutting Highway 2 shall obtain a Roadside Development Permit from Alberta Transportation.
- 4.2.6 The subdivision of existing lots, excluding country residential lots, will be supported if the proposed lots meet the requirements of the LUB and, if smaller than 0.5 ha in size, have access to municipal water and sewer services.



# West Hill Business Park Area Structure Plan

## MUNICIPAL DISTRICT OF PEACE NO. 135

1 Development Phase
  Existing Development
  ASP Boundary



- 4.2.7 Through the development permit approval process, the MD should encourage buildings to be located in such a manner that it does not interfere with the further subdivision of the subject lot.

### **4.3 Amendments to the Plan**

- 4.3.1 An amendment to the Plan will be required where a major land use change is desired or in situations where subdivision activity is proposed that results in a significant increase in overall lot density from what is illustrated in the Plan area. Minor variations the internal road network may be permitted in the Plan area without amendment to the Plan.
- 4.3.2 Should subdivision applications be submitted for lands outside the Plan area between the two future interchanges as illustrated in Map 7, the MD shall encourage an amendment of this Plan to include the subject lands prior to the approval of these subdivisions in order to elaborate on the future land uses and further refine the arterial roadways on either side of Highway 2 between the two future interchanges.