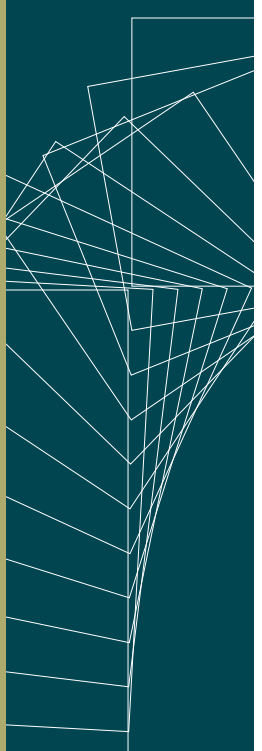


TRANSPORTATION MUNICIPAL/ENVIRONMENTAL STRUCTURAL
LAND DEVELOPMENT LANDSCAPE ARCHITECTURE
PLANNING STRATEGIC SERVICES GIS/MAPPING



County of Northern Lights

Final Report

Weberville Highway Corridor Area Concept Plan

November, 2010

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1.0 Introduction

1.1 Purpose and Scope of Plan

The purpose of the Weberville Highway Corridor Area Concept Plan (ACP) is to provide a policy framework for future rezoning, subdivision and development proposals. This Plan is intended to serve as a comprehensive planning guide to provide direction for future development in terms of land use and servicing in the area.

This Plan is organized into the following sections:

- **Introduction:** provides an overview of the purpose and scope of the ACP, Plan area boundaries, existing conditions and topography.
- **Plan Objectives:** describes the objectives that clarify the intent of the Plan.
- **Background Review:** details the relevant statutory plans, other planning documents and existing policy framework that provide context to this Plan.
- **Public Consultation:** summarizes the results of the public consultation process that was implemented during the course of Plan development.
- **Infrastructure and Environmental Assessments:** summarizes the evaluations that were conducted to identify drainage issues, future servicing opportunities, access concerns, and environmental and geo-hazard issues.
- **Land Use Opportunities and Constraints Analysis:** lists development opportunities and constraints and their implications for policy development, based on a review of existing background documents, landowner input, and the various assessment exercises that were undertaken.
- **Development Concept:** describes the development concepts and related policies proposed for the Plan area.
- **Implementation:** describes the various mechanisms required to implement and monitor the Plan.

1.2 Interpretation

For the purpose of interpreting and implementing this Plan, the following provisions shall apply:

- In the event of a conflict between the policies of this Plan and those of the Municipal Development Plan, the policies of this Plan shall prevail. If an issue arises that is not addressed in this Plan, the policies of the Municipal Development Plan shall apply.
- The provisions of this Plan are intended to be implemented by more detailed measures contained in individual Area Structure Plans, including the Weberville/ Warrentsville Area Structure Plan.
- Unless otherwise noted, all words, expressions, and terms that are contained in this Plan shall have the meanings respectively assigned to them in the Municipal Government Act, Municipal Development Plan and Land Use Bylaw.
- The land use boundaries contained in this Plan area are approximate and subject to refinement at the time of more detailed planning.

1.3 Plan Area


This Plan applies to an area of approximately seventeen sections of land [approximately 4,400 ha (10,880 ac)] within the southeast portion of the County of Northern Lights located north of the Town of Peace River as shown on Figure 1. As noted in Figure 2 the

Figure 1

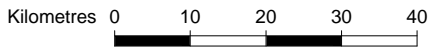
Weberville Highway Corridor Area Concept Plan

Location Map

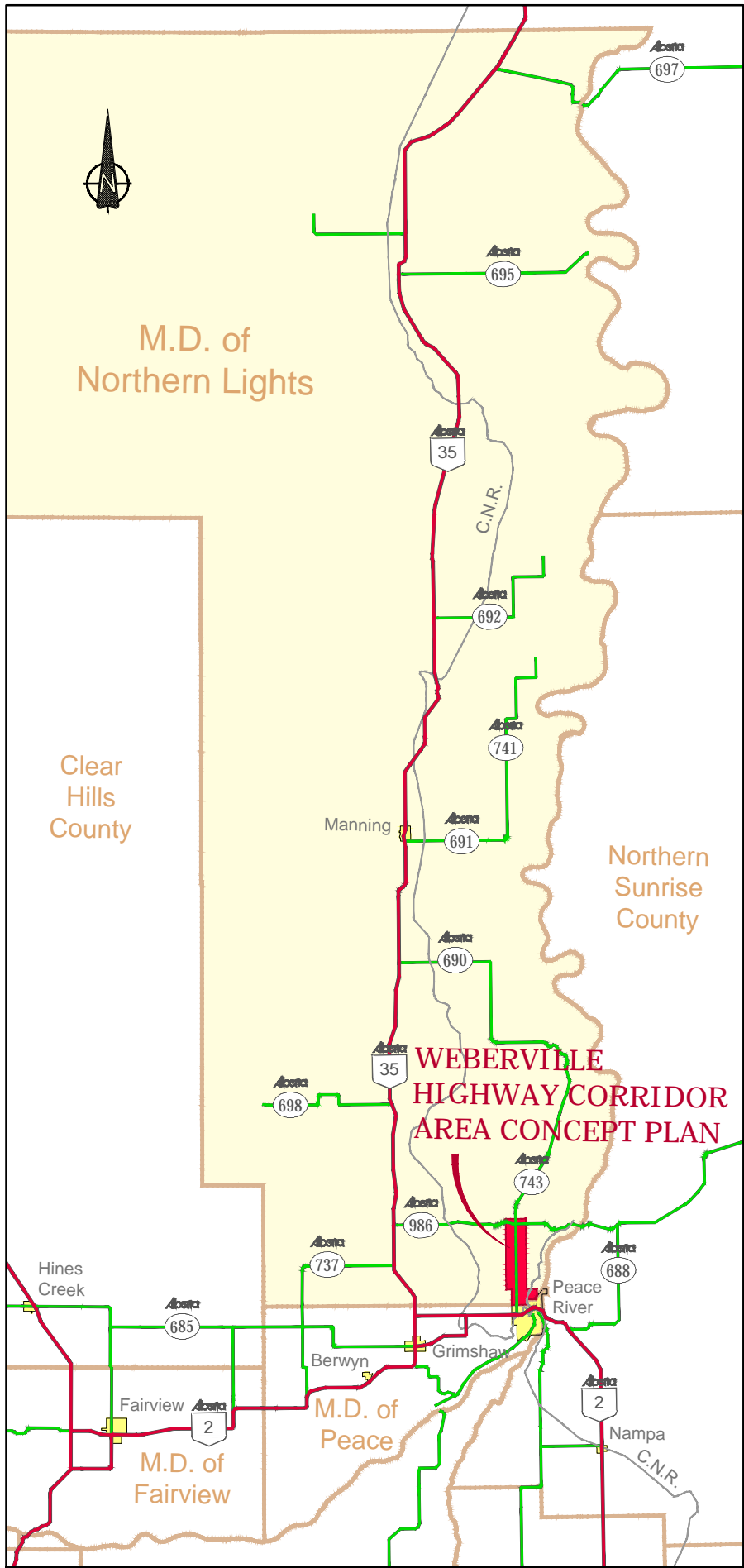
Legend

 Subject Area

Scale - 1 : 1 000 000



May 2010



j:\12600\12690_scp_weberville_dmi\02_drafting\02a_project\expanded area\fig_1_location_map.dwg

Figure 2

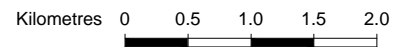
Weberville Highway Corridor Area Concept Plan

Plan Area

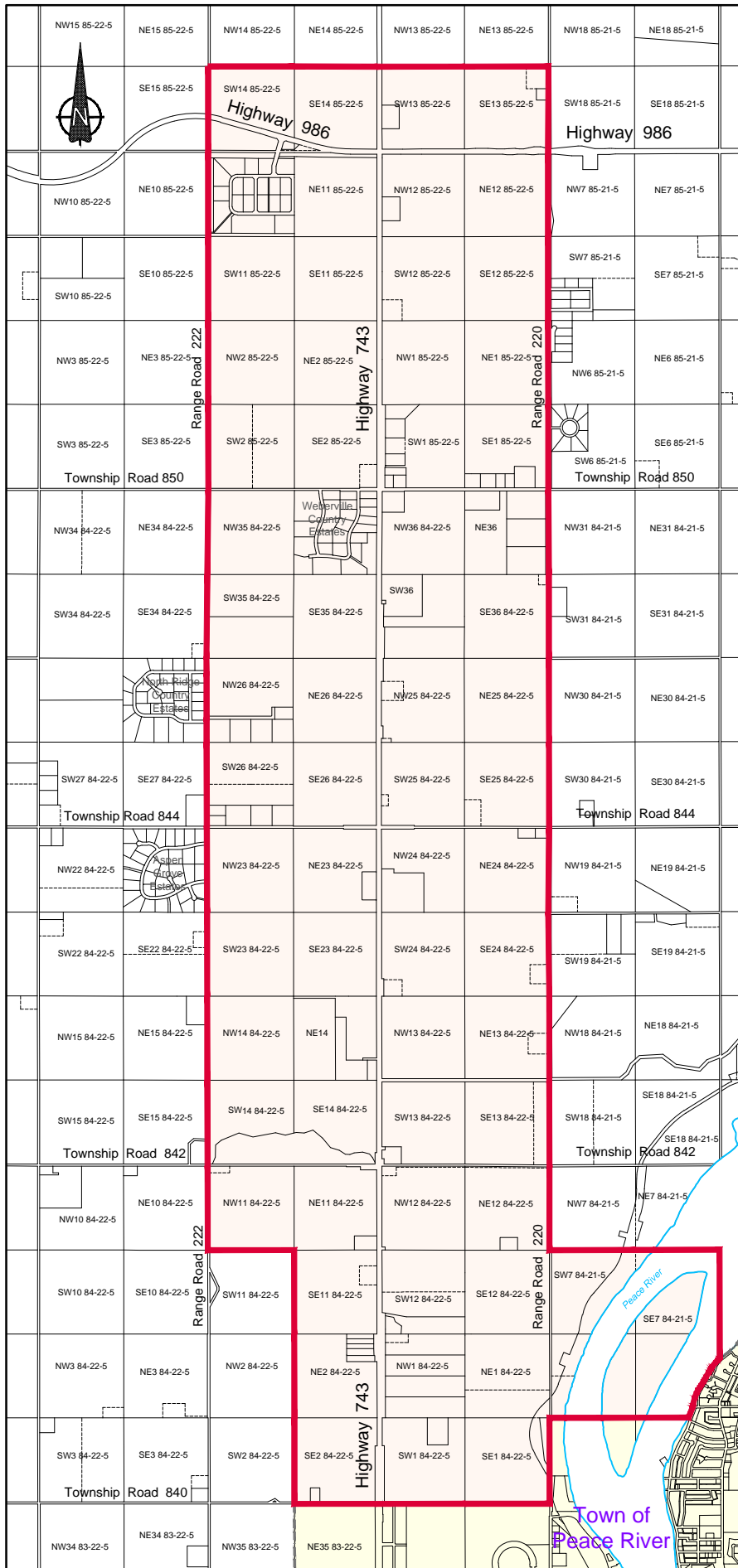
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Scale - 1 : 60 000



May 2010



area extends from the Town of Peace River boundary north to Highway 986 along Highway 743 (Weberville Road). The corridor is approximately 12.8 km (8 miles) in length, 3.2 km (2 miles) in width and bounded by Range Roads 220 and 222¹.

Highway 743 (Weberville Road) serves as the northern entrance to the Town of Peace River, and lands in the vicinity of this corridor have been identified as a future growth area in the Town of Peace River's Growth Study. The high visibility of the area, combined with an increased demand for industrial land in both the Town and County has resulted in interest to further develop the area. This area was established through negotiation of an Intermunicipal Agreement between the Town and the County which includes provisions for revenue sharing. This agreement was arrived at as a result of mediation as part of ongoing annexation negotiations.

1.4 Current Land Uses

Agriculture is the single largest land use in the Plan area and is concentrated in the south half of the Plan area as illustrated in Figure 3. The north half of the Plan area is forested and contains some concentrations of country residential development. There is an established industrial park at the north end of the Plan area. A fire hall, community hall, and related uses are located at Weberville, in the north central portion of the Plan area.

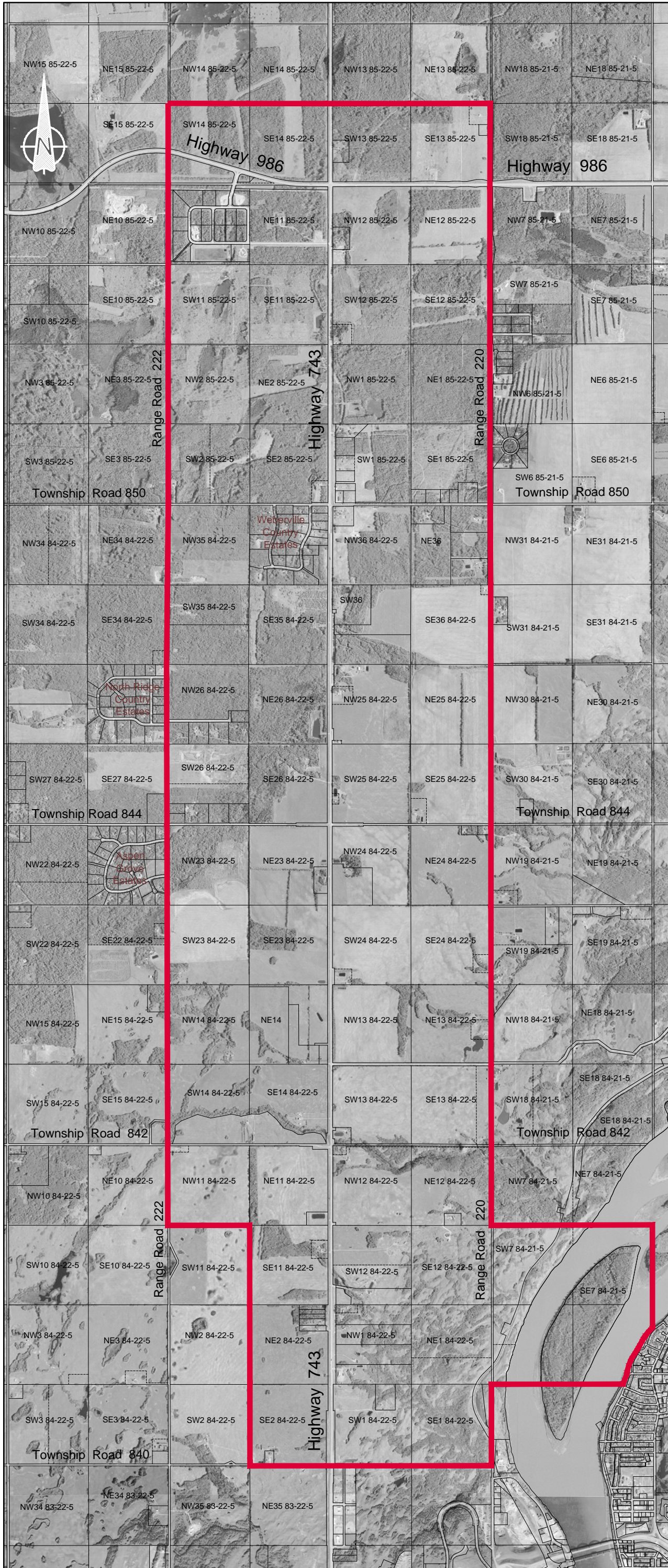
All of the lands in the Plan area are privately held, with the exception of eight quarter sections located in the north-central portion which are Crown lands. The use of these lands includes grazing, land protection schemes and wildlife/waterfowl protection areas (MRPC, 1988).

1.5 Topography and Natural Features

Land in the study area generally slopes from the northwest to southeast towards the Peace River valley as illustrated in Figure 4, while a small area of land in the northwestern part of the Plan area flows to the northwest. Topography in the northwesterly portion of the Plan area is relatively flat with elevations ranging from approximately 670 m to 640 m, for an average slope of less than 1%. Elevations in the southerly half of the Plan area are more dramatic, with elevations ranging from 630 m to 490 m, with an average slope of 3.5%. The eastern edge of the southeast corner drops off steeply as the land approaches the Peace River valley. An unnamed watercourse flows through a ravine crossing Highway 743 at the southern end of the Plan area.

The majority of soils in the Plan area are classified as better quality agricultural lands (having a Rural Farmland Assessment Rating exceeding 28%), primarily located in the south half of the Plan area. The balance of the Plan area is characterized as poorer quality agricultural lands. The soil classifications for the Plan area are illustrated in Figure 5.

¹ The original Terms of Reference for this project was limited to two separate areas referred to as the Weberville and DMI Joint Development Areas. Based on direction provided by the Steering Committee, the Plan area was expanded to include intervening lands between the two JDA areas, and the Town's proposed expansion area to the south of the original Weberville JDA.



Webberville Highway Corridor Area Concept Plan

Existing Land Uses

Legend



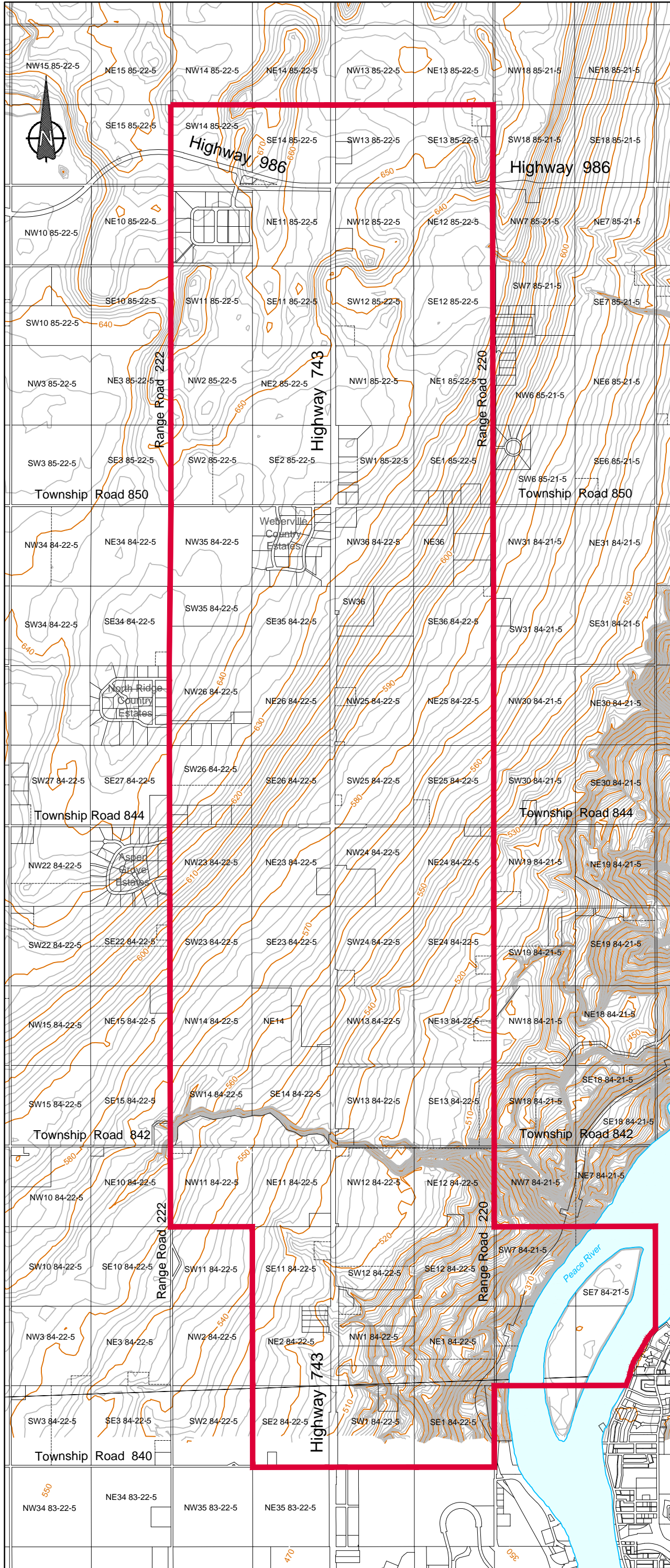
Scale - 1 : 40 000

Metres 0 200 400 600 800 1000



May 2010




Figure 3



Webberville Highway Corridor Area Concept Plan

Topography

Legend

-  Plan Area
-  Index Contour
(with elevation in metres)
-  Intermediate Contour
(2 metre interval)

Scale - 1 : 40 000

Metres 0 200 400 600 800 1000

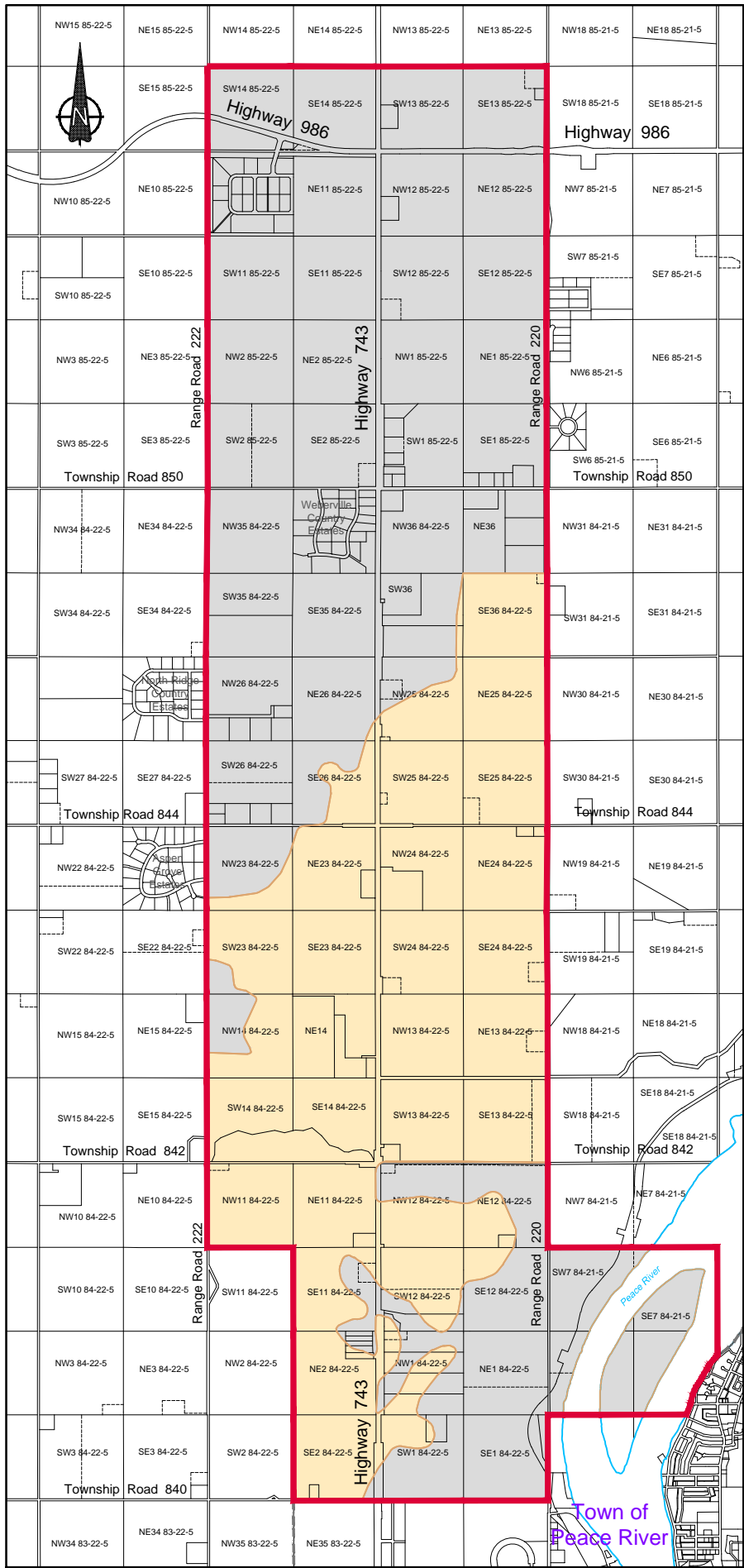


May 2010

Figure 5

Weberville Highway Corridor Area Concept Plan


Agricultural Capabilities




Legend

 Plan Area

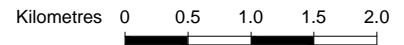
Rural Farmland Assessment Rating

 Rating Exceeding 29%

 Rating Less Than 29%

Source:
Weberville / Warrensville
Rural ASP, 1988.

Scale - 1 : 60 000



Town of
Peace River

May 2010

2.0 Plan Objectives

The objectives of the Plan are:

- a) Outline a future land use development concept for the Plan area;
- b) Promote the orderly development of country residential, commercial and industrial uses at appropriate locations;
- c) Provide policies by which future development, rezoning and subdivision applications can be assessed;
- d) Provide generalized servicing and stormwater drainage concepts for the subject lands;
- e) Develop a transportation and access management concept for the subject lands;
- f) Provide an inventory of environmental features, and outline measures to facilitate their protection;
- g) Provide a “desktop” geotechnical and groundwater assessment analysis for the subject lands.

3.0 Background Review

3.1 Statutory Documents

3.1.1 Peace River Inter-Municipal Development Plan (IDP)

This Plan was approved in July 1999 by the Town of Peace River, the County of Northern Lights, the Municipal District of East Peace No. 131, and the Municipal District of Peace No. 135.

Through the adoption of the Inter-Municipal Development Plan (IDP), the above mentioned municipalities have confirmed their commitment to cooperation for the purpose of realizing the opportunities associated with future growth.

This document requires all participating municipalities to ensure the objectives of the IDP complement the provisions contained in their statutory plans and Land Use Bylaws. When reviewing proposals, the participating municipalities will take into account the compatibility of the proposed land use in relation to existing and future land uses in the area.

The IDP applies to the southerly portion of the Plan area.

3.1.2 County of Northern Lights Municipal Development Plan

The Municipal Development Plan (MDP) is the primary planning policy document for use at the municipal level. It is intended to provide a framework for the ongoing development of the County of Northern Lights. Prepared in accordance with the Municipal Government Act, the MDP is designed to guide the future development by defining goals and objectives for the County in respect to planning matters, minimize the occurrence of incompatible land uses and provide support for the administration of the Land Use Bylaw and the preparation of other statutory planning documents.

The current MDP identifies the Plan area as being within the Agriculture and Grimshaw Gravels future land use categories. Relative to land designated as Agriculture, Policy 4.2.1 states that the County shall discourage the development of non-agricultural uses on Better Agricultural Land (as defined in Section 1.4.2), unless otherwise allowed for within the MDP, any statutory Plan or an Area Concept Plan.

Policies 5.2.4 and 6.3.3 of the MDP provide criteria for the future development of country residential and industrial subdivisions. These criteria address such matters as soil suitability, groundwater assessment, drainage, water supply and sewage disposal, road access, and open space allocation.

Policy 5.2.8 directs the development of multiple parcel country residential subdivisions away from such areas as urban fringe areas, active sanitary landfills and waste transfer stations, environmentally sensitive lands, sand and gravel extraction sites and potentially hazardous industrial operations.

Policy 6.3.3 dictates that all industrial development will be evaluated based on any impact on water supplies and water courses, proximity to residential, recreational, public and environmentally sensitive areas, proximity to Better Agricultural Land, the impact on the local road network and conformity with relevant statutory plans and the Land Use Bylaw.

Section 6.2.1 supports highway commercial development at appropriate locations, and that all applications for highway commercial development shall be referred to Alberta

Transportation for review and comment prior to a decision being issued by the County.

3.1.3 Weberville/Warrensville Area Structure Plan

The Weberville/Warrensville Area Structure Plan (ASP) was approved in August 1988. The ASP covers approximately 54,000 hectares (134,000 ac) of land in the southern portion of the County of Northern Lights. The area is located to the northwest of the Town of Peace River and is bounded to the east by the Peace River and to the west by Lac Cardinal and Highway 35. The Weberville Highway Corridor Concept Plan is contained entirely within this ASP.

The ASP was designed to facilitate development determined to be appropriate for the area in an orderly and economical fashion, having due consideration to the nature of the area, its regional setting and expected future demands.

Objectives of the Area Structure Plan include designating land in the Weberville/Warrensville area appropriate for the use identified within the Plan. This includes multi-parcel country residential, rural industrial development, and commercial land uses.

3.2 County of Northern Lights Land Use Bylaw

The majority of the land in the Plan area is zoned as Agriculture General (A), Agriculture Restricted (AR) and Crown Land (CL). Most of this area is presently used for agricultural or residential development. The multi-parcel country residential subdivisions that are present are zoned as Country Residential General (CR1) and Country Residential Agricultural (CR2). In addition, the Weberville Industrial Park at the north end of the Plan area and a portion of NE14-84-22-5 have been zoned for General Industrial (M1) use. The existing land use districting is shown in Figure 6.

The purpose of the Country Residential General (CR1) and Country Residential Agricultural (CR2) Districts are to provide for country residential development with opportunities to accommodate minor agricultural pursuits and major home occupations. The General Industrial (M1) District provides for industrial uses that require relatively large tracts of unserved land and are intended to accommodate uses related to natural resource extraction and agricultural development.

3.3 Town of Peace River Growth Study

The Peace River Growth Study was conducted to review current and future growth trends and to identify recommended future urban growth areas for the Town. This will help to ensure that the Town's growth can be accommodated in an efficient and well planned manner by providing a context for future land development and infrastructure decisions. The Growth Study was designed as an input document to aid the Town's existing Municipal Development Plan and assist in future joint planning initiatives with the neighbouring municipalities and future annexation considerations.

The Growth Study examines the potential for economic growth in the region and population forecasts while looking at the existing land inventory and land requirements. It also outlines other potential growth areas, environmentally sensitive lands and the challenges presented through growth; utility servicing, transportation, population, annexation and implementation.


Potential growth areas identified in the Study include expansion to the west of the Town along Highway 2, and the north along Highway 743 to include the most southerly portion

Figure 6

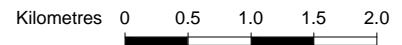
Weberville Road Area Concept Plan

Existing Land Use Districting

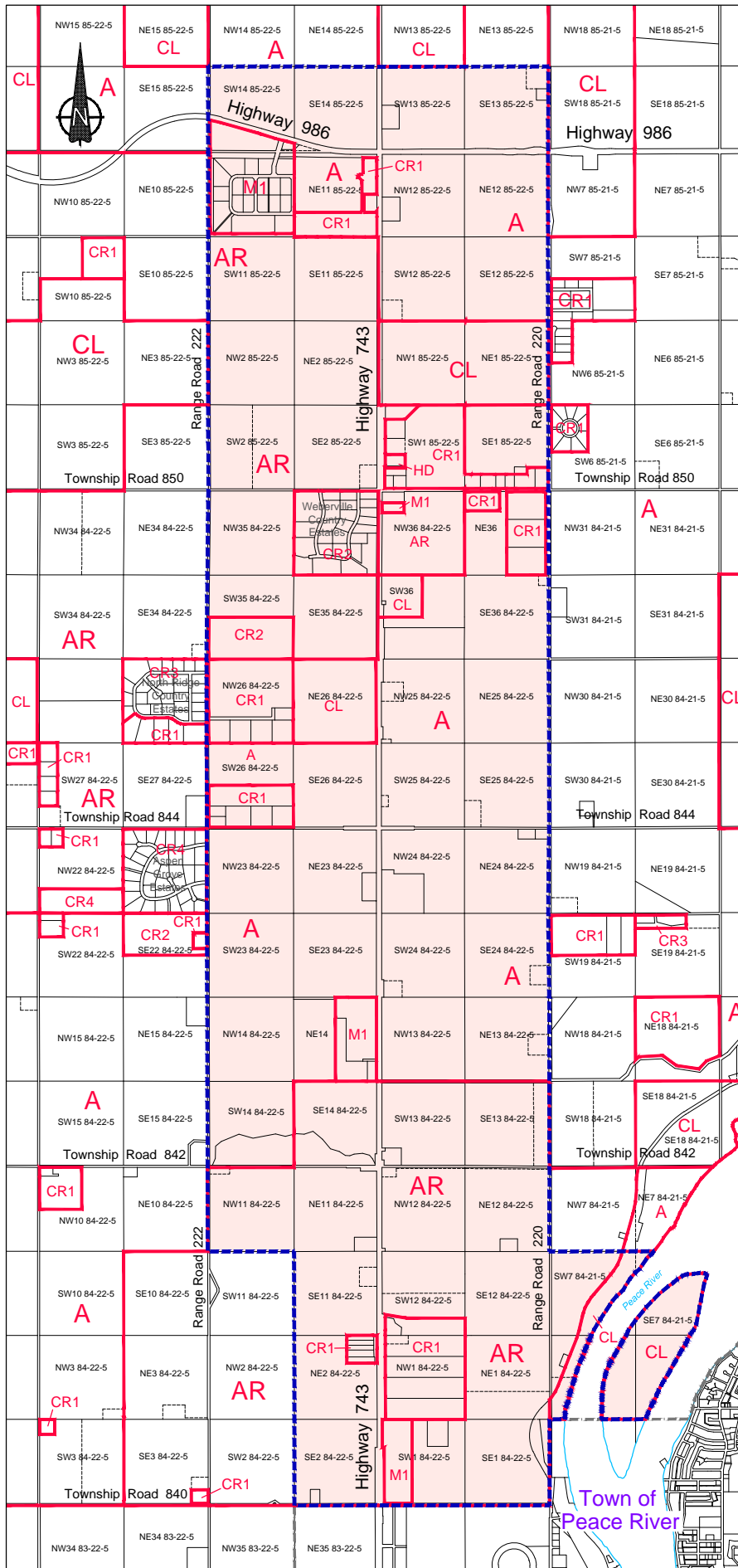
Legend

-  Plan Area
-  Land Use Boundary
-  Agriculture General
-  Agriculture Restricted
-  Crown Land
-  Country Residential General
-  Country Residential Agricultural
-  Country Residential Estate
-  Country Residential Restricted
-  Highway Development
-  General Industrial

Scale - 1 : 60 000



May 2010



j:\126000\126900_scp_weberville_dmi\02_drafting\02a_project\expanded_area\fig_6_existing_lu_districting.dwg

of the Plan area. This growth direction is identified generally in the Peace River IDP, Schedule “A” Urban Expansion Areas.

3.4 Highways 743 and 986 Functional Planning Study

Alberta Transportation released a functional planning study in 2008 which determined access management requirements in relation to Highway 743 (Weberville Road) and Highway 986. The scenarios anticipate virtually no growth in population or intensive land uses.

Alberta Transportation’s Study was used as a guide for planning Highway access for the land use changes anticipated by this Study (the Weberville Highway Corridor Area Structure Plan).

3.5 County of Northern Lights Strategic Plan (2006)

The intent of this document is to provide a clear vision and future direction for the County. It identifies plans and priorities to be used to guide the future development of the municipality, including goals and strategies relating to but not limited to planning and development and infrastructure issues.

4.0 Public Consultation

Five public consultation sessions have been held to date, as well as a landowner mail out, to provide input into the preparation of this Plan. These sessions were held to gauge landowners and public perceptions of the Plan area and identify the major themes, issues and perceptions of how area residents would like to see the area develop. The consultation process involved a combination of visioning workshops, open houses, public meetings and a mail out. The consultation sessions included static information displays, maps of the Plan area (for workshop participants to mark up and record their suggestions), question sheets (to encourage participants to identify what they value about the Plan area and what they would like to see changed), comment forms and draft versions of the Plan for landowner review and feedback. Project representatives were in attendance at the public meetings to answer questions and provide further information.

The first two sessions were conducted in December 2008 to allow residents and area landowners and the public an opportunity to provide preliminary input into the planning process. However, as a result of changes to the Plan area requested by the Steering Committee in May 2009, a second visioning workshop and open house were held in September 2009 to present the expanded scope to landowners who may have previously been unaffected by the original Plan area. This second visioning workshop and open house aimed to create a community visioning for the area, and, in a similar vein to the original public consultation plan, the visioning workshop was oriented to area landowners, while the open house was open to the general public.

A detailed summary of the input received at these sessions is provided in the Appendix, but for convenience, the major themes identified are as follows:

- Want to see the quality of life protected rather than hampered by the development of conflicting land uses.
- The protection of groundwater, the Grimshaw Gravels Aquifer and existing wildlife corridors.
- Want growth to increase in the area but in a way that protects property values and rural lifestyle.
- Preserve agricultural lands, allow more Country Residential lots and include buffers between uses to prevent potential land use conflicts with commercial and industrial uses.
- Increased commercial and industrial traffic within the plan area are a cause for concern.
- Industrial, predominately light and medium industrial, has a place within the plan so long as it is buffered adequately from the residential portions by Agricultural Lands.
- Concerns regarding the degradation of soil quality, should industrial development be permitted in the plan area.
- Concerns regarding design standards (or lack thereof) for developers when siting heavy industrial developments in the Plan area.
- Industrial and Highway Commercial development should be focused to the south and north portions of the Plan area.
- Concentrate country residential uses in the Grimshaw Gravels aquifer area, so long as the aquifer is protected.
- Desire for an environmentally sensitive/wildlife corridor along the east border of the aquifer area.
- Limit land east of the aquifer and east of Highway 743 to agricultural uses.
- Protect farmland.
- Additional industrial development in proximity to the existing industrial node in the Weberville JDA had limited support

- Set aside open space/protected areas in the aquifer area.
- Commercial development should be encouraged in the vicinity of the Weberville Hall area.

A public meeting was held at the Weberville Community Hall in May 2010 to obtain input into the draft Plan. Approximately 45 residents attended the session to express their views, including the following:

- Industrial/commercial land can go anywhere as long as they have access to highways.
- Residential benefits from scenic land.
- Limiting sewer to holding tanks only for residential uses is not favored. There are treatment options available where effluent does not harm the environment (i.e. Ivanhoe systems).
- The environmentally sensitive land adjacent to the river bank needs to be studied before propositions are made regarding future development use. As voiced previously, this land is suited to scenic residential lots, not industrial or commercial. The wildlife corridors are not accurately represented and the sensitive area near the creek is not protected at development of only 50m away.
- There is no reason to have the town having a say regarding land 10 miles from Peace River Town limits.
- The County should update their own plan for this area. There is no need for the Town to be involved. The Town should expand industrial on the west hill beside Hwy 2.
- Concerns were voiced regarding the location of industrial uses in the Plan area.
- If being done for tax purposes, why are North Ridge Estates and Aspen Grove Estates not included, this plan should include both estates.
- The MD needs to keep residents more informed of major decisions regarding the Plan. Seemed like the plan was done before anyone even set foot on actual property to see what it would be appropriate for, e.g. industrial area in north is swamp land! Who will want to develop there?
- There is no benefit to having such a joint tax revenue sharing effort between the County and the Town.
- Concerns regarding the future water main. Residents feel their current water sources are adequate. Any related water needs could be put out on tender and the County of Northern Lights can collect their own taxes which could improve the community and its needs.

Additional revisions were made to the Plan as a result of the concerns raised at this session. The revised Plan was circulated to area landowners in late July 2010 accompanied by a comment sheet to solicit responses. Twelve written responses were received, and several landowners conveyed issues or concerns to members of the consultant team via telephone. A summary of the responses received is provided in the Appendix. The Plan was further revised in response to the input that was received.

5.0 Infrastructure and Environmental Assessments

5.1 Stormwater Management

The Weberville Highway Corridor Area Concept Plan drains predominately from the northwest to the southeast, as illustrated in Figures 7 and 8. In the northwest quarter of the Plan area, SW 14-85-22-W5M, the drainage course differs from the rest of the Plan area where it flows from the northeast to the southwest. Further south there is a drainage course through Sections 12, 13 and 14-84-22-W5M, which drains from the west, through the Plan area and into the Peace River to the East. The elevations of the Plan area ranges from 670 m in the northwest to 370 m in the southeast, the slope of the plan area differs drastically as the southeast portion of the plan area incorporates a portion of the Peace River and valley system (See Figure 4).

Stormwater management shall be required for quantity and quality control as outlined in Section 7.9.5 of this report. Quantity control is required to reduce the potential impacts of residential and industrial 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. The quantity control should be pre-development flows equal post-development flows. Quality control is required to mitigate any potential for environmental contamination of nearby bodies of water.

5.2 Sanitary Sewer

No municipal sanitary services are located within the Plan area. All development in the Plan area is currently served by on-site septic systems such as holding tanks, mounds, fields and surface discharge systems. To service the Plan area in the interim, private sewage disposal systems will continue to be installed in accordance with Provincial regulations at the time of building construction. These systems may be permitted until such time as municipal services have been extended to the Plan area from the Town of Peace River and connections to the services have been provided.

5.3 Water Supply

No municipal water services are located within the Plan area or the immediate vicinity at this time. Development in the Plan area is currently served by on-site water supplies, consisting of cisterns, wells or dugouts, as well as the Weberville water co-op. To service the Plan area in the interim, private water supply systems will continue to be installed in accordance with Provincial regulations at the time of building construction.

5.4 Transportation

Existing accesses to Highway 743 in the Plan area are shown in Figure 9. Accesses are closely spaced although development in the adjacent land is light. Most lands are agricultural, with some small industrial uses and some country residential subdivisions.

Within the Plan area there are 39 accesses (including public roads and private driveways) within an 8.5 mile span of Highway 743, an average of over 4.6 accesses per mile. Along Highway 986, there are five access points within the Plan area including Highway 743, an average of 2.5 accesses per mile.




The westerly most access on Highway 986 is for the Weberville Industrial Park is located immediately west of the Plan area. The sightline at this access to the east for a semi-

Figure 7

Weberville Highway Corridor Area Concept Plan

Existing Drainage (North)

Legend

-  Drainage Direction Arrow
-  Contour Line
-  Plan Area



Scale - 1:30,000

Metres 0 200 400 600 800 1000



May 2010

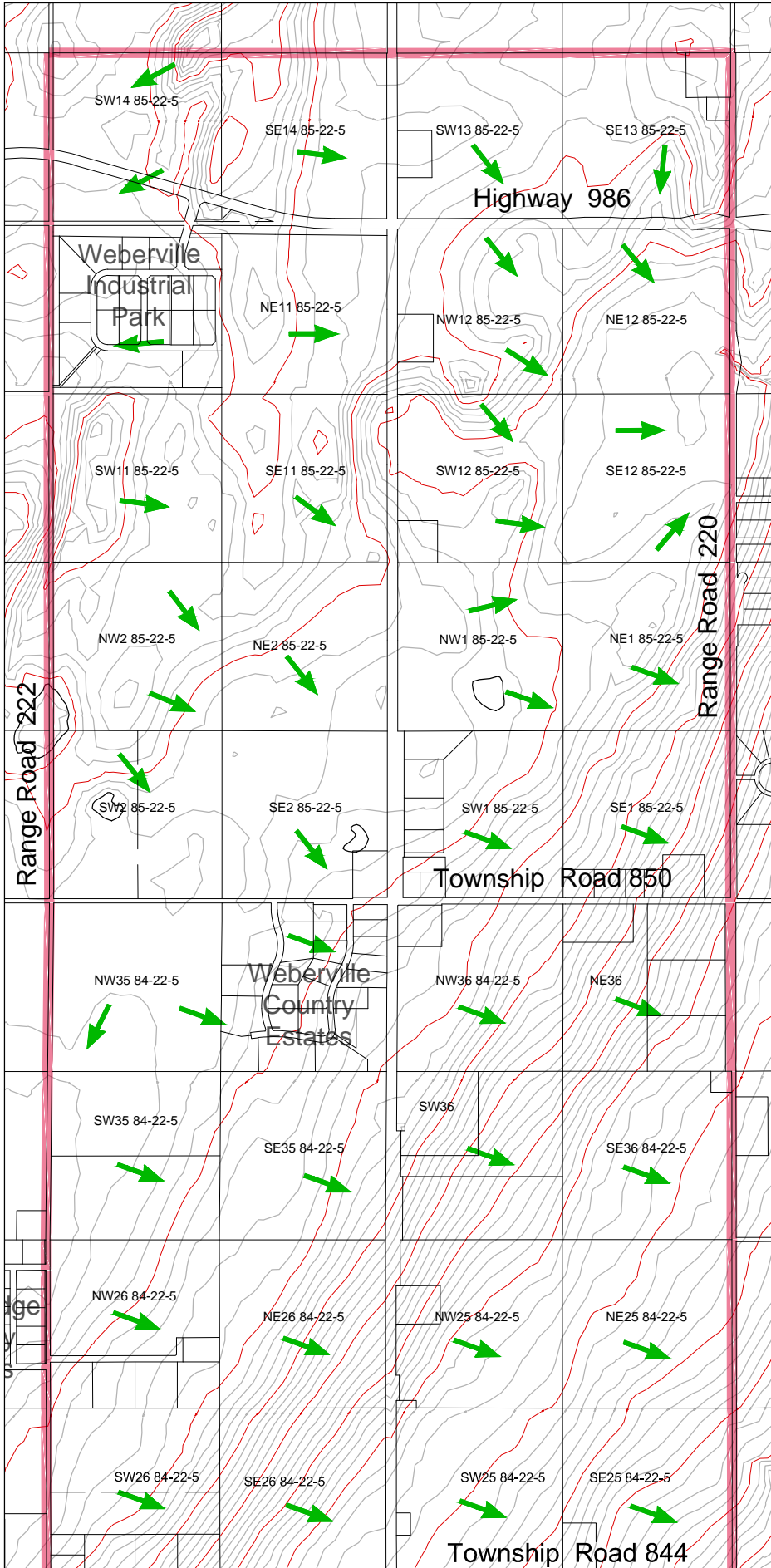



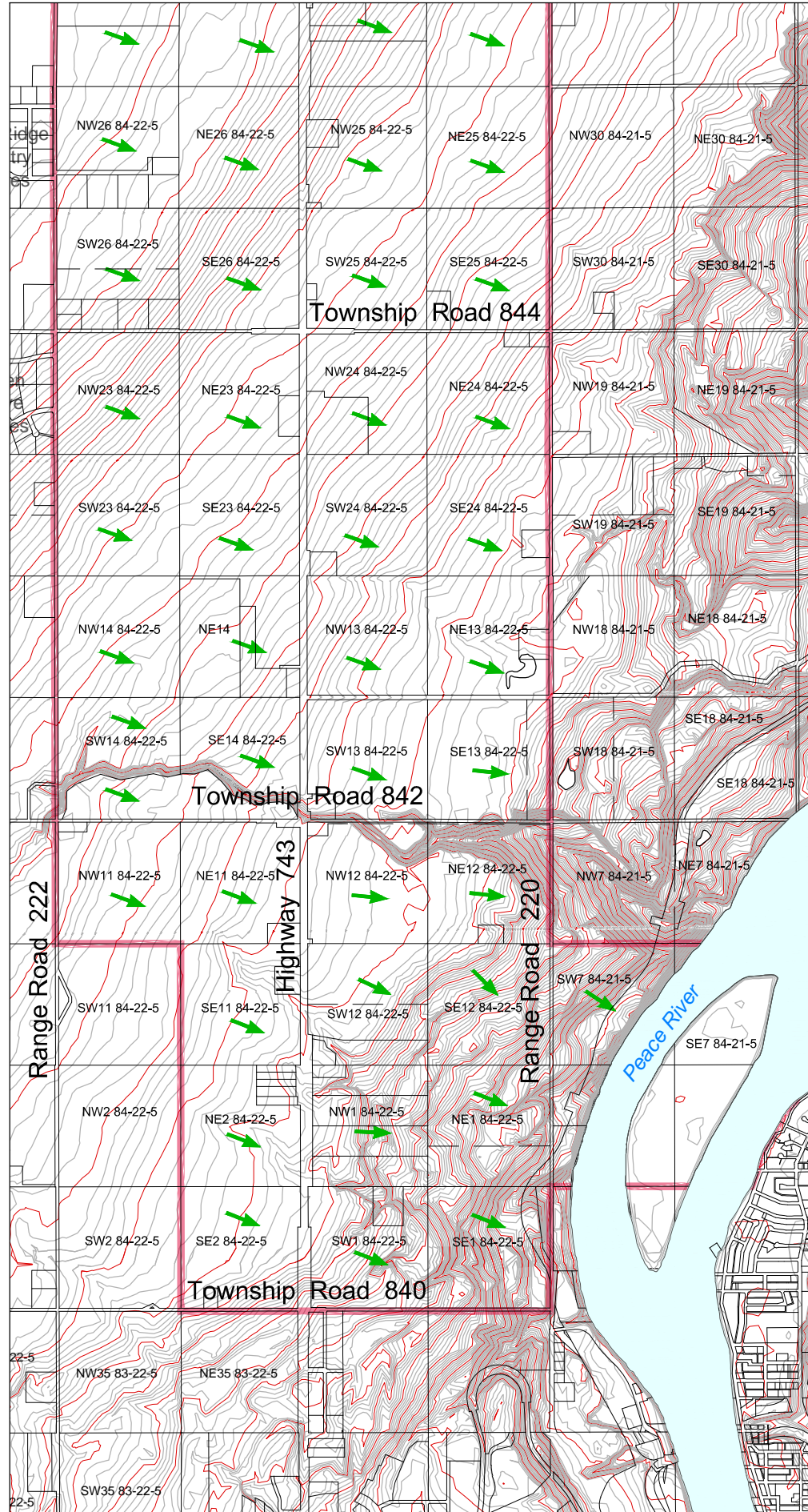


Figure 8

Weberville Highway Corridor Area Concept Plan

Existing Drainage (South)

- Legend**
-  Drainage Direction Arrow
 -  Contour Line
 -  Plan Area

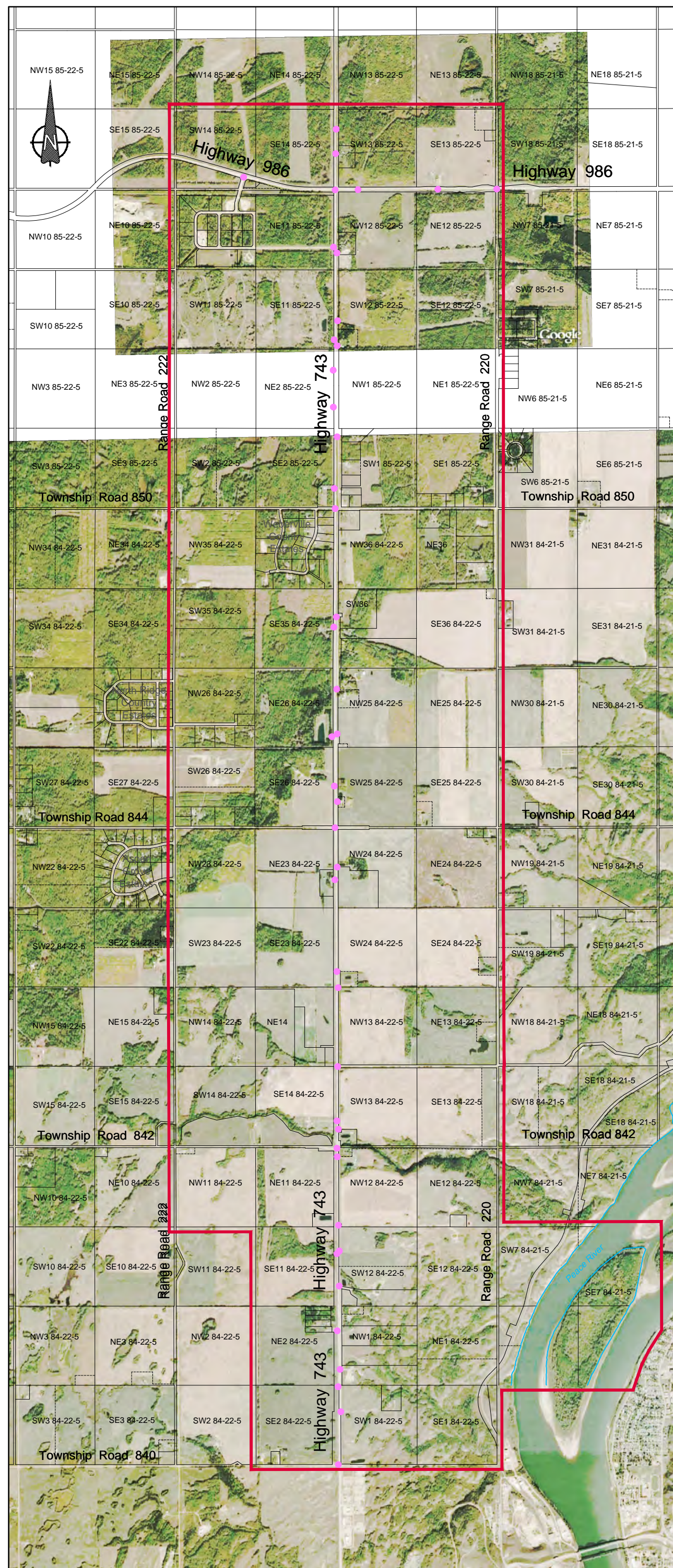


Scale - 1:40,000

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May 2010



Webberville Highway Corridor Area Concept Plan

Existing Highway Access Points

Legend

- Existing Highway Access Points
- Plan Area

Scale - 1 : 40 000

Metres 0 200 400 600 800 1000



November 2010

Figure 9

trailer truck is substandard based on a previous study conducted by ISL (Kwasny TIA). A distance of 560 m is required while about 360 m is available at this location due to the presence of a crest curve. This 560 m requirement is based on the assumption that the truck must accelerate close to highway speed before a following vehicle catches up to it. Due to a truck's relatively low acceleration rate a long distance is needed. The sightline to the west exceeds 560 m, but is limited by a horizontal curve. If the access were shifted west to improve the sightline to the east, the sightline to the west may no longer be met. Section 7.8 identifies some possible means to address this sight line deficiency.

Alberta Transportation has recently completed an access management plan for Highway 743. The plan's intent is to bring access spacing closer to current standards, which in effect will reduce the number of accesses in the future. The plan assumes that development of adjacent lands will be light.

For the southern portion of the Plan, those lands located one mile south of Highway 986, the proposed development is light, similar to the existing use of land, and thus the Alberta Transportation access plan is recommended for this area as outlined in Section 6 of this report.

For the northern portion of the plan, the area surrounding the intersection between Highways 743 and 986, the proposed development envisioned will be heavier, including more industrial development. The future access plan for this area will therefore be somewhat different than Alberta Transportation's access plan, and is detailed in Section 7.8 of this report.

5.5 Environmental Assessment

A desktop environmental assessment of the Plan areas was undertaken by ISL to provide additional context for the Area Concept Plan. The detailed report is contained in the Environmental Overview Report under separate cover, but a brief summary is provided here for convenience.

a) Geology

A portion of the study area is underlain with the Grimshaw Gravels Aquifer, which provides a major source of local groundwater (Figure 2). This area is based on the information contained within the Weberville/Warrenville Area Structure Plan (1988b) and Background Study (1988a). A recent desktop geo-hazard analysis (Parkland Geo-Environmental Ltd., 2009) shows a reduced area, based on existing water well drilling reports.

The remainder of the study area contains primarily sandstone and shale in differing concentrations: shale dominates in the southeastern portion while sandstone dominates in the area between the Aquifer and shale dominated area.

b) Soils

The local geology has led to the development of four distinct soil units in the study area:

- Glacio-fluvial till; clay loam to loam textured;
- Organic material; dark brown to black fibrous peat
- Soils developed on lacustrine deposits;
- Soils developed on alluvial and Aeolian materials; stratified, alternating beds of sand, silt and clay.

In general, the areas underlain by the Aquifer support glacio-fluvial till. Peaty soils are generally located on the southwest portion of SW 11-85-22-5, the

western ½ of 35-84-22-5, a portion of NE 35-84-22-5 and along the southern boundary of S 2-85-22-5 (Figure 3). The remaining lands are split between the glacio-fluvial till, lacustrine deposits and alluvial/Aeolian materials.

c) Hydrology

While it is difficult to discern all water bodies due to extensive tree cover in portions of the study areas, surface water includes an unnamed creek that traverses the southern portion of the Plan area and flows into the Peace River. In terms of groundwater, the Grimshaw Gravels Aquifer underlays much of the north and western portions of the Weberville Highway Corridor Plan area and provides the greatest source of groundwater to these areas.

d) Vegetation

The Plan areas are located within the Peace River Parkland Subregion. Extensive native prairie once occupied the lands within the Peace River Parkland, although most of the native vegetation has been replaced by cropland. The areas also contain forests consisting primarily of aspen and white spruce.

A large portion of quarter sections within the Plan area currently support tree stands, and several other quarter sections support a mixture of agricultural and forested/natural vegetation. The predominant tree type is aspen, with a mix of black spruce-Labrador tea-peat moss fen, typically found on wet, poorly drained depressions.

Small wetland areas are found within agricultural fields and within wooded areas.

e) Wildlife

The study area contains a variety of wildlife habitats, and includes relatively large forest stands, wooded creeks, the Peace River valley, differently sized wetlands, agricultural fields and shelterbelts. Based on the wide variety of habitats available within the study area, and the close proximity of the boreal forest region, the area has the ability to support a variety of species. Based on vegetation patterns and species distribution records, 193 species have the potential to occur in the study area: 152 birds, 38 mammals, two amphibians and one reptile species. Of those 193 species, 64 are year-round residents of the area, 107 occur during the breeding season, 19 pass through during migration and three overwinter in the area.

f) Fish and Aquatic Resources

Part of the Plan area incorporates a portion of the Peace River and an unnamed tributary (which flows through the south ½ of 14-84-22-W5M and the north ½ of 12-84-22-W5M) which drains into the Peace River. The Peace River is known to contain a variety of fish species, including northern pike, walleye, golden eye and forage fish (Nelson and Paetz, 1992). Recent studies, from 2002 and 2005, listed a variety of species: trout-perch, mountain whitefish, burbot, goldeye, walleye, Lake Chub, fathead chub, longnose sucker, white sucker, longnose dace, reidsided shiner, spottail shiner and spoonhead sculpin. The Peace River is a Class C watercourse, meaning it has moderate sensitivity and contains broadly distributed habitats supporting local fish species populations.

The unnamed tributary is an unmapped watercourse and therefore takes on the class of the receiving watercourse; in this case, Class C. Fish species from the Peace River may travel upstream in the spring to spawn in the study area; a fish assessment of the tributary may be required to determine the quality of fish

habitat present and the likelihood of spawning in the study area (see Section 6.2 for more information). Finescale dace were reported from the tributary at the Highway 743 crossing location in 2005 (FMIS, 2009).

g) **Ecological Connectivity**

Ecological connectivity/linkages are important in that allow for nutrient circulation between ecosystems and provide for animal movement between patches of required habitat.

There are three major ecological corridors in the study area: an east-west corridor along the unnamed tributary, a southwest to northeast forest corridor in the central portion of the Plan area, and a northwest corridor allowing movement between the forested and swampy areas of the Plan area south of the Highway 743 and Highway 986 junction. The continuous treed cover provides habitat and movement linkages for many species. Many minor corridors occur throughout the study area as shelterbelts with remnant tree stands acting as islands, or stop-over locations, for animals moving through the area.

5.6 Geotechnical Assessment

A desktop geo-hazard assessment report, titled Geo-Hazards Assessment Weberville Area Concept Plan County of Northern Lights, Near Peace River, Alberta, for the Plan areas was undertaken by Parkland Geo-Environmental Ltd. to provide additional context for the Area Concept Plan. A brief summary is provided here for convenience.

- The general topography of the Weberville Highway Corridor Area Concept Plan is generally flat with gently rolling hills that gradually slope towards the Peace River valley to the east. The slopes are approximately 6 percent through the northwestern portions of the area, flattening out to approximately 3 percent across the central and southern portions of the study area.
- The general soil profile is topsoil overlying silty clay, followed by sand and gravel. The Weberville Highway Corridor Plan area is underlain by the Dunvegan Formation, sandstone bedrock formed in the late Cretaceous age and the Shaftsbury Formation, which consists of shale bedrock formed in the early and late Cretaceous period along the Peace River valley.
- The majority of the Weberville Highway Corridor Plan area has relatively minor slopes which will not impede development. Some areas, however, do exceed 20 percent, particularly in proximity to the Peace River valley. There is also evidence of slumping in one area which is indicative of an active landslide area. The slopes and instabilities in these areas are due to the presence of a creek at the southern end of the Plan that drains into the Peace River valley.
- Due to the slope issues in southern portion of the Plan area, near the creek, the Geotechnical Assessment recommends no development within 50 m of the crest of the slope unless a site specific geotechnical study provides alternative recommendations. This setback is shown in the Geotechnical Assessment prepared by Parkland Geo.
- The assessment also indicates that the particular slopes and geological features of the Peace River valley necessitate having a significant development setback. As such, the assessment recommends a 1.5 km setback from the crest of the slope associated with the Peace River valley. This setback is also shown in the Geotechnical Assessment prepared by Parkland Geo.

- The Grimshaw Gravels Aquifer is an important source of drinking water in the Peace River area. The probable yield of the aquifer ranges up to 8 L/s and possibly exceeds 38 L/s.
- Other issues identified are the surficial gravels that may pose difficulties for construction of deep foundations, and may also pose a restriction on sewage disposal criteria, as it is not recommended to dispose of untreated sewage in sand or gravel soils. Some peat and bog areas are also present in the Plan area.

6.0 Land Use Opportunities and Constraints Analysis

A review of existing background documents, combined with the results of the Landowner/Public workshops, the stormwater, potable water and sanitary sewer servicing assessments, the transportation assessment, the desktop geotechnical analysis, and the environmental assessment, have identified the following opportunities and constraints for the Plan areas in terms of development:

6.1 Opportunities

Grimshaw Gravels Aquifer: The northwest portion of the area contains the Grimshaw Gravels Aquifer, which provides a good supply of water conducive to servicing multi-lot Country Residential Development. The results of the workshops indicated that area landowners and the general public feel comfortable with residential development being directed to this area.

Good Accessibility: The area is accessible from Highway 743 by developed local road allowances, which provide access to the Country Residential areas to the west and the north.

Natural Areas: Significant areas along the creek to the south and within the treed area to North West can be protected to provide natural amenity for area residents. Area residents and the public have indicated that they value the protection of these natural areas.

Existing Industrial Zoning: The existing industrial zoning on east half of NE 14-84-22-W5M affords limited opportunities for industrial development. A development permit has been issued for an asphalt plant on a portion of these lands, but has not yet been constructed.

Existing Industrial Park: NW 11-85-22-W5M is zoned Industrial, and contains a partially developed industrial park (Weberville Industrial Park). The Weberville/Warrens ville ASP also designates this for industrial development.

Good Visibility: The area contains lands at the intersection of Highways 743 and 986. Both routes have fairly significant traffic volumes, with Highway 986 leading to the Daishowa pulp mill to the east and to Warrens ville to the west, and Highway 743 leading to the Town of Peace river to the south and the Town of Manning to the north.

6.2 Constraints

Grimshaw Gravels Aquifer: The composition of the aquifer which makes it a good source of water to service multi-lot Country Residential Development also makes it a constraint to development in terms of limiting the options available for sewage treatment. The aquifer can easily become contaminated through conventional methods of sewage disposal, however, as the geotechnical report outlines, alternative systems should not pose a problem for development.

Agricultural Land: Some of the best quality agricultural land near the Town of Peace River is located within the Plan area. These lands comprise the majority of lands adjacent to Highway 743.

Hazard Areas: Significant geotechnical hazard areas such as those near the Peace River valley and near the creek at the southern end require significant development setbacks, as identified in the geotechnical assessment.

Accessibility: The north entrance to the Weberville Industrial Park off of Highway 986 has poor sight lines, and Alberta Transportation wishes to relocate this access. The southern entrance is currently via NE 11-85-22-W5M off Highway 743; however, Alberta Transportation advises that this access point will eventually be closed. Currently, any further industrial development will require relocation of the Highway 986 access and the acquisition and development of land for service roads, to meet Alberta Transportation's standards involving one mile spacing between highway intersections. However, options to meet this standard are constrained; see Section 7.8.5 for possible solutions.

Servicing: The lack of municipal water and sanitary servicing poses limitations for certain types of industrial development and lot sizes. In addition, a high pressure gas pipeline is located along the south side of Highway 986, east of Highway 743, angling towards the northeast through 13-85-22-W5M. This is expected to have an effect on development in the area due to setback issues, but the impacts are expected to be minor and manageable at the time of development.

7.0 Development Concept

7.1 General Land Use

The land use concept and accompanying policies were determined by considering the following:

- County of Northern Lights economic development goals and strategies, as referenced in the County’s Strategic Plan;
- Policies contained in the MDP and other relevant plans and studies;
- Existing land use patterns;
- Topography including natural features;
- Existing transportation network and planned improvements;
- Comments received from the landowner and public workshop participants;
- Provisions as contained within the Joint Development Areas agreements.

The proposed land use concept for the Weberville Highway Corridor Area Concept Plan is illustrated on Figure 10, and an associated summary of the land use areas is provided in Table 7.1. The total area for the Area Concept Plan is 4,545 ha (11,230 ac).

Table 7.1: Land Use Summary

Land Use	Total Area (ha)	Total Area (ac)	Percent
Total Area	4,545	11,231	100.0
Country Residential ²	1,225	3,027	27.0
Small Lot	659	1,628	14.5
Large Lot	566	1,399	12.5
Highway Commercial	150	371	3.3
Open Space	506	1,250	11.1
Industrial	706	1,745	15.5
Agricultural	1,846	4,562	40.6
Institutional	7	17	0.2
Water (Peace River)	105	259	2.3

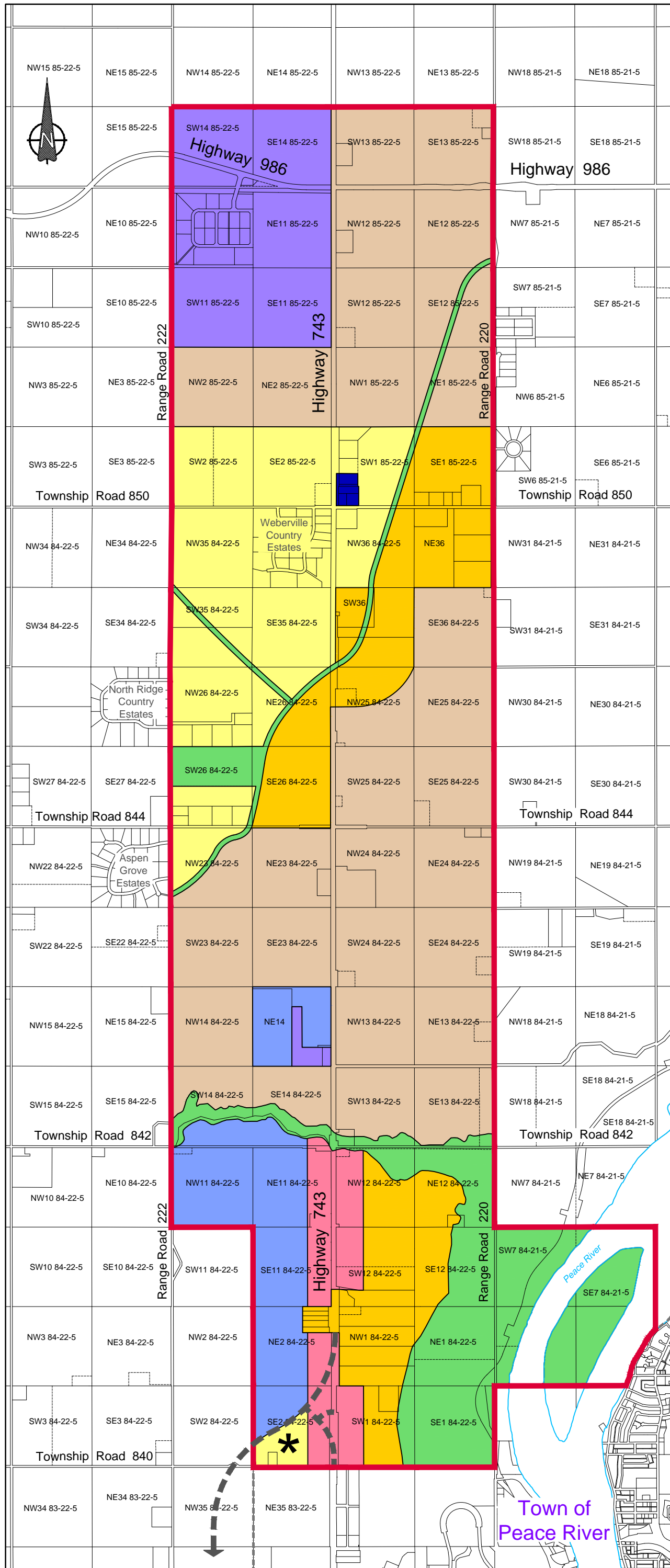
7.2 Agriculture

This Plan recognizes that agriculture is the predominant activity in the Plan area, comprising 41% of the total area, approximately 1,846 ha (4,562 ac) in size. As illustrated in Figure 10, the majority of the lands reserved for agricultural activities, or activities compatible with agricultural operations, are situated in the centre of the Plan area. This corresponds with lands that are generally considered by the County as “better agricultural lands” by definition. A second area in the northerly portion of the Plan area corresponds predominantly with Crown lands, and is intended to serve as a buffer between proposed industrial and country residential development areas.

Goal:

- To minimize the impact of non-agricultural development on better agricultural lands and promote rural development that is compatible with existing agricultural activities.

² Includes a 23 ha (57 ac) node located immediately north of the Town of Peace River, bounded to the north by the proposed realignment of Highway 743. This would be an extension of the residential area contained in the Town’s St. Germaine Creek Area Structure Plan.



Weberville Highway Corridor Area Concept Plan

Future Predominant Land Use

Legend

-  Plan Area
-  Agriculture
-  Country Residential (Small Parcels)
-  Country Residential (Large Parcels)
-  Open Space / Wildlife Corridor
-  Highway Commercial
-  Light Industrial
-  Medium Industrial
-  Institutional / Civic
-  Urban Residential if Annexed by Town
-  Potential Highway 743 Realignment

Note:
All land use boundaries are approximate and subject to confirmation at time of development.

Scale - 1 : 40 000

Metres 0 200 400 600 800 1000



Town of Peace River

August 2010

Objectives:

- To recognize agriculture as a predominant land use in the Plan area.
- To minimize the impact of non-agricultural uses on existing farm operations.
- To ensure that better agricultural land is preserved for farming purposes wherever possible.
- To avoid fragmentation of better quality agricultural land.

Policies:

- 7.2.1 The subdivision of land for non-agricultural uses shall not be permitted in the Agriculture area unless the subdivision is required to accommodate the following:
- Farmstead separations;
 - fragmented parcels;
 - agricultural operations such as greenhouses, market gardens, and apiaries, but excluding confined feeding operations, that generally require reduced lands areas on which to operate;
 - other non-agricultural uses that are allowed pursuant to this Plan.
- 7.2.2 Non-agricultural developments that may be supported in the Agriculture area include public uses, agricultural industries, resource extraction, extensive recreational uses, and temporary equipment storage.
- 7.2.3 The subdivision of a vacant first parcel out of an unsubdivided quarter section may be permitted in the Agriculture area if the proposed parcel:
- Is not located on better agricultural land;
 - is a minimum of 1.2 hectares (3 acres) and a maximum of 4.0 hectares (10 acres) in size;
 - has, in the opinion of the Development Authority, a suitable building site;
 - will not interfere with existing agricultural operations both on the balance and on adjacent lands; and
 - legal and physical access is available.
- 7.2.4 The subdivision of a fragmented parcel shall be supported if:
- The proposed parcel is inaccessible from the balance or is inconvenient to farm; or
 - the severed portion is to be consolidated with adjacent lands;
 - legal and physical access are available; and
 - if proposed for residential development, that the parcel is not subject to erosion, flooding or subsidence.

7.3 Country Residential

Country Residential development is supported in the northwesterly portion of the Plan area as it is in proximity to established country residential development, the area has good potential for potable water supply due to the underlying aquifer, and is in an area where better agricultural land is not present. The Plan also supports future country residential development north of the Town of Peace River east of Highway 743 due to its amenity value with its proximity to the Peace River valley, and is reflective of the existing zoning that characterizes much of the area. The proposed future development concept illustrates two Country Residential areas: Country Residential (Small Lot) and Country Residential (Large Lot). Area set aside for small lot country residential development accounts for a total of approximately 659 ha (1,628 ac), or 14.5% of the total Plan area. Large lot country residential accounts for 566 ha (1,399 ac), or 12.5% of the total area.

Goal:

- To allow future country residential development to be situated at locations that is compatible with other development in the vicinity.

Objectives:

- To recognize country residential development as a legitimate land use in the rural area, while minimizing potential conflicts with non-residential uses.
- To provide for the establishment of attractive, well-planned and properly serviced country residential development.
- To provide for two different areas of future country residential, separated by a proposed open space/wildlife corridor.

Policies:

- 7.3.1 In the area identified as Large Parcel Country Residential, development with lot sizes ranging from 2.0 ha (5 ac) to 4.0 ha (10 ac) is supported. Development in this area is intended to follow the requirements of the Country Residential General (CR1) and Country Residential Agricultural (CR2) Districts of the County of Northern Lights Land Use Bylaw.
- 7.3.2 In the area identified as Small Parcel Country Residential, development with lot sizes ranging from 1.2 ha (3 ac) to 2.0 ha (5 ac) is supported. Development in this area is intended to follow the requirements of the Country Residential Estate (CR3) and Country Residential Restricted (CR4) Districts of the County of Northern Lights Land Use Bylaw.
- 7.3.3 In order to ensure that the impacts of new country residential development on existing development is minimized, new country residential subdivisions shall be designed in accordance with the following:
- Access to individual lots is limited to internal subdivision roads. Direct access from individual lots to Township or Range Roads is to be discouraged;
 - The removal of native vegetation shall be kept to a minimum. Removal of trees is to be limited to building sites and road rights-of-way wherever possible; and
 - The use of appropriate buffering and screening where needed.
- 7.3.4 Residential development in the Grimshaw Gravels aquifer shall only be allowed in areas where the depth of the aquifer is demonstrated to be greater than three (3) metres from the base of the building foundation. A lesser distance may be allowed if building practices recommended by a qualified engineer are implemented that demonstrate that the aquifer would not be affected.
- 7.3.5 Country residential development shall not be allowed within the Grimshaw Gravels aquifer unless the proposed lots are serviced by sealed holding tanks or other form of closed loop sewage disposal system. Restrictive covenants to this effect shall be registered on the proposed lots at the time of subdivision.
- 7.3.6 Minimum and maximum lot densities for multi-lot country residential development shall be 5 lots and 22 lots respectively per quarter section of land (in conformity with the Warrensville/Weberville ASP). The maximum density may be increased at the discretion of the Approving Authority if a report prepared by a qualified engineer provides evidence that the lands will be able to support additional lots without further risk to contamination of the aquifer.

- 7.3.7 Any proposed re-districting relating to an application to develop a multi-parcel residential subdivision must be accompanied by an Area Structure Plan in accordance with Section 8.4 which meets the requirements of the Municipal Government Act and the County.
- 7.3.8 The Plan recognizes that there are small commercial operations located within proposed Country Residential areas, and this Plan does not prevent the continued operation or future subdivision of these activities.

7.4 Industrial

When originally negotiated between the Town and County, the intent of this Plan was to accommodate predominantly industrial development. Subsequent analysis and review has determined, however, that it is more appropriate to concentrate future industrial development in clearly defined areas in order to ensure compatibility with existing land uses. In this Plan, industrial development totaling approximately 388 ha (960 ac) is concentrated in the north end of the Plan area in proximity to the existing Weberville Industrial Park. A second node of industrial development, totaling 318 ha (786 ac) is proposed at the south end of the Plan area, contiguous with proposed industrial development within the Town.

Goal:

- To promote and support appropriate levels and types of industrial development at specified locations within the Plan area.

Objectives:

- To encourage concentrated industrial development at accessible locations that is not reliant on municipal services.
- To promote a diverse range of industrial development that does not conflict with adjacent land uses.

Policies:

7.4.1 For the purpose of this section, the following definitions shall apply:

“Light Industrial” means low impact industrial development where little or no nuisance effects are generated on adjacent properties, and have minimal demands for water and sewer disposal facilities. These uses may be permitted in closer proximity to residential and commercial uses with minimal buffer requirements. Examples of light industrial uses include small scale welding operations, warehouse distribution and sales, storage, and office complexes.

“Medium Industrial” means industrial uses that require relatively large tracts of unserviced land and are intended to accommodate uses related to natural resource extraction and agricultural development. No significant nuisance factor is created beyond the boundaries of the site. Examples include auto body and paint shops, industrial camps, small scale manufacturing and/or assembly plants, and sand and gravel stockpiling and processing.

“Heavy Industrial” means large scale, site specific industrial uses, involving large manufacturing and industrial processing facilities which may have a significant detrimental effect on the safety, use and enjoyment of adjacent or nearby sites, due to noise, odour, pollution, fire or explosive hazards. Typical uses include oil and gas processing plants (upgraders), pulp mills, petro-chemical processing plants, silica and

sands processing plants.

- 7.4.2 Future light and medium industrial development may be supported in the area identified as Industrial within the Plan, provided that the following criteria are met:
- The proposed use does not generate excessive traffic, noise, or emissions that in the opinion of the County would create negative impacts on adjacent properties;
 - Landscaped buffers, screening and fencing are provided on the periphery of the development site to the satisfaction of the County.
- 7.4.3 The County shall generally encourage the development of medium industrial uses in the Plan area that require larger tracts of unserviced land. Uses related mainly to natural resource extraction, construction and agricultural development industries are supported.
- 7.4.4 The development of heavy industrial uses will not be permitted in the Plan area.
- 7.4.5 An Area Structure Plan (ASP) shall be required for any re-districting for a multi-lot industrial development in accordance with Section 8.4. The ASP must meet the requirements of the Municipal Government Act and be to the satisfaction of the County.
- 7.4.6 The County may direct a proposed development to the Town of Peace River if it is determined that by reason of servicing or other requirements it is better suited to locating in the Town.
- 7.4.7 Notwithstanding Section 7.4.2, industrial developments located within the area of the Grimshaw Gravels aquifer shall only be permitted on lands where the depth to the aquifer is demonstrated to be greater than five (5) metres from the base of the building foundation. A lesser distance may be allowed if building practices recommended by a qualified engineer are implemented that demonstrate that the aquifer would not be affected.
- 7.4.8 No industrial development shall be permitted that involves the open discharge of effluent or other liquid waste. All industrial developments are to be serviced by sealed holding tanks or other form of closed loop sewage disposal system. Restrictive covenants to this effect shall be registered on the proposed lots at the time of subdivision.
- 7.4.9 The Plan recognizes that there are existing residential uses within the Industrial areas. The expansion or redevelopment of existing residences is permitted
- 7.4.10 New residential subdivision may only be permitted in an Industrial area if the subdivision is required to accommodate a farmstead separation, or the proposed residence is to be located on a fragmented parcel. New multiple parcel country residential development will not be permitted.

7.5 Highway Commercial

In this Plan, highway commercial development, totaling approximately 150 ha (371 ac) or 3.3% of the total area, and is concentrated at the south end of the Plan area beginning on the south side of the unnamed tributary and extending along Highway 743 to the southern border of the Plan area.

Goal:

- To accommodate the growth and development of highway commercial uses in suitable locations.

Objectives:

- To locate highway commercial along major highway corridors for maximum visibility and accessibility.
- To avoid conflicts with adjacent land uses.

Policies:

- 7.5.1 The County supports highway commercial development at locations fronting on Highways 986 and 743.
- 7.5.2 All applications for highway commercial development shall be referred to Alberta Transportation for review and comment prior to a decision being issued by the County.
- 7.5.3 An Area Structure Plan (ASP) shall be required for any re-districting for a multi-lot highway commercial development in accordance with Section 8.4. The ASP must meet the requirements of the Municipal Government Act and be to the satisfaction of the County.
- 7.5.4 Commercial developments located within the area of the Grimshaw Gravels aquifer shall only be permitted on lands where the depth to the aquifer is demonstrated to be greater than five (5) metres from the base of the building foundation. A lesser distance may be allowed if building practices recommended by a qualified engineer are implemented that demonstrate that the aquifer would not be affected.
- 7.5.5 No commercial development shall be permitted that involves the open discharge of effluent or other liquid waste. All commercial developments are to be serviced by sealed holding tanks or other form of closed loop sewage disposal system. Restrictive covenants to this effect shall be registered on the proposed lots at the time of subdivision.
- 7.5.6 The Plan recognizes that there are existing residential uses within the proposed Highway Commercial areas. The expansion or redevelopment of existing residences is permitted, as is the construction of new residences on undeveloped sites that are currently zoned for residential development.
- 7.5.7 New residential subdivision may only be permitted in a Highway Commercial area if the subdivision is required to accommodate a farmstead separation, or the proposed residence is to be located on a fragmented parcel. New multiple parcel country residential development will not be permitted.

7.6 Open Space

The provision of open space in the Plan area is desirable for the protection of environmentally sensitive features, and the maintenance of wildlife corridors through the Plan area.

Goal:

- To make provision for open space in the Plan area to protect lands of ecological significance.

Objective:

- To create wildlife corridors and provide for recreational amenity through the provision of open space in proximity to natural features.

Policies:

- 7.6.1 Existing wildlife corridors should be confirmed prior to development so that development within these corridors is discouraged.
- 7.6.2 The County will actively pursue the protection and preservation of significant natural corridors and natural features in the Plan area as follows:
- the creation of a wildlife corridor of approximately 50m in width through the Country Residential area, as shown generally within Figure 10;
 - along the unnamed tributary creek at the south end of the Plan area; and
 - the shore areas of any known wetlands, or water bodies.
- 7.6.3 Where possible, the lands outlined in 7.6.2 shall be secured during the subdivision through the dedication of environmental reserve or environmental reserve easements. Where necessary, these environmental reserve lands may be augmented through the dedication of municipal reserve. Alternatively, these lands may be secured through conservation easements in the event that subdivision does not occur.
- 7.6.4 Wherever feasible, attempts should be made through subdivision design to integrate developed and natural areas. Such linkages may be created through the dedication of municipal reserve in the subdivision process.
- 7.6.5 Mitigation measures, such as marking clearing limits, should be undertaken to prevent habitat loss.
- 7.6.6 Any harmful alteration, disruption or destruction (HADD) of fish habitat requires authorization under the Fisheries Act. The HADD must be compensated such that the disturbed area is restored or replaced with equivalent habitat.
- 7.6.7 The County will work with Alberta Transportation to facilitate the reclamation of the existing gravel pit site on the SW 26-84-22-W5M. Opportunities to develop the site for recreational use when the site is reclaimed will be explored upon the cessation of activities.

7.7 Environmental Protection**Goal:**

- Ensure that all future development occurs in an environmentally responsible manner

Objectives:

- To protect lands with known or suspected geo-hazards from development
- To protect environmentally sensitive lands from destruction or degradation due to development.

Policies:

- 7.7.1 A detailed geotechnical investigation may be required when a proposed development is to be located within 1.5 km of the crest of the slope associated with the Peace River valley, as shown on Figure 7 of the Geotechnical Assessment Report.
- 7.7.2 Development within 50 m of the crest of the slope of the unnamed tributary creek at the south end of the Plan area may be prohibited unless a site specific geotechnical study provides alternative recommendations, as shown on Figure 7 of the Geotechnical Assessment Report.
- 7.7.3 Development within the Plan Area will require stripping and grading of land. Uncontrolled water runoff from areas cleared of vegetation or areas of fill material could carry sediments into water bodies and the tributary. The use of appropriate temporary erosion control measures during construction will help limit the potential release of eroded sediment into local water bodies.
- 7.7.4 The following conditions may be required as part of a development permit application within the Plan area:
- The storage and handling of fuels and hazardous chemicals should be stored at a minimum of 100 m from any water body, wetland and/or sensitive ecological area. In addition, the aforementioned materials as well as equipment shall be stored in a protected location with secondary containment to reduce the potential for spills.
 - The refueling of equipment shall take place a minimum of 100 m from any body of water or an ecologically sensitive area.
 - Erosion, as a result of development, shall be mitigated through the use of control measures to prevent the loss of top soil and sediment into local water bodies.
 - Should the development of ecologically sensitive areas (such as wetlands situated above the Grimshaw Gravels Aquifer) occur, the owner/developer shall obtain a geotechnical report related to the significance of the wetland area to the local groundwater recharge regime as well as authorization pursuant to Alberta's Water Act and compensation may be required.
- 7.7.5 All applications for multi-lot residential, industrial and commercial subdivision shall be accompanied by a report prepared by a qualified engineer demonstrating:
- Depth of water table and groundwater aquifer;
 - Soil structure;
 - Estimate of groundwater yields;
 - Groundwater quality; and
 - Soil percolation rates
- to the satisfaction of the Approving Authority.
- 7.7.6 Any low lying areas serving a recharge function to the Grimshaw Gravels Aquifer shall be protected from Development, and may be taken as Environmental Reserve.
- 7.7.7 Any industrial use involving the storage of chemicals, petroleum, bulk fuels or any other similar materials which could contaminate groundwater supply in the event of spillage, shall be required to indicate mitigative engineering solutions proposed to reduce potential for groundwater contamination.

7.8 Transportation

Goals:

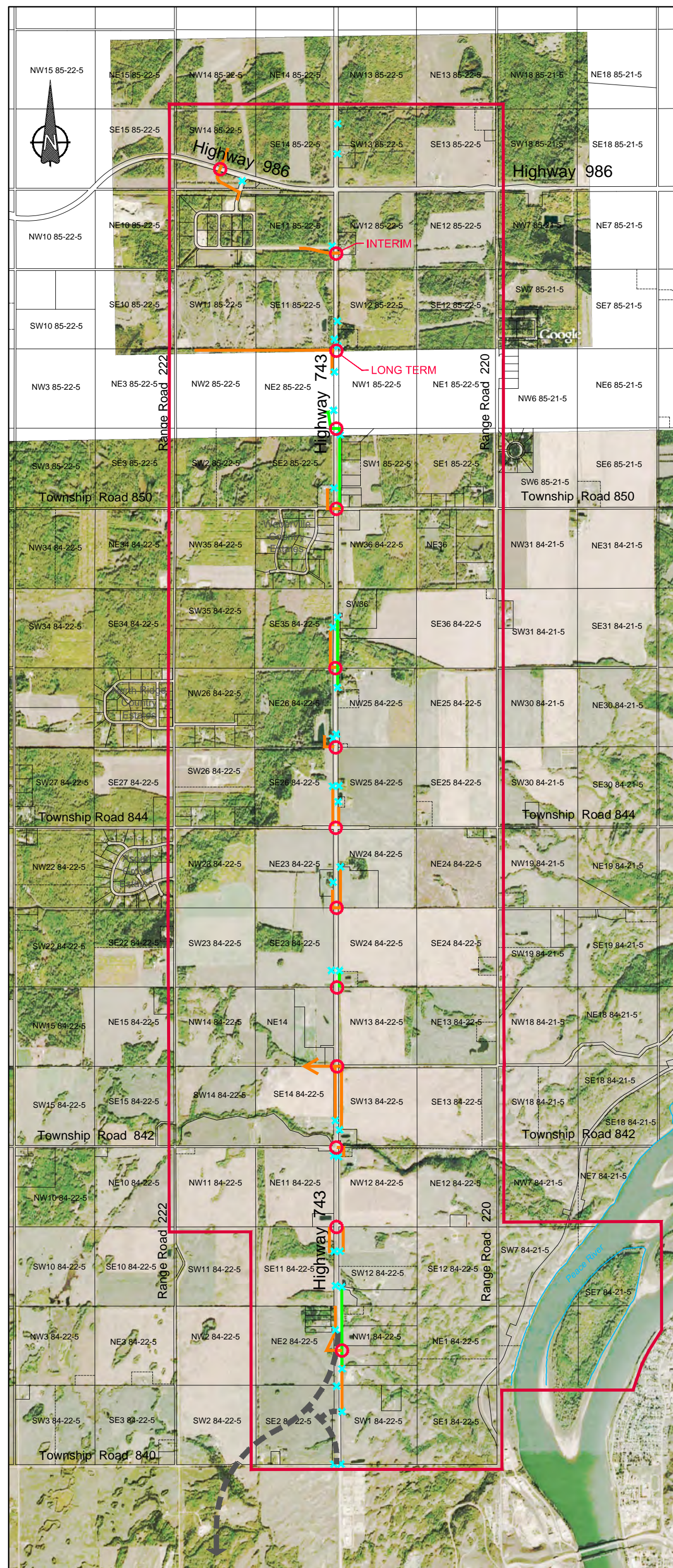
- To increase access spacing in the Plan area, which will reduce the number of highway accesses consistent with Alberta Transportation's recently completed highway access management plan for Highway 743 (Refer to Figure 11).
- To plan for and develop the necessary transportation access infrastructure which will be safe, efficient, and meet the needs of Industrial and Highway Commercial development.

Objectives:

- To develop a series of service roads to allow for better access spacing, as needed by further subdivision and development.
- To develop an integrated highway access system in consultation with Alberta Transportation, in light of the potential for further industrial and highway commercial development.

Policies:

- 7.8.1 All subdivision and development within 800 m of Highways 986 and 786 shall be required to meet the requirements of the Subdivision and Development Regulation. The County shall refer all such applications to Alberta Transportation for its review and advice prior to making a decision.
- 7.8.2 In meeting the requirements of 7.8.1 above, proposals for subdivision and development may require the upgrading of existing service roads or the construction of new service roads at the request of Alberta Transportation.
- 7.8.3 All subdivision and development proposals shall have access to developed roads to the satisfaction of the County. The provision of roads within a proposed subdivision and approaches to individual developments are the sole responsibility of the developer.
- 7.8.4 All improvements to roads and highways that result from proposed subdivision or development shall be constructed to the satisfaction of the County or Alberta Transportation at the expense of the developer.
- 7.8.5 Highway Access Management
- a) In accordance with Alberta Transportation Access Management Guidelines, the south and west legs of the Highway 743 and Highway 986 intersection are classified as Major Two Lane Highways. This classification requires that new developments take access via the public road system, and that public roads be spaced at least 1.6 km apart. No direct access to the Highway from private lots is permitted. The remaining two legs are classified as Minor Two Lane Highways. Access spacing between public roads is desirably 1.6 km, with a minimum spacing of 800 m as indicated in Figure 11 showing the recommended access configuration.
 - b) An interim access is recommended about 700 m south of Highway 986 by moving one of the two offset accesses to align with the other. In the long term it is recommended that this interim access be closed when a new access point can be connected one mile south of Highway 986. This will then meet the Access Management Guidelines. Further south



Webberville Highway Corridor Area Concept Plan

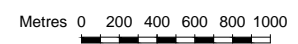
Recommended Highway Access Configuration*

Legend

- Existing Service Road
- New Service Road
- x Close Access
- Highway Access Point
- - - Potential Highway 743 Realignment
- Plan Area

* As per Alberta Transportation
Highway 743 Access Management
Study (Nov. 2008)

Scale - 1 : 40 000



August 2010

Figure 11

the proposed access configurations are consistent with Albert Transportation's Highway Access Management Plan.

- c) For the west leg, the Access Management Guidelines recommended spacing of public roads of 1.6 km cannot be practically met. It is recommended that the existing access be relocated further west to improve the sight line to the east and to improve spacing. However, due to the curve to the west it may not be possible to achieve the required sightline in both directions of 560 m for a semi-trailer. If so, the following actions should be considered by a detailed study prior to approval of any development west of Highway 743:
- Maximize the sight line to the east by shifting the access to the west, but maintain the standard sight line to the west;
 - Reduce the speed limit of Highway 986 in order to lower the sight line criteria;
 - Raise the grade of the intersection such that the sight line meets the criteria;
 - Cut the crest of the hill to meet the sight line criteria.
- d) For the north leg, an access 800 m north of Highway 986 is recommended, which meets the minimum requirements of the Access Management Guidelines.
- e) For the east leg an access 800 m east of Highway 743 is recommended, which meets the minimum requirements of the Access Management Guidelines.

7.9 Servicing

Goal:

- The long term goal is to provide full municipal sanitary and water servicing, while providing for private on-site systems in the interim.

Objectives:

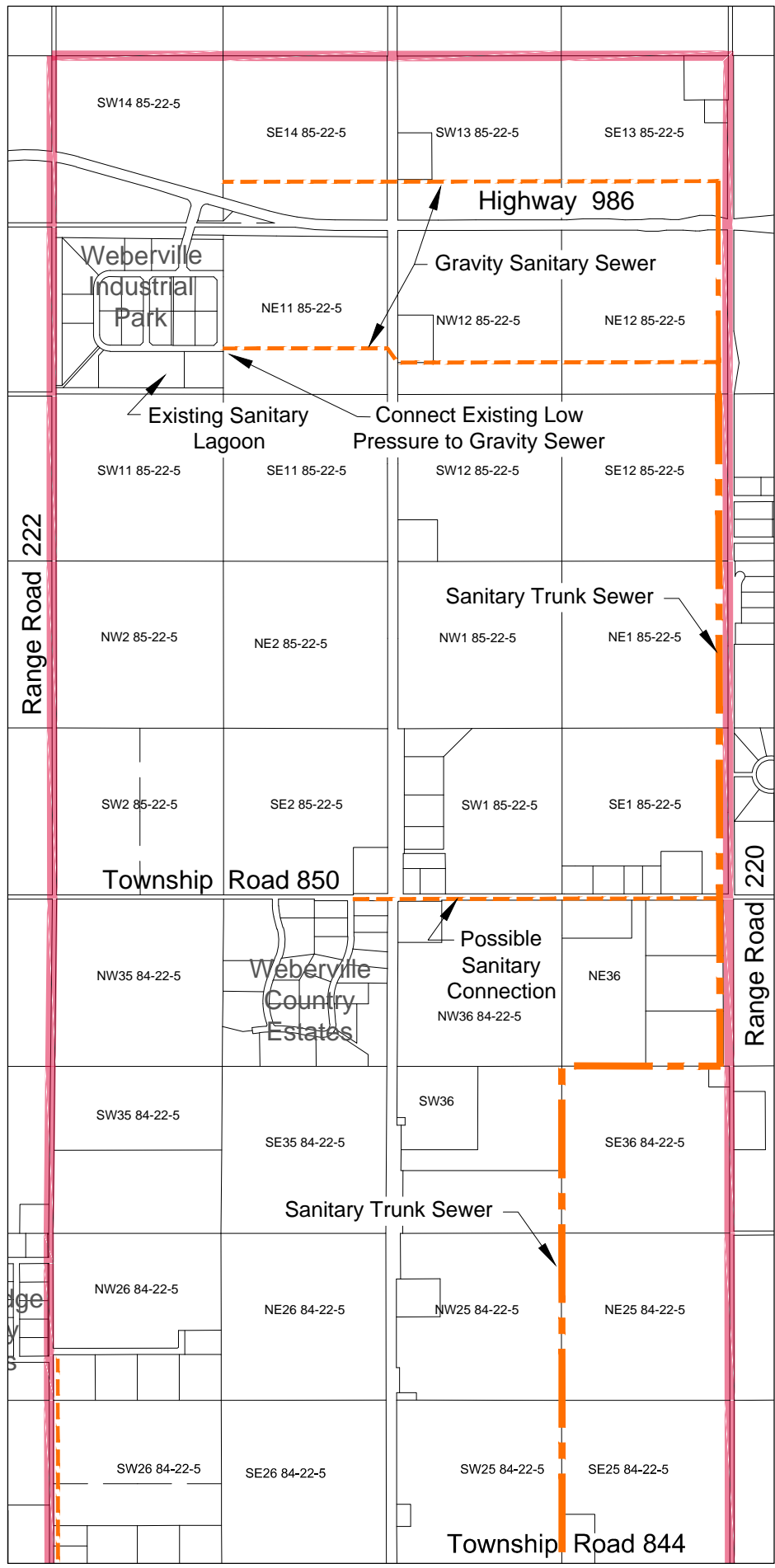
- To ensure that all developments are serviced in accordance with provincial requirements.
- To provide a framework for the provision of municipal services to the Plan area.

Policies:



- 7.9.1 Until such time as municipal water and sewer systems are extended into the Plan area, all developments are required to provide private water and sewer services in accordance with provincial standards.
- 7.9.2 Future servicing of the Plan area will be accommodated through the installation of municipal water and sewer lines within the rights-of-way of internal road networks. 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.
- 7.9.3 Sanitary Sewer
- a) To bring sanitary service to the Weberville area, a gravity trunk sewer may be installed as shown in Figure 12. This trunk sewer would have to be designed to accommodate the anticipated flows from the Weberville

Figure 12

Weberville Highway Corridor Area Concept Plan Sanitary System (North)



Legend

-  Sanitary Sewer Trunk
-  Plan Area



Scale - 1:30,000



May 2010

area. The main will only be feasible if there is capacity within the Town of Peace River's existing sewage collection system and treatment facilities. It is recommended that the Town of Peace River complete a Sanitary Master plan to determine if their existing collection system can accommodate this future growth.

- b) An alternative to a gravity sewer trunk as indicated in Figure 13 would be to build a gravity system from the development areas and a lift station with a force main connecting to a point within the Town's collection system where capacity is available. This option is shown in figure 6.
- c) The northern portion of the plan area, near the junction of Highways 986 and 743, could be serviced by a gravity system with a lift station and force main connecting to the Town of Peace River collection system. The force main could tie into the Weberville trunk sewer if constructed. This option is shown in Figure 14. If this is constructed then the existing County of Northern Lights-Weberville low pressure system within the NW 11-85-22-W5M could be tied into it and the existing sewage lagoon could be decommissioned and reclaimed.

7.9.4 Water

- a) To provide fire protection to developments within the Plan area in advance of the arrival of a municipal water system, the County may require the construction of fire ponds.
- b) In order to provide municipal water services into the Plan areas, a transmission main from Reservoir 475 on the west side of the Town may be constructed. Potential alignments to each of the Weberville and DMI areas for this main are shown in Figures 15 and 16. If constructed, this main shall be designed to accommodate the proposed developments and provide fire protection to the areas. A secondary reservoir and pump station located within the Plan area may also be required to provide fire protection.

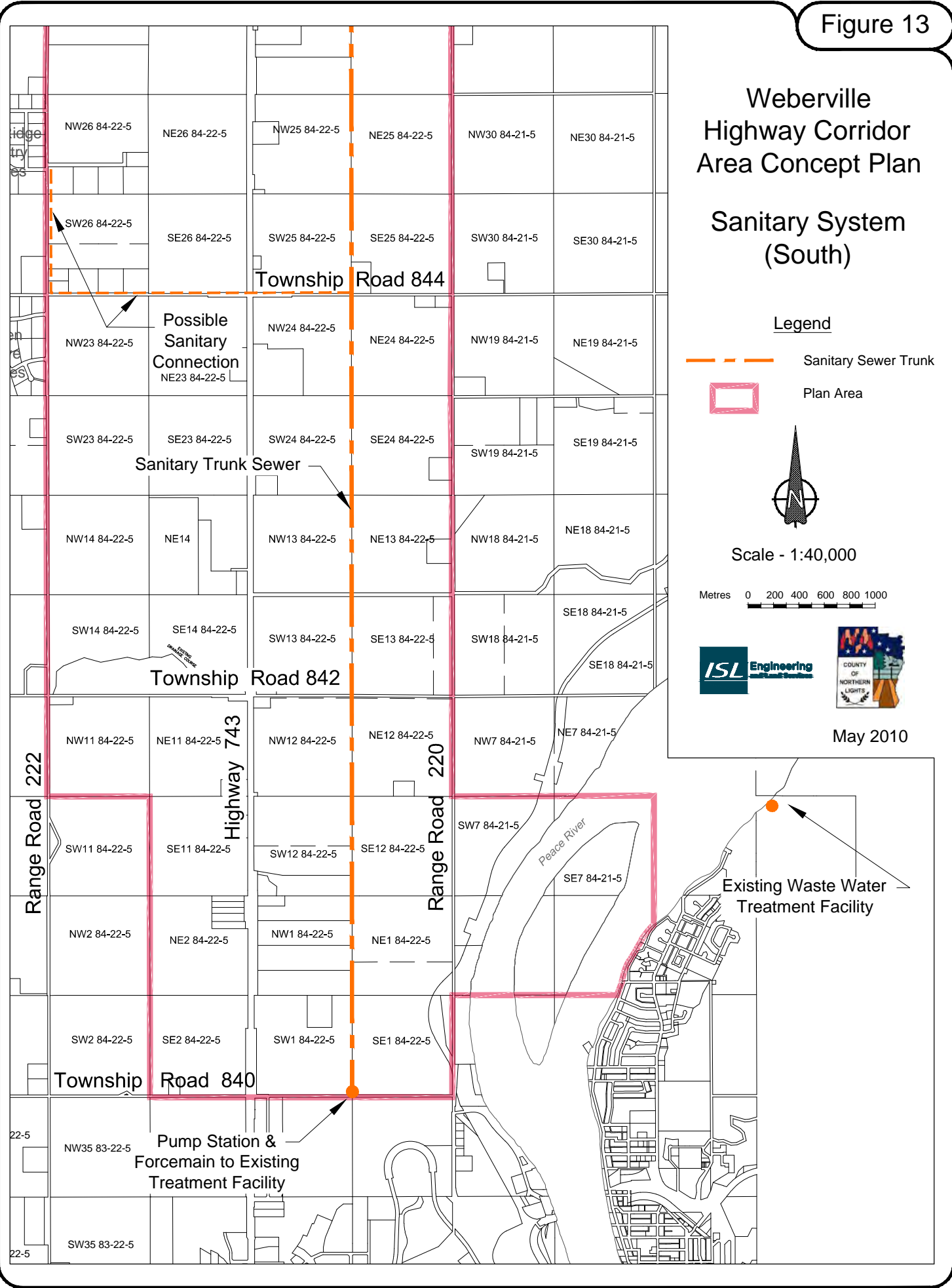
7.9.5 Stormwater Management

Each quarter section in the Plan area will be responsible for its own stormwater management, and should design and build a storm water conveyance system (i.e. ditches) based on a 1:100 year rainfall event. This conveyance system should be designed so that the release rate into the highway ditches does not exceed pre-development flows, which may be accomplished with stormwater ponds or ditch blocking. The method used will have to be approved by the local approving authority and Alberta Transportation. Grassed drainage ditches prove to be quite effective in providing water quality management. If Alberta Environment requires further quality management, wet ponds may be needed. All costs for the stormwater management system will be the responsibility of the developer.

Figure 13

Weberville Highway Corridor Area Concept Plan

Sanitary System (South)

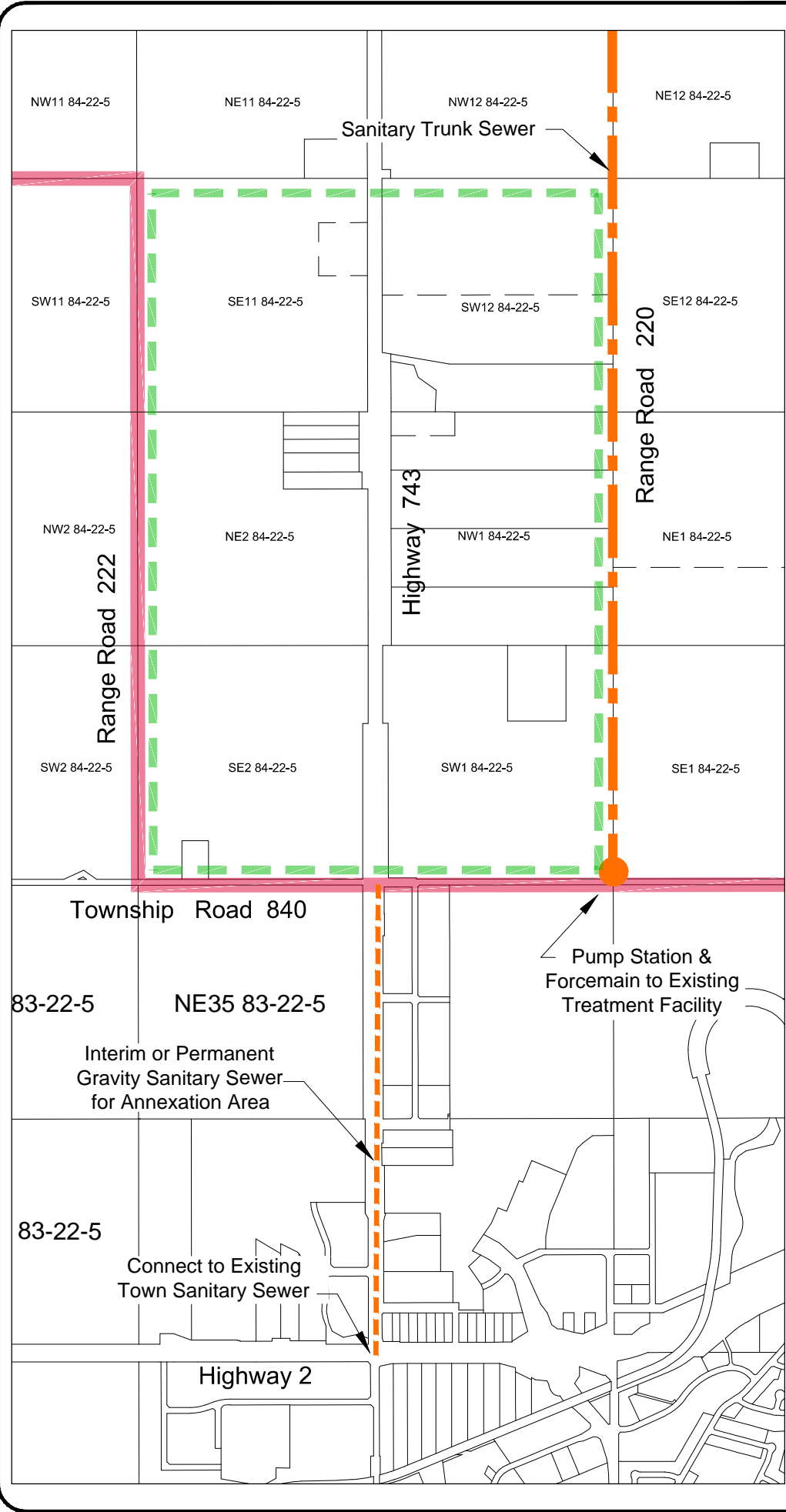


j:\12600\12690_cep_weberville_dmi\02_drafting\02a_project\expanded area\fig_12-14_sanitary_system.dwg




Figure 14

Weberville Highway Corridor Area Concept Plan

Sanitary System (Annexation Area)

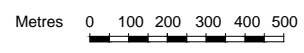


Legend

-  Sanitary Sewer Trunk
-  Plan Area
-  Proposed Annexation Area



Scale - 1:20,000



May 2010


j:\12600\12690_cep_weberville_dmi\02_drafting\02a_project\expanded area\fig_12-14_sanitary_system.dwg

Figure 15

Weberville Highway Corridor Area Concept Plan

Water System (North)

Legend

 Water Transmission Main

 Plan Area



Scale - 1:30,000

Metres 



May 2010

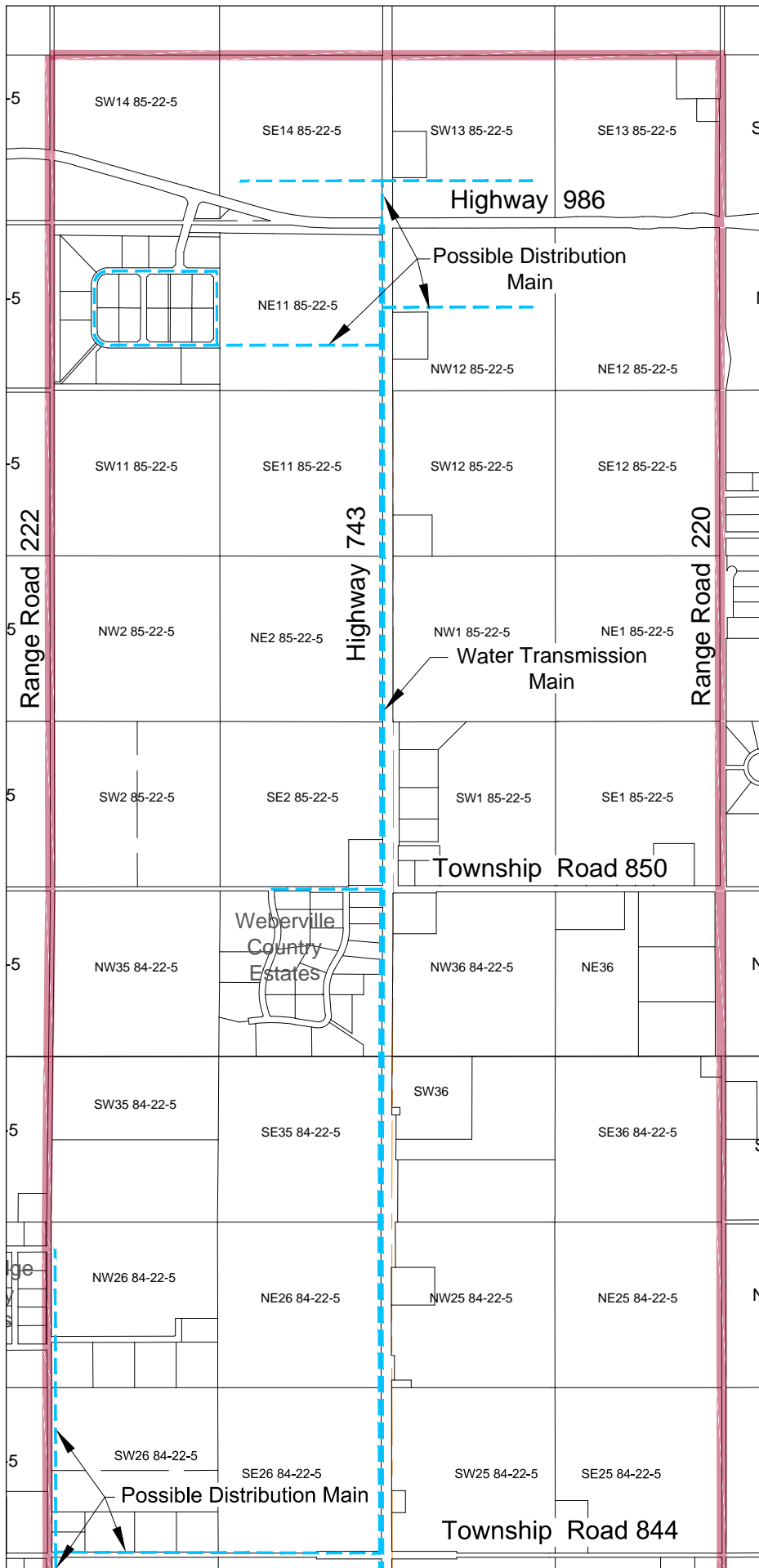




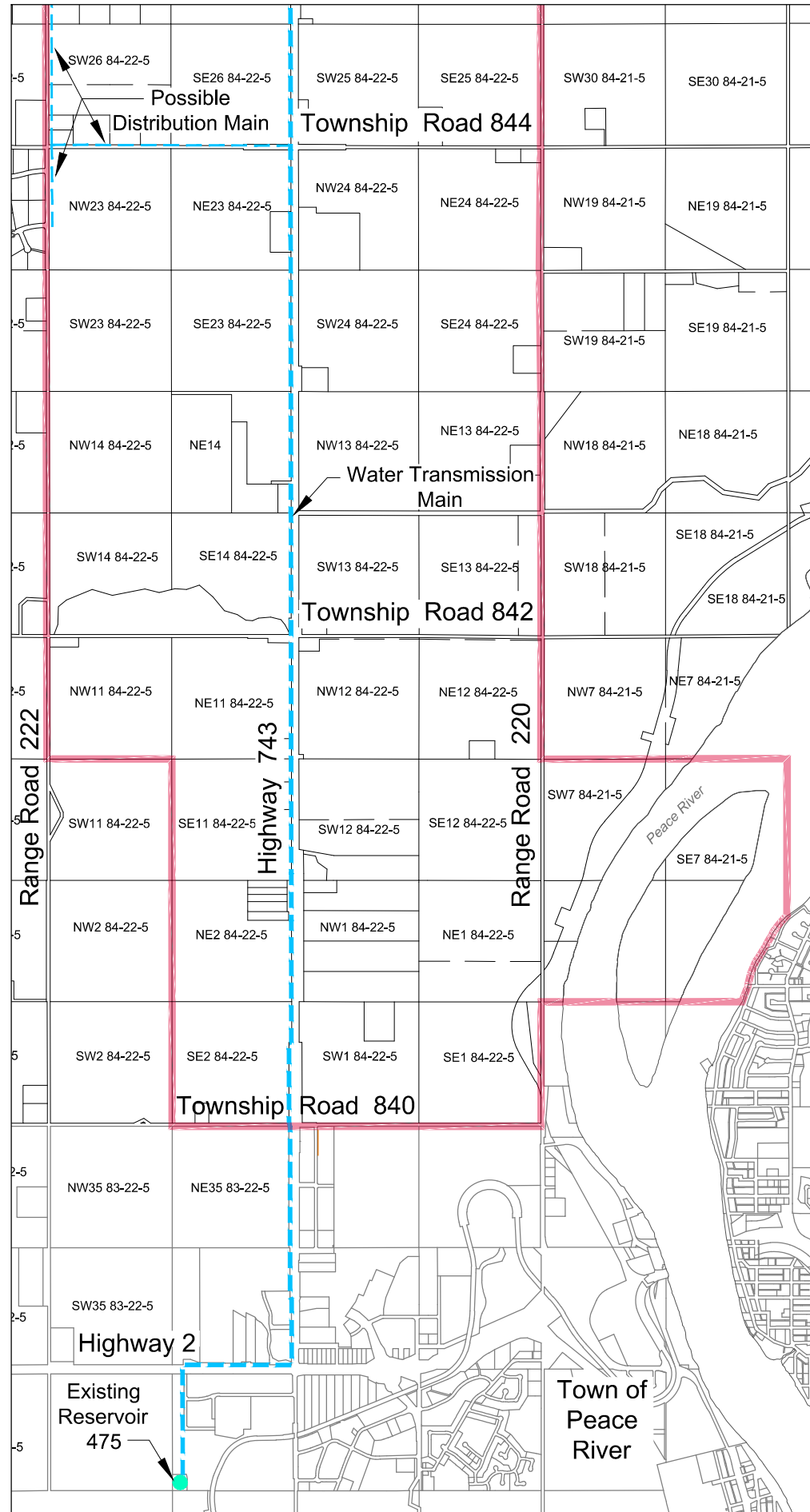
Figure 16

Weberville Highway Corridor Area Concept Plan

Water System (South)

Legend

-  Water Transmission Main
-  Plan Area



Scale - 1:40,000

Metres 0 200 400 600 800 1000



May 2010

8.0 Implementation

8.1 Statutory Plan Amendments

There are provisions contained in this Plan that warrant amendments to the Weberville/Warrens ville Area Structure Plan. It is intended that the recommendations in this Section serve as the basis for amendments that are to be adopted concurrently with approval of this Plan.

The Weberville/Warrens ville Area Structure Plan (ASP) was approved in 1988, and addresses area development at a general level. The provisions of this ACP generally conform to the ASP, but there are some provisions that warrant an amendment to the ASP as follows:

- In Map 4 (Future Land Use), the intended use of the northwest portion of the ACP is designated as Industrial. The balance of the plan area has been designated for uses including multi parcel country residential, rural-agriculture, and rural lands (Crown Land, Grazing Leases, and Environmentally Sensitive Lands). The rural portions require change to Industrial and Highway Commercial.
- Map 7 (Industrial Concept) of the ASP refers only to the Weberville Industrial Park. This reference either requires deletion or expansion to include all lands in the northwest portion of the ACP area, including industrial and highway commercial.
- Policy 8.3.1 limits commercial development to small scale, convenience facilities. The ACP contains highway commercial use, requiring the review of all commercial policies in light of this increased commercial development.
- Policy 8.3.1 directs highway commercial to locate in existing urban centres. It will need to be amended to include the ACP area.
- Policy 10.3.3 provides guidance on the allocation of open space in the rural area. The provisions of this section of the ASP require broadening to include buffers between incompatible uses. In addition, Policy 10.3.4 respecting municipal reserve allocation requires revision to include “unless required in parcel form for buffering purposes.”
- The ASP does not allow for municipal servicing, and will have to be amended at a future date to allow for full servicing when it is feasible.

8.2 Phasing/Staging

8.2.1 It is anticipated that residential development will continue to occur first in the vicinity of existing residential development within the Plan area, and gradually expand eastward to the extent of the future country residential area in Figure 10. Market demand and the logical and economical extension of roadways, municipal services and infrastructure will ultimately determine the exact phasing of development.

8.2.2 Industrial development will most likely continue as infill in the Weberville Industrial Park, with simultaneous development within the quarter section to the east in the nearby quarter sections (adjacent to the intersection of Highways 986 and 743). However, it is acknowledged that any further industrial developments may not occur until improvements are made to address highway access and site line issues. Market demand and the logical and economical extension of roadways, municipal services and infrastructure will ultimately determine the exact phasing of development.

- 8.2.3 Highway commercial designated lands would most likely be developed first south of Highway 986 along Highway 743. Market demand and the logical and economical extension of roadways, municipal services and infrastructure will ultimately determine the exact phasing of development.

8.3 Zoning

- 8.3.1 Within the northern portion of the Plan area, all lands designated as Industrial and Highway Commercial shall be zoned as General Industrial (M1) District and Highway Development (HD) District respectively at such time as new development is proposed for these areas. No lands designated as Industrial shall be zoned Heavy Industrial (M2) District.
- 8.3.2 All lands designated as Country Residential (Small Parcel) and Country Residential (Large Parcel) in this Plan shall be zoned as CR3 and CR4 for CR (Small Lot), and CR1 and CR2 for CR (Large Lot) as new development is proposed.
- 8.3.3 It is not the intent of this Plan to encourage the rezoning of land concurrent with the approval of this Plan. The rezoning of land will only be considered by the County at such time as an application for subdivision or development is submitted that requires a zoning change.
- 8.3.4 Notwithstanding Policy 8.3.1 and 8.3.2, the rezoning of specific sites is subject to detailed review at the time of application. An application for rezoning may not be approved if site conditions or the nature of the proposed development are not deemed to be suitable for the proposed location.

8.4 Area Structure Plans

It is intended that the provisions of this Plan be implemented in part through the adoption of more specific area structure plans. The County shall require that Area Structure Plans be prepared in support of developments that meet the following criteria:

- For any subdivision within proximity to Highways 743 or 986 where the requirement for an area structure plan has not been waived by Alberta Transportation;
- For any subdivision for commercial or industrial development in excess of 3 lots in size;
- For any multi-parcel country residential development in excess of 5 lots in size.

8.5 Plan Amendment, Monitoring and Review

- 8.5.1 It is intended that this Plan be reviewed every five years to ensure that it remains current. More frequent reviews may be undertaken if conditions warrant.
- 8.5.2 An amendment to this Plan shall be required if:
- There is a change in Municipal Development Plan policy that is at variance with this Plan;
 - a change in land use is proposed that is at variance with this Plan, but is supported by the County on the basis of technical review.

Appendix

Landowner and Public Input Summaries

Landowner and Public Input Summaries

To date, six public consultation sessions have been held to discuss issues respecting the proposed Area Concept Plan to area residents and the general public. The first two workshops were conducted in December 2008. A second set of consultation sessions were conducted in September 2009 in response to a decision by, the County of Northern Lights and the Town of Peace River to expand the Plan area. A fifth consultation session was held in May 2010 to present the draft land use concept and Plan to the adjacent landowners and the public. The final opportunity for comment and feedback was provided through a mail out where copies of the draft Plan were sent to the adjacent landowners, asking them to review the Plan. Detailed summaries of these sessions are outlined below.

Weberville Area Concept Plan Landowner and Public Workshops December 4, 2010 Summary

The Town Peace River, MD of Northern Lights and ISL Engineering and Land Services hosted a landowner workshop at the Weberville Community Club on Thursday, December 4, 2008 from 5:00 to 7:00pm. The purpose of the workshop was to present background information on the Weberville/DMI Joint Development Areas (JDA's) and gather feedback from landowners in order to develop a draft Area Concept Plan for the JDA's.

An invitation to the landowner workshop was sent to landowners in the Weberville and DMI areas

The workshop included a presentation with a question and answer component. The workshop featured a map of the JDA's that was used for a mapping exercise for landowners to place coloured dots onto to indicate the type of development that would like to see and where they would like it located within the JDA's. Attendees were provided with an agenda and a comment form.

Approximately 25 people attended landowner workshop. Six comment forms were filled in at the landowner workshop. To date, one comment form has been received by fax.

The following documents verbal and written feedback received at the landowner workshop and on the comment forms.

December 4, 2008 Landowner Workshop Weberville Community Hall Map Interpretation

DMI JDA

- Overwhelming majority wants to see Industrial and Highway Commercial Land Uses located here. Highway Commercial uses tend to be near either Highway 743 (Weberville Road) or 986.
- A minority wants a portion of NE11-85-22-W4M and SW13-85-22 as Country Residential.
- Three of the landowners indicate owning land in the DMI (all south of Highway 986).

Weberville JDA

North Portion North of Dandoe Road

- A good portion wants to see country residential land uses in the Grimshaw Gravels aquifer area. However, it is surprising that almost the same number wanted to have country residential uses outside of the aquifer area.
- Most want to protect lands near the eastern edge of the aquifer where an environmentally sensitive/wildlife corridor has been identified.
- Most want to keep land for agricultural use east of the aquifer, and east of Highway 743.
- Eight of the landowners indicate owning land, with most east of HWY 743.

South of Dandoe Road, North of Road adjacent to Industrial Zoning (Asphalt Plant)

- Overwhelming majority want farmland protected.
- Some appear to want country residential east of Highway 743.
- A small minority viewed industrial as being suitable at present location and on quarter adjacent to the north.
- Six of the landowners indicate owning land, with most east of Highway 743.

Remainder of JDA (southern portion containing creek)

- Most want the creek protected, but want to see a mix of agriculture and country residential development.
- Most preferred the south side of the creek to have country residential, while some wanted to see highway commercial, particularly east of Highway 743.

Areas Outside of the JDA's

- A minority wants to see highway commercial at corner where Weberville Hall is located.
- Some want to see Industrial and Highway Commercial south of Weberville JDA, inside Town of Peace River annexation area.
- Only two of the land owners indicate living in this area, east of Highway 743.
- One indicated being a landowner outside of the JDA.

December 4, 2008 Public Workshop

Map Interpretation

DMI JDA

- Overwhelming majority wants to see Industrial and Highway Commercial Land Uses located here. Highway Commercial uses tend to be near either Highway 743 (Weberville Road) or 986.

Weberville JDA

North Portion North of Dandoe Road

- Most want to see country residential land uses in the Grimshaw Gravels aquifer area, or close by.
- Many want open space/protected areas set aside in the aquifer area.
- Most want to keep land for agricultural use and open space east of the aquifer.
- Three of the participants indicated owning land, on parcels zoned Country Residential along Dandoe Road (within the aquifer area).

South of Dandoe Road, North of Road adjacent to Industrial Zoning (Asphalt Plant)

- Majority appear to want agricultural land uses to remain.
- A significant number want to see open space/protected areas in the vicinity of the Industrial zoning.
- A minority viewed industrial as being suitable at present location.

Remainder of JDA (southern portion containing creek)

- Most want the creek protected and designated as open space.
- A minority want country residential on the north and south side of the creek, east of HWY 743.

Areas Outside of the JDA's

- One wants to see highway commercial in vicinity of Weberville Hall.
- Many want to see Industrial and Highway Commercial south of Weberville JDA, inside Town of Peace River annexation area.
- One of the participants indicated owning land immediately north of the DMI JDA. Another owns land south of the DMI JDA, between the DMI and Weberville JDA's.

Summary of Landowner and Public Workshops

December 4, 2008

Map Interpretation

DMI JDA

- Both groups (landowners and the public) want to see Industrial and Highway Commercial Land Uses located here, with Highway Commercial uses near either Highway 743 (Weberville Road) or Highway 986.
- Only two landowners want Country Residential (CR) land uses in this area. None of the public participants want CR in this area.

Weberville JDA

North Portion north of Dandoe Road

- Both groups want to see country residential land uses in the Grimshaw Gravels aquifer area.
- The landowners and the public differ in that the landowners also want to have country residential to the east of the aquifer and across Highway 743, while the public wants it to be concentrated mainly within the area of the aquifer.
- Both groups want at least some of the aquifer to be protected or set aside for open space.
- Both groups want to keep lands east of the aquifer mainly for agricultural use.

South of Dandoe Road, North of Road adjacent to Industrial Zoning (Asphalt Plant)

- Both groups generally want good farmland to be protected.
- The landowners and the public differ in that some landowners want country residential east of Highway 743, while the public did not.
- Very few members in either group viewed industrial uses as being suitable either near or at the location of the current industrial zoning.

Remainder of JDA (southern portion containing creek)

- Both groups want to see the creek area remain protected from development and designated as public open space, but the landowners want to see a mix of agriculture and country residential development here as well, while the public generally does not.

Areas Outside of the JDA's

- A minority from both groups appear to want commercial development in the vicinity of Weberville Hall.
- Both groups want to see Industrial and Highway Commercial south of Weberville JDA, inside Town of Peace River annexation area.

**Weberville Area Concept Plan
Landowner and Public Workshops
September 10, 2009
Summary**

A total of 53 people (50 at the Landowner Workshop and three at the Public Workshop) attended the two workshops over the course of the evening. Of these, 38 participants filled out a sign-in form (35 from the Landowner Workshop and three from the Public Workshop) and 13 (23.4%) from the Landowner Workshop, completed a comment form. No comment forms were received at the Public Workshop. Among the 13 respondents, four (30.8%) were agricultural operators and/or landowners while six (46.1%) indicated that they were Residential Landowners. Three (23.1%) respondents did not identify the basis for their interest in the project.

Table 1: Summary of Public Participation

Workshop	Number of Attendees	Sign In Forms Received	Comment Forms Received	Reason for Participation	Place of Residence
Landowner Workshop	50	35	13	Agricultural Operator/Landowner – 4 Residential Landowner – 6 Not Specified – 3	Peace River – 5 Deadwood – 1 Edmonton – 1 Not specified – 6
Public Workshop	3	3	0	Not Specified – 3	Weberville – 3

While the number of comment forms received was relatively low, participation in the workshop activities was high. Therefore, for the purposes of this summary, the principal content will focus on the outcomes of the Landowner Workshop and related activities. The questions, comments and outcome of the Public Workshop, are included in Section 4 of this report.

Landowner Workshop

Major Themes

The results of the Landowner Workshop can be broken down into three parts. Phases one and two come from the question exercise conducted in the first half of the workshop. Phase three incorporates the mapping exercise and provides a synopsis of the interpretation of its outcomes.

Plan Area Values

When posed the question, “what do you value about the Plan area?” an overwhelming majority of respondents indicated that they enjoy the peace and quiet of living in a rural setting and want to see their quality of life protected rather than hampered by the development of nearby conflicting land uses. Most residents enjoy the benefits of country living while still having access to urban amenities due to the close proximity to Peace River. One group reported that they are “near to town and all amenities without industrial and traffic, and would like that to stay the same.” In addition, ground water and the protection of the Grimshaw Gravels Aquifer and existing wildlife corridors were very high on respondent’s list of things they value about the Plan area. One group indicated that “clean water in the aquifer shouldn’t change” and that protecting the aquifer should be a priority.

In addition to highly valuing the peace and quiet of a rural lifestyle, many respondents indicated that they wanted to see growth increase but in a way that protects their own quality of life and property values. One respondent wanted to see the area “grow in a controlled fashion in a positive way” while other respondents indicated that they would like to see the preservation of Agricultural lands, more Country Residential lots and the inclusion of buffers between the aforementioned uses from Commercial and or Industrial uses. As one individual put it, “preserve the Country Residential – don’t overwhelm it with Industrial.”

Future Land Uses

When asked “what would you like to have stay the same, or change and why?” the overwhelming response was that landowners wanted to see “the plan follow the same basic use as it does today, Commercial and Light Industrial situated at the north and south ends of the Plan area.” Some sentiment was that Heavy Industrial should not appear in the Plan area at all. However the majority felt that industrial, predominately Light and Medium Industrial, has a place within the Plan as long as it is buffered adequately from the residential portions by Agricultural lands. “Basically don’t integrate Industrial with Residential” as one person put it.

Traffic impacts were also of concern for adjacent landowners. Many believed that, as the plan area is developed with Commercial and Industrial developments, traffic along Highway 743, which runs north – south through the Plan area, will significantly increase and negatively impact the peace and quiet most residents value. As such, many respondents indicated that if commercial and/or Industrial development occurs in the plan area, then it occurs at the two junctions within the plan area, Highway 743 and Highway 2 to the south, and 743 and Highway 986 to the north so that industrial traffic would not negatively impact Highway 743.

Mapping Exercise

Upon completion of the question portion of the workshop, participants, at five work stations, were asked to show, on the maps provided, where they see various land uses occurring by placing the coloured dots on the map to indicate what the future land use might look like as development occurs over the next 10 to 20 years. Map 1 provides an overall summary of all input received. When compiled together Map 1 gives a good indication of the consensus adjacent landowners have towards how the Plan area should be developed.

Group Discussion – Verbatim Comments

What do you value about the Plan Area? What would you like have stay the same, or change and why?
Working Group 1
<ul style="list-style-type: none"> ➤ Clean water in the Aquifer – this shouldn’t change. ➤ Control of residential to remain non-industrial. ➤ Increase of traffic on highway need to accommodate. ➤ Keep industrial development compartmentalized. I.e. start from town out. ➤ Infrastructure to increase – road improvements. ➤ Animal control. ➤ Preservation of good agricultural. ➤ Compensation of loss associate in property values when an industrial opens by residential.

<p>Working Group 2</p> <ul style="list-style-type: none"> ➤ Expand plan area to broaden tax base (by half mile west). ➤ Less traffic on 743. ➤ Animal corridor. ➤ Buffer between Country Residential and Light Industrial.
<p>Working Group 3</p> <ul style="list-style-type: none"> ➤ Quiet. ➤ View landscape beauty – residential. ➤ Maintain agriculture setting. ➤ Commercial close to town – along highway. ➤ Industrial area common – in one place. ➤ Compensation for change.
<p>Working Group 4</p> <ul style="list-style-type: none"> ➤ Near to town and all amenities, without industrial and [illegible]. Would like that to stay the same. Very quiet. ➤ Wildlife, they have a place to live. Stay the same. ➤ Well water. Good and clean. Stay the same if developed. ➤ Roads should give access to developments following existing range roads and township roads. ➤ Paving, postal service, more judgment (?) road maintenance. ➤ What are our tax dollars going to pay for? ➤ If we are looking at adjacent tax base we want to know what level of services are we going to have. Reject changes in taxes. ➤ Anticipated timelines – if the area is to be annexed by the town, we would love to see the timelines posted for residents to have and have input.
<p>Working Group 5</p> <ul style="list-style-type: none"> ➤ If it is going to develop, stick to the existing areas as they are zoned. With the exception of possibly higher density country acreages. ➤ Keep the heavy industrial off the aquifer.

Public Workshop

Key elements that arose from the discussion were the loss of wells and water quality in the area. One attendee wanted to know if wells would begin to be shut down once development began in the Plan area. The response from County and Town staff was that although municipal servicing will replace the use of boreholes and wells within the Plan area, those plans are years away, and to warrant the closure of a viable well it is required that potable water be available for a minimum of one year prior to the well's closure.

Secondly, concern about the negative impacts of Heavy Industrial development was raised. One attendee wanted to know what kind of impacts are to be expected with the increase of Industrial and Commercial development within the Plan area. Their three principal concerns were noise pollution from the increased use of Highway 743 by industrial traffic, the contamination of soil quality and the surrounding environment as well as the impact to wildlife in the region.

Third, a concern was raised about how sustainable the developments would be that will populate the Plan area. With today's green building standards and environmental-friendly designs, one individual posed the question, are there any provisions within the plan to require developers to adhere to certain design standards that would help reduce the negative impact of heavy industrial and commercial developments.

Public Workshop Input – Key Themes

Concerns arising from the Public Workshop

- Loss of existing water wells and loss of potable water.
- Future developments (Industrial and Commercial) will be loud and become a source of noise pollution.
- The quantity of Country Residential developments to be allowed in the Plan area.
- Loss of farmland to Industrial uses.
- Forms of Heavy Industrial to be permitted within the Plan area.
- Future development's impact on the air quality and wildlife in the area.
- Concerns regarding the threshold of development. How much?
- Concern over wells in the area being closed down and the potential for residents to be able to connect to town services?
- How are County and Town implementing issues such as energy uses and sustainability? Are they requiring best practices to reduce impact on surrounding areas?

**Weberville Area Concept Plan
Landowner Meeting
May 18, 2010
Summary**

A Public Meeting for the Weberville Area Concept Plan was held on May 18, 2010 at 6:00pm with the presentation at 7:00pm in the Weberville Community Hall. Representatives from ISL Engineering and Land Services and the County of Northern Lights and the Town of Peace River staffed the event.

To create awareness about the meetings, ISL created and distributed an invitation to stakeholders two weeks prior to the event (see Appendix A). The Public Meeting was advertised in the Peace River Record on May 4 and 11, 2010 and the Mile Zero News on May 5 and 12, 2010 (Appendix B). The Public Meeting was also publicized on the City of Peace River and County of Northern Lights websites.

Forty nine people signed in for the Public Meeting. A total of five comment forms were completed and returned at the Open House. Four letters were faxed or mailed back with feedback. This feedback is included in Appendix E. Verbal feedback collected at the Public Meeting is included as Appendix F.

Comment Form Summary.

Part 1: About the Area Concept Plan (ACP)

1. Overall, what do you think about the draft ACP?

I support it, as proposed.	0
I support it, but would like to see some changes (please explain below).	2
I don't support it (please explain below).	4

Comments: I support it, but would like to see some changes

- Industrial use areas - How did asphalt plant get approved - no public input in that was there? This is the first we heard of this.
- Industrial/commercial land can go anywhere as long as they have access to highways. Residential benefits from scenic land. I would like residential on scenic lands, I do not like limiting sewer to holding tanks only for residential. There are treatment options available where effluent does not harm the environment (i.e. Ivahoe systems)

Comments: I don't support it

- The environmentally sensitive land adjacent to the river bank need to be studied before propositions are made regarding future development use. As voiced previously, this land is suited to scenic residential lots, not industrial or commercial. The wildlife corridors are not accurately represented and the sensitive area near the creek is not protected at development of only 50m away.
- There is no reason to have the town having a say in my land 10 miles from Peace River Town limits.

- I would like to see the MD update their own plan for this area. There is no need for the Town to be involved. The Town should expand industrial on the west hill beside Hwy 2. I do not want industrial in the south Weberville.
- If this is a tax grab why are North Ridge Estates and Aspen Grove Estates not included, this plan should include both estates above, it look as if there may be a conflict of interests.

2. Do you have any additional comments or concerns?

- The MD needs to keep resident more informed of major decisions. Seemed like the plan was done before anyone even set foot o actual property to see what it would be appropriate for. EG industrial area in north is swamp land! Who will want to develop there?
- I object to have any connection of having Peace River Town as a joint tax revenue with the Count of MD #22. There is no benefit of such joint efforts in fact it will only increase our taxes. We all are I believe happy as it is now. I am against Town of Peace River water which would have chlorine, which I am against. Our present supplies are adequate. Any related needs could be put out on tender and the County of MD 22 collect their own taxes which could improve our community to our needs. I am against any joint involvement with the Town of Peace River. A vote should be taken with the residents of Weberville to show for and against.

Part 2: About You

1. What is your main interest in this project? (Please check one)

An agricultural operator/landowner	3
A residential landowner	6

2. Are you a resident of: (Please check one)

County of Northern Lights	6
Town of Peace River	
Other (<i>please specify</i>)	1

Comments:

- live in town own property in MD

3. I found the Public Workshop to be: (Please check one)

Informative	3
Fairly informative	3
Not informative	

**Weberville Area Concept Plan
Mail Out Feedback Summary
July 8, 2010
Summary**

On July 8, 222 property owner in the Weberville area were mailed a package containing revised maps and the policy section of the Plan area for their review and comment. Comment forms were included, with a deadline of August 6. Twelve responses were received and included in this summary.

Below is a summary of the feedback received.

Part 1: About the revised Area Concept Plan (ACP)

1. Overall, what do you think about the revised draft ACP?

I support it, as proposed.	5
I support it, but would like to see some changes	2
I don't support it	5

Comments:

The policy 7.5.6 recognizes the existing residential uses, but will it be changed on the area concept plan? If it goes through as printed we have no benefit to support this plan. Due to the fact that my house is only two and a half years old, this new plan causes problems with my insurance if it goes commercial, and any future value from it being commercial does nothing for me because of the value of my house. Yes are only one land owner in the big picture but we would like to see our land stay as Country Residential and deal with highway commercial in the future. We do not support this plan at this time.

I have no concerns.

I to date have not received an answer to why North Ridge country Estates and Aspen Grove Estates were not included in the concept plan. I also oppose the closure of Highway 743 entrance, you have plenty of space for a four lane highway and changes proposed would break up my property and make it useless for any proposed development.

I don't understand the purpose for another road; the MD can't look after the roads that are here now.

I support it with the following exception: NE14-84-22w5. Why would we want light and medium industrial in the middle of agricultural and so close to many homes? It makes no sense. I understand the intent is for an asphalt plant to be built in this location.

In our case () it would not serve us properly- we would be forced to drive onto a road used exclusively by LARGE trucks of cement and gravel if the despised asphalt plant is allowed – even then we do not wish to lose any farmland to an unnecessary drive ¾ mile longer – winter maintenance would be expensive and polluting – our present highway entry is fine for our household. Going south to Stewart Rd would be more sensible if we must go to a side road! Just make 743 a 3 lane highway and that would solve the roadway needs much better! It would be much safer than your present plan and convenient for all land owners affected.

The southern portion of the map designated Agriculture mixed with Highway Commercial & Open Space/Wildlife Corridor. We would like to see the area designated as Agriculture changed to Country Residential 'Small & Large Parcels'. If you did a physical walk of this area you would notice that there isn't significant area to be used for agricultural purposes other than possibly NW2-84-22-5. However, SW2-84-22-5, NW1-84-22-5 & SW1 84-22-5 area would make lovely view properties such as small country acreages perhaps 3-5 acre parcels, hobby farms or as large oversize country lots. We think that this area should be re-classified as Country Residential Small & Large Parcels. There are very few view lots available overlooking the Peace River Valley and it would be a shame to have these potential residences/acreages lost. We are residence of the County of Northern lights and currently have a home located in [REDACTED] designated as Highway Commercial and believe that both highway commercial and country residential can co-exist on the same parcel of land.

2. Do you have any additional comments or concerns?

I oppose the change and closure of highway entrances, which would cost the owners millions of dollars for all their access roads. I oppose any connection with the Town of Peace River. Any necessary requirements for Weberville could be secured from the tax collected from the Weberville area owners. Environmental Protection 7.7.3 supports the changes required for this plan and cause environmental damages as proposed. Any closure of existing entrances the developer's would have to construct roads fully paved with planted trees as originally built, as to my approval on my land. Your proposal would cost in the Billions of dollars and who would pay for this, of course the taxpayer. I would approve figure [?] but not your figure 11. Figure 10 would still be [cut off fax] the first paragraph of this document. Any changes to my present structure of property would only be necessary to request for lower tax structure to this property [REDACTED]

I have question – I own a parcel of land located [REDACTED] 110 acres. This is designated farmland. Does this mean that if I should want to sell the property to someone who wished to build along the ravine the SW corner it would not be allowed?

I am sure this county will have the same odour issues from the asphalt plant as Northern Sunrise does at 3 creeks. Why go there?

The department is somewhat concerned with the access management diagram (Figure 11) of this draft concept plan. The text (Section 7.8.5) speaks to our access management study (available on our server here: "S:\PUBLIC\Operation\USERS\Development\Access Management\Hwy 743 Access Management _draft_report.pdf") for this segment of highway, but the diagram seems to suggest that there will be long term accesses at 800m spacing in many locations. Figure 11 should have an added note to indicate that the Highway 743 corridor from Highway 2 to Highway 986 requires the public road intersections need to be spaced 1.6km apart and that some of the accesses in the 800m spacing will eventually need to be removed and relocated to one of the intersections via service roads. It should also identify these long term public road intersections. We suggest that the starting point be using the existing Township Roads (842, 844, 850) and filling in between them.

You are probably aware of the new proposed future alignment for Highway 743 connecting to Highway 2 by Range Road 222. This document can show generally where the new Highway 743 alignment will go as this has been shown to the public already at the open house held June 24, 2010. It would need to be what was shown at the open house for the alignment and indicate this as a future alignment (consider a dashed line subject to change), keeping in mind that the report is not finalized or signed-off by the department yet. But it is the most current planning we have for this highway.

Section 7.8.5 c) - indicates that a detailed study should be considered prior to any development approval. It intended that the developer should undertake this study? Perhaps mention what type of study should be conducted there and possibly done by a qualified engineering firm. As for the four bullets listed as possible actions the study should look into, two involve major highway construction (bullets 3 and 4) and bullet 2 involves changing the speed limit may not be viable options, but probably should still be examined. Any action impacting our highway would require this department's approval. Therefore the process of undertaking the report(s) should involve this department as it proceeds so that the recommendations can be supported by Alberta Transportation.

I feel the maintenance of these service roads would be too expensive and who would do it? And how often? Do not go about destroying good agricultural farmland without any necessity – when gone it is lost forever – too much is already being destroyed. To add an extra lane on highway 743 would require less waste of land and it would serve the needs of this area much better!

It is quite upsetting to see that even after hours of discussion and promises that “residents will be heard”, I in fact, was not, again. Under the revised ACP the South end where a number of residents is already located is still proposed to be commercial, light industrial and agriculture. It was said SEVERAL times that much of the land on the east side of the highway is first of all NOT usable as agricultural due to the draws and hills heading down to the river, and secondly would be VERY desirable as scenic residential lots with a view of the valley. These scenic acreages virtually “in town” (they are so close) would be an extremely desirable place to live instead of covering up such beautiful land with industrial or commercial buildings, scrap yards and pollution. On a positive note however, I am happy to see the changes made to the “open space/wildlife corridor” on the map. I believe that this area still needs to be expanded, but am thankful more thought has been put into this area.

Part 2: About You

1. What is your main interest in this project? (Please check one)

An agricultural operator/landowner	3
A business operator/owner	2
A residential landowner	8
Other (please specify):	
The representative of an association or an organization (please specify): _____	

2. Are you a resident of: (Please check one)

County of Northern Lights	6
Town of Peace River	3
Other (please specify): _____	3

Edmonton
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Legal land address in the MD