

OUTLINE PLAN

LACOMBE INDUSTRIAL DEVELOPMENT

SW 1/4 SEC 28-40-26-4



April 2008
112847053

One Team.
Infinite Solutions.





**Lacombe Industrial Development
SW ¼ SEC 28-40-26-4**

Outline Plan

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1.0 Introduction

1.1 PURPOSE

The purpose of the Lacombe Industrial Development Outline Plan is to describe the land use framework and development objectives for the subject land, SW ¼ Sec 28-40-26-4. This land parcel has recently been annexed to the Town of Lacombe, which was previously under the jurisdiction of Lacombe County. The Lacombe Industrial Development is approximately 57.92 hectares (143.12 acres) and is located on the east boundary of the Town of Lacombe, as shown on Figure 1.0 – Location Plan.

This report has been prepared by Stantec Consulting Ltd. on behalf of Wayne Poffenroth.

The proposed development will represent an extension of the existing Wolf Creek Industrial development and incorporate a similar land use which is suitable for this Plan Area. This report will identify the key features of Wolf Creek Industrial Development and use it to guide the Lacombe Industrial Development.

The developer of this property has expressed a commitment to creating a high quality, attractive, successful business park while taking careful consideration of the development issues described in this report.

1.2 PLAN AREA

The Plan Area is in the Town of Lacombe and has recently been annexed. The subject land, shown in Figure 2.0 – Legal Boundary, is legally described as SW ¼ Sec 28-40-26-4 and contains approximately 57.92 hectares (145.3 acres). Its current primary use is agricultural with predominantly pasture area.

The Lacombe Industrial Development Outline Plan is defined by the following boundaries.

- **North Boundary** - Agricultural land and rural acreages
- **West Boundary** – 34th Street
- **East Boundary** – Agricultural land and rural acreages
- **South Boundary** – CP Railway

The Plan Area is situated east of 34th Street, which is immediately adjacent to the existing Wolf Creek Industrial site. To the south is the Canadian Pacific Railway, which is then immediately adjacent to Highway 12. The north and east sides of the site are bounded by undeveloped

FIGURE 1.0



LEGEND

-  ASP Boundary
-  Town Boundary
-  Project Site
-  Roadway
-  Railway

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LEGEND

-  ASP Boundary
-  Parcel 1
-  Roadway
-  Railway

agricultural land and rural acreages. An existing residential acreage is located in the south east corner of the development.

1.3 RELEVANT PLANNING DOCUMENTS

The following relevant documents have been reviewed and referenced in preparation of this outline plan report:

- Town of Lacombe Municipal Development Plan (2004)
- Town of Lacombe 2007-2016 Infrastructure Plan
- Town of Lacombe Land Use Bylaw
- Town of Lacombe Design Guidelines

2.0 Site Context & Development Considerations

2.1 TOPOGRAPHY AND VEGETATION

As shown in Figure 3.0 – Existing Conditions, the site topography shows a moderate slope from the southeast corner to the northwest corner with no significant seasonally wet areas. Elevations range from 862m to 850m for a total relief of 12m. The Plan Area has been bare agricultural land with an existing acreage located in the south east corner. There are four existing structures and a cluster of trees situated on the acreage.

As the majority of the subject land has been in agricultural production, there are no identifiable watercourses, gullies or natural grasslands.

2.2 SURROUNDING DEVELOPMENT

The Wolf Creek Industrial Park situated to the west represents the initial industrial development and has proven successful by attracting the intended business uses and generating positive growth in the Town of Lacombe.

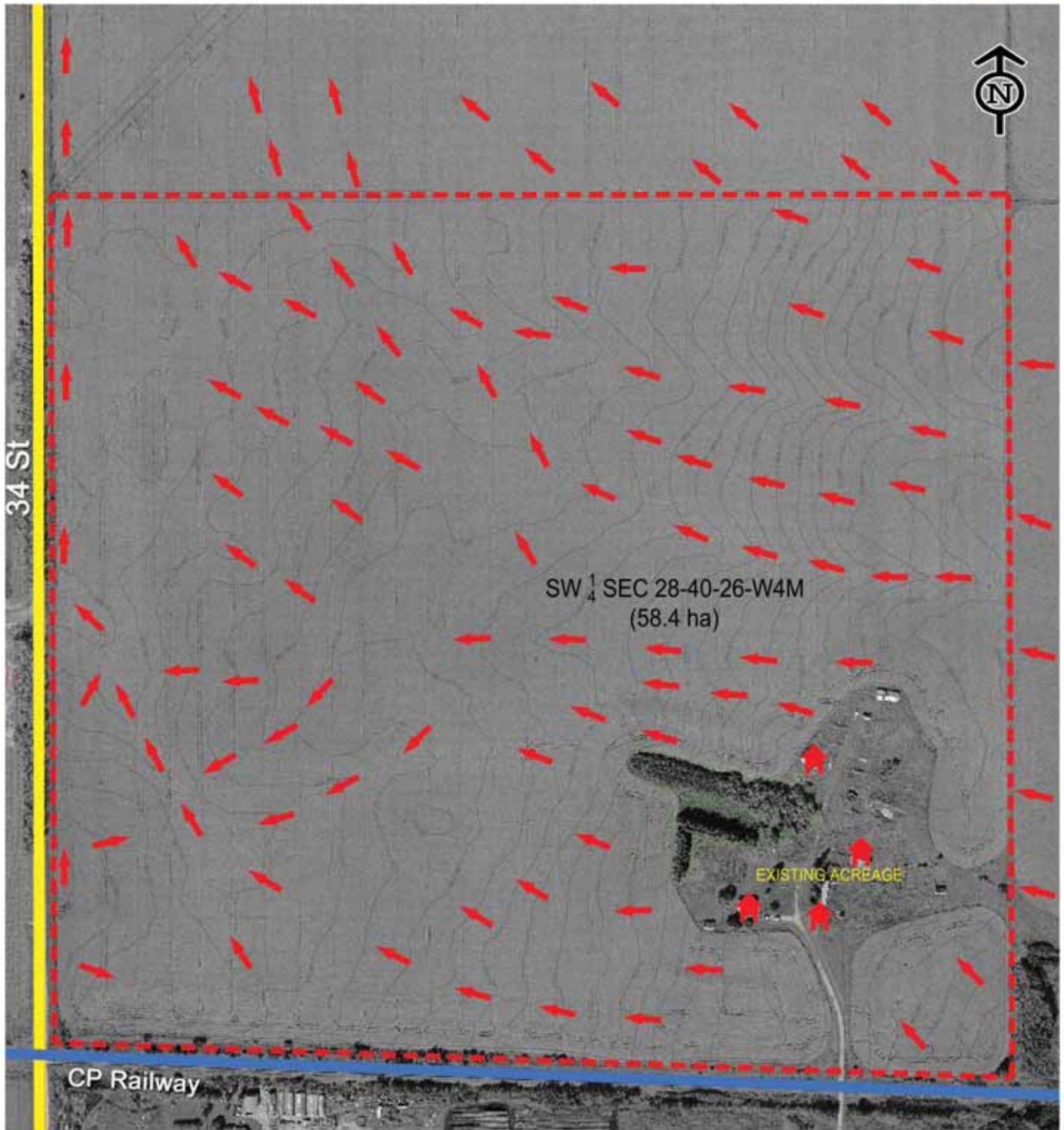
To the north and east of the Plan Area is undeveloped bare agricultural land. The available information does not indicate any intensive livestock operation in close proximity to the Plan Area. The developer is not aware of any current or historical oil and gas facilities in the Plan Area. There is a gas pipeline ROW on the north east corner and knowledge of a proposed high pressure gas line that will run along the west boundary of the Plan Area. There is also an existing overhead power line that extends along the west boundary of the property.

The Town of Lacombe Waste Water Treatment Facility is located north west of the proposed development. It is prohibited to have a subdivision or development of schools, hospitals, food establishments, or residences within 300 m of the working area of the wastewater treatment plant. As shown on Figure 4.0 – Concept Plan, portion of the proposed development is within the 300m radius of the waste water treatment facility and has been considered during the design process. The proposed development will not contain any of the prohibited uses as mentioned above.

2.3 EXISTING TRANSPORTATION

The site is bounded by Highway 12 and 34th Street. Access to the property will be provided off from 34th Street along the west boundary of the site. The proximity to Highway 12 will provide good opportunities for the Plan Area due to its direct visibility.

FIGURE 3.0



LEGEND

- ASP Boundary
- ← Drainage Direction
- Roadway
- Railway
- Contour 0.00
- Existing Trees
- Existing Buildings

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3.0 Development Objectives & Principles

The conceptual and preliminary planning of the proposed development concept incorporated the following objectives and principles.

- Develop a plan consistent with the general intent and purpose of the Town of Lacombe Municipal Development Plan (MDP), and the Town of Lacombe Land Use Bylaw.
- Provide a framework to deliver a high quality, comprehensively planned industrial development by defining the general concept and layout of the subdivision, linkages, servicing designs and development staging.
- Ensure that the implementation of a development plan takes place on an orderly phased basis.
- Encourage development of a variety of desirable businesses and uses while satisfying specific requirements and demands of the market for industrial land in the area.
- Protect existing natural features where possible and best fit the development to the existing topography and features of the area.
- Design visually attractive landscaping and features and encourage building in the same manner.
- Provide a logical, safe and efficient transportation system within the plan area suitable to current needs and future demands.
- Identify the issues and concerns of stakeholders and neighboring residents and address them in a reasonable manner.

4.0 Development Concept

4.1 OVERALL CONCEPTUAL PLAN

The development concept for the Lacombe Industrial Development has been prepared in response to current and anticipated industrial/commercial market trends in the region. An analysis of these trends and response to direct requests from potential lot purchasers assisted in shaping the plan with respect to lot size and orientation.

The overall conceptual plan for the development is shown in Figure 4.0 – Concept Plan and Figure 5.0 – Concept Plan with Aerial. The concept features a simple logical layout that has proven successful with other similar developments. It is comprised of 57.92 hectares of land and conforms to the current Town of Lacombe Land Use Bylaw and other applicable guidelines and standards. The land use statistics and industrial units are represented in Table 1.0 - Land Use Allocation: Lacombe Industrial.

4.2 PROPOSED LAND USE AND LAYOUT

The proposed development within the Lacombe Industrial Development will be comprised of 37 proposed light industrial lots varying in size between .69 ha (1.7 ac) and 1.9 ha (4.7 ac), with a 2.79 ha (6.9 ac) stormwater management facility to the north west. The majority of the lots shown have been configured and sized to suit the anticipated needs of prospective lot occupants. The lots will be zoned Light Industrial (I1).

The existing acreage located in the south east will be demolished and converted to industrial lots. As outlined in s.3 (c) of the *Municipal Government Act* (MGA), the applicant must submit the number of sketches or plans of the proposed subdivision that the subdivision authority requires, drawn to the scale that the subdivision authority requires. They must show the location, use and dimensions of buildings on the land that is the subject of the application and specifying those buildings that are proposed to be demolished or moved.

The concept plan identifies a strip of Municipal Reserve (MR) along the west boundary of the development where the proposed high pressure gas line may go. Some of the stormwater management facility (SWMF) may be creditable for MR dedication at the discretion of the Town. It is anticipated that cash in lieu of MR will be provided to the Town of Lacombe for any deficiency in MR dedication.

There are no guidelines for building an industrial development adjacent to a railway and no special considerations will need to be taken.



* The lots shown on this plan are conceptual and subject to change when actual development proceeds.

LEGEND

- ASP Boundary
- Light Industrial
- Municipal Reserve (MR)
- Stormwater Management Facility
- Roadway
- Railway



* The lots shown on this plan are conceptual and subject to change when actual development proceeds.

LEGEND

- - - - - ASP Boundary
- Light Industrial
- Municipal Reserve (MR)
- Stormwater Management Facility
- Roadway
- Railway

4.3 LANDSCAPING

The stormwater management facility and MR along 34th Street will be landscaped. The landscaping along 34th Street will prevent front access while providing an aesthetically appealing buffer to the industrial park. Planting selection will be consistent with Town of Lacombe standards.

It is anticipated that the landscaping along 34th Street will be at minimum, the same width as the existing landscape strip on the west side of 34th street. It is unclear at this stage the exact width of the landscaping strip as it may have to increase due to the possibility of a high pressure gas line along this area. ATCO Pipeline may allow minor landscaping on the Right Of Way (R.O.W) but additional width may be needed to accommodate trees, shrubs and a possible path.

The stormwater management facility will be constructed as a dry pond with wetland features. The majority of the pond will be seeded with the exception of several mulched planting beds envisioned to include low maintenance and indigenous plant species which are tolerant to wet conditions. The wetland feature will be established by means of a level platform at the normal water level where collected soil substrate may be placed.

Table 1: Land Use Allocation

LAND USE CATEGORY / COMPONENT	AREA (ha)	% OF PLAN AND AREA	NUMBER OF LOTS
Gross Plan Area	57.92	100.00%	
Total Light Industrial Development	48.22	83.25%	37
The total industrial units in the base scenario is made up as follows:			
Light Industrial Lots (I-1)	48.22	83.25%	37
Open Space	3.40	5.87%	
Municipal Reserves	0.69	1.19%	
Public Utilities Lots	2.71	4.68%	
Transportation	6.30	10.87%	
Roadways	6.30	10.87%	

5.0 Transportation & Servicing Options

5.1 TRANSPORTATION

The proposed transportation system consists of 3 local roads, two east west local roads providing access to the development and an internal north south local road. Three future connections have been provided to the east and north of the Plan Area. The local roads will have a 30m right-of-way and an 11m carriage with grassed ditches on both sides as shown in Figure 6.0 – WCIP Cross Section. This road section exceeds current Town of Lacombe standards allowing vehicles to park on one side of the roadway and still permitting 2-way traffic.

5.2 SITE GRADING

A grading plan for the site will be designed to suit the drainage plan and provide suitable lot grades for the proposed land uses. The developable area of the site will be stripped of topsoil in preparation for site grading. A stockpile will be created and used as a source of material to complete landscaping of the lots as they develop. Some of this topsoil will also be used to landscape the stormwater management facility.

As the existing contours show, the subject property currently grades towards the proposed detention pond area. The grading required for this site will be nominal when compared with other developments of this size. The detention pond will be excavated during the initial grading in order to meet the requirements of providing stormwater management for this development.

The site grades established for this development will be set to achieve an overall earth balance in order to avoid hauling away excess material and eliminate the need to import material.

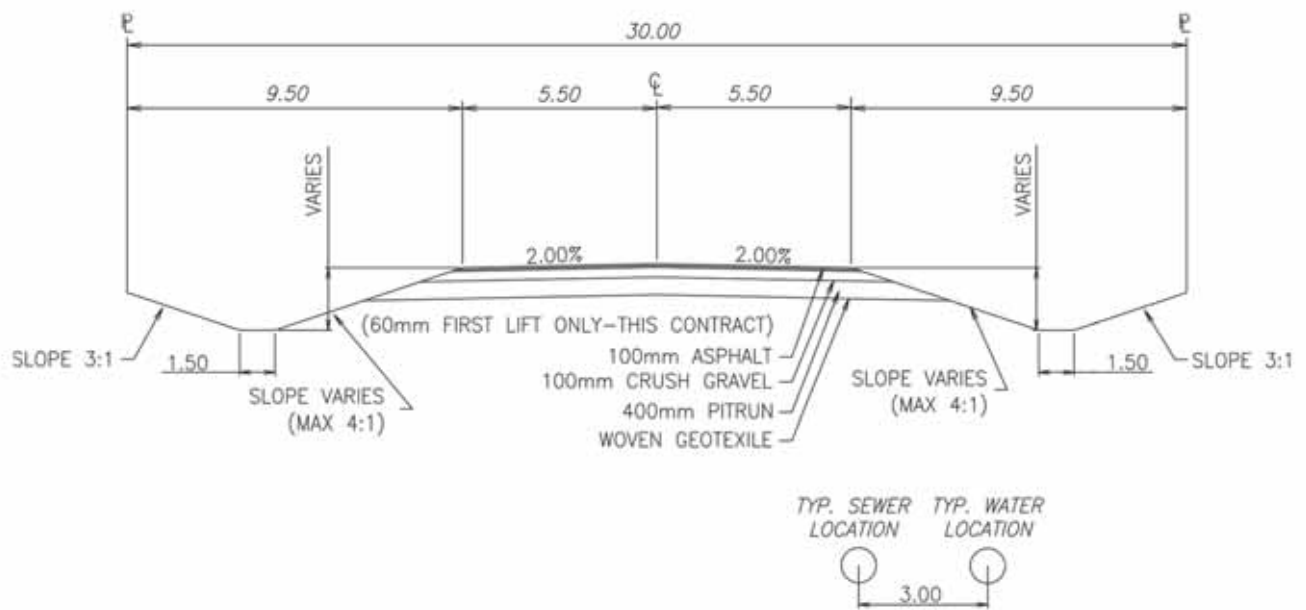
During site grading operations, silt fencing will be installed along the north and west boundaries of the site to prevent any silt from leaving the site.

5.3 STORMWATER MANAGEMENT

The details of the stormwater management system are provided in the ‘Lacombe Industrial Development, SW 28-40-26-W4M Stormwater Management Plan’ provided under separate cover. The stormwater management system for subdivision development will incorporate the following features:

- A Pond Storage Facility (32,000 m³) to provide detention for flows in excess of the controlled discharges from Lacombe Industrial Development, designed for 1:100 year storm event.

FIGURE 6.0



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- Controlled discharge from the development at a rate of approximately 7.3 L/s/ha, in order to control post-development flows to pre-development levels, in accordance with Alberta Environment Guidelines.
- The Detention Pond Facility will convey runoff to the ditch paralleling 34th Street, northwest of the property

The overall stormwater management facility is illustrated on Figure 7.0 – Stormwater Management Plan. The detention pond is located near the low point of the site making site grading easier and allowing the pond a direct controlled outlet flow to the receiving ditch. Depending on the development implementation and phasing, consideration will be made to implement interim stormwater management to control flows from undeveloped areas and apply Best Management Practices as directed by recent Alberta Environment initiatives. Also, the stormwater pond has been designed with wetland features for water quality enhancement such as sedimentation forebays and shallow grassed channels.

5.4 WASTEWATER TREATMENT AND DISPOSAL

Sanitary sewers will connect to the Town's existing system by tying into two existing 300mm sanitary stubs located off 34th Street. The internal sanitary collection system will be a conventional gravity system constructed to lines and grades as per current standards. A 300mm sanitary line will follow the proposed road layout and be stubbed at the north and east boundaries of the quarter section for future development. The overall sanitary sewer pipe system is illustrated on Figure 8.0 – Sanitary Plan.

5.5 WATER SUPPLY

The proposed development will be serviced by The Town of Lacombe's existing water distribution system. An existing 250mm watermain runs along the west boundary, along 34th Street will be the primary connection point for the water system. A 250mm watermain will follow the proposed road layout and be stubbed at the north and east boundaries for future development as shown in Figure 9.0 – Water System Plan. Full details of the water servicing will be confirmed through a detailed Water Network Analysis to be completed during detailed engineering design.

FIGURE 7.0



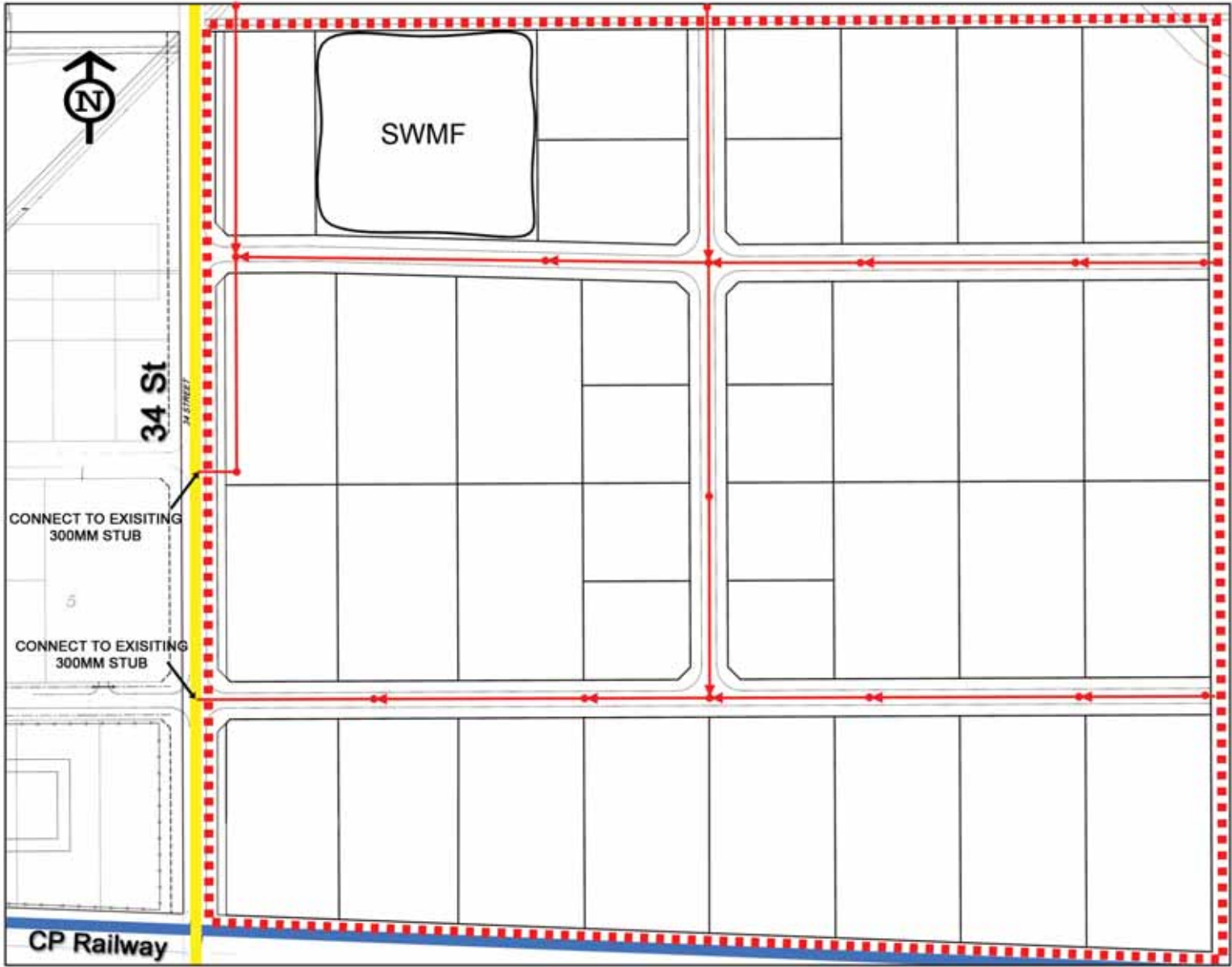
LEGEND

-  ASP Boundary
-  Drainage Direction
-  Roadway
-  Railway

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FIGURE 8.0

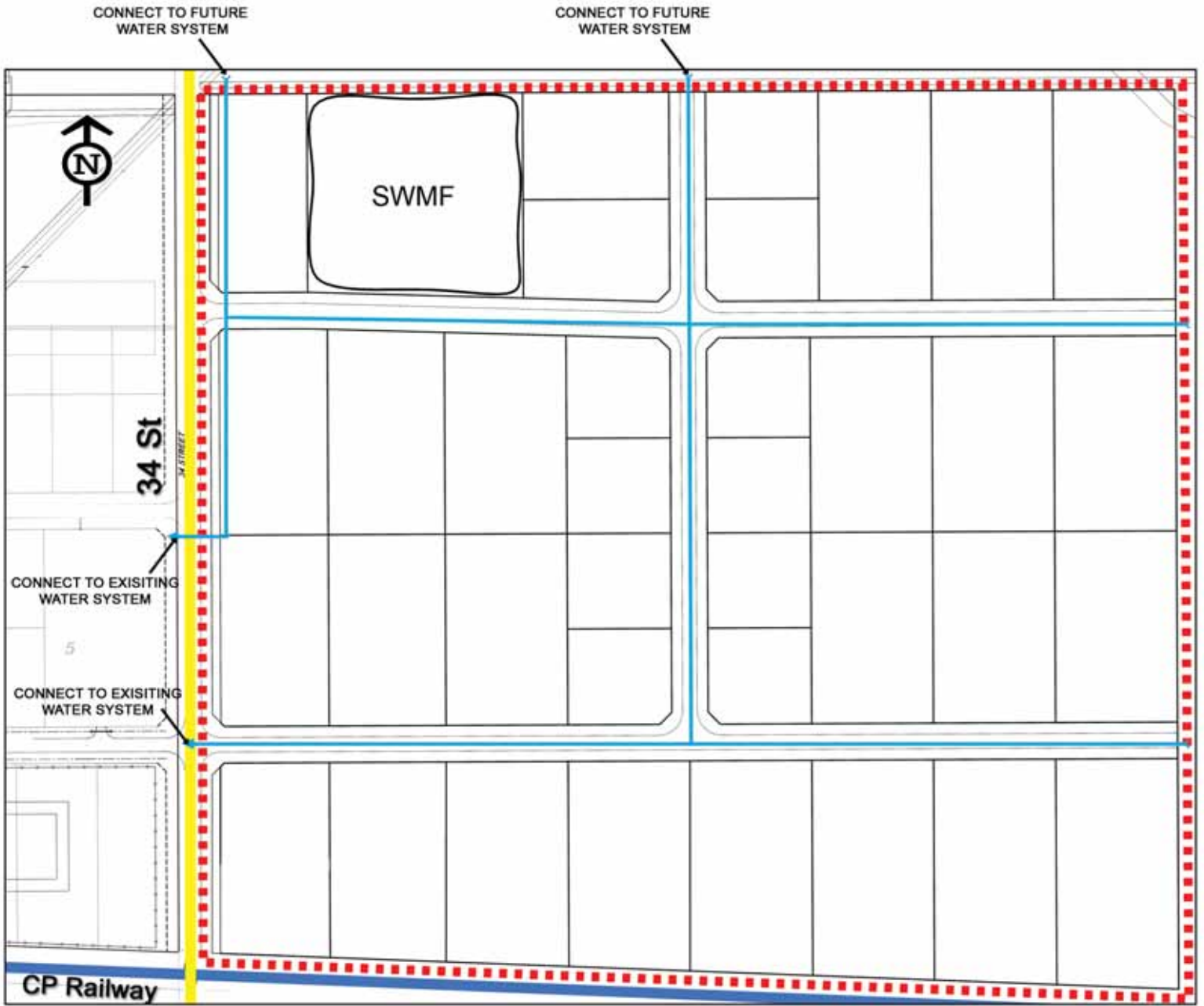


LEGEND


-  ASP Boundary
-  Sanitary Pipe
-  Manholes
-  Flow Direction
-  Roadway
-  Railway

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LEGEND

-  ASP Boundary
-  Water System
-  Roadway
-  Railway

5.6 SHALLOW UTILITIES

Shallow utility services will be provided by the following companies:

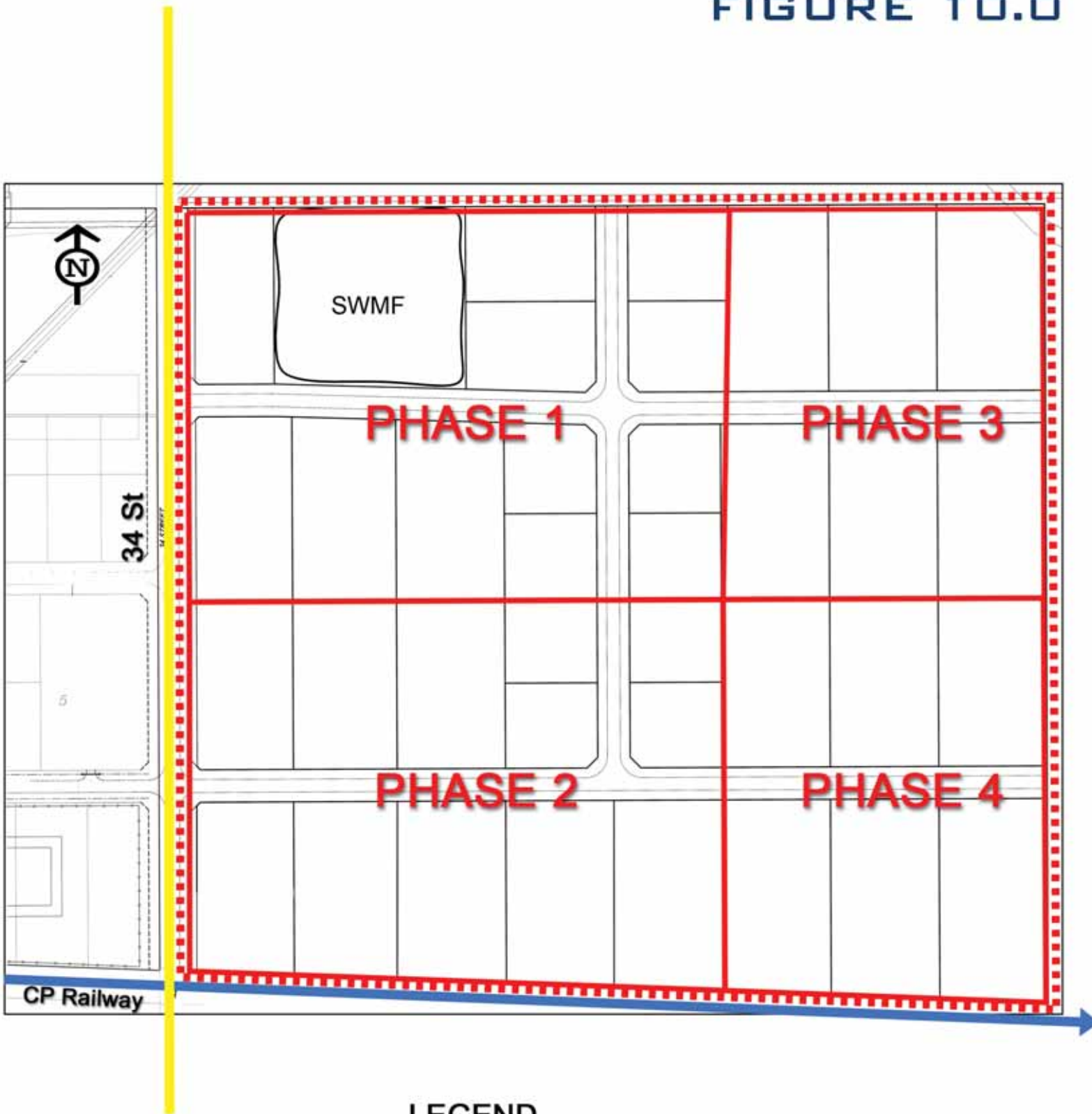
- Fortis Alberta (Electricity and Streetlights)
- ATCO Gas (Natural Gas)
- Telus Communications (Telephone)

There are no major servicing concerns regarding shallow utility servicing of this property. All shallow utilities will be extensions of those already in place in the existing Town of Lacombe.

6.0 Development Implementation & Phasing

6.1 DEVELOPMENT PHASING

Development phasing will consist of four phases as shown in Figure 10.0 – Phasing Plan. Phase 1 is located in the Northwest corner adjacent to 34th Street where the terrain is lowest in elevation. Phase 1 will incorporate a storm water management facility and a four way industrial intersection which will service all future phases. Phase 2 is located in the south west corner adjacent to 34th Street and will include a three way industrial intersection. Phase 3 and Phase 4 will be smaller phases and will be located in the Northeast and Southeast corners respectively. The servicing is based on a natural extension of servicing from west to east while following the natural contours of this land parcel.



LEGEND

-  ASP Boundary
-  Phase Boundary
-  Roadway
-  Railway