

ASP

TOWN OF STONY PLAIN

BYLAW NO. 791

BEING A BYLAW OF THE TOWN OF STONY PLAIN IN THE PROVINCE OF ALBERTA TO ADOPT THE NORTH WEST INDUSTRIAL AREA STRUCTURE PLAN FOR THE S 1/2 SECTION 1 - 53 - 1 - W5TH

WHEREAS, Section 62 of the Planning Act, 1977 enables a Municipal Council to adopt by bylaw, an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area in a municipality.

AND WHEREAS, the North West Industrial Area Plan addressed the requirements of an Area Structure Plan as outlined in Section 62(2) of the Planning Act, 1977.

NOW THEREFORE, the Municipal Council of the Town of Stony Plain, duly assembled enacts as follows:

1. That this Bylaw should be cited as the North West Industrial Area Structure Plan Bylaw;
2. That the North West Industrial Plan attached hereto as:
 Schedule A - Layout Plan and Proposed Uses
 Schedule B - Proposed Sequence of Development
 Appendix A - Development Guidelines
 is hereby adopted as part of this Bylaw.
3. This Bylaw commenced upon the date of it finally being passed.

DONE AND PASSED AS A BYLAW OF THE TOWN OF STONY PLAIN IN THE PROVINCE OF ALBERTA THIS 23 DAY OF November A.D., 1981.

Herb Kotscherofski

 MAYOR H. KOTSCHEROFSKI

J. Van Doesburg

 MUNICIPAL SECRETARY
 J. VAN DOESBURG

READ A FIRST TIME THIS 26 DAY OF October A.D., 1981.
 READ A SECOND TIME THIS 23 DAY OF November A.D., 1981.
 READ A THIRD TIME THIS 23 DAY OF November A.D., 1981.

APPENDIX A

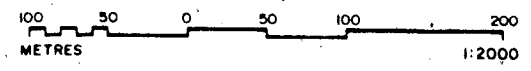
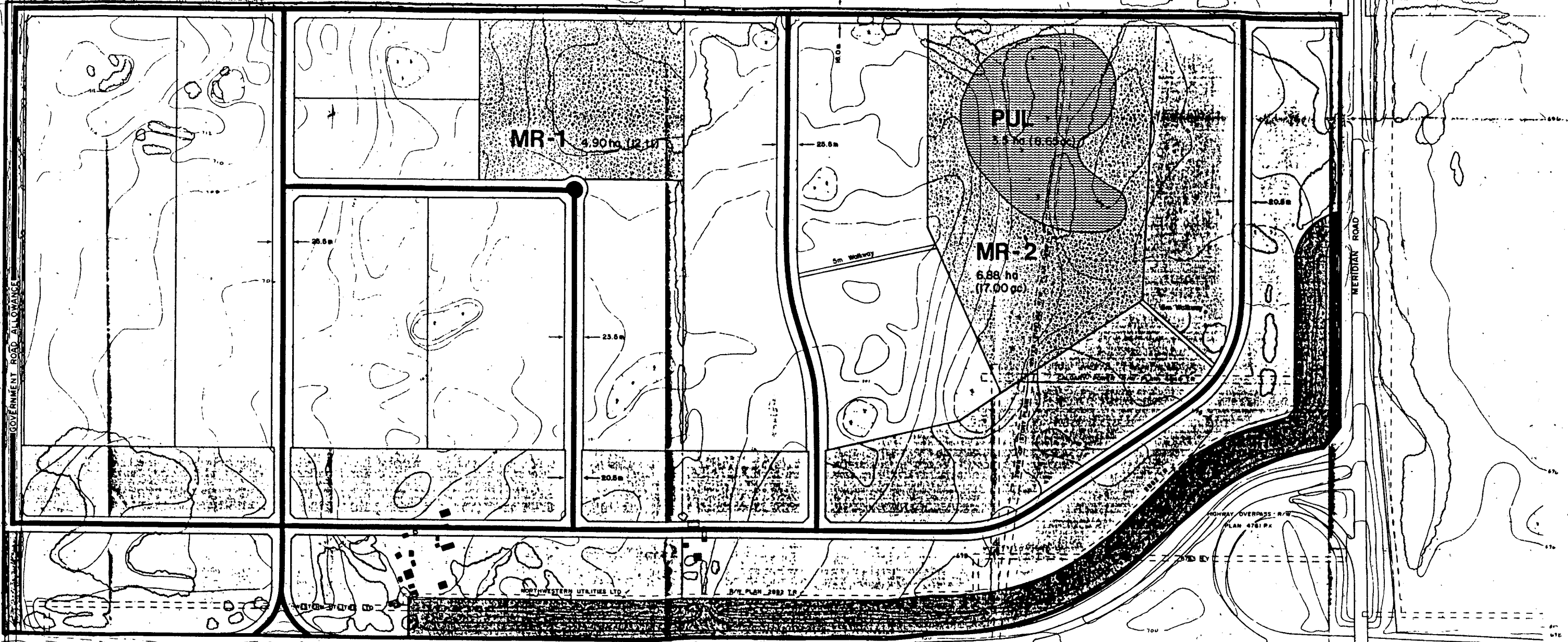
DEVELOPMENT GUIDELINES

- (1) The boundaries of any land use designation, the location of roadways or proposed utilities and all quantities and figures contained herein shall be considered approximate and not absolute. Any reasonable adjustments or variances that may be necessary to the aforementioned items shall not require an amendment to the plan.
- (2) The Area Structure Plan report and accompanying geotechnical data shall become a general guideline to the preparation of detailed subdivision plans and servicing and development agreements and shall be an information document only.
- (3) Subdivision of the plan area shall be staged in an attractive and economical manner such that development and servicing is fully operable to the standards of the town at any stage of development.
- (4) Development of lands within the Plan Area shall conform generally to the land uses as described in Schedule A. Development shall conform to the Stony Plain Land Use Bylaw of the day and shall occur following subdivision approval and signing of a development agreement concerning the subject lands between the developer and the Town of Stony Plain or upon whatever conditions and terms the Town of Stony Plain shall deem appropriate to the specific situation. In any event, no building permits shall be issued until the regional sewage transmission line is in place.
- (5) The first phase of subdivision must provide direct access to Meridian Road. In addition, prior to registration of the first phase, the existing service road abutting highway 16 must be closed and all lots abutting the service road oriented towards the internal road system.
- (6) Municipal Reserve to be dedicated pursuant to the requirements of Section 96(1) of the Planning Act, 1977 within the North West Industrial Area Structure Plan will be:
 - (a) Given in the amount of 10% of the subdivision area, with any balance owing being deferred to the balance of that title area.
 - (b) Provided as land and money in lieu as per attached plan.
 - (c) Representative of lots throughout the plan area.
- (7) The east-west road allowance which forms the north boundary of the plan area shall be designated as a major collector and its integrity as a major collector shall be protected.
- (8) The proposed closure of the at-grade intersection of the north-south government road allowance which forms the western boundary of the plan area will not be endorsed by the Town of Stony Plain unless a suitable alternative access is provided to the sanitary landfill site located in the SW 1/4 1 - 52 - 35 - W4th and the Town of Stony Plain take all reasonable steps to secure an alternate access.

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- (9) All road alignments and rights-of-way shall be in accordance with the Transportation and Utility Study of the Town of Stony Plain, and the Town standards of the day.
- (10) The storm water management system shall be designed to control the rate of runoff to predevelopment levels.
- (11) Buffering to limit access to major roads (Meridian Road, Highway 16 and all major collectors) shall be determined at the time of subdivision.

P.R.

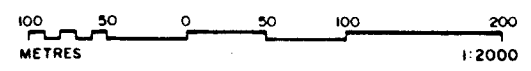
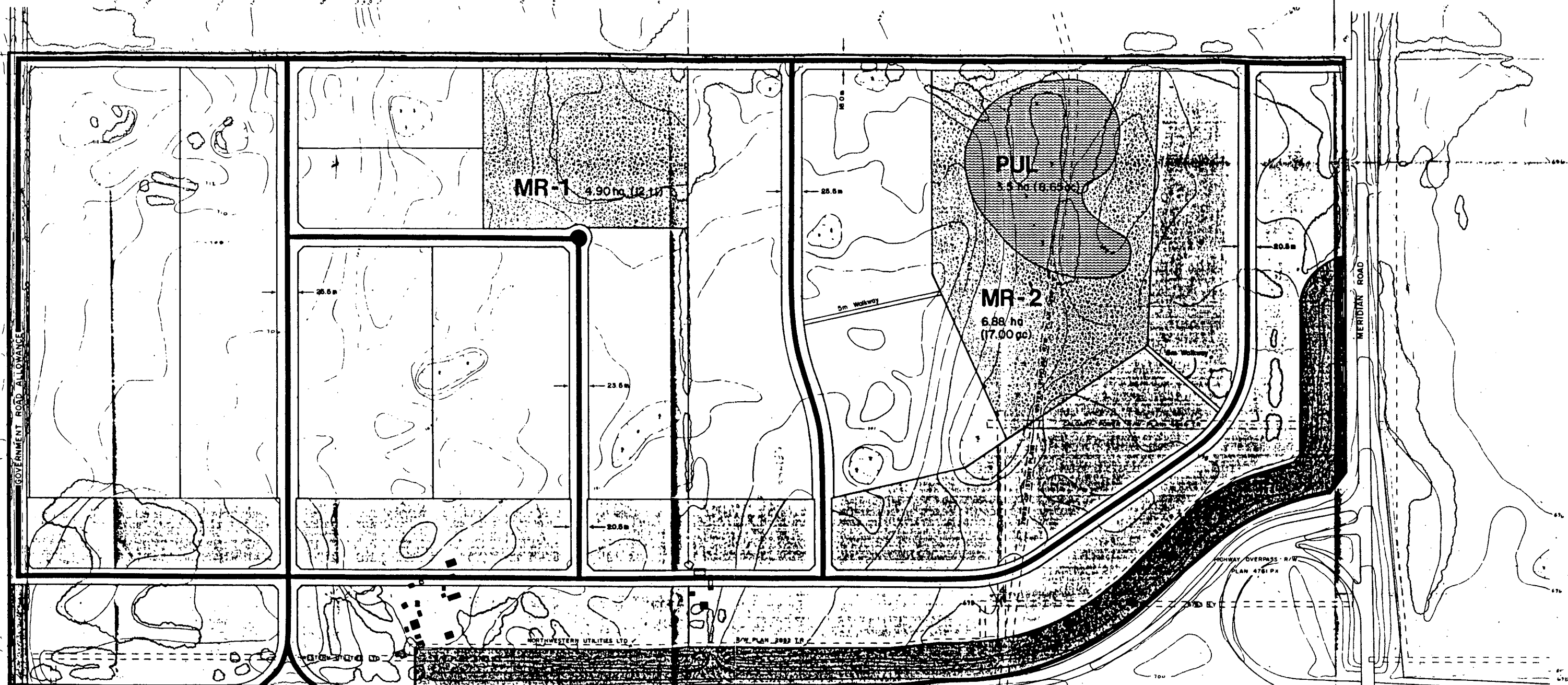


Land Use	ha	ac	%
Industrial	49.43	122.14	42.0
Highway Commercial	41.06	101.46	34.8
Municipal Reserve	11.78	29.11	10.0
Roadways	12.04	29.75	10.2
Public Utility Lot	3.50	8.65	3.0
Total Plan Area	117.81	291.11	100.0
AREA TO BE PURCHASED FROM ALBERTA TRANSPORTATION	6.84 ha (16.90 ac)		

NORTH WEST INDUSTRIAL PARK

S1/2-1-53-1-W5

AREA STRUCTURE PLAN



Land Use	ha	ac	%
Industrial	49.43	122.14	42.0
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W.J. FRANCL & ASSOCIATES - CONSULTING ENGINEERING LTD.

ENGINEERS & PLANNERS P646-1-8 MAY 1981

28.2

3401.NOR.02

AREA STRUCTURE PLAN
FOR
S-1/2-1-53-1-W5

PLAN PREPARATION

PLANNING

A. Carl Royan, MCIP, Chief Planner
Valerie M. Martin, B.A., Planner
Brenda R. Sturek, Technician

ENGINEERING

Roger Bhatia, P.Eng.
Derek Richmond, P.Eng.
Orest Gowda, P.Eng.
Rod Lumabi, Technologist
Terry A. Phelps, Technician

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INTRODUCTION

The S-1/2-1-53-1-W5 was annexed to the Town of Stony Plain on January 1, 1980. Since that time, the owners have pursued planning approvals for their property and are eager to commence development of the proposed highway commercial and light industrial parcels.

The intent of this report and accompanying plans is to illustrate how this property can be developed to assist in meeting commercial and industrial land needs in the Town of Stony Plain. For ease of reference, the format of the report generally follows that suggested in the "Terms of Reference", page 3 of the Town of Stony Plain Area Structure Plan Policy.

1. CONFORMANCE OF PROPOSED LAND USES TO PLANNING DOCUMENTS

(a) Edmonton Regional Plan

At present, the Edmonton Regional Plan is available only in draft form. It is our understanding that it will likely not be formally adopted for approximately one year. Discussions with Commission staff indicate that the uses we propose for the site are logical and likely. Once adopted in the Town's land use bylaw, they will be appropriately designated in the regional plan.

(b) General Municipal Plan

At the time the general municipal plan was developed, the property which is the subject of this application was not annexed and was therefore not dealt with in the initial document. The plan has, however, been recently amended and designates the S-1/2-1-53-1-W5 for future industrial use.

(c) Land Use Bylaw

The land use bylaw designates the S-1/2-1-53-1-W5 as M-R (Industrial Reserve). This would indicate that the land uses proposed in this area structure plan are appropriate. Reclassification would be required at the time of subdivision. The application would be submitted for C-2 (Commercial-Vehicular Oriented) and M-1 (Industrial-Light Industry) for the designated areas at the tentative plan stages.

(d) Other Area Structure Plans

There are no area structure plans in effect that would influence this proposal. The owners are, however, cooperating with the owners of SE-2-53-1-W5, who are in the process of preparing an area structure plan for their property.

2. PHYSICAL SITE EVALUATION

The site generally slopes eastward, with a few depressional areas evident. Local relief of the area varies only about 20 metres, as indicated on the area structure plan. The proposed drainage pattern for the development area takes advantage of the natural topography of the land as much as possible and is indicated on Drawing 646-1-10.

In 1979 Curtis Engineering & Testing Ltd. conducted soils tests on the subject property and prepared a report. A copy of this geotechnical evaluation accompanies this report, under separate cover. The report discusses the soils, subsurface geology, and groundwater of the area.

The CLI agricultural capability ratings for the property are classes 2 and 0 and it is presently being farmed. The adjacent lands to the north, east, and west of the site are also in agricultural use, although an area structure plan is being prepared by the owners of the SE-2-53-1-W5. Highway 16 forms the southern boundary of the property and the land south of the highway is part of the built-up area of Stony Plain. From perusal of the Draft Edmonton Regional Plan, the general area has no known valuable sand, gravel or coal deposits and the subject property is not expected to have any major natural resources.

3. DEVELOPMENT PROPOSAL

(a) Proposed Land Use

(i) Commercial/Industrial

As illustrated in Table 1, the two major land uses proposed for the site are highway commercial and industrial.

Table 1 - Proposed Land Use

<u>Land Use</u>	<u>ha</u>	<u>ac</u>	<u>%</u>
Industrial	49.31	121.84	41.8
Highway Commercial	42.31	104.55	35.9
Municipal Reserve	11.78	29.11	10.0
Roadways	10.91	26.96	9.3
Public Utility Lot	<u>3.50</u>	<u>8.65</u>	<u>3.0</u>
TOTAL	<u>117.81</u>	<u>291.11</u>	<u>100.0</u>

The highway commercial (C-2) use is proposed along both sides of the curved minor collector paralleling Highway 16 and Meridian Road. Approximately 90 lots are proposed with sizes ranging from .33 ha (.82 ac) to .86 ha (2.1 ac), with the majority being approximately .4 ha (1 ac) in size. The types of uses proposed are in accordance with the C-2 (Commercial-Vehicular Oriented) uses outlined in the land use bylaw. As per previous discussions with Town officials, the emphasis will be on services to the motoring public rather than direct competition to downtown businesses.

The remainder of the site would be used for light industrial purposes. Approximately 60 lots are proposed, varying in size from .39 ha (.96 ac) to 1.76 ha (4.34 ac). There is a concentration of parcels at 1.5, 2, and 4 acres in size to allow for a variety of uses. The uses proposed for the industrial parcels are those outlined in the M-1 (Light Industry) classification in the land use bylaw.

(ii) Open Space

Open space has been dedicated in two separate large parks. They have been sized and located in a manner to provide for different uses. One is earmarked as a passive day-use area, with the other suggested as an active park to serve the residents of Stony Plain.

MR-2 is 6.88 ha (17 ac) in size and is located in the northeastern part of the business park. More important is the location of this park in relation to the total industrial district for the Town. The reserve has been designed adjacent to the storm detention pond to provide an aesthetic setting for a day-use passive park. The detention pond (P.U.L.) has been sized to allow for 1 foot above the 100 year flood level and therefore will not encroach on reserve dedication. The developers propose that the park be contoured and grassed, with trees planted during development of the first phase. The approach would be to develop the site as a focal point for day-use for industrial properties north of Highway 16. It is estimated that this subdivision would employ between 1000 and 3000 workers, depending upon the specific types of industrial uses*. Add to this the other industrial areas, such as the one the Town is developing, and a need for this type of area becomes even

*Based on figures from Nisku Industrial Park.

more evident. The developers feel that at later phases of development, they would be in a position to negotiate other facility needs with the Town, such as trails to accommodate jogging and cross-country skiing and washroom/changehouse facilities. There is a very evident trend in Alberta toward leisure pursuits of the outdoor individual unorganized nature. The development of this park would facilitate these types of uses by employees of the business park as well as by Town residents in the evenings and weekends.

The second park, MR-1, is 4.9 ha (12.1 ac) in size and is located centrally in the subdivision. It has both internal access as well as access from the major collector along the northern boundary of the property. The intent of the developer is to clear, grade, and seed the site so that it can be used for recreation as deemed necessary by the Town. Communities in the Edmonton area have found that open space in industrial areas is very useful to accommodate large space users (e.g. football/soccer fields) that do not lend well to residential areas or community-wide facilities (e.g. adult facilities with large spectator areas) that tend to become large traffic generators. It seems that most often, residents demand these types of facilities but do not want them located in residential areas. Location of these types of facilities within industrial parks, therefore, could be a viable alternative as the community grows.

The parks as illustrated in our plan are strategically located to act as a focal point for the subdivision. The developers feel they are a necessary part of the subdivision and therefore encourage the Town to utilize them as such.

(iii) Circulation System

The circulation system of the area structure plan has been designed according to the standards established in the Town of Stony Plain Transportation and Utility System Study, Stanley Associates Engineering Ltd., November, 1980. A hierarchy of roads and a combination of urban and rural right-of-way standards have been designed for in this area structure plan.

It is presently proposed that the roadway servicing the highway commercial property be built to urban standards. As per the Town's transportation and utility study, its roadway classification would be minor collector and we have allowed for a 20.5 m right-of-way. The two roadways running north-south that tie into this service road would also be minor collectors. At this time, it is proposed that only those roadways adjacent to highway commercial property would be developed to urban standards and therefore those portions of the roadways north of the highway commercial property have 25.5 m rights-of-way rather than 20.5 m. This plan allows flexibility, should the developer decide at a later stage of development that urban standards are desirable for the entire subdivision. The right-of-way widths could easily be reduced to 20.5 m at that time. The looped roadway is deemed to be a local roadway and a 23.5 m right-of-way has been provided, which again could be easily reduced to 20.5 m if constructed to urban rather than rural standards. The roadway along the western boundary is also designated as a minor collector and 25.5 m has been shown, which could be reduced by 5 m if developed to urban standards. The additional right-of-way needed for a minor collector has been taken equally from both sides of the government road

allowance. The roadway along the northern boundary of the property is designated as a major collector. At rural standards, this would require a 32 m right-of-way, half or 16 m which we have designed for in our plan. The plan does not provide for any direct access onto this proposed major collector from individual parcels.

The plan has a hierarchical road system, with the local roadway tying into minor collectors, and minor collectors tying into a major collector, which in turn ties into Meridian Road, an arterial roadway. Access to Meridian Road has been restricted to one point, at the northern boundary of the property. The existing access to Meridian Road and the service road will eventually be removed but may remain on a temporary basis until the major collector system to the north is developed. Negotiations are presently underway for the purchase of the service road right-of-way (i.e. that area shaded and labelled on the plan) by the developers from Alberta Transportation. Once the access to the highway has been developed, there is no need for the service road. During the past two years, the developers have worked closely with the Town and Alberta Transportation to resolve the issue of access to the property from Highway 16. After numerous consultations, the proposed highway access was agreed upon. The concept is indicated on the plan and the design details will be worked out at the subdivision stage. When the access to Highway 16 is developed, Alberta Transportation requires closure of the existing access from the government road allowance along the western boundary of the property. This access point has poor sight distances and is considered dangerous. Closure of this intersection would result in only minor inconveniences to people wishing to travel west on Highway 16 or east to the Town of Stony Plain but would greatly enhance safety.

Pedestrian access has been provided to the proposed park areas via walkways. These walkways will facilitate day-use of the parks by the workers in the industrial subdivision.

(b) Servicing

This section outlines the servicing concept for the proposed area structure plan and evaluates the feasibility of servicing the area with underground utilities and surface improvements.

In considering the engineering concepts for servicing the area structure plan, careful attention has been paid to the most recent engineering reports for the Town of Stony Plain. These reports include:

- Town of Stony Plain, Transportation and Utility System Study, Stanley Associates Engineering Ltd., November, 1980.
- Town of Stony Plain, Storm Drainage Study, Associated Engineering Services Ltd., June, 1979.

Therefore, these reports have been used as a basis for formulating the proposed engineering servicing concepts in this section.

(i) Study Area

The area structure plan encompasses a land area of approximately 118 hectares (290 acres) located in the northwest part of the Town of Stony Plain. The area is bounded by Highway 16 on the south, Meridian Road on the east, a government road allowance on the west and agricultural land (future industrial) on the north. The area is proposed for development as highway commercial use for the land adjacent to the highway and for light industrial use for the balance of the area.

(ii) Topography and Soils

The site is gently rolling and slopes from west to east with a maximum difference in surface elevation of about 20 metres. There are some low lying depressional areas, particularly in the eastern and southern parts of the site.

A geotechnical investigation to determine the suitability of subsoil conditions for industrial development was carried out in August, 1979, by Curtis Engineering & Testing Ltd. Their report, together with the test hole logs, are enclosed.

The detailed engineering design of the proposed services and the roadways would reflect careful consideration of the soil conditions in the study area.

(iii) Waterworks System

The Stony Plain water distribution system receives all of its water from the Parkland Water Board through the Town's 3.2 MIG storage reservoir and pump station. The Stanley (1980) report indicates that the present water supply facilities will be capable of supplying a population of 27,100.

The proposed waterworks system for the area structure plan is shown on Drawing 646-1-9. In order to service the study area, the construction of a 250 mm diameter off-site water main from 43rd Avenue northward and a 300 mm diameter off-site main extended west from 45th Street to the northeast boundary of the property would be required.

The on-site distribution system will consist of 300 mm, 250 mm, and 200 mm diameter water mains. The mains have been sized and strategically located so that extensions into future developable areas can be achieved economically and with minimum effect on existing system networks. The system will be looped, hence ensuring an optimal and reliable water supply for the area. In addition, phased development of the study area adequately lends itself to interim looping of the distribution network.

Thus, the proposed waterworks system would ultimately be capable of distributing water to consumers at adequate pressure and quantities for consumption and fire protection purposes throughout the study area.

(iv) Sanitary Sewerage System

The existing sanitary sewer collection system for the Town of Stony Plain consists of a network of lateral sewers and a trunk sewer that collects and directs the sewage flow by gravity to the existing sewage lagoon facilities located approximately 1.2 km (3/4 of a mile) to the north of the Town.

In future, the Parkland Sewage Transmission Line, proposed by Alberta Environment, will become the major sewage trunk in the area. This trunk line is presently in the design stage, with construction scheduled to commence in the spring of 1982, and completion set for 1983. The timing of this construction coincides with the proposed development of the area structure plan.

The proposed ultimate sewage collection system within the study area is shown on Drawing 646-1-9. This system consists of 250 mm diameter lateral sewers that direct the sewage flow to two trunk sewers: namely, a 450 mm diameter trunk sewer along the north boundary of the property and a 750 mm diameter trunk sewer flowing northward across the middle of the property. These two trunks are sized to accommodate future developments to the west and south. They will in turn discharge into the proposed 900 mm diameter Parkland Sewage Transmission Line, which will be extended into our study area.

(v) Roadways

The proposed on-site roadway system is shown on Drawing 646-1-8. The system consists of both urban and rural cross-sections as indicated in the following table.

Table 2 - Proposed Road System

<u>Description</u>	<u>Right-of-Way</u>	<u>Carriageway</u>	<u>Cross Section</u>
Minor Collector (Highway Commercial)	20.5 m	11.5 m	C/G & pavement
Minor Collector (Industrial)	25.5 m	13.5 m	Rural
Local (Industrial)	23.5 m	11.5 m	Rural

Typical road cross-sections and associated rights-of-way are indicated in Drawing 646-1-11.

The main access to the proposed development will be directly from Highway 16 at a location approximately 1.2 km (3/4 of a mile) west of Meridian Road.

The streets are designed to handle peak traffic flows at ultimate development.

(vi) Stormwater Management

The study area drains in an easterly direction towards Meridian Road. The topography is characterized by the presence of several small sloughs and the absence of interconnecting stream courses.

A major stream course exists at the study area's east boundary (known as stream course #2 in previously written reports). Flows from the catchment area, tributary to stream course #2, upstream of the study area, are controlled by an existing 48 inch x 72 inch CMP arch culvert under Highway 16. Stream course #2 outfalls on the north side of Highway 16 into a section of improved ditch located adjacent to an existing local access road on the west side of Meridian Road. The stream course continues to flow north adjacent to the west side of Meridian Road and then crosses Meridian Road via a 48 inch CMP culvert.

The existing stream course on the east side of Meridian Road is at minimal grade and has minimal capacity. The stream course is incapable in its present condition of conveying the anticipated 100 year flood event within its channel section.

The proposed stormwater management system is outlined in Drawing 646-1-10 and uses a stormwater impoundment (retention lake) to achieve zero increase in runoff (i.e. maintain runoff at pre-development rates).

The on-site drainage facilities basically consist of surface runoff conveyed by shallow roadside ditches into a main ditch located north of the proposed highway commercial area

which eventually outfalls into the proposed stormwater impoundment. The natural storage afforded by the proposed ditches will further assist in the attenuation of peak flows generated from the study area. Runoff from the highway commercial area into the Highway 16 drainage ditch will also be accommodated by the proposed on-site drainage facilities.

Upon development of the study area the existing local access road to the west of Meridian Road will be eliminated. It is, therefore, proposed that the small portion of stream course #2 north of the Meridian Road/Highway 16 interchange be realigned (as indicated on Drawings 646-1-10 and 646-1-12) in accordance with design criteria outlined in the Town's stormwater management reports. It is anticipated that some remedial work to stream course #2 will be required (i.e. upgrading of culvert(s) under Meridian Road and some downstream channel improvements) to accommodate anticipated 100 year flood event flows.

(vii) Franchise Utilities

All major franchise utilities are available in the vicinity of the study area. No problem is anticipated at this stage in extension of these services to the study area.

Several existing franchise utility rights-of-way exist within the study area. Final design of these services to the area will accommodate any relocation that may be required.

(viii) Summary

Therefore, based on the aforementioned engineering servicing concepts, orderly, staged, and economical development of the proposed industrial park appears to be feasible and complements the master development plan for the Town of Stony Plain.

4. STAGING OF DEVELOPMENT

It is proposed that the first phase of development would include most of the highway commercial property. Further development would likely proceed northward with the final phase estimated to be complete in about 10 years. The ultimate staging of development, however, will be dependent upon demand and servicing.

5. INTEGRATION WITH ADJACENT AREAS

(a) Compatibility With Adjacent Land Uses

The proposed land uses are compatible with adjacent land uses. The adjoining properties to the north, east and west are presently in agricultural use while the property to the south has been partially developed for highway commercial use. The ultimate uses for these areas, however, are designated in the land use bylaw as M-R (Industrial Reserve) and C-2 (Commercial-Vehicular Oriented), thereby ensuring compatibility between neighbouring uses.

(b) Connections to Highways and Arterial Roadways

The subject property is bounded on the south by Highway 16 and on the east by Meridian Road. After much deliberation with Alberta Transportation, the proposed highway access was agreed upon. With regard to Meridian Road, it is proposed that the present access remain temporarily until the major collector along the northern boundary of the property is developed.

Note

(c) Social Impact on Community

The major impacts of this proposed development on the community would be on local employment and recreation opportunities. With the capacity for major industrial growth, Stony Plain has the potential of becoming a satellite industrial centre. Furthermore, this development would greatly enhance the recreation areas in the Town. The one park will provide an excellent day-use facility while the other will provide for large space users such as a community-wide facility.

(d) Financial Impact on Community

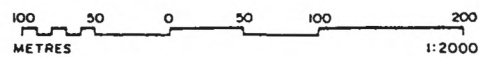
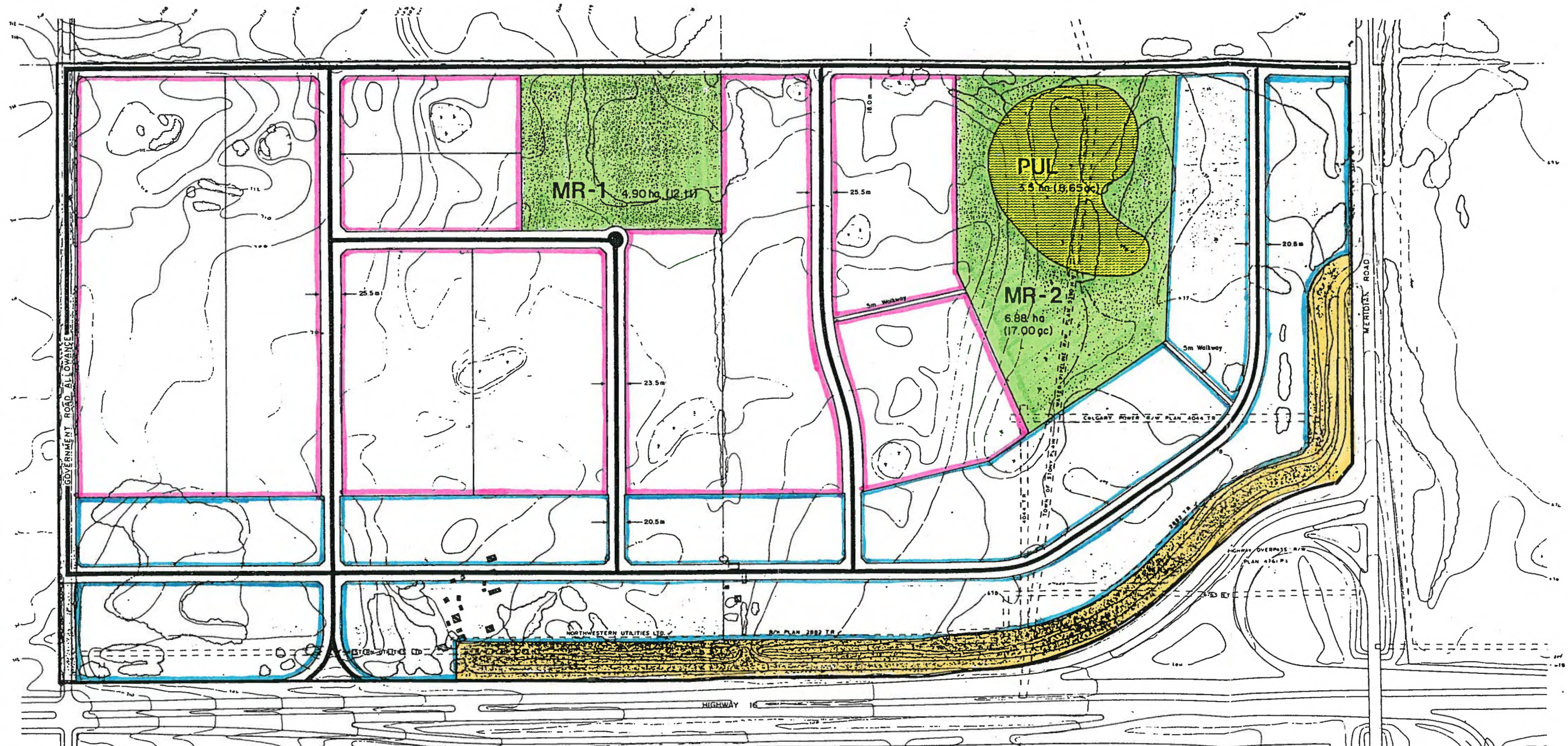
The financial impact of this development on the community will be a positive one. Municipal services will be required in the planning area but we anticipate that tax assessment from industrial development will more than offset these costs.

APPENDICES

STONY PLAIN BUSINESS PARK

S1/2-1-53-1-W5

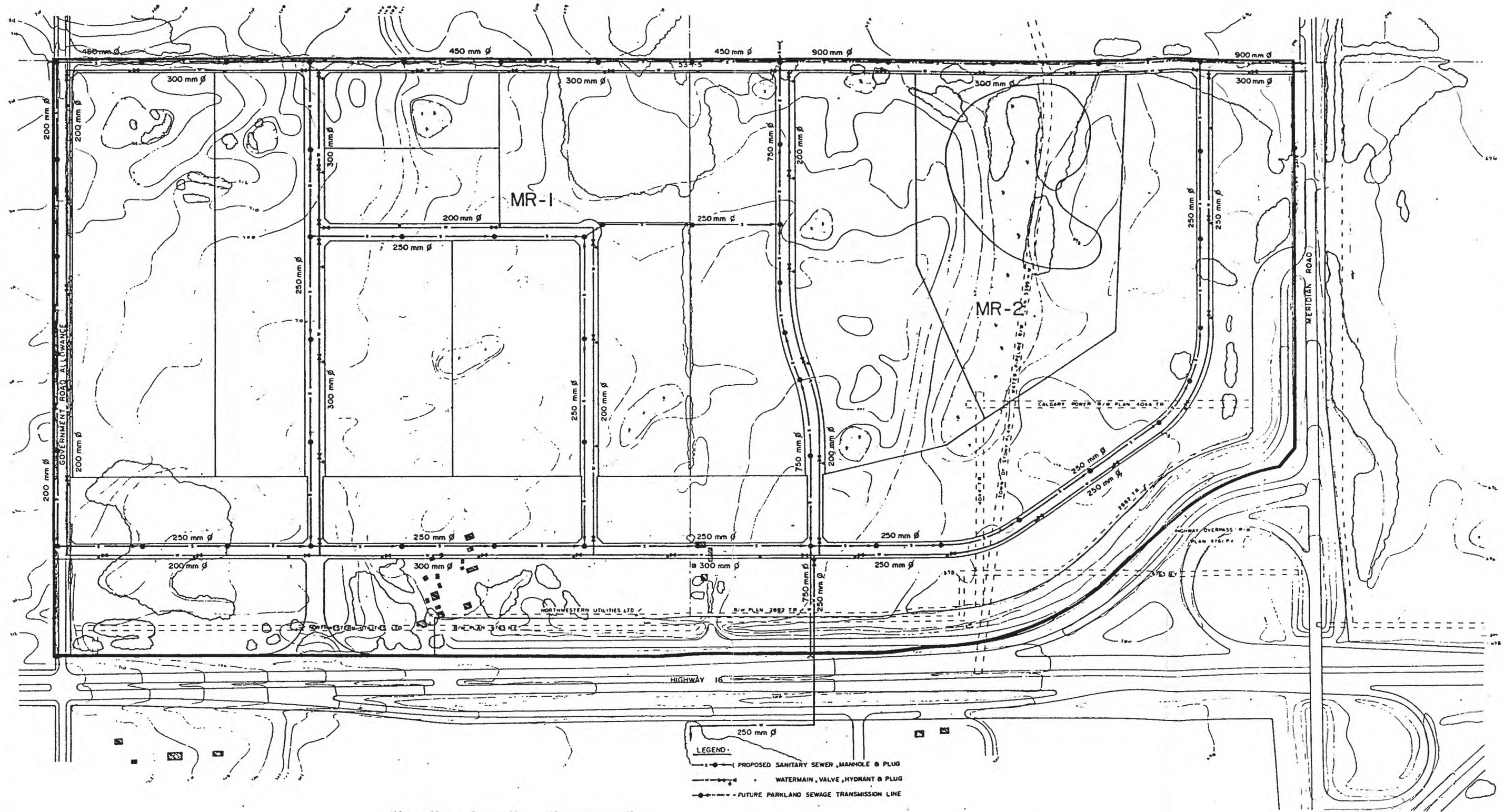
AREA STRUCTURE PLAN



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STONY PLAIN BUSINESS PARK

WATER & SANITARY SEWER PLAN

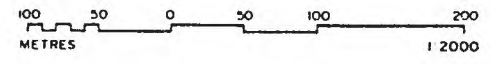
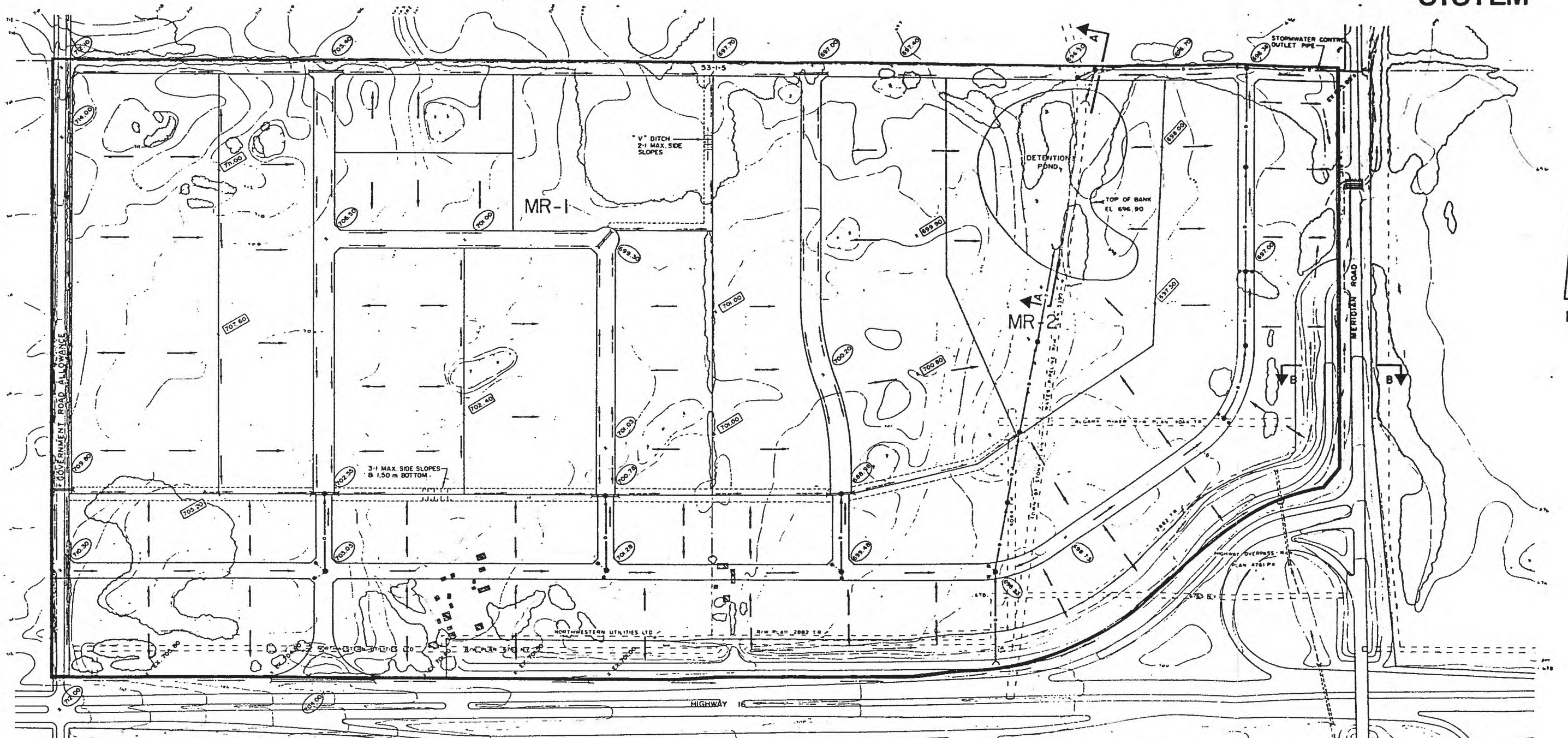


LEGEND
-○- PROPOSED SANITARY SEWER, MANHOLE & PLUG
-●- WATERMAIN, VALVE, HYDRANT & PLUG
-○- FUTURE PARKLAND SEWAGE TRANSMISSION LINE

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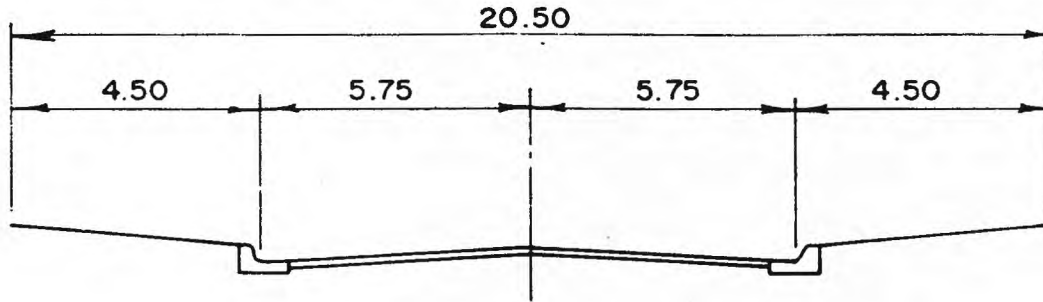
STONY PLAIN BUSINESS PARK

STORMWATER MANAGEMENT SYSTEM

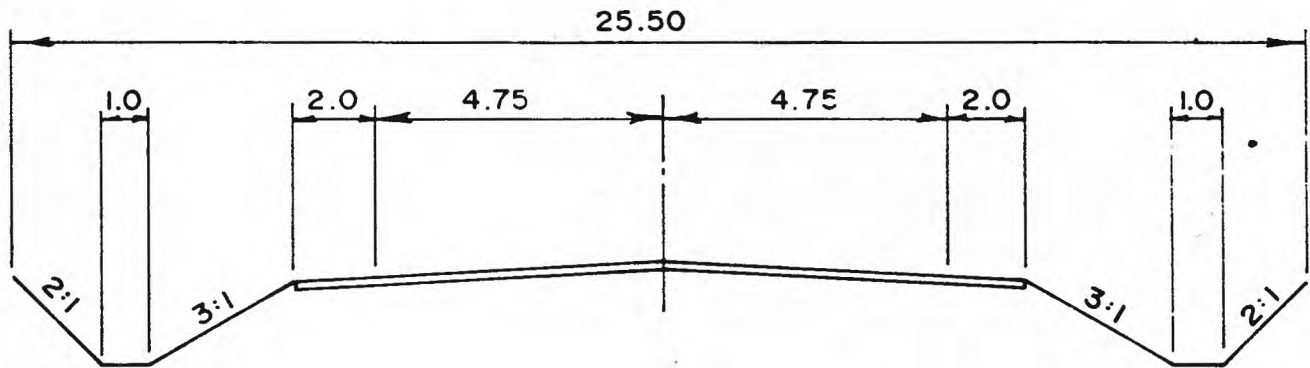


- LEGEND:**
- (697.40) PROPOSED ROAD CROWN ELEVATION
 - (700.80) LOT ELEVATION
 - STORM SEWER, MANHOLE & CATCH BASIN
 - |— CULVERT
 - |— ROADSIDE DITCH
 - |— IMPROVED EXISTING DITCH
 - |— DIRECTION OF FLOW
 - |— DITCH
 - |— EXISTING CULVERT
 - |— DITCH

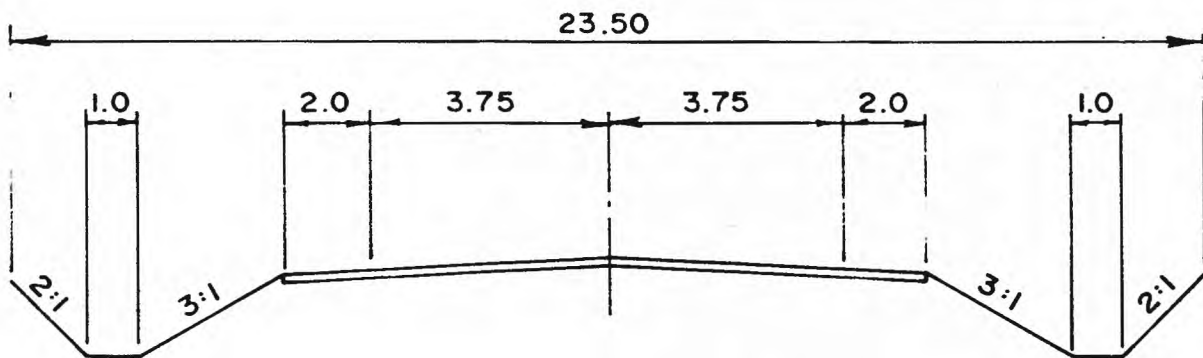
- NOTES:**
- 1 FOR PROPOSED ROAD CROSS-SECTIONS, SEE DRAWING P646-1-11
 - 2 FOR SECTIONS A-A & B-B, SEE DRAWING P646-1-12



TYPICAL MINOR COLLECTOR - HIGHWAY COMMERCIAL



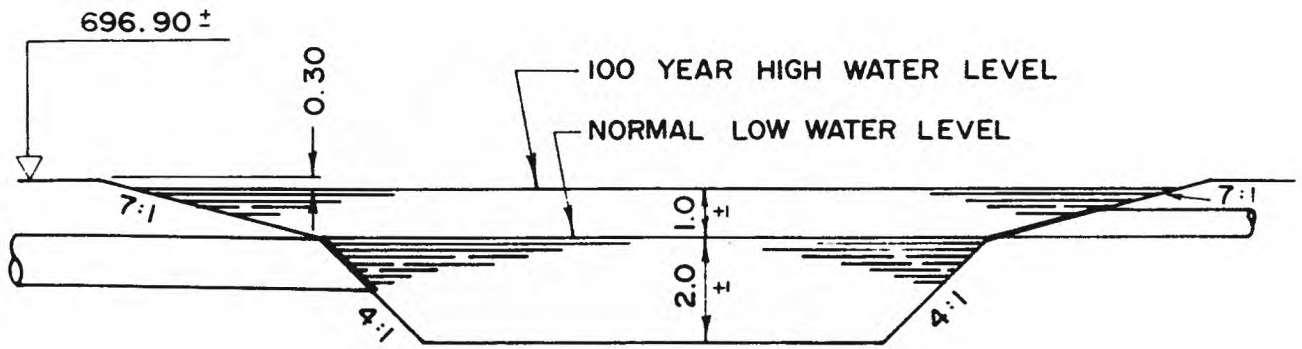
TYPICAL MINOR COLLECTOR - INDUSTRIAL



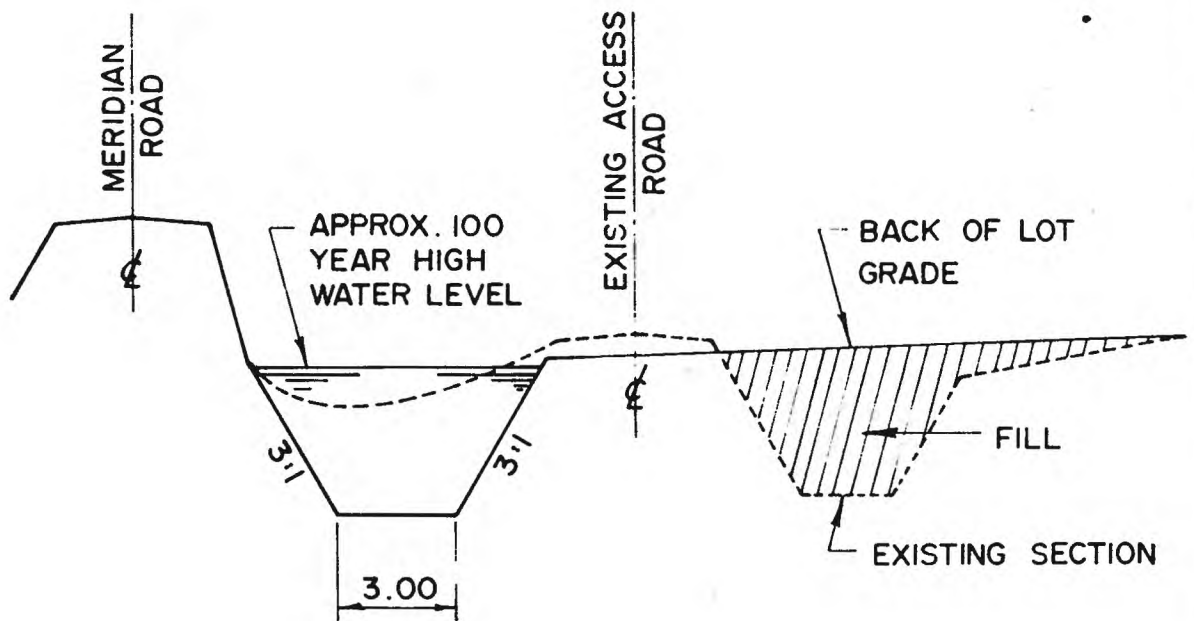
TYPICAL LOCAL - INDUSTRIAL

STONY PLAIN BUSINESS PARK
PROPOSED ROAD CROSS-SECTION





SECTION A-A



SECTION B-B

STONY PLAIN BUSINESS PARK



P646-1-12