

OUTLINE PLAN

NORELL BUSINESS PARK

SE ¼ 34-38-1-W5

Part of SW ¼ 34-38-1-W5

Prepared For:

Apple Building Systems

Prepared By:

Richards Consulting & Associates Ltd.

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1.0 INTRODUCTION

1.1 PURPOSE

The purpose of this Outline Plan is to provide a framework for the long-term subdivision and development of the land located at SE ¼ 34-38-1-W5 and SW ¼ 34-38-1-W5. The Plan Area is located on the eastern edge of the Town of Sylvan Lake, and exhibits considerable potential for industrial and commercial expansion.

1.2 REGIONAL CONTEXT

Norell Business Park in a regional context is shown on **Figure 1**. The proposed development is located within the limits of the Town of Sylvan Lake, on the eastern edge of the Town. Specifically, the plan area is bounded by 47th Ave to the south, the Town of Sylvan Lake's sewage lagoons to the north, the undeveloped SW ¼ 35-38-1-W5 to the east, and the Beju Industrial Park to the west (SW ¼ 34-38-1-W5), which is currently being developed with industrial and highway commercial uses. The current use of the plan area, as well as the neighbouring properties to the south and east are mainly agricultural. The property south of the proposed development is currently being developed for residential purposes. The properties to the west and north, and the property south of the proposed development are within the Town of Sylvan Lake's boundaries.

1.3 2015 AMENDMENT

In September 2009 the Town of Sylvan Lake adopted the Real Equity Business Park Outline Plan. Prepared by A.D. Williams Engineering Inc. To date no development has occurred, however the lands have been rezoned to reflect the original land use concept. This amendment is intended to update the overall concept for the plan area, including a name change for the development to the Norell Business Park and revisions to the proposed land use concept see **Appendix A**

2.0 EXISTING CONDITIONS

2.1 PLAN AREA

The boundary of the Norell Business Park Outline Plan is defined by SE ¼ 34-38-1-W5 and part of the SW ¼ 34-38-1-W5. The total area of this site is approximately 67 hectares (165 acres). The remainder of the SW ¼ 34-38-1-W5 is already developed with light industrial and commercial uses and the proposed development is currently being used for agriculture purposes. This section summarizes the existing conditions of this area, which are significant for identifying an optimal future land use concept.

2.2 TOPOGRAPHY AND VEGETATION

The plan area gently slopes from west to east (see **Figure 2**). Most of the area has been cleared for agricultural purposes and currently contains grasses typical of pastureland; however there are still multiple tree stands remaining. There is also an abandoned farmyard in the central portion of the site, which is accessed from the south. Existing environmental features include (see **Figure 3**):

- A large low-lying area (old lake bed) is located in the south eastern portion of the plan area, covers approximately 23.8 hectares (59 Acres). Part of this low-lying area has already been converted to a storm pond for the Town of Sylvan Lake. This pond, located along the eastern edge of the property, is approximately 5.95 hectares (14.7 Acres) in size. There is room to the south of the existing pond for a new pond to be constructed to handle the extra runoff from the very southern portion of the plan area.
- There are a number of groves of trees in the central and western portion of the plan area. The majority of these trees will be removed during the construction process.
- There is an existing drainage ditch, which runs along the north edge of the plan area. The drainage ditch eventually empties into the northeast corner of the Town of Sylvan Lake's storm pond.

- Sylvan Creek runs along the eastern edge of the proposed development. The creek serves as the outlet for the Town of Sylvan Lake's storm pond. The creek also offers outlet opportunities for the new pond to be constructed south of the existing storm pond. The creek flows south and eventually drains into a treatment wetland in Cygnet Lake on NW 26.

2.3 EXISTING LAND USE

Most of the SW ¼ 34-38-1-W5 has already been developed with light industrial and highway commercial uses. In the proposed development area, the predominant land use is industrial with a little Highway Commercial. Most of the area contains grasses typical of pastureland, and was previously used for cattle grazing.

2.4 EXISTING ZONING

Existing zoning generally reflects and supports the existing land use pattern described above. The land use districts applicable to the plan area under the Town of Sylvan Lake Land Use Bylaw No. 1307/2003 are as follows:

- Highway Commercial District (CH) and Light Industrial District (I1) – This land use district applies to the lands within the proposed Norell Business Park area. The district permits uses that will facilitate commercial business activities inclusive of warehousing, retail, and Light Industrial uses.
- Highway Commercial District (CH) – Part of the SW ¼ 34-38-1-W5 within the plan area is currently zoned Highway Commercial. This district permits commercial uses and other uses which are compatible with the area. This area is adjacent to a major thoroughfare, which require large open areas for public parking, for display of merchandise, or both, which will create an attractive environment, primarily accessible to motor vehicles.

2.5 SOILS

The Geotechnical Investigation for the plan area was completed by Parkland Geotechnical Consulting Ltd. (2007). The report contains a description of the subsurface conditions of the site. See **Appendix E**

The general soil profile encountered on site was topsoil and surficial soil over glacial clay till. A thin silty-sand deposit was found in one borehole. Topsoil thicknesses on site were 0.10 m for the majority of the site with some boreholes showing up to 0.50 m. The clay till was found in all boreholes and extended below the depths drilled. The till was a silty-sandy clay soil with traces of gravel and inclusions of coal fragments. The observed groundwater levels fluctuated over the monitoring period due to the high snow fall and melt which occurred from February 20 – March 13, 2007.

2.5.1 Geotechnical Investigation

A Geotechnical Investigation was completed by Parkland Geotechnical Consulting Ltd. It concludes that the native soil conditions at the site are considered to be typical for the Sylvan Lake area. The sub grade and foundation conditions are considered to be good, since the clay and clay till deposits are relatively stable if not disturbed when wet, and will have reasonably good bearing characteristics.

The site clay and clay-tills are considered to be a suitable material for engineered fill and the native sub grade is expected to be stable. Like most clays, problems can occur if these materials are used as backfill or deep grading fills during periods of extended wet weather. Groundwater is not expected to present any significant problems during construction. For further information concerning the geotechnical conditions of the site please refer to the Geotechnical Report. See **Appendix E**

2.6 EXISTING TRANSPORTATION FEATURES

Figure 4 illustrates the major features of the plan area's existing transportation system. The system is comprised of one primary highway (Highway 20), two town/country roadways (47th Ave & Range Road 12), and several local roadways. These features are described as follows:

- Primary Highway 20 lies to the west of the plan area, along the western edge of the SW ¼ 34-38-1-W5. The highway provides access to the Town of Sylvan Lake from Highway 11 (which lies to the south) as well as from Highway 11A (which lies to the north).
- The Town of Sylvan Lake's 47th Ave lies directly south of the SW ¼ 34-38-1-W5 and abuts the western portion of the proposed Norell Business Park. The road does not run along the south boundary of the eastern portion of the plan area. This two-lane local roadway provides access to the plan area from Highway 20 as well as the rest of the Town, which lies to the west of Highway 20.
- Cuendet Industrial Way runs in the east-west direction along the north side of the SW ¼ 34-38-1-W5 and ends near the northwest corner of proposed development. This roadway was constructed as part of the western portion of the Beju Industrial Park. This roadway can be expanded to the east to serve the northern portion of the proposed Norell Business Park.
- Charles Industrial Way runs north-south, extending from Cuendet Industrial Way to 47th Avenue, in the eastern portion of the SW ¼ 34-38-1-W5.
- The County's Range Road 12 bounds the plan area to the east. It provides access to the northeast corner of the site from Highway 11A. This two lane local roadway has not been improved for the last few hundred meters closest to the plan area. The Town of Sylvan Lake may plan to upgrade the roadway in order to afford full access to Highway 11A, although the timetable for completion has not been announced.

2.7 UTILITIES

2.7.1 Water and Sanitary Sewage

SW ¼ 34-38-1-W5 has both water lines and sanitary lines servicing its lots. It will be possible for water and sanitary lines constructed in the Norell Business Park to connect to lines in the eastern reaches of Cuendet Industrial Way and 47th Ave. The existing water and sanitary lines have sufficient capacity for Light Industrial and Highway Commercial uses at build-out. See **Appendix C** for the infrastructure study which was

completed by C.W. Chapman & CO. LTD. to verify that the existing lines have sufficient capacity to support the new proposed subdivision and its proposed use.

Currently, the only services utilized within the plan area are by the existing farmyard, which has its own water well and septic field system.

2.7.2 Gas and Power Lines

A 168 mm ATCO gas line ROW extends directly through the plan area, extending from the northeast to the southwest (see **Figure 4**). The lot arrangement will work with the gas line layout, and appropriate crossing agreements will have to be established at all pipeline crossings.

There are two additional gas line ROWs extending through the southeast corner of the plan area. The first is a 114 mm Alta Gas line. The second is a 406 mm Nova Gas line. No construction will be permitted overtop of these lines without proper crossing agreements.

The only power lines currently on site service the farmhouse in the southwest portion of the property. The line runs from the farmhouse to the power line along 47th Ave. There are also power lines servicing all developed lots in the SW ¼ 34-38-1-W5. The lines along Cuendet Industrial Way are available for connection.

2.7.3 Stormwater Management

Storm water within the plan area currently drains via natural topography, road ditches and local drainage courses. Most of the rainfall that falls on the plan area will drain away via overland flow to the low-lying area in the southeast. From there, much of the water will slowly work its way to the southeast to a treatment wetland in Cygnet Lake on NW 26 by the way of the creek.

There are two existing drainage courses in the plan area. The first is a drainage channel constructed by the Town of Sylvan Lake that runs along the north edge of the plan area. This channel takes runoff from Section 28 and part of NW 27 to an existing storm pond, which is located in the eastern portion of SE 34. The pond, which was completed in late 2006, was also designed to handle runoff from the majority of the S ½ of 34.

The second drainage course is Sylvan Creek. The creek runs from the north along the eastern edge of the plan area. It drains into Cygnet Lake, which lies to the southeast of the plan area.

The existing and the new proposed storm water ponds will be used as storm water management facilities for the plan area. Any further storm water management facilities that are required should be located to take advantage of the natural low areas (southeast portion of the plan area). See **Figure 7**

2.8 DEVELOPMENT CONSIDERATIONS

Significant implications in regard to opportunities and constraints to future land use and development in the plan area result from the area's existing conditions, relevant plans and policies, and the public input obtained through the communications process. The most significant implications are as follows:

2.8.1 Topography

- The gently sloping topography of the lands makes drainage to the storm ponds a concern. Minimum ditch grades (0.5%) will need to be used in most cases.
- The lower elevations in the south eastern portion of the property will provide opportunities for stormwater management. Locating stormwater management facilities in the southern portion of the site will also allow for an outlet to the east into Sylvan Creek.

2.8.2 Natural Resources

- No significant development constraints result from the existing natural resources and related features that are contained within the plan area.
- There are no gas or oil wells (abandoned or otherwise) in the immediate vicinity of the development site.

2.8.3 Transportation

- A southern access into the proposed development will require the extension of 47th Avenue past its current end location.
- The Town of Sylvan Lake has already budgeted for Traffic Signals at the intersection of 47th Avenue and Highway 20.
- Extra traffic volumes will be generated due to the development of the Norell Business Park. The capacity of both intersections on Highway 20 must be analyzed. See **Appendix B** for the completed traffic impact study.

2.8.4 Utility

- Three gas line ROWs extend through the site. The lot layout within the site will have to incorporate these gas line ROWs, and any construction across the pipelines will require appropriate crossing agreements. Realignment of the lines is not feasible.

2.8.5 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment, completed by Parkland Geotechnical Consulting Ltd. (2007), revealed the following key findings:

- Providing the development setbacks are met for pipelines and the Town of Sylvan Lake Sewage Lagoons, and based on the assessment performed, Parkland has assigned the subject properly a rating of “low” in terms of environmental risk.
- No additional site investigation is recommended.
- The Town of Sylvan Lake’s Waste Transfer station approximately 200 m north of the property is not expected to pose a significant environmental issue.
- Concerning the Town of Sylvan Lake sewage lagoons adjacent to plan area, restrictions will apply for development within a 300 m setback from the working area of a wastewater retention facility.

For further information, please refer to **Appendix E**

3.0 POLICY FACTORS

3.1 GENERAL

The plan area is situated within the boundaries of the Town of Sylvan Lake and as such is subject to Town policy documents. It is important that these documents be reviewed and taken into consideration in the development of the plan area.

3.2 MUNICIPAL DEVELOPMENT PLAN

The Town of Sylvan Lake adopted a new development plan Dec 2014. BYLAW NO. 1653/2014. The proposed outline plan coordinates well with the new proposed MDP bylaw approved in Dec 2014. Both the approved MDP bylaw and the proposed outline plan indicate the same mix of land uses with the majority of the land to be used for industrial purposes and a small portion of it on the south boundary as commercial. The outline plan also conforms to the general philosophy of the newly approved MDP bylaw in that it has within it wandering pathways and a significant amount of green space. This will allow the occupants and users of the proposed subdivision the ability to experience natural environment of Sylvan Lake within the Industrial/commercial Park that they work within. (See figure 5)

3.3 OUTLINE PLAN CONSISTENCY WITH THE MUNICIPAL SUSTAINABILITY PLAN (2010) AND GROWTH STRATEGY (2008)

The proposed development has been designed considering the requirements and concepts outlined within the 2010 Municipal Sustainability Plan. The municipal services designed for the proposed site have been done so using solid principals so to ensure that all below and above grade services are in conformance with the Town of Sylvan Lake requirements. The proposed development has been placed next to residential and commercial communities thus allowing the people who work within this development to live near by reducing their needs for personal transportation. All development construction work and downstream business activities will be done so conforming to the Town of Sylvan Lake environment requirements.

Review of the 2008 growth strategy document developed by the Town of Sylvan Lake has verified that as of 2007 the town had 98.3 hectares of commercial and industrial land developed or available for development. It is understood that at present this value has not changed. Based on the three growth models presented within the document and using the 2012 census value of 14,258 people, the Town of Sylvan Lake should have had approximately 128.38 hectares of commercial and industrial land developed or ready for development by that date. Thus, the Town of Sylvan Lake is already in a deficit situation in regards to the supply of ready for development commercial or industrial lands. Based on further review of the document it is anticipated by the year 2017 the town will require an additional 66.83 hectares of commercial or industrial land. Thus, should the proposed land be approved for the purposed use it will more than likely be fully developed by 2017. Further review of the purposed growth strategy document confirmed that the outline plan is generally conformant with the concepts and requirements it has indicated.

4.0 DEVELOPMENT CONCEPT

4.1 DEVELOPMENT GOALS AND OBJECTIVES

The Future Land Use Concept reflects the following key objectives for the proposed Norell Business Park:

- To provide the opportunity to fully realize the development potential of the plan area.
- To protect the integrity of all highways and associated intersections affected by the Norell Business Park, to the satisfaction of Alberta Infrastructure and Alberta Transportation and the Town of Sylvan Lake, while still recognizing the opportunities these features provide for development purposes. The Developer will be responsible for implementing any upgrades unless a transportation levy is collected for the purposes of covering the costs of the upgrades with construction being completed by the Town of Sylvan Lake.
- To protect significant environmental features in their natural state, to the extent possible.

- To utilize significant environmental features for landscaping and stormwater management, to the extent possible.
- To minimize future land use conflicts by promoting a compatible land use pattern, and by applying effective screening and buffer techniques, or an appropriate combination thereof.
- To promote industrial and commercial uses which meet the policy criteria of the proposed zoning in terms of the types of such uses which are best suited to the Town, while recognizing that certain permitted uses are better suited to the highly visible portions of the plan area than others.
- To provide a flexible lot layout that can be modified during design to suit the clients' needs.

4.2 DEVELOPMENT CONCEPT

The Future Land Use Concept proposed for the Norell Business Park is shown on **Figure 5**. The Development Concept consists of a mixture of industrial and commercial uses, and one proposed storm water pond, in addition to the storm water pond currently existing onsite.

4.2.1 Commercial Development

Commercial development is proposed along 47th Avenue, concentrated in the south western portion of this site. Landscaped ditches and curbed lot entrances will be provided within these commercial areas, to connect this area with the surrounding commercial developments and the Town of Sylvan Lake proposed trial system along 47th Avenue. The pedestrian linkages will adhere to the Town of Sylvan lake design standards. Please refer to **Figure 6** for proposed subdivision road and pedestrian pathway plans and details.

4.2.2 Industrial Development

The remainder of the development is proposed to be used for light and heavy industrial purposes. Proposed lot layouts have been developed as part of this outline plan. (See

Figure 5) The parcel of land in the north east corner of the development may be considered for industrial development at a future point in time, if appropriate access and services to the parcel are provided.

4.2.3 Screening/Buffering

All development along 47th Avenue and Range Road 12 will be of a high standard, suitable to the Town of Sylvan Lake guidelines. Appropriate screening and buffering techniques will be utilized for all industrial development along Range Road 12 and 47th Avenue, although most of the development will adhere to a high level of development standards. The details of these screening and buffering measures will be provided at the detail design stage.

4.3 MUNICIPAL RESERVE

The 10% Municipal Reserve requirement will be provided to the Town of Sylvan Lake in the form of cash in lieu.

4.4 FUTURE TRANSPORTATION SYSTEM

The proposed subdivision layout is shown on **Figure 6**. The roadway system for the subdivision consists of the construction of three roadways:

- The first proposed roadway runs east-west along the northern portion of the plan area. It will be an extension of the existing Cuendet Industrial Way to the east. This roadway will service a number of industrial lots along the northern portion of the site and will connect to Range Road 12 when it is developed, allowing for access to the road allowance should it be developed in the future.
- The second proposed roadway, Neely Street, runs in the north-south direction and will service a number of industrial and commercial lots in the central portion of the plan area. It connects Cuendet Industrial Way to 47th Ave on the southern portion of the property. Intersections on 47th Ave will be spaced approximately 715 m apart, and direct access to lots within the development from 47th Ave will not be allowed.

- The third proposed subdivision roadway, Nyman Avenue, runs east-west, extending from Charles Industrial Way. The roadway provides access to the proposed storm pond in the eastern portion of the plan area. No direct access to Range Road 12 is provided via Nyman Avenue, a cul-de-sac will allow for maintenance access and vehicle turn around.
- Intersection improvements will be required on Highway 20 between Herder Drive/Cuedet Industrial Drive and 47 Avenue. They will be as follows.

All roadways will be constructed to the Town of Sylvan Lake standards, and all new roadways will be paved. Lots within the Norell Business Park will be primarily accessed by Neely Street, Cuendet Industrial Way, or Nyman Avenue. Roadways adjacent to the proposed areas of commercial development will be designed as a landscaped ditch, with curbed entrance ways to each lot, providing for wandering paved pathways on the lot side of all ditches to ensure safe and efficient pedestrian movement both within these commercial areas and to the Town's trail system along 47th Avenue. The wandering pathways and noted landscaping will be constructed and paid for by the developer. Please refer to **Figure 6** and **Figure 10**

4.5 FUTURE ZONING

The required zoning proposed for the majority of the plan area is Light and heavy Industrial Districts (I1) and (I2), as per the Town of Sylvan Lake's Land Use Bylaw No. 1555/2010. This zoning allows for uses such as light manufacturing, light repair services, veterinary clinics, warehouses, as well as sales and service outlets for auto, marine, truck, recreational vehicles, and heavy industrial.

The southern portion of the site will require rezoning to Highway Commercial (see **Figure 5**), to accommodate the proposed commercial uses. This zoning allows for drive-in businesses, sales and service outlets for automobiles, trucks, recreation vehicles and manufactured homes, and services for the travelling public.

4.6 PROPOSED LANDSCAPING

Figure 12 is a concept design of a potential overall site landscaping plan. The landscaping of each lot has to be compliant with the Town of Sylvan Lake Land Use Bylaw for final approval.

5.0 SUPPORTING DOCUMENTS

5.1 TRANSPORTATION AND ACCESS

5.1.1 Traffic Impact Assessment

A Traffic Impact Assessment (Ryders Ridge/Smart Centers TIA) has been completed on behalf of the Town of Sylvan Lake for the area surrounding the Norell Business Park. Traffic Solutions Consulting Ltd. has also completed a Traffic Impact Assessment for the plan area, please refer to **Appendix B**

An additional transportation cost sharing allocation table was completed by Traffic Solutions Consulting Ltd. in Oct 2014, which further detailed cost sharing allocations for the Norell Business Park. By full build out of the development, recommendations include:

5.1.2. Recommended Roadway Network – Norell Business Park Stage 1

- Business Park. Required roadway constructions are shown in **orange** lines. No intersection improvements are required at either Highway 20 or the internal networks in the industrial parks.

5.1.3. Recommended Roadway Network – Norell Business Park Stage 2

- Business Park. Required roadway constructions are shown in **green** lines. Intersection improvements are needed on Cuendet Industrial Way / Herder Drive from approximately 70m west of Highway 20 to Industrial Drive. The intersection improvements involve:
 1. Removal of the landscaping median on Herder Drive to create a left-turn bay
 2. Widen Cuendet Industrial Way to provide an extra westbound lane from Industrial Drive to 20. This will allow the addition of an eastbound left-turn lane while maintaining 2 westbound through lanes.

3. Widen Cuendet Industrial Way to provide an extra eastbound lane from Beju Industrial Drive to Industrial Drive. This will result in a total of 2 eastbound through lanes.

No other intersection improvements are required on the internal road networks in the industrial parks. The existing roadway systems within the industrial parks are adequate. However, if higher density commercial developments are proposed for the land south of 47 Avenue, it is likely that additional widening will be needed on 47 Avenue.

Transportation levies/fees are due as a condition of subdivision to be collected by the Town through the required development agreement. Possible amendment(s) to the levies/fees may occur over time when/if additional area lands are developed.

6.0 FUTURE UTILITY SYSTEMS

6.1 OVERVIEW

Beju Industrial Park (SW 34), to the west of the proposed development, currently has water, sewer, gas, and power lines installed. The Norell Business Park will connect to these lines for services. It should be noted that the water and sewer lines of the west quarter are connected to the Town of Sylvan Lake's infrastructure. The eastern quarter's lines will be extension of these. Please refer to **Appendix C** for further information regarding site servicing.

6.2 STORMWATER MANAGEMENT

The following text summarizes the relevant findings of the Stormwater Management Study, completed by Al-Terra Engineering that forms the policies of this Outline Plan. Please refer to **Appendix D**

The combined outlet flow from the ponds will be less than the predevelopment flow rate from the ¼ section of land. Computer modelling has shown that the new pond should be sized as follows:

New Pond: Volume = 36500 m³
 Surface Area at Max Volume = 18600 m²
 Maximum restricted Outlet Flow = 0.069 m³/s

The provide outline plan also proves that the existing storm pond in the north east portion of the development will safely contain the storm flows directed into it from all areas beyond the proposed subdivision as well as the north catchment area within it. It does recommend that the existing pond berm height be modified to a minimum geodetic elevation of 934.06 with a spillway elevation of 933.46m and a width of 5m. The noted recommendations are addressed on the provided subdivision drawings.

6.3 MUNICIPAL WATER AND SANITARY SERVICES

The proposed Norell Business Park will be connected to the Town of Sylvan Lake's water and sanitary system. Discussions with the Town of Sylvan Lake have indicated that their system has sufficient capacity to support the addition of the proposed Norell Business Park. There are water line connection points in the north-eastern and south-eastern portions of the SW 34-38-1-W5 for the proposed subdivision's use. The connection points will be utilized to complete looping of the water system within the development area.

A sanitary line connection point is located in the north eastern portion of the SW ¼ 34-38-1-W5, and is available for connection.

The sanitary system should be designed as a low-pressure system. The low-pressure system will allow sanitary flows from the low-lying southeast portion of the subdivision to be able to flow back up to the higher northwest area where the sanitary tie-in is located. The low-pressure system works by using smaller diameter pipes (as compared with the traditional gravity sewer system), which are pressurized using a series of pumps and each service connection. Recommended pipe sizes for the main sanitary lines are 75mm – 100mm.

Each service connection shall have a grinder pump, the developer will provide the main low pressure sewer pipe network, and the lot purchaser will be made aware of the requirement to purchase and install a pump suitable to the approved use
See Appendix C for sanitary and water report by C.W. Chapman

7.0 OUTLINE PLAN POLICIES

The policies listed below are unique to Norell Business Park area and are to be applied at the time of new subdivision and development. All existing statutory plans and policies, particularly those policies contained in the Town's Municipal Development Plan and Land Use Bylaw, must also be applied.

7.1 LAND USE POLICIES

1. All future subdivision and development in the Norell Business Park area shall comply with the Land Use Concept shown on **Figure 5**.

7.1.1 Industrial

2. Development shall be restricted to non-polluting operations, as per Alberta Environment Standards and Guidelines. There shall be no "chemical of concern" (COC's) on site, as defined by Alberta Environment.
3. The Industrial Land Use District shall be applied to the area designated as such by this Outline Plan, at the time of subdivision and development. In addition to the types of regulations typically included in the Town's Land Use Districts, the district shall:
 - Provide for uses appropriate to the location of the plan area as well as the desired Light Industrial (I1) and heavy industrial (I2) zoning.
 - Not allow outdoor storage of goods or products on any portion of the yard facing 47th Ave, unless it can be demonstrated to the satisfaction of the Town that effective screening can be implemented such that the stored goods or products are for display purpose and are displayed in an aesthetically pleasing manner to the Town's satisfaction.

7.1.2 Commercial

4. The Highway Commercial Land Use District shall be applied to the area designated as such by this Outline Plan, at the time of subdivision and development. In addition to the types of regulations typically included in the Town's Land Use Districts, the district shall:
 - Provide for uses appropriate to the location of the plan area as well as the desired Highway Commercial ('CH') zoning.
 - Not allow outdoor storage of goods or products on any portion of the yard facing 47th Ave, unless it can be demonstrated to the satisfaction of the Town that effective screening can be implemented such that the stored goods or products are not visible from the roadways, or that the goods or products are for display purposes and are displayed in an aesthetically pleasing manner to the Town's satisfaction.
 - Commercial development along 47th Avenue will adhere to a high level of development standards, suitable to the Town of Sylvan Lake guidelines.

7.1.3 Natural Areas

5. Existing natural features, such as tree cover and drainage courses, shall be preserved wherever possible by integrating such features into the design of the new subdivision.

7.2 TRANSPORTATION POLICIES

6. All roads shall be constructed to Town standards.
7. Required future road widening to any existing roads shall be dedicated at the time of subdivision.
8. The Developer shall be responsible for the cost of upgrading all existing roads and constructing all new roads within the plan area.

7.3 UTILITIES POLICIES

9. All subdivisions and development shall be capable of being serviced via connection with the Town of Sylvan Lake's water and sanitary system.
10. Water servicing will be sized such that fire protection will be provided.
11. Stormwater management facilities shall be constructed according to the Stormwater Management Study, found in **Appendix D** Stormwater management works must be constructed prior to final subdivision approval.

8.0 PLAN IMPLEMENTATION

8.1 DEVELOPMENT PHASING

Development will commence according to the phasing proposed on **Figure 11**. The 5.2 acre portion of the plan area located in the SW ¼ 34-38-1-W5 will be the first to be developed. The remainder of the proposed commercial development, along with the proposed industrial uses in the south western portion of the plan area, and the proposed storm water management facility will be included in the first phase of the development. Phase II will consist of industrial development in the east central portion of the site as well as the development of all lands into industrial use on the northern area of it. The northeast corner of the plan area has been dedicated to Future Development, should proper access be provided to this area at a future point in time. Development phasing, however, is subject to change based on current market conditions, future demand, and the timing of services.

8.2 SUMMARY

The Norell Business Park provides an opportunity for sensible industrial and commercial development, creating a balance between existing developments within the Town of Sylvan Lake and the neighbouring industrial/commercial park to the west (SW ¼ 34-38-1-W5). An efficient transportation network allows pedestrians and vehicles to efficiently access future development within the site and within the surrounding area. Flexible lot sizes allow for a variety of industrial and commercial uses, and both the lot layout and street pattern efficiently accommodate the two utility ROWs onsite. As a whole, the

Norell Business Park is ideally situated with the Town of Sylvan Lake, and will complement existing development in the area.

8.3 PUBLIC INPUT

8.3.1 Public Open House

The public communications component of the plan preparation process involves a public information session, which will inform attendees of the proposed development and provide an opportunity for their input in regard to possible design and construction issues.

The Real Equity Public Open House was held on Wednesday, August 27, 2008. The Public Open House was held from 5:30 – 8:00 pm at the Office of the Town of Sylvan Lake, and was approved by the public.

The only alteration to the original plan for the Norell Business Park is the requirement to amend the original use to include heavy industrial lots to the site.

TABLE 1
LAND USE TABLE
NORELL BUSINESS PARK

	Area (ha.)	% of GDA
Gross Area	59.71	
Gross Developable Area	59.71	100%
Local Roads	4.63	7.75%
Gas Lines R/W	2.15	3.60%
47 th Ave Extension	1.13	1.89%
PUL	3.98	6.67%
Sub Total	11.89	19.91%
Net Developable Area	46.51	77.89%
Highway Commercial (CH)	12.26	20.53%
Light Industrial (L1)	11.27	18.87%
Heavy Industrial (L2)	22.98	38.49%

OUTLINE PLAN

APPENDIX A

Norell Business Plan Naming

NORELL BUSINESS PARK

SE ¼ 34-38-1-W5

Part of SW ¼ 34-38-1-W5

Prepared For:

Apple Building Systems

Prepared By:

Landowner 1815494 Alberta Ltd.

MAY 2015

Project Number 13350

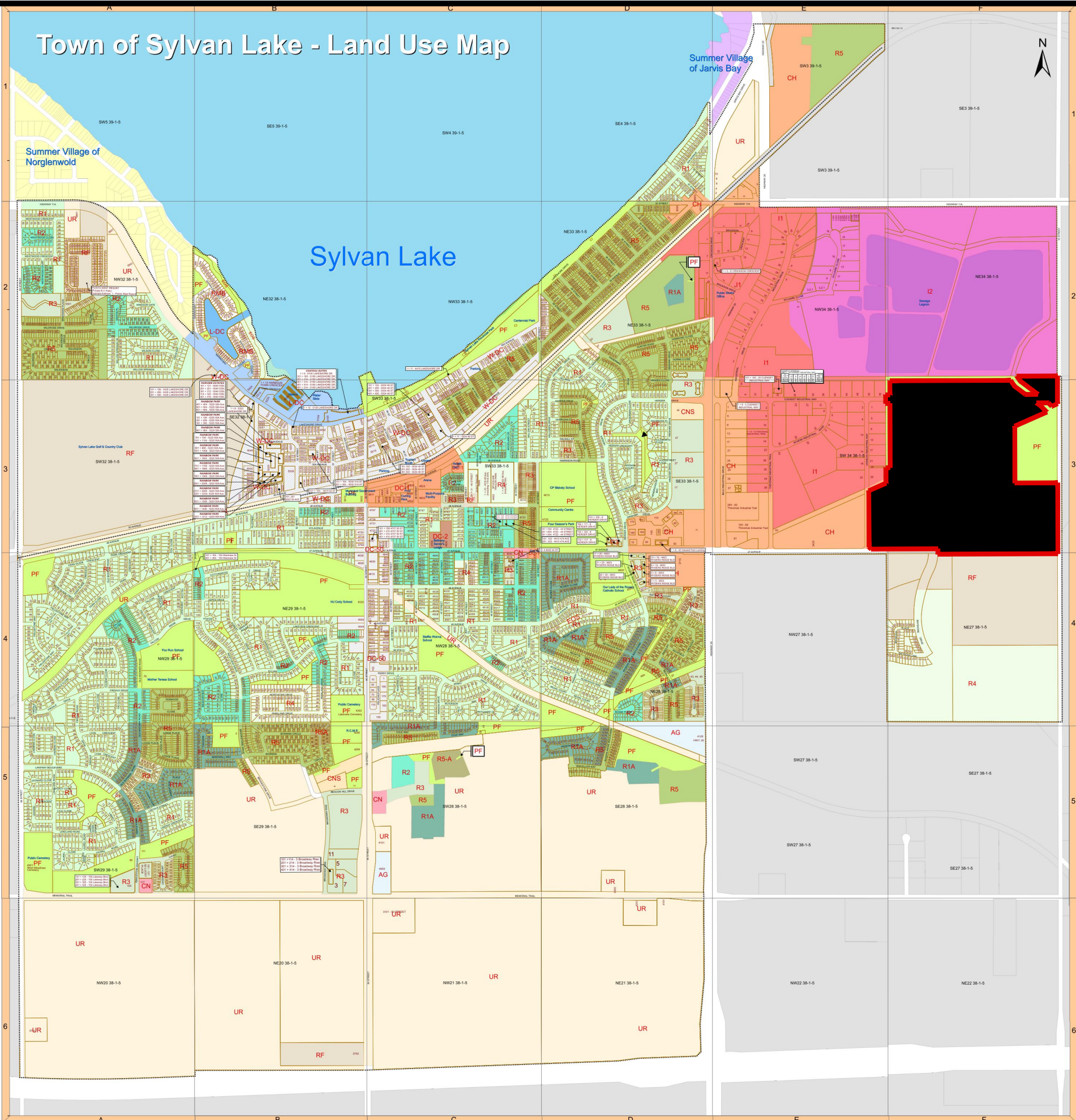
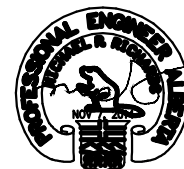


FIGURE 1
0m 100 200 300 400
1 : 20000



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SYLVAN LAKE
NORELL BUSINESS PARK

SYLVAN LAKE, ALBERTA

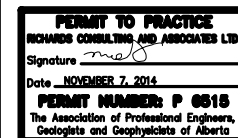
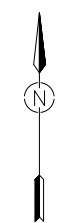
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REGIONAL CONTEXT PLAN
(FIGURE 1)

AS NOTED

DESIGNED BY	DATE
M. RICHARDS	2014 JULY 11
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13350	FIG1	2



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SITE TOPOGRAPHY (FIGURE 2)

SCALE AS NOTED

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13350	FIG2	2

- LEGEND**
- LIMITS OF CONSTRUCTION
 - ROAD RIGHT-A-WAY
 - EXISTING TREE LINE
 - EXISTING FENCE LINE
 - EXISTING LOW WET AREA

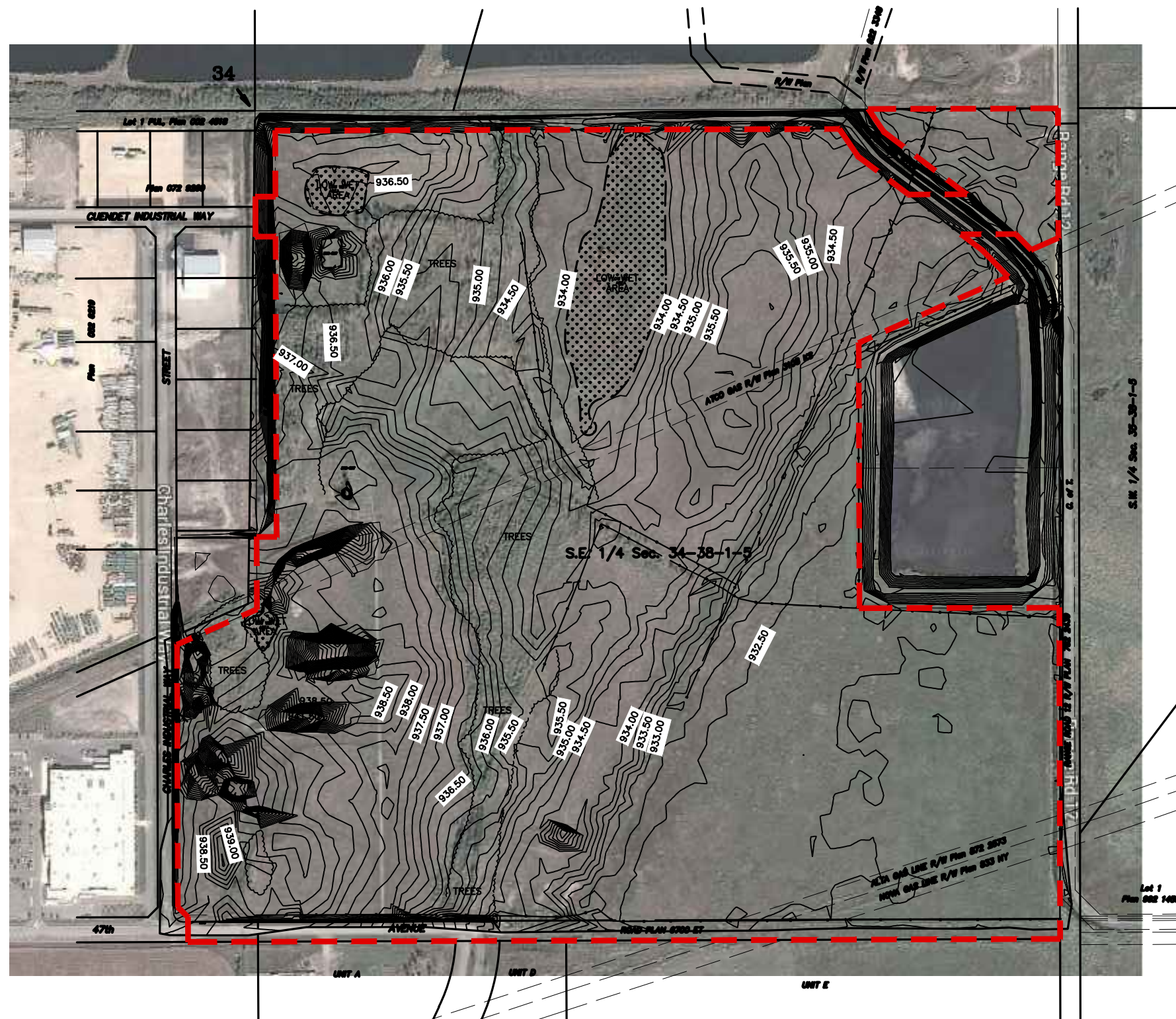
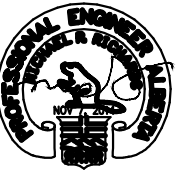
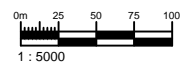


FIGURE 3



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SYLVAN LAKE, ALBERTA

LEGAL DESCRIPTION

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WORKING TITLE

EXISTING ENVIRONMENTAL
 FEATURES (FIGURE 3)

SCALE

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13350	FIG3	2

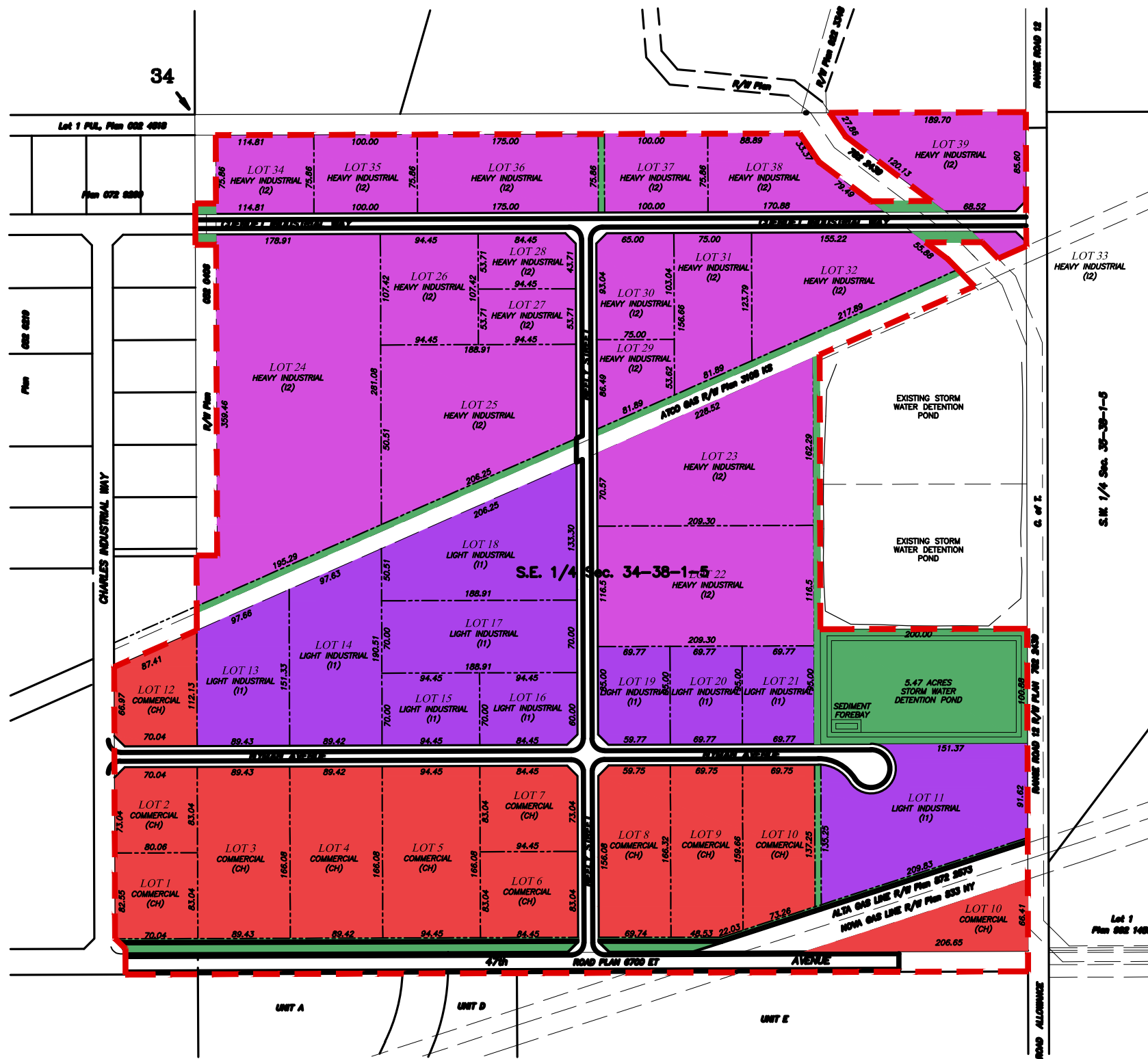
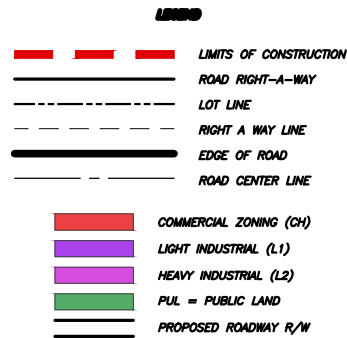
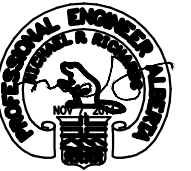


FIGURE 5

0m 25 50 75 100

1:5000



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**FUTURE LAND USE CONCEPT
 (FIGURE 5)**

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JOB NUMBER	PAGE NUMBER	REVISION
13350	FIG5	3

- LEGEND**
- LIMITS OF CONSTRUCTION
 - ROAD RIGHT-A-WAY
 - LOT LINE
 - RIGHT A WAY LINE
 - EDGE OF ROAD
 - ROAD CENTER LINE
 - PROPOSED PEDESTRIAN LINKAGES
 - EXISTING PEDESTRIAN LINKAGES
 - PROPOSED UTILITY R/W

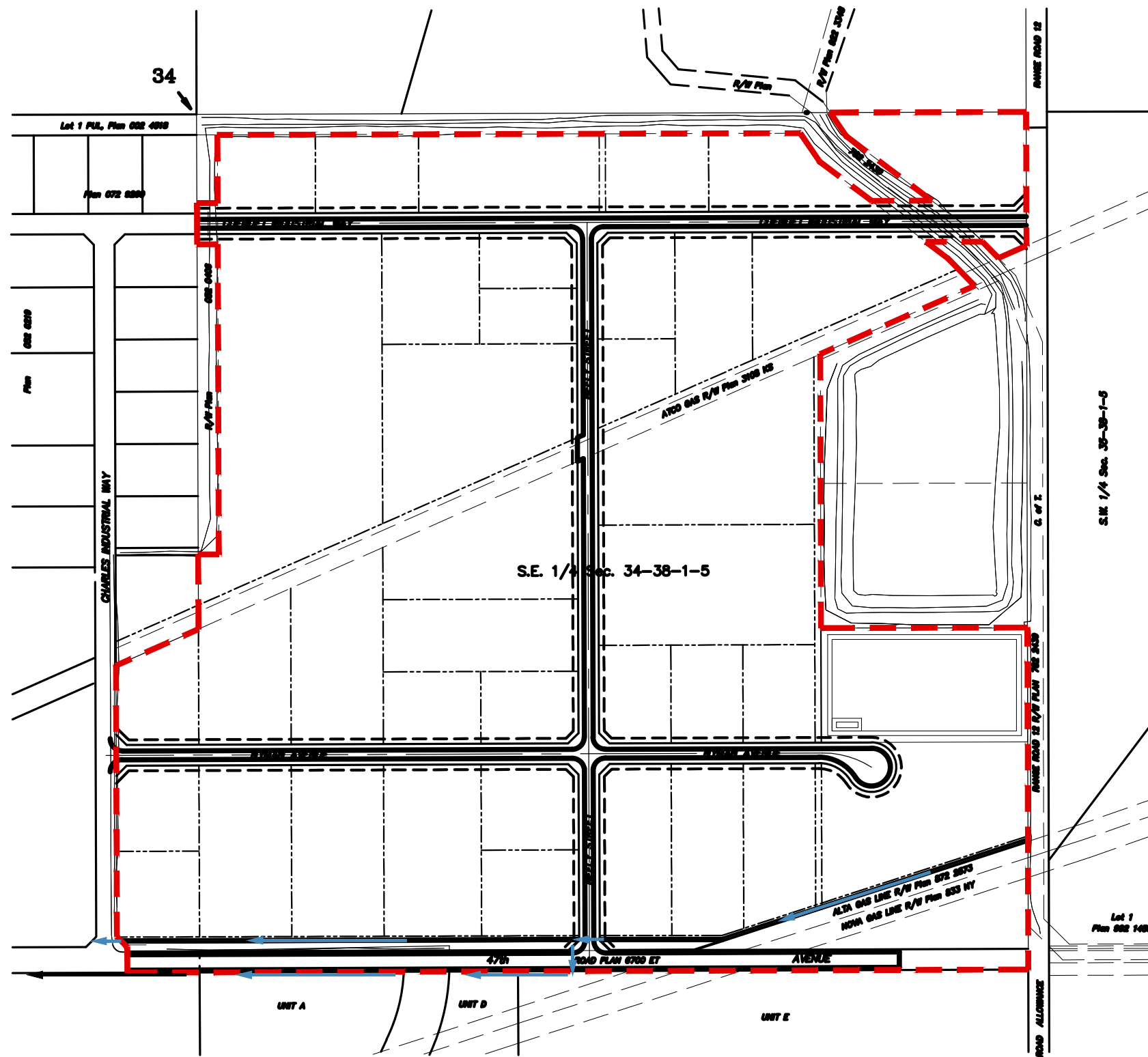
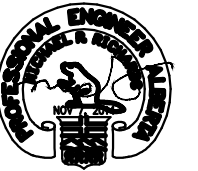
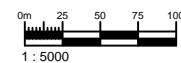


FIGURE 6



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PROJECT: SYLVAN LAKE
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WORKING TITLE: FUTURE PEDESTRIAN LINKAGES
 (FIGURE 6)

SCALE: AS NOTED	
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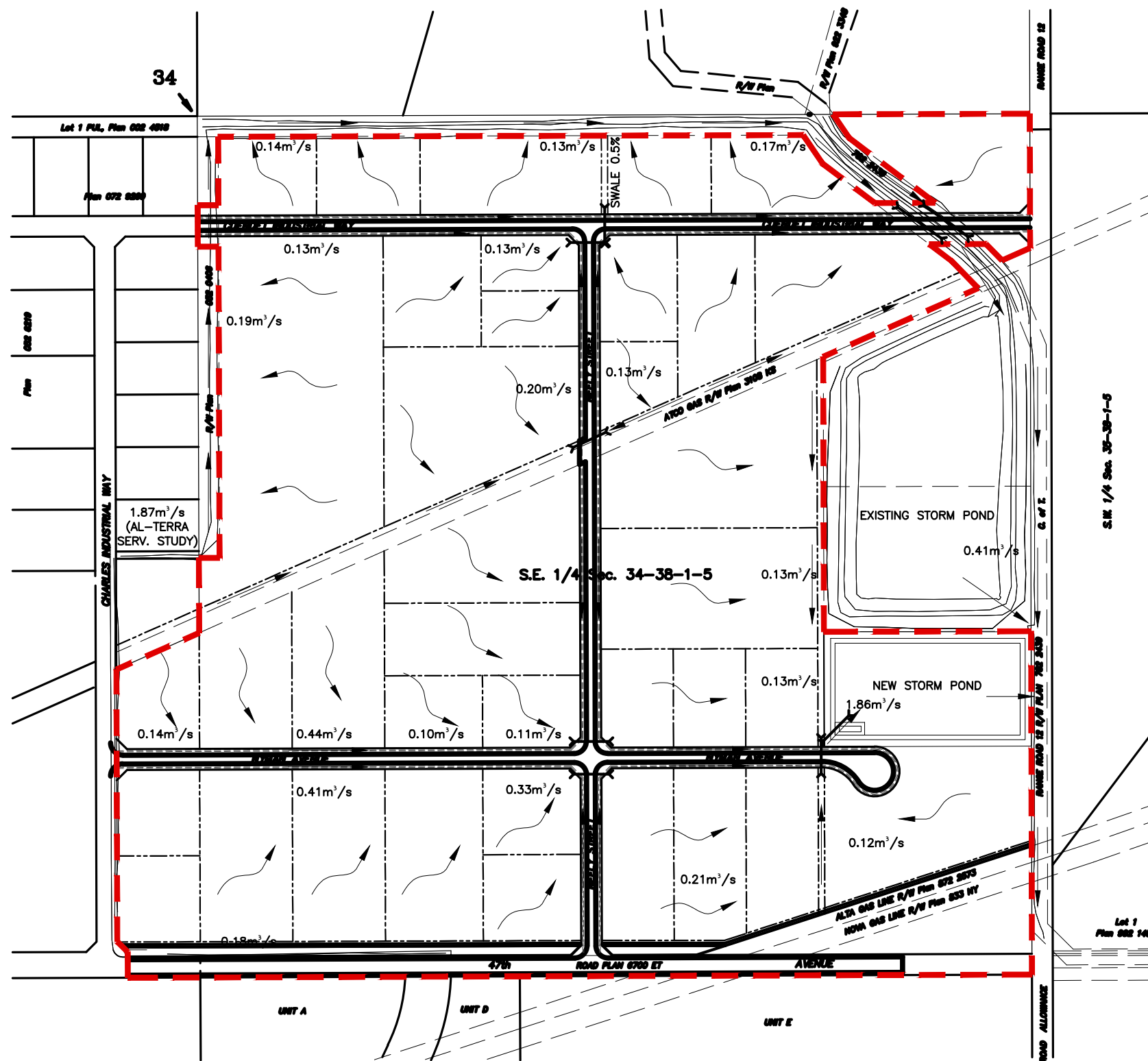
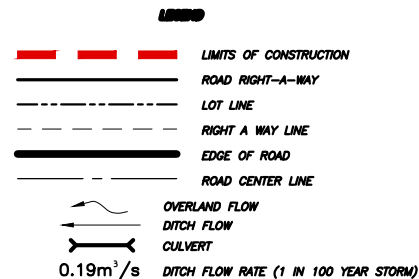


FIGURE 7
0m 25 50 75 100
1:5000



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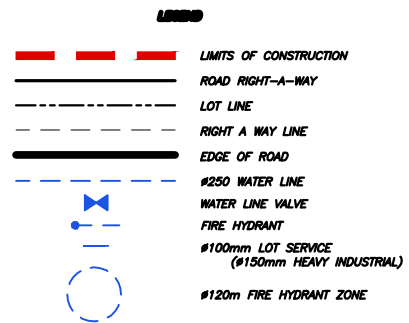
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WORKING TITLE:
CONCEPTUAL DRAINAGE CHANNEL LAYOUT
(FIGURE 7)

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JOB NUMBER	PAGE NUMBER	REVISION
13350	FIG7	2



NOTE:

- ALL HYDRANTS LEADS TO BE ø150mm
- HYDRANT SPACING TO BE 120m
- ø150mm VALVE ON ALL HYDRANTS LEADS

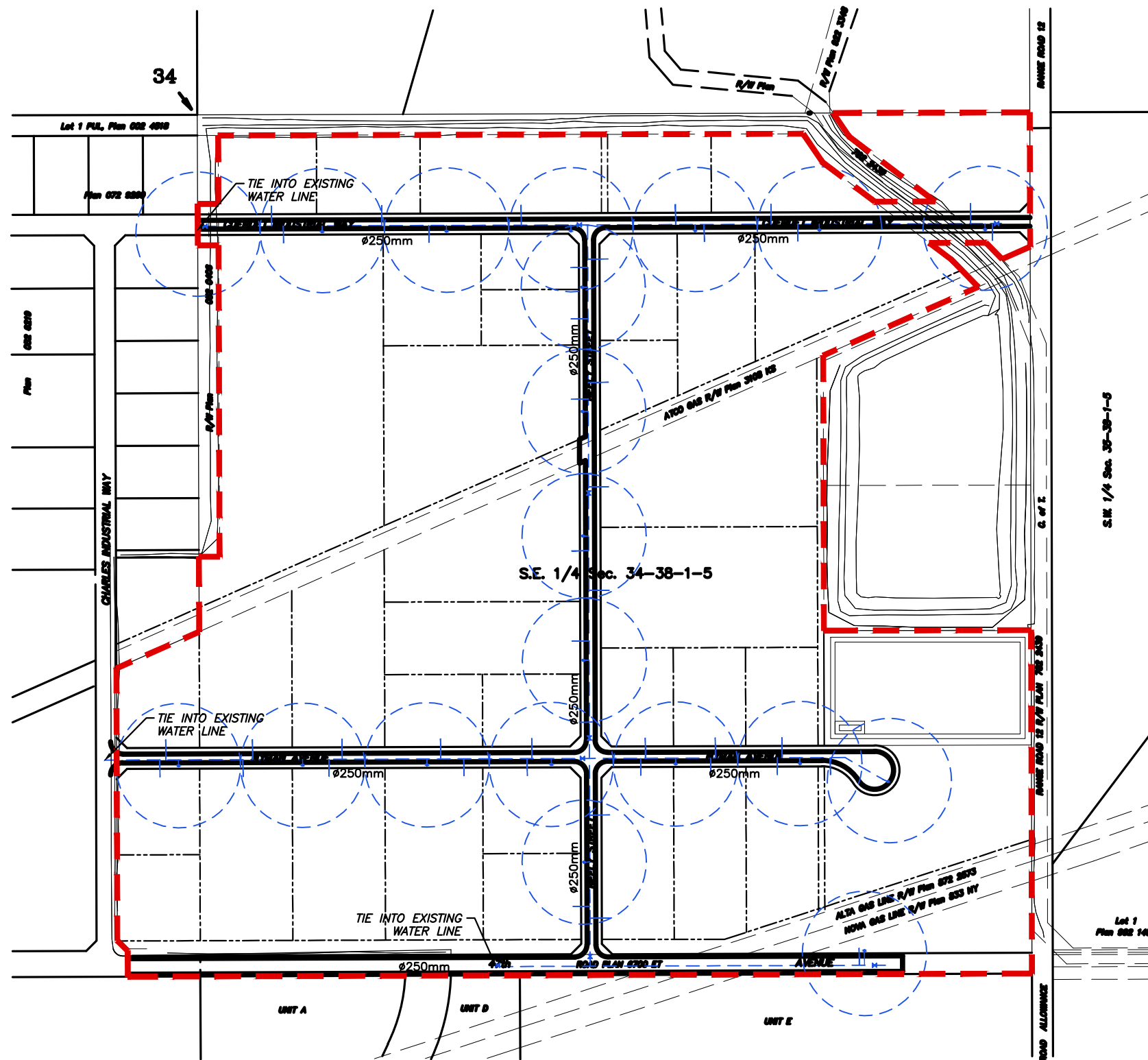
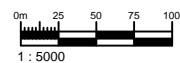


FIGURE 8



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**CONCEPTUAL WATER SERVICING
 (FIGURE 8)**

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13350	FIG8	2

- LEGEND**
- LIMITS OF CONSTRUCTION
 - ROAD RIGHT-A-WAY
 - LOT LINE
 - RIGHT A WAY LINE
 - EDGE OF ROAD
 - #250 WATER LINE
 - SANITARY MANHOLE
 - #50mm L.P. SANITARY LOT SERVICES

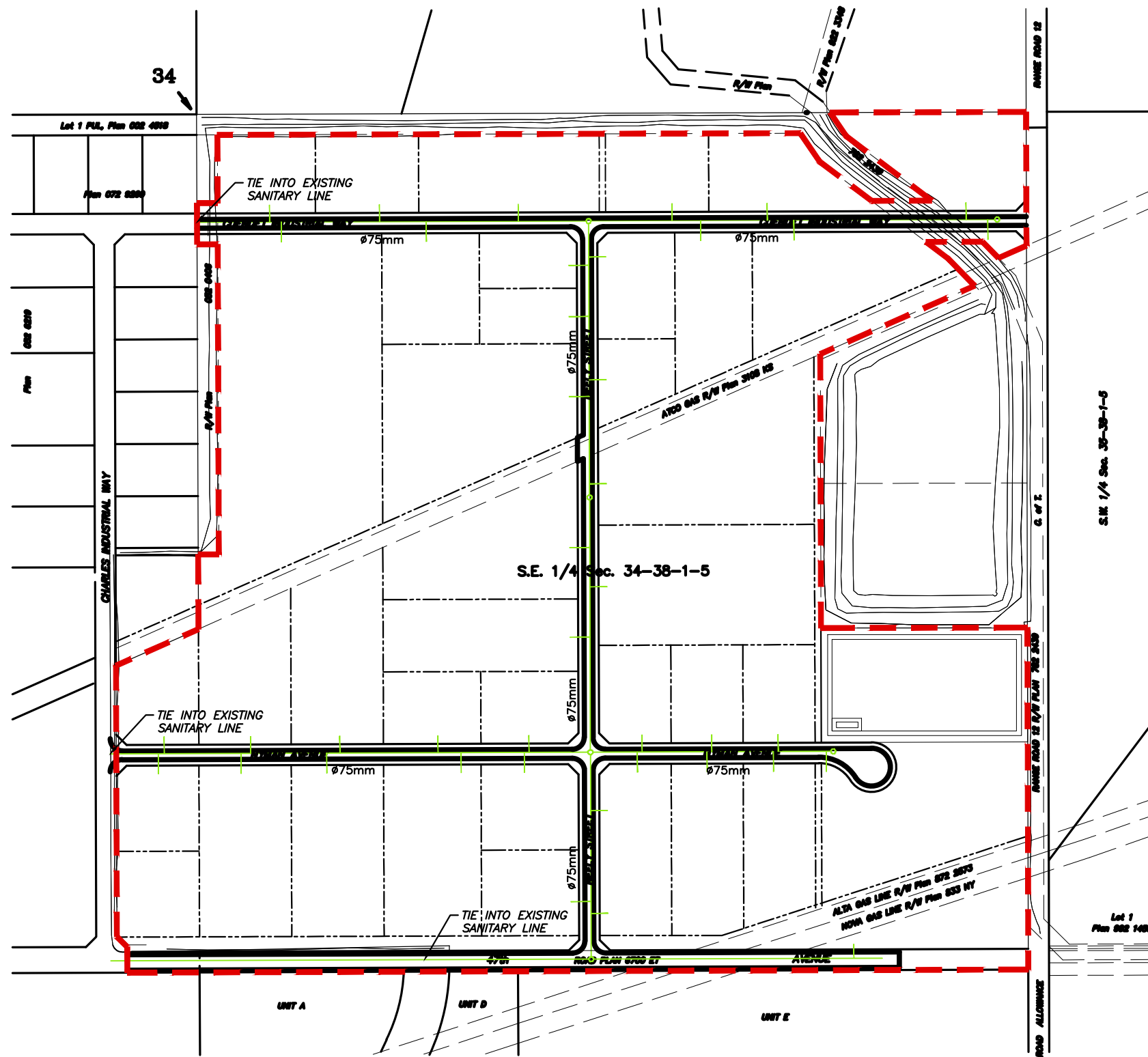
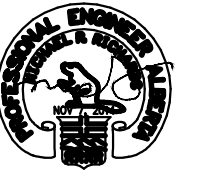
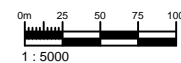


FIGURE 9



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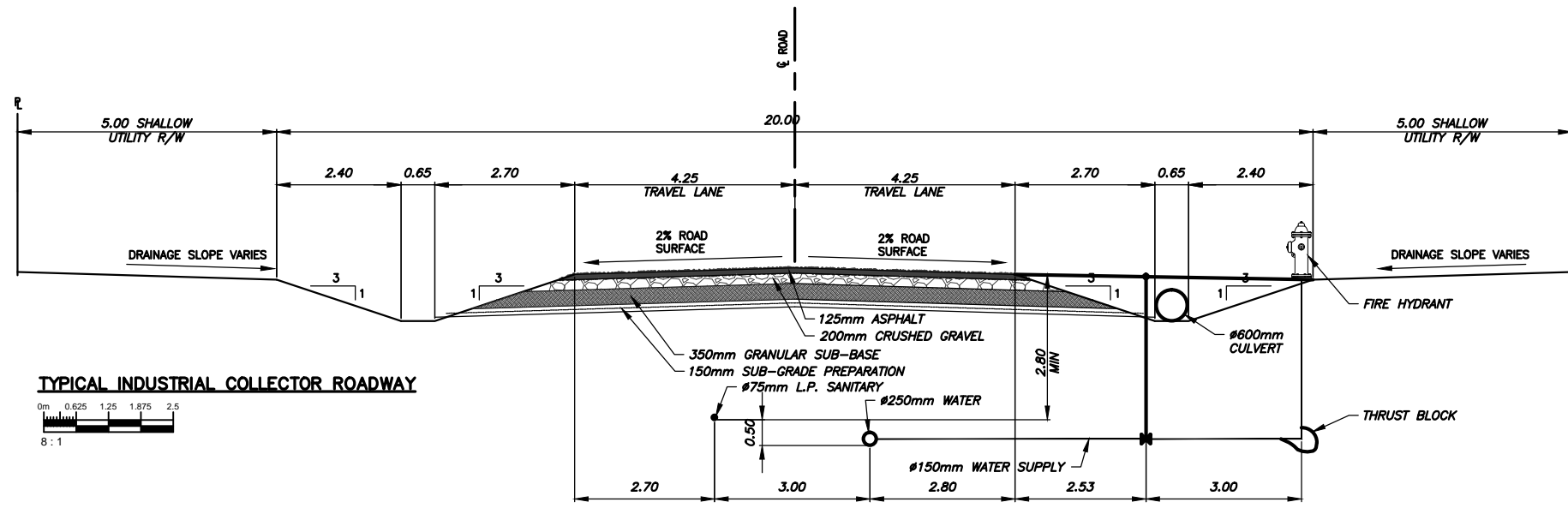
SYLVAN LAKE, ALBERTA

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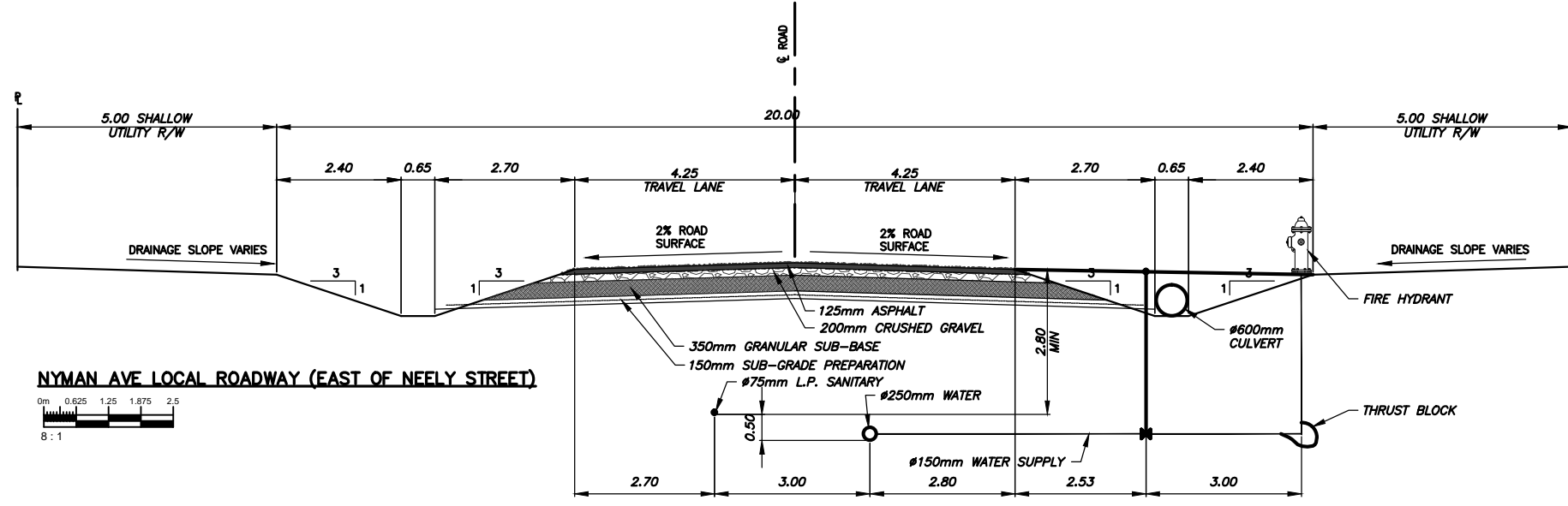
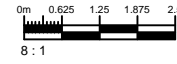
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**WORKING TITLE
 CONCEPTUAL SANITARY SERVICING
 (FIGURE 9)**

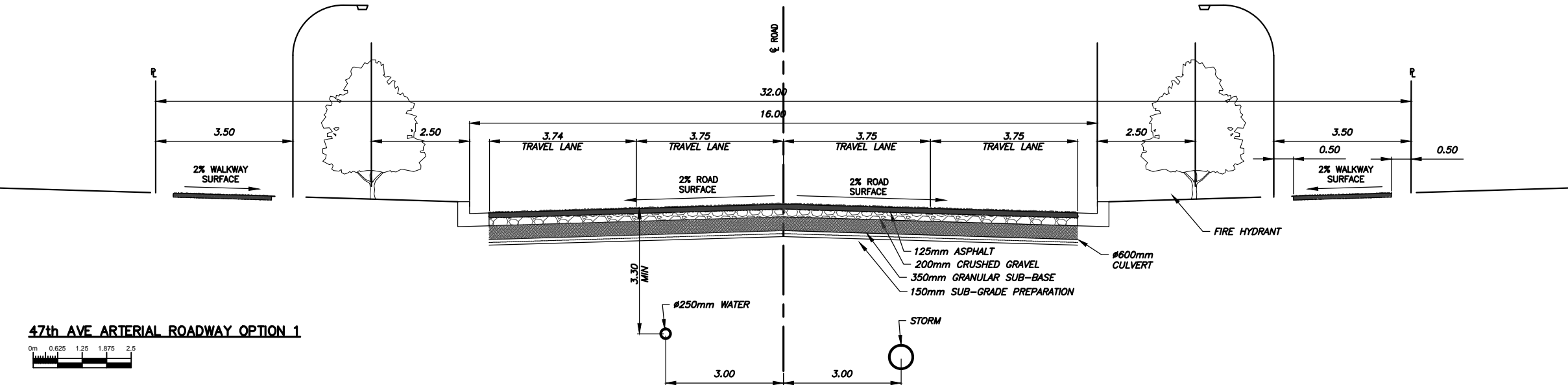
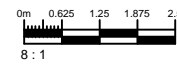
SCALE		AS NOTED
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JOB NUMBER	13350	PAGE NUMBER FIG9
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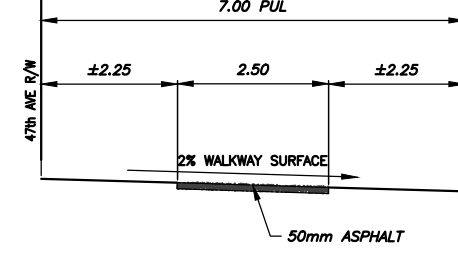
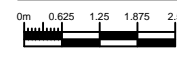
TYPICAL INDUSTRIAL COLLECTOR ROADWAY



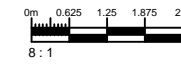
NYMAN AVE LOCAL ROADWAY (EAST OF NEELY STREET)



47th AVE ARTERIAL ROADWAY OPTION 1



TYPICAL WALKWAY



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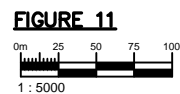
SYLVAN LAKE NORELL BUSINESS PARK

SYLVAN LAKE, ALBERTA

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PROPOSED ROADWAY CROSS SECTIONS (FIGURE 10)

SCALE		
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13350	FIG10	2



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**SYLVAN LAKE
NORELL BUSINESS PARK**

SYLVAN LAKE, ALBERTA

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DEVELOPMENT PHASING (FIGURE 11)

SCALE AS NOTED

AS NOTED	
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13350	FIG11	2

- LEGEND**
- LIMITS OF CONSTRUCTION
 - ROAD RIGHT-A-WAY
 - LOT LINE
 - RIGHT A WAY LINE
 - PROPOSED TREE LINE

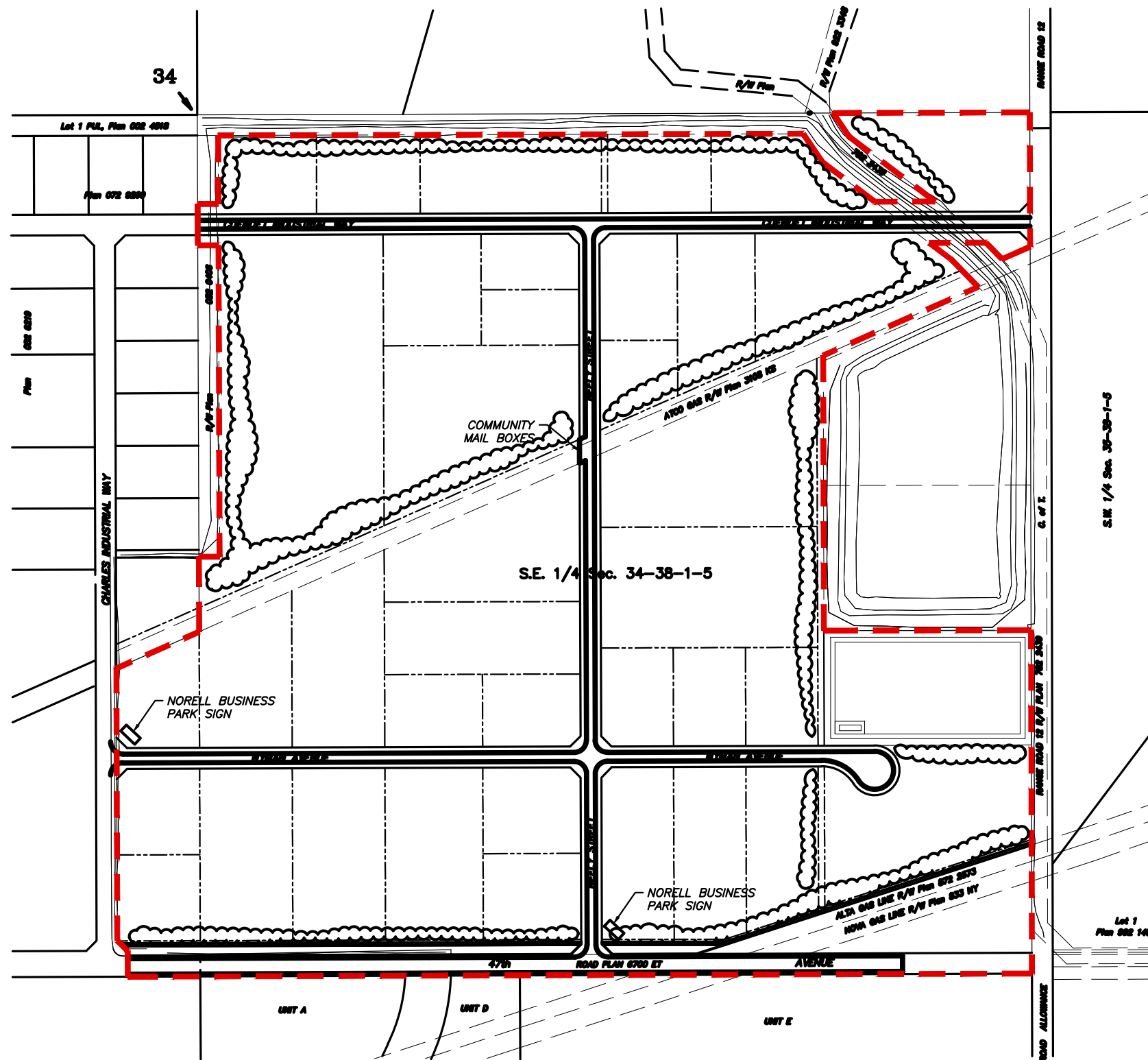
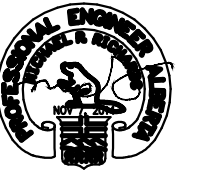


FIGURE 12

0m 25 50 75 100
1:5000



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PROJECT: SYLVAN LAKE
NORELL BUSINESS PARK

SYLVAN LAKE, ALBERTA

LEGAL DESCRIPTION

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WORKING TITLE:
CONCEPTUAL LANDSCAPING PLAN
(FIGURE 12)

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13350	FIG12	2