



**Secure Land Management
Industrial Outline Plan**

SW ¼ Sec. 02 Twp 39 Rge 01 W5M

June 28, 2021

Prepared for:

Secure Land Management

Prepared by:

Stantec Consulting Ltd.

Table of Contents

| | | |
|------------|--|-----------|
| 1.0 | INTRODUCTION | 1 |
| 1.1 | OVERVIEW | 1 |
| 1.1.1 | Purpose and Background | 1 |
| 1.2 | PLAN AREA | 1 |
| 1.2.1 | Plan Area Boundary | 1 |
| 2.0 | PLANNING CONTEXT | 5 |
| 2.1 | PLANNING AND APPROVAL PROCESS | 5 |
| 2.2 | RELEVANT PLANNING DOCUMENTS | 6 |
| 2.2.1 | Statutory Plans and Regulatory Framework | 6 |
| 2.2.2 | Adopted Planning Tools | 10 |
| 2.3 | SUPPORTIVE STUDIES | 13 |
| 2.3.1 | Phase 1 Environmental Site Assessment | 13 |
| 2.3.2 | Biophysical Assessment | 14 |
| 3.0 | EXISTING CONDITIONS | 18 |
| 3.1 | OVERVIEW | 18 |
| 3.2 | HISTORICAL RESOURCES | 18 |
| 3.3 | NATURAL AREAS | 18 |
| 3.4 | EXISTING UTILITIES | 18 |
| 3.5 | OPPORTUNITIES AND CONSTRAINTS | 20 |
| 3.5.1 | Natural Areas | 20 |
| 3.5.2 | CN Railway | 20 |
| 3.5.3 | Gateway | 20 |
| 3.5.4 | Trail | 20 |
| 3.5.5 | Pipeline Right-of-Way | 20 |
| 4.0 | DEVELOPMENT CONCEPT | 22 |
| 4.1 | LAND USE PLAN | 22 |
| 4.1.1 | Industrial uses | 22 |
| 4.1.2 | Highway 11A Gateway | 22 |
| 4.1.3 | Open Spaces | 22 |
| 5.0 | MOBILITY AND CONNECTIVITY | 28 |
| 5.1 | OVERVIEW | 28 |
| 5.2 | ROADWAY NETWORK | 28 |
| 5.2.1 | External Roadways | 28 |
| 5.2.2 | Multi-Modal Movement | 28 |
| 5.2.3 | Public Transit | 28 |
| 5.3 | ROADWAY DETAILS | 29 |
| 6.0 | INFRASTRUCTURE SERVICING | 31 |
| 6.1 | OVERVIEW | 31 |
| 6.2 | WATER SERVICING | 31 |



OUTLINE PLAN

| | | |
|------------|---|-----------|
| 6.3 | SANITARY SERVICING | 31 |
| 6.4 | STORMWATER SERVICING | 32 |
| 6.5 | UTILITIES (SHALLOW UTILITIES, POWER DISTRIBUTION, ETC.) | 32 |
| 6.7 | EMERGENCY SERVICES | 33 |
| 7.0 | DEVELOPMENT AND PHASING | 37 |
| 7.1 | OVERVIEW | 37 |
| 7.2 | REDESIGNATION AND SUBDIVISION | 37 |
| 7.3 | PLAN INTERPRETATION | 37 |
| 7.4 | AMENDMENTS | 37 |

LIST OF TABLES

| | |
|---------------------------------------|----|
| Table 1 - Land Use Calculations | 23 |
|---------------------------------------|----|

LIST OF FIGURES

| | |
|---|----|
| Figure 1 – Location Plan | 3 |
| Figure 2 - Legal Conditions | 4 |
| Figure 3 - Northeast Gateway ASP - Map 4: Land Use Concept | 9 |
| Figure 4 - Biophysical Assessment - Wetland Assessment Overview Map | 17 |
| Figure 5 - Existing Conditions | 21 |
| Figure 6 - Concept Plan | 25 |
| Figure 7 - Concept Plan with Aerial | 26 |
| Figure 8 - Open Space/ Connectivity Plan | 27 |
| Figure 9 - Transportation Network | 30 |
| Figure 10 - Water Servicing | 34 |
| Figure 11 - Sanitary Servicing | 35 |
| Figure 12 - Stormwater Servicing | 36 |
| Figure 13 - Phasing Plan | 38 |



OUTLINE PLAN

May 14, 2021

1.0 INTRODUCTION

The Plan Area is along the north east boundary of the Town of Sylvan Lake and is legally described as a portion of South East ¼ Section 2, Township 39, Range 1, West 5 Meridian as identified on **Figure 1 – Location Plan**.

The Plan Area represents an opportunity to develop industrial lands that are competitive with established developments in the City of Red Deer, Lacombe County, and Red Deer County. The location of this development along the Highway 11A corridor, 4 km north of Highway 11 and 11 km west of Highway 2 should be leveraged to attract businesses and investors to the Town of Sylvan Lake. SLM Industrial has been designed and planned to ensure efficient use of lands, recognize alternative servicing opportunities, advance development with interim servicing options and capture the needs of potential industrial users in order to position itself as attractive development for the region's industrial opportunities.

1.1 OVERVIEW

As described in **Section 2 - Plan Vision**, the *Outline Plan* development, hereafter referred to as "SLM Industrial", is envisioned as a serviced industrial development. This development will be utilized as a mix of light and heavy industrial uses with heavier industrial uses encouraged to locate on the lots further away from the Highway 11A corridor.

1.1.1 Purpose and Background

In accordance with *Northeast Gateway Area Structure Plan (NGASP)* and Town planning policies, the purpose of this Plan is to provide a framework for subsequent subdivision and development of land. This Outline Plan describes the land uses and development objectives of the proposed development.

The *Outline Plan* has been prepared using *The Town of Sylvan Lake Development Process and Design Guidelines (2018 Edition Version 2.0)*. As described in the *Northeast Gateway ASP*, the ASP area is intended to be an attractive development along the Highway 11A corridor which is envisioned as a productive and resilient industrial employment area. Intended to assist the Town in providing a larger tax base, the area will also provide opportunities for local employment, and increase the choice and competitiveness for industrial development within the local and regional markets.

Stantec Consulting Ltd. (Stantec) has prepared the Outline Plan on behalf of the Developer, Secure Land Management and through collaboration with the Town of Sylvan Lake.

1.2 PLAN AREA

1.2.1 Plan Area Boundary

The SLM Industrial Area is comprised of approximately 35.95 hectares (88.84 acres), generally described as the South East ¼ Section 2, Township 39, Range 1, West 5 Meridian excepting Canadian Northern Western Railway Company Plan 4376 JY, and all that portion north of the north easterly limit of same railway plan. Road Widening



OUTLINE PLAN

May 14, 2021

Plan 4376 JY along the south boundary is also excepted from the Plan Area. The SLM Industrial Plan Area is shown on **Figure 2 - Legal Conditions**.

The adjacent areas are described as:

North – Existing Railroad and Municipal Boundary

East – Range Road 11 and Municipal Boundary

South – Highway 11A, NE35 38-1-W5m, undeveloped lands identified as future industrial within the NGASP

West – SW2 39-1-W5m, undeveloped lands identified as future industrial within the NGASP

1.2.1.1 Land Ownership

All lands within the SLM Industrial Plan Area are owned by Secure Land Management Ltd. as shown on **Figure 2 - Legal Conditions**.



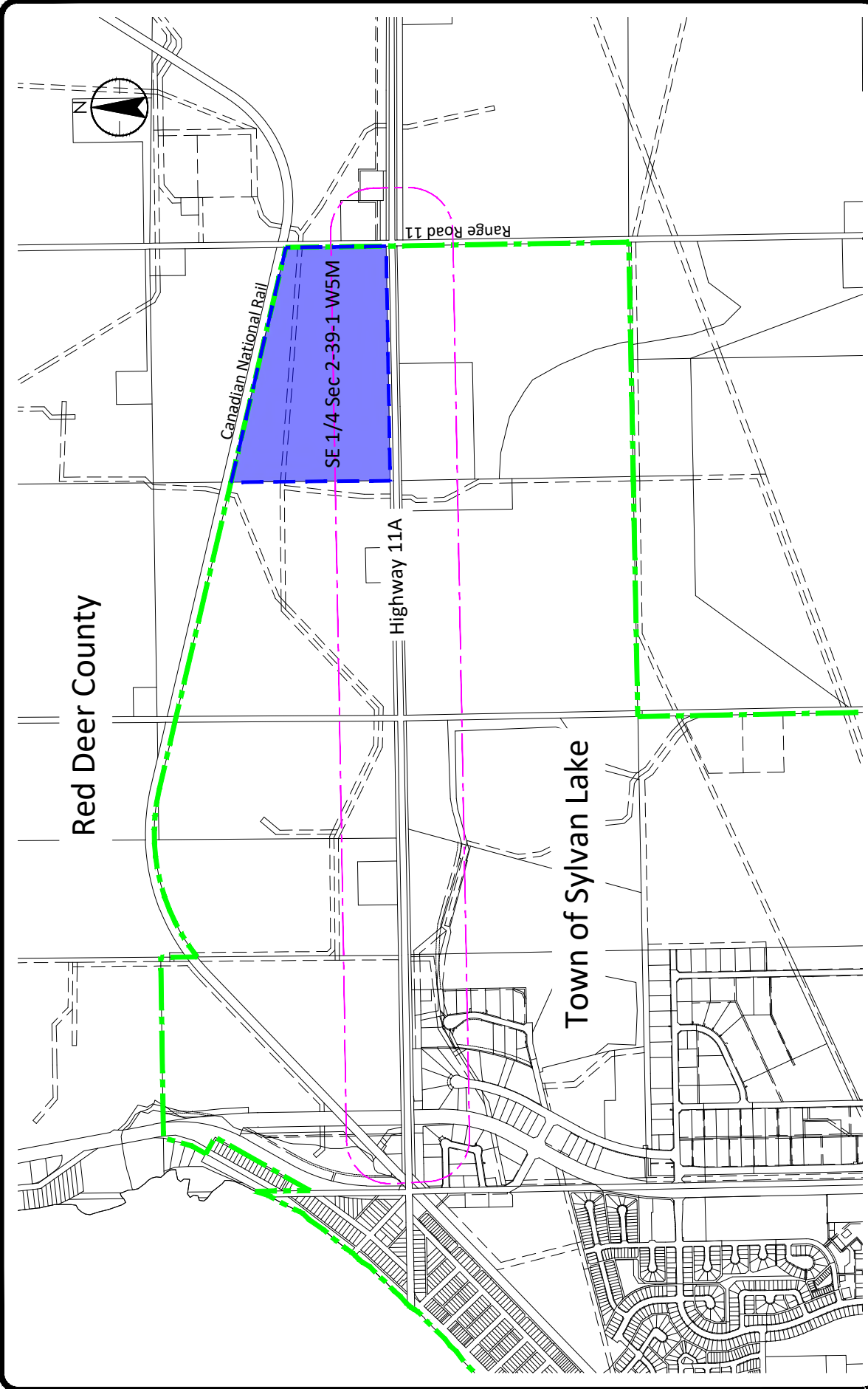


Figure 1.0

Location Plan

Sylvan Lake Industrial

Legend

- Plan Area
- Highway 11A Gateway District
- Town of Sylvan Lake Boundary

Prepared for:
Secure Land
Management

DRAWN BY: SAS
CHECKED BY: GCL
SCALE: NTS
PROJECT #: 112849666



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February, 2021

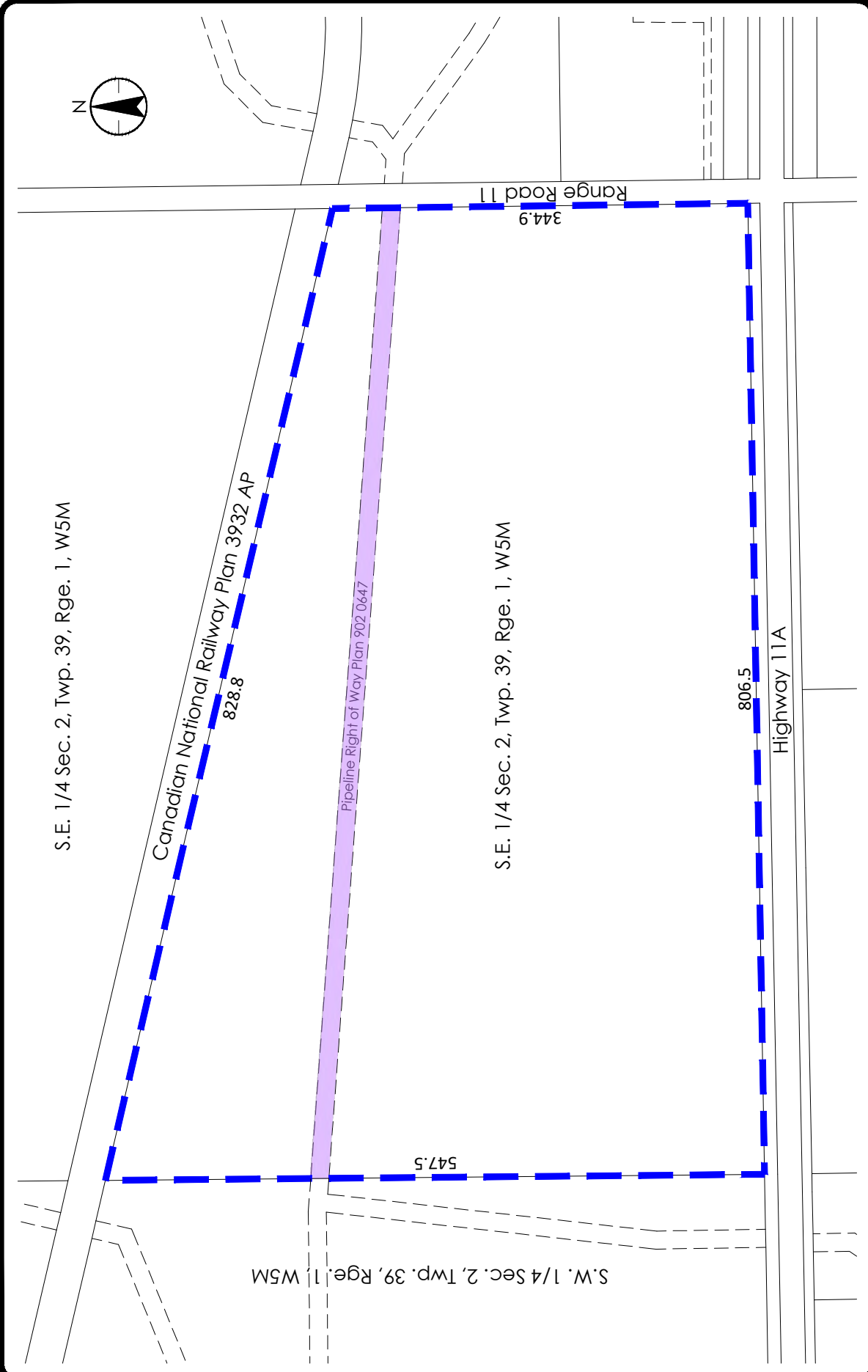


Figure 2.0

Legal Conditions

Sylvan Lake Industrial

Legend

- Pipeline Right of Way
- Plan Area

Prepared for:
Secure Land Management

DRAWN BY: SAS
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February, 2021

OUTLINE PLAN

May 14, 2021

2.0 PLANNING CONTEXT

The *Outline Plan* has been prepared to be consistent with, respect, and function with existing planning documents of the Town of Sylvan Lake.

2.1 PLANNING AND APPROVAL PROCESS

Secure Land Management Ltd. began formally working on the development of this area in 2018 coinciding with the approval of the *Northeast Gateway Area Structure Plan* and in collaboration with the Town of Sylvan Lake's administration through the land development process.

Phase One: Pre-Application Meeting

The Development Team met with The Town of Sylvan Lake for a pre-application meeting in September 2019 to discuss the proposed development as well as The Town of Sylvan Lake's process, policies, and requirements for Outline Plan approval. During this time, the concept plan was reviewed for adherence to the Town's regulations and standards.

Phase Two: Outline Plan Submission

The Development Team will work with The Town of Sylvan Lake to finalize a preferred land use concept and Outline Plan through rounds of internal and external review and revision.

Phase Three: Municipal Review

Following the Outline Plan Submission Phase, the Town of Sylvan Lake will circulate the plan internally and external for review and comments. The purpose of this circulation is to obtain comments from various departments, stakeholders and agencies to obtain feedback.

Phase Four: Formal Approval by Council

Subsequent to the internal and external circulation, the *Outline Plan* will be brought before Council for approval via resolution. Land use redesignation required to facilitate development will be completed following approval via Land Use Bylaw amendment.



OUTLINE PLAN

May 14, 2021

2.2 RELEVANT PLANNING DOCUMENTS

The following relevant documents have been reviewed and referenced in preparation of the *Outline Plan*. Notwithstanding other plans as identified below, the Outline Plan will conform to applicable provincial legislation including but not limited to the Environmental Protection and Enhancement Act and the Water Act.

2.2.1 Statutory Plans and Regulatory Framework

Municipal Government Act (2000)

The *Municipal Government Act* (MGA) of Alberta outlines the purpose and powers of municipalities. One of these powers is to adopt an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land. As stated in s633(2), an Area Structure Plan must describe:

*“the sequence of development proposed for the area,
the land uses proposed for the area, either generally or with respect to specific parts of the area,
the density of population proposed for the area either generally or with respect to specific parts of the area,
the general location of major transportation routes and public utilities, and
may contain any other matters the council considers necessary.”*

-Municipal Government Act

The *Outline Plan* describes these items as required by the MGA and provides additional clarity and details regarding land use, phasing, servicing, and transportation routes to guide development of the Plan Area.

Municipal Development Plan (Bylaw 1653/ 2014)

The *Town of Sylvan Lake's Municipal Development Plan* (MDP) was approved in December 2014. It sets a vision for the Town to build on the quality of its environment, small town identity, and its location in Central Alberta.

The MDP's Future Land Uses figure identifies the *Outline Plan* Area for future industrial use. It also identifies the following objectives related to new industrial development which have been used to guide the *Outline Plan*:

Create more distinct and memorable gateways at points of entry to the Town and points of entry to individual neighbourhoods and neighbourhood centres, providing a sense of locational identity and designed to make a strong and positive visual impact.

Due to its location along Highway 11A, the Outline Plan Area is considered within a gateway into Sylvan Lake. A consistent Municipal Reserve has been provided along Highway 11A which will include landscaping and a trail connection to provide an aesthetically-pleasing gateway into the Town of Sylvan Lake.

Protect and preserve significant stands of existing trees and explore opportunities to increase tree cover throughout the Town.

The Outline Plan Area has been designed to preserve tree stands and significant natural areas along the west boundary of the Plan Area, in accordance with the findings of the Biophysical Assessment.



OUTLINE PLAN

May 14, 2021

Mitigate the adverse impacts created by industrial uses through buffering, site planning and design, strict environmental controls, and the use of a range of industrial land use designations that reflect the varying impacts of different kinds of industrial uses.

As described in **Section 5.0 – Mobility and Connectivity**, a strip of Municipal Reserve has been dedicated along Highway 11A to support the creation of a visually-appealing gateway and provide visual buffering of the industrial area. This will include encouraging lighter industrial uses in this area. Enhanced building aesthetics, landscaping and screening may also be required based on the uses and layouts of the individual parcels.

Seek reserve dedication in the form of cash in lieu of reserve, unless land dedication is necessary to separate residential and non-residential land uses. Alternatively, at the Town's discretion, reserve dedications from these areas may be deferred to other lands owned by the same developer within the Town. Proposals for deferral of municipal and school reserve will be described in detail in the applicable Outline Plan.

The *Outline Plan* has provided Municipal Reserve dedication in the form of land to preserve areas identified with significant environmental value. Municipal Reserve dedication is described in **Section 4.0 – Development Concept**.

Land Use Bylaw (No. 1695/ 2015)

The 2016 *Town of Sylvan Lake Land Use Bylaw* (LUB) describes all available land use districts to be used throughout the Town. The existing land use designation for the Plan Area is FD Future Designation for future development.

It is intended that the land use currently identified for the Plan Area will be replaced with those described in this Outline Plan as land use redesignation occurs.

The *Town of Sylvan Lake Land Use Bylaw* (LUB) establishes land use districts to be used throughout Sylvan Lake and identifies potential land use constraints. LUB Redesignation and Subdivision Applications, consistent with the information in the *Outline Plan*, will be submitted to The Town of Sylvan Lake on a phased basis subsequent to Outline Plan approval.

Northeast Gateway Area Structure Plan (Bylaw 1775/ 2018)

The *Town of Sylvan Lake Northeast Gateway Area Structure Plan* (ASP) sets out the vision, broader transportation network, and land use objectives for multiple quarter sections annexed into the north portion of Sylvan Lake in 2009. The ASP was created in accordance with the findings of the *Town of Sylvan Lake's Natural Area Management Plan*. Elements identified in the ASP for inclusion in the Plan Area are shown on **Figure 3 - Northeast Gateway ASP – Map 4: Land Use Concept** and described below. The proposed concept plan, as shown in this Outline Plan, is consistent with the information presented in the ASP.

Land uses

As shown on **Map 4: Land Use Concept** of the ASP, the entire *Outline Plan* Area has been shown as an industrial land use and Municipal Reserve strip along the south boundary of the Plan Area (Highway 11A).

The ASP described that light industrial uses should be oriented to the high visibility area such as along Highway 11A.



OUTLINE PLAN

May 14, 2021

Natural areas and trails

Map 4: Land Use Concept of the ASP shows two natural areas in the Plan Area:

- Existing wetlands represents a low area and seasonal drainage is identified in the south
- and a large north/south strip identified as “Environmentally Significant Area” along the west boundary representing the existing tree stand.

Environmentally Significant Areas are described in the ASP as areas containing an area of high or moderate environmental significance rating based on the *Natural Areas Management Plan*; the latter of which contain wetlands or water bodies. Although identified in the ASP, were not been determined using ground-truthing or wetland assessments.

- A biophysical study was completed to better define and/ or confirm areas that were considered in the ASP for Environmental Reserve or as significant environmental features. While the overall intention of these areas as shown have been kept, boundaries have been redefined based on ground-truthing site assessment, further described in **Section 2.3.3 Biophysical Assessment**.
- The precise boundary and proposed land use of potential of Environmentally Significant Areas will determined based on the results of the biophysical study.

A continuous Municipal Reserve strip is shown along Highway 11A to accommodate a multi-use path and enhanced landscaping to foster Highway 11A as a prominent gateway into Sylvan Lake.

Roadways

The overall roadway concept in the ASP identified one roadway running parallel to the CN rail line from west to east connecting the quarter section to the west, through the Plan Area, to Range Road 11.

Highway 11A is shown as requiring widening to facilitate its eventual construction at a 60m wide right-of-way, with an existing regional wastewater line located within the expanded right-of-way. The intersection of Highway 11A and Range Road 11 will also require future intersection improvements.

Range Road 11 is outside of the Plan Area and Town of Sylvan Municipal Boundary. As requested by Red Deer County, the future cross section and required ROW has been provided.

Temporary Servicing

At the Town's discretion, use of private water and wastewater services as a temporary arrangement until municipal services can be physically or economically provided may be considered. The terms and conditions of any temporary arrangement approved by the Town shall be described in a deferred services agreement registered against the title of the applicable parcel(s). Any private system shall conform to all legislated standards of practice and obtain all necessary agency approvals.

Additional details will need to be presented during the Development/Building Permit stage. Each site should be assessed based on intended use, number of occupants, size of facility and previously approved interim serving permits.





OUTLINE PLAN

May 14, 2021

2.2.2 Adopted Planning Tools

Town of Sylvan Lake Growth Strategy (2008)

The *Town of Sylvan Lake Growth Strategy*, approved in September 2008, includes many planning considerations that apply to the SLM Industrial development. It identifies that the Town of Sylvan Lake's vision is to be "a town for all seasons", where natural beauty is celebrated, a spirit of neighbourhood and belonging exists, people are connected, where healthy living support is available, and where a balance between small town atmosphere and growth is struck.

The Growth Strategy identifies that Sylvan Lake will continue to grow over time, and that the *Outline Plan* Area will be used to accommodate future urban development with 'high visibility' along Highway 11A.

Town of Sylvan Lake Municipal Sustainability Plan (2018)

The *Town of Sylvan Lake Municipal Sustainability Plan* (MSP) is designed as a framework that provides direction to decision makers and Town departments over the next 10 years leading to a sustainable future. Sustainability goals and principles identified in MSP are primarily intended to guide future decisions made by the Town of Sylvan Lake; however, the following goals have been reviewed and influence the overall design of *Outline Plan* Area.

Water Quality and Quantity

Recognizing the importance of water quality and the health of the lake and taking steps to promote water conservation and enhancement of the natural water systems within our watershed.

The *Outline Plan* Area has been designed to conserve natural drainage in the Plan Area by way of constructing an engineered stormwater management pond in an existing low area.

Biodiversity and Natural Areas

Nature is valued as an important component of the community through the protection of natural spaces and enhancement of our ecosystems.

The *Outline Plan* Area has been designed to conserve mature trees located along its west boundary.

Diverse Transportation

Mobility options are available for residents and visitors to access services and amenities in and surrounding the community, which reduces car dependency.

The design of SLM Industrial promotes the use of alternative modes of transportation for employees through the accommodation of a potential future bus route and provision of sidewalks throughout. This level of detail encourages and promotes active transportation for residents.



OUTLINE PLAN

May 14, 2021

Town of Sylvan Lake Natural Areas Management Plan (Amended 2018)

The *Town of Sylvan Lake's Natural Area Management Plan* (NAMP) reviews lands within the Town to identify environmentally significant areas, provides recommendations to protect high value areas, and is intended to inform decision makers. Environmentally Significant Areas identified in the NAMP were based on ecological and hydrological significances and ranked based on their contributions to maintaining natural ecological functions such as patch size and shape, hydrology, amount of disturbance, and proximity to other forested or wetland areas for use as a wildlife corridor or stepping stone.

The *Outline Plan* Area is discussed in Section 3.35 (page 98) of the NAMP, with ESA scores shown on Figure 3.35-1. As shown on Figure 3.35-1, high ESA scores were located along the west boundary of the Plan Area, representing a large patch of intact mature forest and swamp wetland, and along the railroad right of way, representing a small strip of mature forest. Figure 3.1-2 identifies these features in the Plan Area as an ESA connectivity corridor and core area which requires the completion of a biophysical impact assessment prior to development. Marsh wetlands occur to the east of the swamp wetland, identified with a moderate ESA score, with strips of mature trembling aspen bordering these wetlands. The remaining areas of the quarter have been disturbed with four small wetlands and two ephemeral drainage corridors.

Management considerations for the *Outline Plan* Area were identified as:

- Conservation of the large mature forest patch (#22) along with the strip of trees along the railway were identified as a priority due to the patch size and connectivity to other habitat corridors.
- Conservation and protection of the large swamp area (#9) connected to the patch of forest was also identified as a priority based on the following criteria: focal species and their habitats, large intact patches of vegetation, connectivity to other habitat corridors, and water quality/ quantity.
- Further assessment of the wetlands and forested corridors to the west is required to better understand these areas ecological function.

As described in the NAMP, the review of the *Outline Plan* Area was done through aerial photographs only as access to the property was not granted; as such, findings of the NAMP were not confirmed by way of ground-truthing.

To provide more accurate information regarding environmental state of the Plan Area, a Biophysical Assessment was completed for the property. The SLM Industrial Biophysical Assessment is described in **Section 2.3.3 Biophysical Assessment**.

Town of Sylvan Lake Recreation, Parks, and Open Space Master Plan

The 2010 *Recreation, Parks, and Open Space Master Plan* is intended to provide guidance and direction for Town Staff regarding future planning and maintenance of indoor and outdoor recreational facilities and services. Priorities and preferences identified in this Plan are primarily intended for implementation in non-industrial areas; however, a multi-use trail is recognized along the south boundary of Outline Plan Area to facilitate active transportation movement and continuous trails along highway 11a.



OUTLINE PLAN

May 14, 2021

Town of Sylvan Lake Infrastructure

The 2020 Wastewater Master Plan and Inflow and Infiltration Study, and 2019 Stormwater Master Plan identifies future infrastructure and servicing required in the Town of Sylvan Lake for the purposes of future prioritization and budgeting. Servicing layouts shown in the Infrastructure Study include sanitary and water mains running through the Plan Area; these layouts have been reviewed in preparation of this Outline Plan.

Town of Sylvan Lake Transportation Master Plan

The Transportation Master Plan was completed in 2016 to identify long-range transportation planning for the Town. Figure 5 - Future Roadway Network of the Study identifies a conceptual future collector roadway layout for the Outline Plan Area which extends a collector roadway from the west, into the Plan Area running parallel to the CP rail line. No connections to Highway 11A or Range Road 11 are shown. As an older document, the roadway layout proposed for the Plan Area was further refined in the *Northeast Gateway Area Structure Plan* which has shaped the design of SLM Industrial.

Town of Sylvan Lake Development Process and Design Guidelines

The Town of Sylvan Lake Development Process and Design Guidelines (2018) lays out the Town's standards regarding subdivision design, servicing, and the construction approval processes. Development within the Outline Plan Area is generally in accordance with the Town's Design Guidelines.

Town of Sylvan Lake Census

The 2016 federal census identified the Town's population at 14,942 persons. As an industrial area, there is no direct population increase resulting from this development.



OUTLINE PLAN

May 14, 2021

2.3 SUPPORTIVE STUDIES

The following supportive studies were completed to inform the development of the *Outline Plan*.

2.3.1 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was completed by ParklandGEO in August 2019 for the SLM Industrial Plan Area. The Phase 1 ESA report was based on a visual site inspection, a review of public records, and personal interviews with the landowner. The following is an overview of the ESA's findings which determined the potential environmental risk for the property to be low to moderate; however, ultimately recommended a Phase 2 ESA be completed to assess two potentially contaminated areas in the Plan Area.

Natural areas

The Plan Area was generally described as a vacant agricultural field with an ephemeral wetland in the centre and forested areas throughout. It was noted that although the *Town of Sylvan Lake Natural Areas Management Plan* identified several wetlands and forested corridors throughout the Plan Area, the ESA found only one ephemeral wetland at the time of inspection; as such, more detailed assessments were recommended to confirm the environmental significance of the Plan Area's natural features prior to development.

Historic use and buildings

The Phase 1 ESA indicated the property was historically used for agricultural purposes with a residence along the south boundary of the Plan Area. Due to the age of the residence, a hazardous building materials assessment was recommended prior to demolition to assess for asbestos containing materials.

A large area of debris, comprised on primarily metals (ie: barrels, cans, refrigerator, oven), was discovered in the northern tree stand during the site inspection. This debris was recommended for removal and disposal. Following removal, a Phase 2 ESA was recommended to assess the potential environmental impacts related to the materials. The timing of the Phase 2 ESA will be determined prior to subdivision approval.

Oil and gas facilities

A strategic test hole was drilled by Chevron Canada in 1952 in the southeast corner of the Plan Area; as there was no production at the site, the hole is associated with low potential environmental concern.

Three operational natural gas pipelines run through the Plan Area:

- One operational natural gas co-op pipeline registered to Atco Gas is located along the south boundary of the property.
- Two operational natural gas pipelines registered to Tidewater Midstream and Infrastructure Ltd. are located in the centre of the property.

Through an aerial photograph review, it was determined that a reclamation-certified well registered to GNE Resources Ltd (14-35-0338-01 W5M, approximately 100m southwest of the Plan Area), had evidence of a flare pit. The reclamation certificate identified the flare bit was buried with a follow-up inspection reporting vegetative growth. The Phase 1 ESA noted that due to the flare bit being buried, the lack of assessment of the area, and close proximity to the Plan Area; it was recommended that the southeast corner of the Plan Area be assessed during the Phase Two ESA to ensure no impacts related to the southwest site's flare pit have migrated towards the property.



OUTLINE PLAN

May 14, 2021

2.3.2 Biophysical Assessment

A Biophysical Assessment (BA) was completed by Charette Pell Poscente Environmental in July 2019 for the SLM Industrial Plan Area. The intent of this report is to identify a higher level of detail previously not included in the *Town of Sylvan Lake's Natural Areas Management Plan*. Major components of the BA included; provide ground-truthed assessments of the Plan Area's vegetation and wetlands, provide recommendation on preservation and value of the existing inventory, and identify the necessary regulatory requirements to develop within the Plan Area. The assessment included the following components:

Vegetation

Two ecosites were identified in the Plan Area, each described below, with no rare plants identified:

- Area 1 is located within the boreal mixed wood ecological area with the plant community classified as an aspen/beaked hazelnut with and moist/fine loamy-clayey type soils.
- Area 2 is also located within the boreal mixed wood ecological area with the plant community classified as a balsam poplar-aspen/ dogwood/ fern with moist/ fine loamy clayey type soils.

Wildlife

As the Plan Area is primarily agricultural land, wildlife habitat is limited to within forested areas along the west and north boundaries of the Plan Area which provide habitat areas for deer, small carnivores, rodents, hares, birds, and insects. Wildlife observations made during the assessment included the following:

- Amphibians:
 - Out of all the wetlands located in the Plan Area, only wetland #1 was surveyed for amphibians since the it contained surface water less than 10 cm deep.
 - During the auditory survey, no amphibian species were found in the Plan Area.
- Birds:

The following birds were observed during the completion of the assessment:

 - Not listed as sensitive, at risk, special concern, threatened, or endangered:
 - 15 species: yellow warbler, red-winged blackbird, black-capped chickadee, cedar waxwing, clay-colored sparrow, American robin, song sparrow, ovenbird, Lincoln's sparrow, Wilson's snipe, yellow-rumped warbler, house wren, brown-headed cowbird, red-tailed hawk, downy woodpecker.
 - Sensitive:
 - 1 specie: least flycatcher.
- Other:

Animal observations during the assessments included:

 - white tailed deer, red fox, snowshoe hare, and common porcupine.

Wetlands

Seven wetlands were verified in the Plan Area during the completion of the Biophysical Assessment, classified as 6 marshes and 1 swamp. The Plan Area was tilled and cultivated except around Wetland 4 and Wetland 6 where a buffer of upland forest surrounds the wetlands. Each is described below and is shown on **Figure 4 - Biophysical Assessment – Wetland Assessment Overview Map**.

Seasonal swamps

In total, one wetland was classified as swamp (S) in the shrubby (S) form and a seasonal type (III).



OUTLINE PLAN

May 14, 2021

- Wetland 1 (0.54 ha), D-value

Seasonal wetlands are defined as mineral wetlands with a hydroperiod that is typically flooded for most of the growing season but has little to no surface water remaining by the end of summer. Generally, seasonal wetlands are flooded for approximately 5 to 17 weeks of the year. Vegetation characteristics were also used for the classification, which include the presence of a shallow open water zone, a submergent/emergent marsh plant zone, and a wet meadow zone. The plant community is dominated by robust, emergent graminoids that are tolerant of prolonged inundation and deeper water levels including common cattail. Historical photographs show the presence of Wetland 4 in all years.

Seasonal marshes

In total, four wetlands were classified as marshes (M) in the graminoid (G) form and a seasonal type (III).

- Wetland 2 (0.26 ha), D-value
- Wetland 3 (0.26 ha), D-value
- Wetland 5 (0.14 ha), D-value
- Wetland 7 (0.07 ha), D-value

Seasonal wetlands were defined as mineral wetlands with a hydroperiod that is typically flooded for most of the growing season but has little to no surface water remaining by the end of summer. Generally, seasonal wetlands are flooded for approximately 5 to 17 weeks of the year. Seasonal wetlands were classified mainly with vegetation characteristics but soil characters were also considered. Vegetation characteristics were also used for the classification of seasonal types, which include the presence of a shallow wetland zone and a wet meadow zone. The plant community of a shallow wetland zone is dominated by narrow-leaved graminoids, such as sedges and grasses that typically only tolerate periodic inundation and prolonged root saturation. The historical photographs show the presence of seasonal wetlands in the majority of years, although water is typically not present but the area of the wetland is distinguishable from surrounding upland.

Temporary marshes

In total, two marshes (M) in graminoid form (G) were documented as a temporary type (II) due to soil and vegetation characteristics.

- Wetland 4 (0.06 ha), C-value
- Wetland 6 (0.05 ha), D-value

Temporary wetlands were defined as mineral wetlands with a hydroperiod that is typically flooded every year for a short period of time after snowmelt or heavy rainfall, but otherwise lack surface water. Generally, temporary wetlands are flooded for approximately 1 to 14 weeks of the year. Vegetation characteristics were also used for the classification of temporary marshes, which included the dominance of a wet meadow zone. The plant community of a wet meadow zone within a tilled landscape may include a dominance of invasive species such as water tolerant grasses and common dandelion.



OUTLINE PLAN

May 14, 2021

Recommendations

Vegetation

All documented ecosites within the project area are considered common and no rare plants were documented and are not a concern for project development. Vegetation will be avoided in areas that will be left undisturbed. In other areas, vegetation will be removed (see below under Wildlife). All construction equipment and vehicles will be kept clean to minimize the introduction of weeds to the site.

Wildlife

The preservation of a 53m wide strip of forested area to the west of the Project boundary, as well as that within the CN rail allowance to the north with maintain wildlife habitat for future use and will conserve habitat for the Least Flycatcher, the sensitive bird species documented throughout the western project boundary.

Tree clearing should be undertaken outside of the nesting period for migratory birds, especially to protect the Least Flycatcher, a migratory bird species. If clearing occurs within the migratory period, a nest sweep is required to ensure compliance with the MBCA and Alberta Wildlife Act.

Wetlands

The Project will involve permanent loss of wetland area due to infilling and development. Consistent with the *Alberta Wetland Mitigation Directive*, the Proponent is committed to ensuring that all wetland areas that are permanently lost as a result of the Project will be replaced elsewhere. In total, 1.61 ha of wetland area exists on the property.





| Identification | Classification |
|----------------|-----------------------------------|
| 1 | Shrubby Swamp Seasonal Type III |
| 2 | Marsh Graminoid Seasonal Type III |
| 3 | Marsh Graminoid Seasonal Type III |
| 4 | Marsh Graminoid Seasonal Type III |
| 5 | Marsh Graminoid Seasonal Type III |
| 6 | Marsh Graminoid Seasonal Type III |
| 7 | Marsh Graminoid Seasonal Type III |

Figure 4.0

Wetland Identification Plan

Sylvan Lake Industrial

Legend

- Low Area
- ③ Identification Number
- Plan Area

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Management

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SCALE: NTS
PROJECT #: 112849666



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3.0 EXISTING CONDITIONS

The existing conditions described in the following sections are informed by the Phase 1 ESA, the Biophysical Assessment, and site inspections that have been completed for the SLM Industrial Plan Area.

3.1 OVERVIEW

The *Outline Plan* Area is an undeveloped agricultural property with a tree strand along the west boundary and a residential home along Highway 11A. Land surrounding the Plan Area is also undeveloped agricultural lands with associated residential properties. Lands located north of the rail line, and east of the Plan Area, are located within the jurisdiction of Red Deer County.

3.2 HISTORICAL RESOURCES

Historical Resources Act approval was applied for and obtained in September 2019 for the development of the SLM Area, subject to Section 31 which reads, "a person who discovers an historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the Discovery."

3.3 NATURAL AREAS

As described in the Biophysical Assessment, the Plan Area is primarily agricultural cropland with mature trees along the west boundary with a total of seven wetlands located throughout. Vegetation, wetlands, and wildlife observations are described further in **Section 2.3.2 Biophysical Assessment**.

3.4 EXISTING UTILITIES

As shown on **Figure 5 – Existing Conditions Plan**, there is one pipeline right-of-way crossing the Plan Area and a reclaimed test hole located in the southeast corner. There is also an unlocated natural gas service line along the south boundary. It must be noted that ownership of these utilities are subject to change and is only a reflection of the ownership at time of Outline Plan approval.

Tidewater Midstream and Infrastructure Ltd.

Two natural gas lines run through the north of the Plan Area. These pipelines are registered to Tidewater Midstream and Infrastructure Ltd. and located within a registered right-of-way Plan 902 0647.

Atco Gas (North)

Two natural gas service lines run along the south boundary of the Plan Area and connect to the existing dwelling.



OUTLINE PLAN

May 14, 2021

Chevron Canada Limited

An abandoned stratigraphic test hole is located in the southeast corner of the Plan Area. The test hole was registered to Chevron, drilled and abandoned, reclamation exempt, and no production occurred.



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3.5 OPPORTUNITIES AND CONSTRAINTS

Opportunities and constraints for the SLM Industrial Plan Area are shown on **Figure 5 – Existing Conditions Plan** and include the following:

3.5.1 Natural Areas

Mature tree stands and wetlands located in the western portion of the Plan Area provide an opportunity for habitat conservation.

3.5.2 CN Railway

As identified in the *Town of Sylvan Lake Northeast Gateway Area Structure Plan (ASP)*, one Canadian National (CN) rail line runs along the north boundary of the Plan Area. In accordance to the ASP, this rail line requires a 15m development setback from the centre of the track. The setback will be contained within the CN ROW which is 30m wide. Additional setback will be provided via the Town of Sylvan Lake minimum rear yard setback.

3.5.3 Gateway

The *Town of Sylvan Northeast Gateway Area Structure Plan*, Highway 11A is identified as a gateway into the Town of Sylvan Lake; as such, enhanced aesthetics along this corridor are required. In accordance with the ASP, a Municipal Reserve strip has been dedicated along the south boundary of the Plan Area to facilitate enhanced landscaping along the corridor.

3.5.4 Trail

A multi-use path has been identified in the *Town of Sylvan Northeast Gateway Area Structure Plan* along the southern boundary of the Plan Area to provide continuous non-motorized movement along Highway 11A.

3.5.5 Pipeline Right-of-Way

The pipeline utility right-of-way runs through the northern portion of the Plan Area.



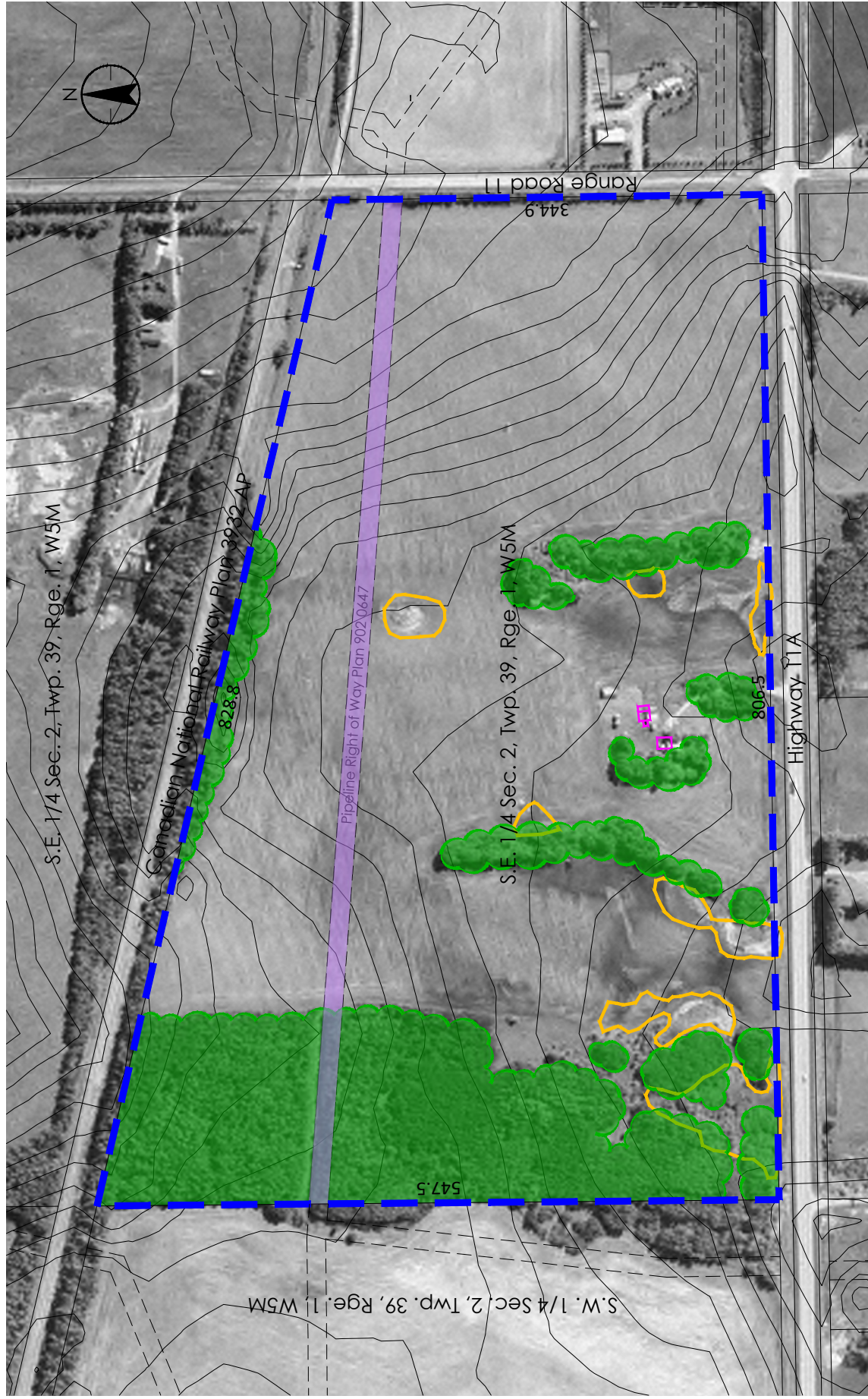







Figure 5.0

Existing Conditions Plan

Sylvan Lake Industrial

Legend

-  Treed Area
-  Low Area
-  Permanent Building
-  Pipeline Right of Way
-  Plan Area

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4.0 DEVELOPMENT CONCEPT

4.1 LAND USE PLAN

The Concept Plan as shown on **Figure 6 – Concept Plan** and **Figure 7 – Concept Plan with Aerial** is based on the previously outlined items and is detailed in the following. Separate land use areas for the development are outlined on **Table 1.0 – Land Use Statistics**

4.1.1 Industrial uses

In accordance with the Town's MPD and Northeast Gateway ASP, the majority of the Plan Area has been identified for industrial use. Identification of specific parcels for either light or heavy industrial uses will be completed based on market demand and will be zoned using the I1 Light Industrial and I2 Heavy Industrial districts as described below. Generally, light industrial uses will be encouraged to be located along the Highway 11A corridor to create a visually appealing aesthetic along the highway.

4.1.1.1 Light Industrial District (I1)

Light industrial uses are generally described as those that do not create any external, objectionable, or dangerous conditions beyond the parcel boundary. Industrial uses permitted on lots zoned for light industrial use will be dictated by the I1 Light Industrial District with all uses required to follow regulations as outlined in the *Town of Sylvan Lake Land Use Bylaw*.

4.1.1.2 Heavy Industrial District (I2)

Heavy industrial uses are generally described as those including manufacturing and processing and service and repair. Industrial uses permitted on lots zoned for heavy industrial use will be dictated by the I2 Heavy Industrial District with all uses required to follow regulations as outlined in the *Town of Sylvan Lake Land Use Bylaw*.

4.1.2 Highway 11A Gateway

Highway 11A which runs along the south boundary of the Plan Area is an important entrance into Sylvan Lake; as such, certain requirements have been outlined in the Northeast Gateway ASP which include the 10.0m Municipal Reserve along the highway. Building sites within 200m of Highway 11A will also be subject to a higher standard of landscaping and building design.

4.1.3 Open Spaces

As shown on **Figure 8 – Open Space/ Connectivity Plan**, open space dedication has been identified in areas to meet the intent of the NAMP by providing a wildlife corridor and preserving a portion of the existing tree stands. Every effort within open space and regulatory requirements has been made to conserve a significant portion of the existing trees, accommodate the reconstructed wetland, and accommodate the Highway 11A corridor trail and landscaping. Although no original wetlands have been preserved, the reconstructed wetland exceeds the size of the natural wetlands and will connect to the tree stand creating a large habitat patch. As part of the future detailed design



OUTLINE PLAN

May 14, 2021

process, the Developer will be required to work with Alberta Environment and a submit Water Act Application detailing the how the reconstructed wetland will provide stormwater management. A Water Act approval will be required prior to the Town of Sylvan approval of detailed design and before any construction may occur that may impact a natural water body.

4.1.3.1 Municipal Reserve

Municipal Reserve will be provided to the Town of Sylvan Lake with land dedication. This will include a 10.0m strip along the south boundary of the Plan Area to accommodate a continuous pathway and highway buffering, area around the reconstructed wetland forming a habitat patch, and the conservation of a portion of the existing tree stand along the west boundary of the Plan Area to facilitate wildlife movement. Working together, these different types of dedication have been made to achieve the NAMP's desire to preserve ecological areas for wildlife.

As described in the *Northeast Gateway ASP*, Municipal Reserve dedication may be used to preserve Environmentally Significant Areas. Although only a portion of the existing tree stand has been conserved using Municipal Reserve, its connectivity to the adjacent reconstructed wetland has been provided to create a habitat patch that will increase its ecological value and provide stormwater management.

4.1.3.2 Public Utility Lots

The existing pipeline right-of-way and stormwater management pond below high-water line will be dedicated as Public Utility Lot as outlined in **Table 1.0 – Land Use Statistics**.

Table 1 - Land Use Calculations

| Land Description | Hectares | Acres | % of Net Developable Area |
|--------------------------------------|--------------|--------------|---------------------------|
| Gross Plan Area | 35.95 | 88.84 | |
| Highway 11A Road Widening | 0.81 | 1.99 | |
| Range Road 11 Widening | 0.11 | 0.27 | |
| Net Developable Area | 35.04 | 86.58 | 100.0% |
| Industrial Uses | 23.79 | 58.79 | 67.9% |
| Open Space Network | 7.68 | 18.99 | 21.9% |
| <i>Municipal Reserve</i> | 3.57 | 8.81 | 10.2% |
| <i>Public Utility Lot (Pipeline)</i> | 1.06 | 2.61 | 3.0% |
| <i>Public Utility Lot (SWMF)</i> | 3.06 | 7.56 | 8.7% |
| Transportation Network | 3.56 | 8.80 | 10.2% |
| <i>Internal Roadways</i> | 3.56 | 8.80 | 10.2% |





Figure 6.0

Concept Plan

Sylvan Lake Industrial

Legend

- Industrial
- Storm Pond
- Public Utility Lot
- Municipal Reserve
- Roadway
- Plan Area



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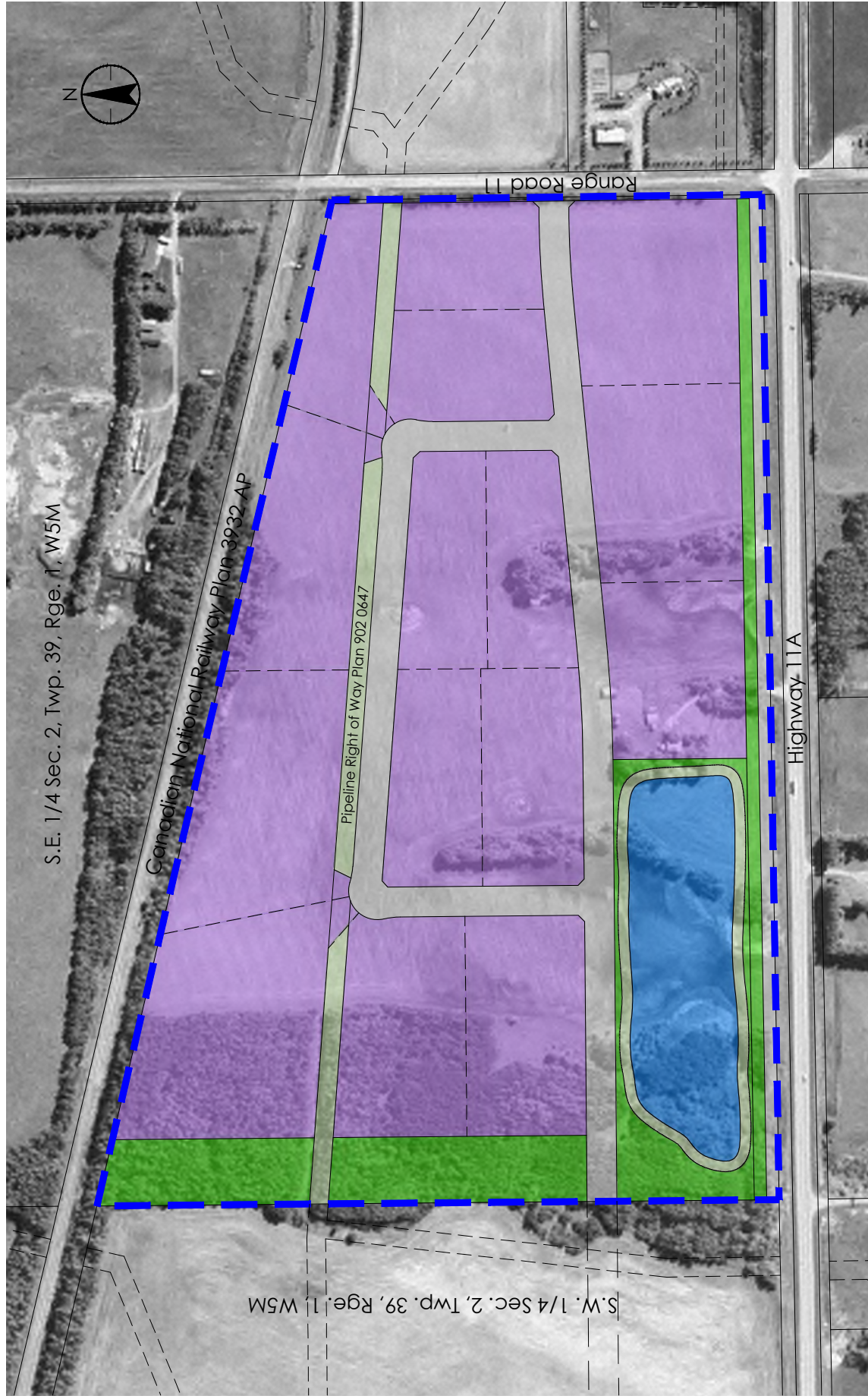


Figure 7.0

Concept Plan Aerial

Sylvan Lake Industrial

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Legend

- Industrial
- Storm Pond
- Public Utility Lot
- Municipal Reserve
- Roadway
- Plan Area

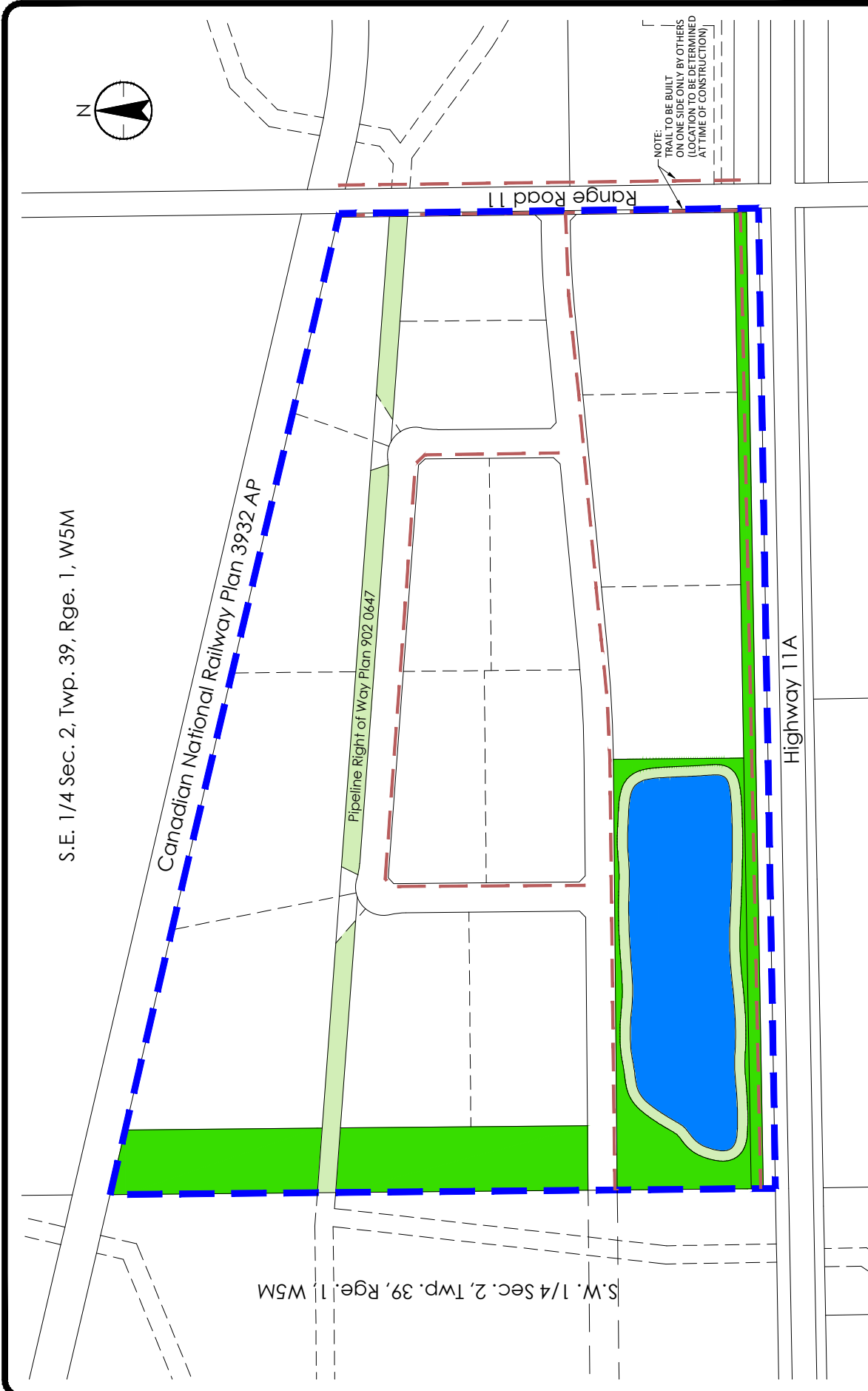


Figure 8.0

Open Space/Connectivity Plan

Sylvan Lake Industrial

Legend

- Municipal Reserve
- Storm Pond
- Public Utility Lot
- 2.5 Trail/Sidewalk
- Plan Area

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5.0 MOBILITY AND CONNECTIVITY

5.1 OVERVIEW

The mobility network has been designed in accordance with the *Town of Sylvan Lake's Transportation Master Plan (TMP)*, which recommends creating complete streets by managing both transportation and parking demands.

5.2 ROADWAY NETWORK

Access into the Plan Area is from Range Road 11 and Highway 11A as shown of **Figure 9 - Transportation Plan**. The internal roadway is shown as a rural undivided industrial collector/ local roadway in the *Northeast Gateway ASP* which spans the length of the development from east to west.

5.2.1 External Roadways

A 10m Highway 11A road widening ROW has been provided to facilitate its eventual design, with a proposed regional wastewater line located within the expanded right-of-way. Although the requirement for these upgrades is not immediate, the amount of land anticipated for the future highway 11A design increases the highway right-of-way to 60m once additional lands to the south is obtained. An additional 10m has been provided along the south boundary of the Plan Area to accommodate this eventual roadway. No direct access to the Plan area is provided as intersection spacing along Highway 11A is limited. Access to the Plan area will be via a connection within the west parcel and Range Road 11.

Range Road 11 is outside the authority of the Plan Area and Town of Sylvan Municipal Boundary. As requested by Red Deer County, a 26.4m Rural Collector Road Commercial/Industrial with Path standard Cross section has been provided to ensure that Range Road 11 has the appropriate ROW for future upgrades. To facilitate expansion of Range Road 11 a 3.2 m road widening ROW has been provided. An additional 3.2m of road widening ROW will be provided by the land east of Range Road 11.

5.2.2 Multi-Modal Movement

As shown on **Figure 8 - Open Space/ Connectivity Plan**, the Town's multi-use trail will border the development along Highway 11A and the reconstructed wetland in the southwest corner of the Plan Area. Year-round maintenance of the multi-use trail will be at the discretion of The Town of Sylvan Lake. The Town will request that the Developer contribute to the construction of the trail via cash-in-lieu at the time of subdivision.

5.2.3 Public Transit

To support multi-modal movement, the development's through roadway is anticipated to accommodate a future transit route if it becomes available or necessary. Due to the centralized location of the roadway, all businesses would be located within 400m of any potential transit stops along that stretch of roadway, which represents a 5min walking distance. The introduction of transit is hypothetical only and is at the discretion of the Town of Sylvan Lake.



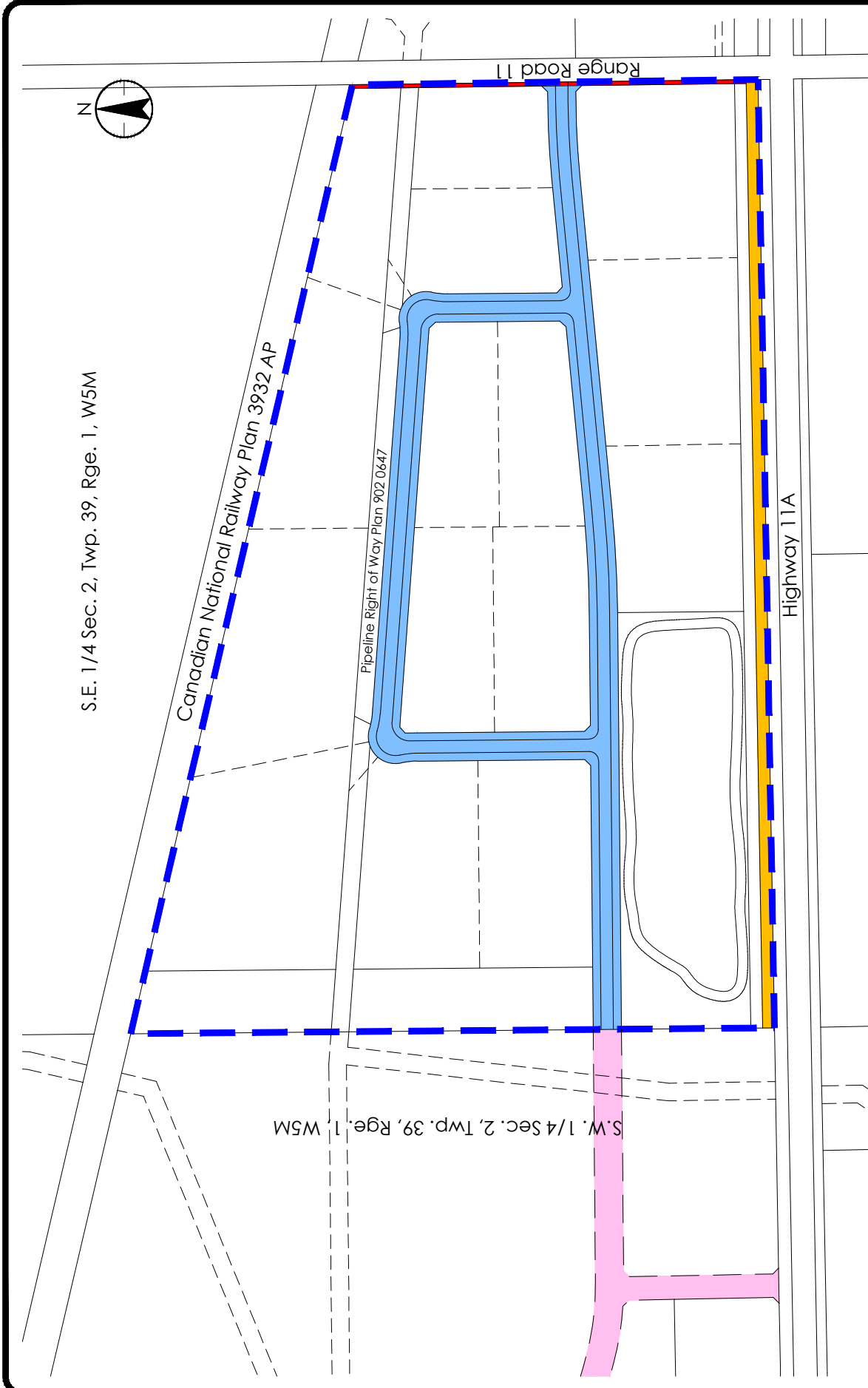
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5.3 ROADWAY DETAILS

As previously described, the internal roadway network has been designed to facilitate direct and convenient access for industrial vehicle movements, as shown on **Figure 9 - Transportation Network**. In accordance with the *Town of Sylvan Lake Design Guidelines*, the roadway cross-section used within the Plan Area will be a 24.0 m wide Rural Undivided Industrial Collector and Local Roadway. It will consist of two 3.50 m driving lanes and a 3.0 m parking lane on one side. Seeded ditches with a maximum 3:1 slope and a 1.4 m bottom will run along both sides of the roadway. A 2.5 asphalt sidewalk will be located on one side of the road.

At the time of Detailed Design, the Developer shall utilize the Rural Undivided Industrial Collector & Local Roadway cross section of the most current *Town of Sylvan Lake Design Guidelines*. It is recognized that the cross section may differ than what is presented in this Outline Plan.





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Figure 9.0
Transportation Plan
Sylvan Lake Industrial

Legend

- 24.0m Modified Rural Undivided Industrial Collector Road
- 10.0m Highway 11A Road Widening
- 3.2m Range Road 11 Road Widening
- Future Road Connection (By Others)
- Plan Area

May 14, 2021

6.0 INFRASTRUCTURE SERVICING

6.1 OVERVIEW

Servicing for the SLM Industrial development will ultimately consist of a piped sanitary and water systems and overland stormwater that will connect into the Town's existing infrastructure. To allow development prior to such extensions, interim individual water and sanitary servicing has been identified as consistency with the Northeast Gateway Area Structure Plan. Interim servicing options will be reviewed on a case by case at the time of Development/Building permit application based on intended land use, occupant requirements and number of existing business. If interim individual lot servicing is required, each lot will be required to enter into deferred servicing agreement indicating at such time that municipal servicing is available, the lot will be required to connect to municipal services within a predetermined timeframe.

6.2 WATER SERVICING

As shown on **Figure 10 – Water Servicing**, the water trunk for the catchment area will be located along 30th Street and the Town's future water wells to the north. The ultimate water system will require the development and extensions of the surrounding quarter sections to create a looped system. Water stubs will be provided along the west and east boundary to connect into future development areas. The alignments of the offsite water pipe will depend on the future planning and design of those areas.

SLM Industrial's overall water distribution system will consist of an interconnected piped system located within the roadway right of way with individual service connections stubbed at every lot. To ensure that each site can be developed with a variety needs and building options, the water mains in this area will be sized to accommodate maximum coverage in accordance with the Town of Sylvan Lake Design Guidelines and Land Use Bylaw.

As identified in the Northeast Gateway ASP, interim solutions can be used until time that services are extended to the Plan Area. These could consist of individual holding tanks or wells. These interim solutions would be sized and constructed based on individual site use and according to Town and regulatory standards at the individual lot development stage.

6.3 SANITARY SERVICING

As shown on **Figure 11 – Sanitary Servicing**, the ultimate intention of the development is to collect all wastewater via a gravity sewer system to an offsite regional lift station located near the Town of Sylvan Lake Water Transfer station. This regional lift station will provide sanitary serving to the catchment area. The force main from this point will connect to the existing regional force main running from Sylvan Lake to Red Deer.

The Town is supportive of a centralized lift station thus allow for gravity sanitary service to the area. SLM will continue to work with the Town of Sylvan to determine the best options dependent on the timing of development and/or implementation of the centralized lift station. Additional details will be presented during the detail design stage if available.

SLM Industrial's overall wastewater collection system will consist of an interconnected piped system located within the roadway right of way. with individual service connections stubbed at every lot. To ensure that each site can be developed with a variety needs and building options, the sanitary sewer in this area will be sized to accommodate maximum coverage in accordance with the Town of Sylvan Lake Design Guidelines and Land Use Bylaw.

As identified in the Northeast Gateway ASP, interim solutions can be used until time that services are extended to the Plan Area. These could consist of individual holding tanks or wells. These interim solutions would be sized and



OUTLINE PLAN

May 14, 2021

constructed based on individual site use and according to Town and regulatory standards at the individual lot development stage.

6.4 STORMWATER SERVICING

As shown on **Figure 12 – Stormwater Servicing**, a stormwater management facility is proposed in the southwest corner of the Plan Area to maintain existing drainage patterns sloping to the south and west. SLM Industrial's SWMF will be designed to accommodate 1:100 year storm water flows for the entire development, and restrict outflows to pre-development rates. Stormwater will be collected in ditches along the development's roadways which will feed into the storm pond. From the pond, water will be released at a predetermined predevelopment rate to the south using existing drainage channels.

The SWMF will be constructed as a wet pond. The facility will not only detain stormwater from major storm events but also enhance water quality to meet Alberta Environment's standards before discharging out of the development.

An overland storm swale will convey minor storm events, less than 1 in 5 year intensity, from the Plan area. This system will direct stormwater flows into the SWMF.

6.5 UTILITIES (SHALLOW UTILITIES, POWER DISTRIBUTION, ETC.)

Shallow utility services will be extended from existing areas to service the Plan Area.

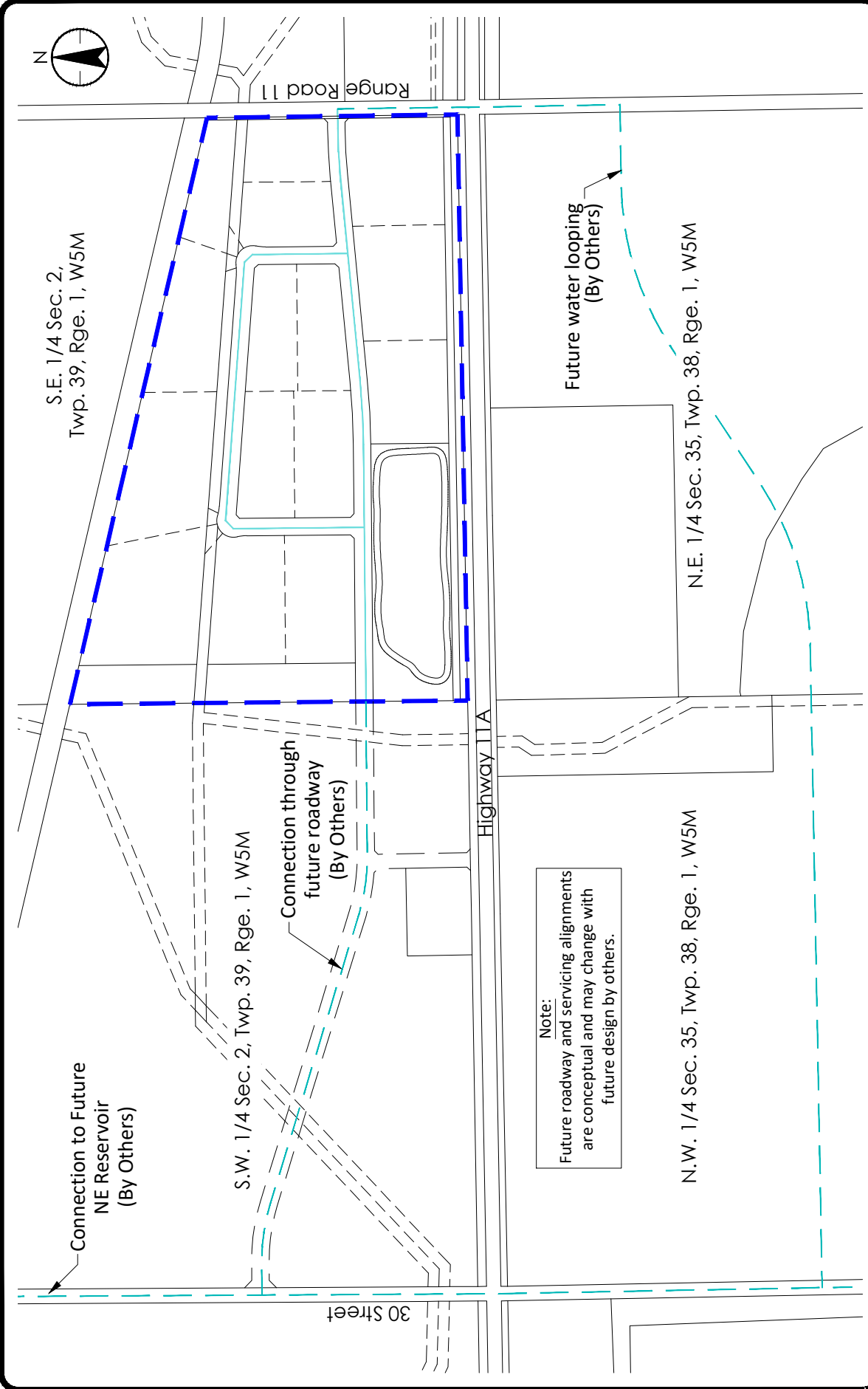


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6.7 EMERGENCY SERVICES

Emergency services will be supplied by the Town of Sylvan Lake. As discussed in Section 6.2 Water Servicing, there is the potential for development prior to connection with the Town's water servicing. During this time, development restrictions may apply to individual parcels for the purpose of fire safety. These may include increased setbacks, enhanced building materials and restrictions on types of industrial uses. Requirements are dependent on the future design of the building and intended use.





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Figure 10.0
Water Servicing
Sylvan Lake Industrial

Legend

- Water Servicing
- Future Water Servicing (By Others)
- Plan Area

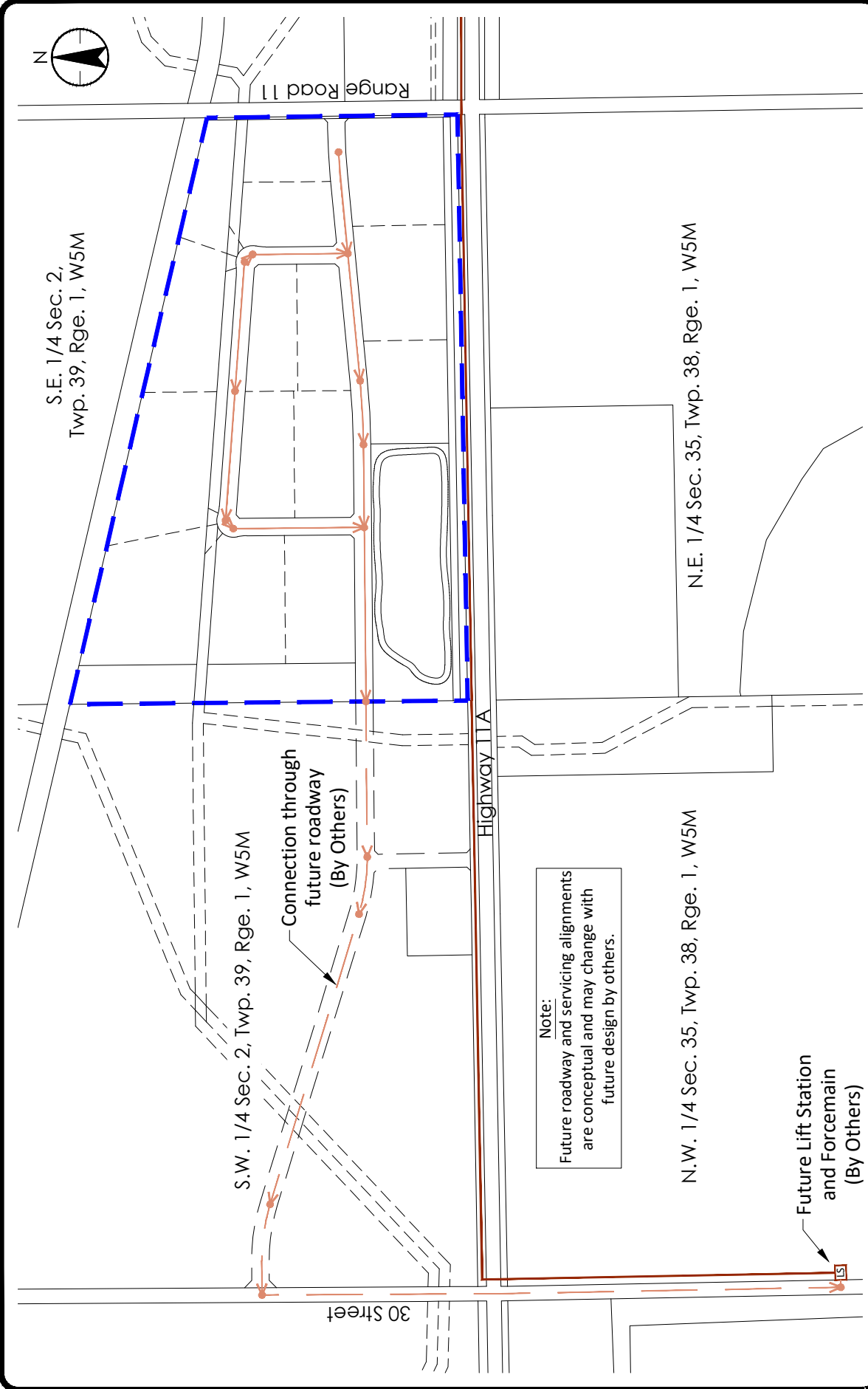


Figure 11.0

Sanitary Servicing

Sylvan Lake Industrial

Legend

- Sanitary Servicing
- Sanitary Force main
- Future Sanitary Servicing (By Others)
- Flow Direction
- Plan Area

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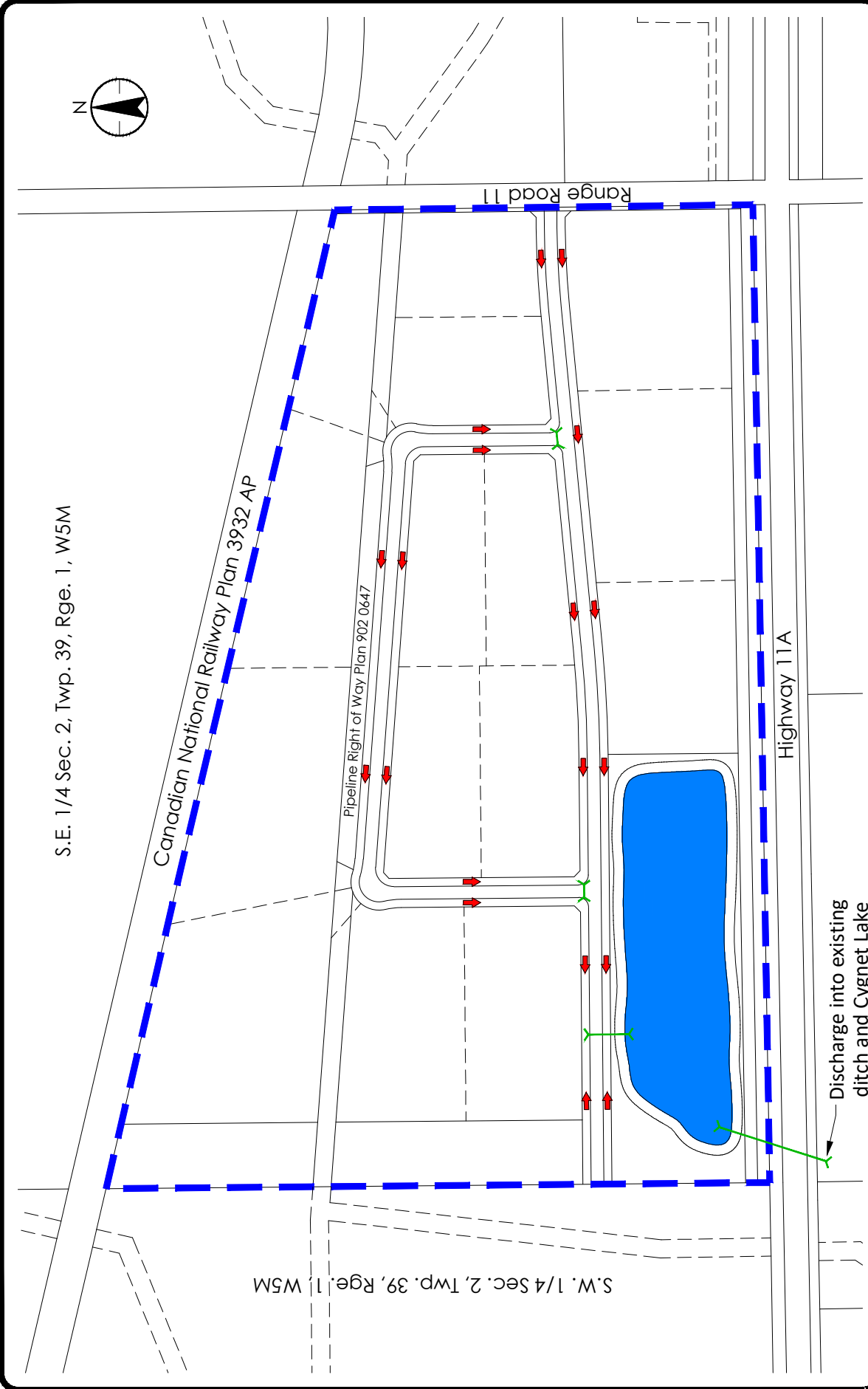


Figure 12.0

Storm Servicing

Sylvan Lake Industrial

Legend

- Storm Culvert
- Overland Flow Direction
- Storm Water Management Pond
- Plan Area

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7.0 DEVELOPMENT AND PHASING

7.1 OVERVIEW

The SLM Industrial development has been divided into two phases with constructing proceeding from east to west. Phasing boundaries shown on **Figure 13 - Phasing Plan** are conceptual in nature and may vary when redesignation and subdivision applications are made. Portions of separate phases may be developed concurrently if there is sufficient demand and/ or if municipal servicing is made more efficient as a result.

7.2 REDESIGNATION AND SUBDIVISION

Proposed redistricting and subdivision applications, align with the land use designations described in this Outline Plan, will be undertaken as necessary. Guided by the MDP, Northeast Gateway ASP, and this Outline Plan; redesignation and subdivisions must conform to the LUB and not conflict with statutory plans.

7.3 PLAN INTERPRETATION

The *Outline Plan* is intended to guide development within the Plan Area; all figures shown have been included for visioning purposes only and should not be used to identify exact product types or locations.

All area calculations presented in this Outline Plan have been determined using AutoCAD measurements, recorded in m². Calculations are completed in the unit of m² and then converted into hectares and acres, rounded to the nearest hundredth. Due to the conversion and subsequent rounding shown in this Outline Plan, it is recognized that not all numbers or calculations appear correct, specifically for small areas.

7.4 AMENDMENTS

Should this document require amendment, a formal amendment process will be required including consultation with the Town of Sylvan Lake and approval via Municipal Council. Amendments will be required if changes are made to roadway alignments or land uses. Changes may include adding or removing a public road, adding or removing a public utility lot, or re-designating a parcel of land from one land use to another. An amendment will not be necessary if the intent of the Outline Plan does not change such as minor servicing revisions, minor land use boundary changes, or minor alignments to roadway cross-sections.



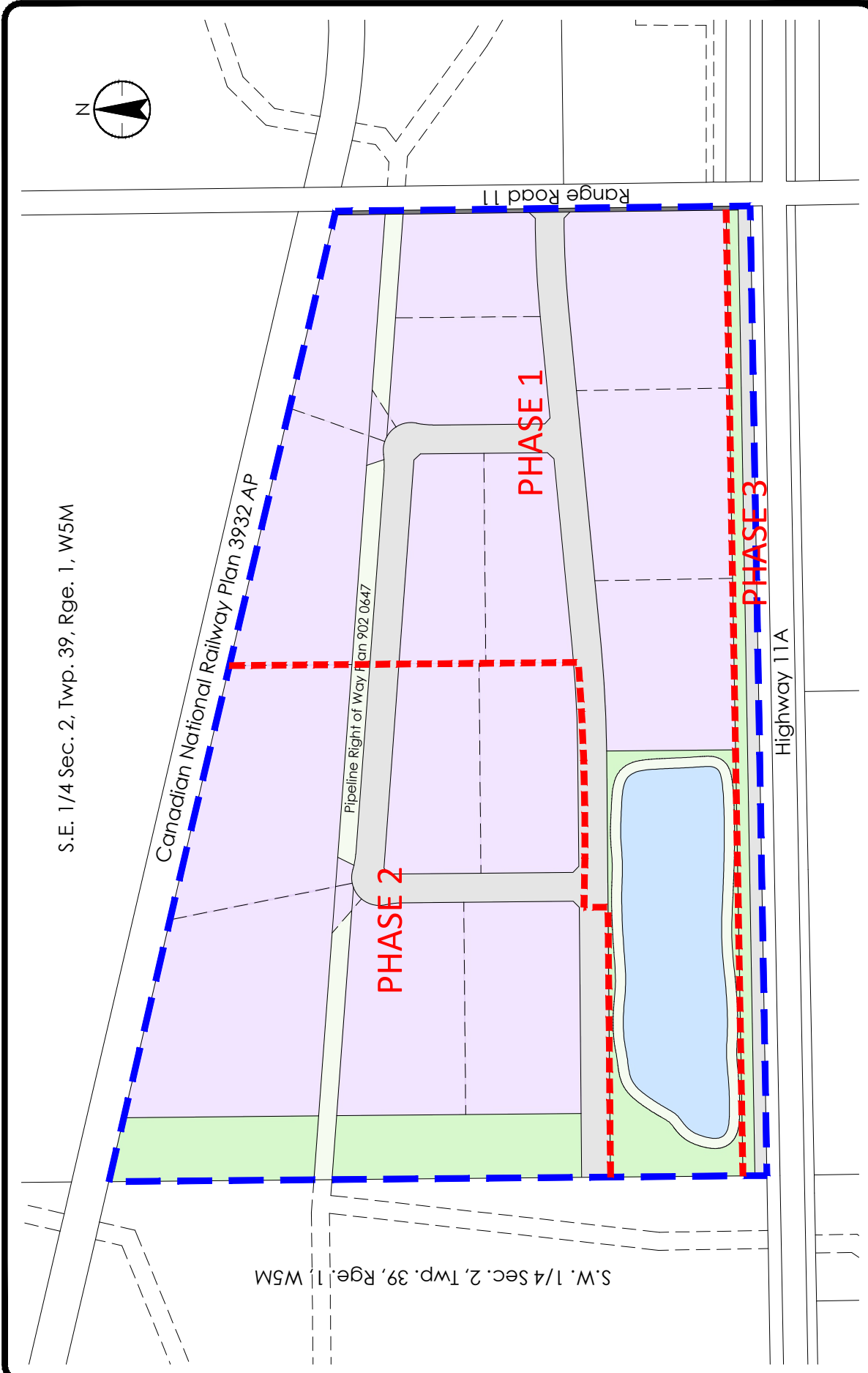


Figure 13.0

Phasing Plan

Sylvan Lake Industrial

Legend

- Phase Boundary
- Plan Area

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