

High River Highway Commercial Centre Area Concept Plan

Prepared for

Highwood Management Corporation

Prepared by

Stonefield Development Consultants
Bel-MK Engineering Ltd.

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**High River Highway Commercial Centre
Area Concept Plan**

High River Highway Commercial Centre Area Concept Plan prepared for:

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High River Highway Commercial Centre Area Concept Plan

Table of Contents

1.0	Introduction and Purpose of the Area Concept Plan	1
2.0	Site Description	2
2.1	Site Location	2
2.2	Legal Description and Ownership	3
2.3	Existing Land Use Designation	3
2.4	Existing Land Use	4
2.5	Topography	4
2.6	Vegetation	4
2.7	Environmentally Significant Lands	4
2.8	Historical Considerations	4
3.0	High River Highway Commercial Centre	5
3.1	Intent of the Development Concept	5
3.2	Phasing & Description of Development Phases	5
	a) Phase 1 Travel Centre	8
	b) Phase 2 Highway Commercial	8
	c) Phase 3 Retail Outlet Mall	8
	d) Phase 4 Farmers Market	8
	e) Phase 5 Recreational Vehicle Park	9
3.3	Architectural Controls	9
3.4	Municipal and Environmental Reserves	9
3.5	Proposed Land Use Designations	10
4.0	Transportation	11
4.1	Highway Access	11
4.2	Internal Roads	12
5.0	Site Servicing	13
5.1	Potable Water	13
5.2	Sanitary Sewer	16
5.3	Stormwater Management	18
5.4	Shallow Utilities	18
5.5	Grading	19
5.6	Geotechnical	19
6.0	Conclusion	20
	Appendices	
A	Letter of Agency	
B	Legal Titles	
C	Proposed DC Designation	
D	Well Water Records	

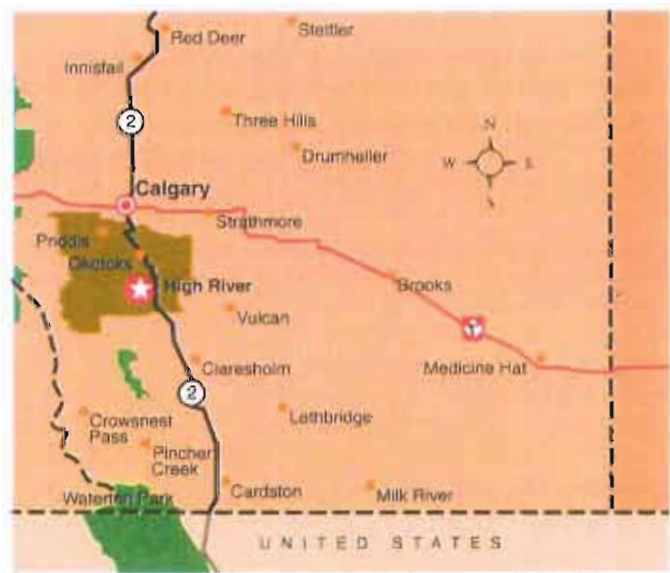
1.0 Introduction and Purpose of the Area Concept Plan

This Area Concept Plan has been prepared to outline the High River Highway Commercial Centre development proposed for a 98.14 acre (39.72 ha) parcel of land in the Municipal District of Foothills. The strategically located parcel of land is situated on the northeast corner of the intersection of Highway #2 and Highway #23 at the gateway to High River. Located just 30 minutes south of Calgary and only 15 minutes south of the Deerfoot Trail extension interchange, the site is well located to provide commercial services to the greater High River area, commercial vehicle traffic and free independent travellers. Current traffic volumes on Highway #2 are expected to continue to increase as the highway is designated as a "freeway" trade route under the terms of the North American Free Trade Agreement (NAFTA) (see Figure 1 - Provincial Context)

Development of the High River Highway Commercial Centre is envisioned to require five to seven years based on current and foreseeable market demand. Sequencing of the various phases will be based on market demand considerations and may not occur in the order described. Current planning of the site has identified five phases, each with a distinct commercial use identified.

These phases are:

- Phase 1 Travel Centre
- Phase 2 Highway Commercial
- Phase 3 Retail Outlet Mall
- Phase 4 Farmers Market
- Phase 5 Recreational Vehicle Park



Provincial Context - Figure 1

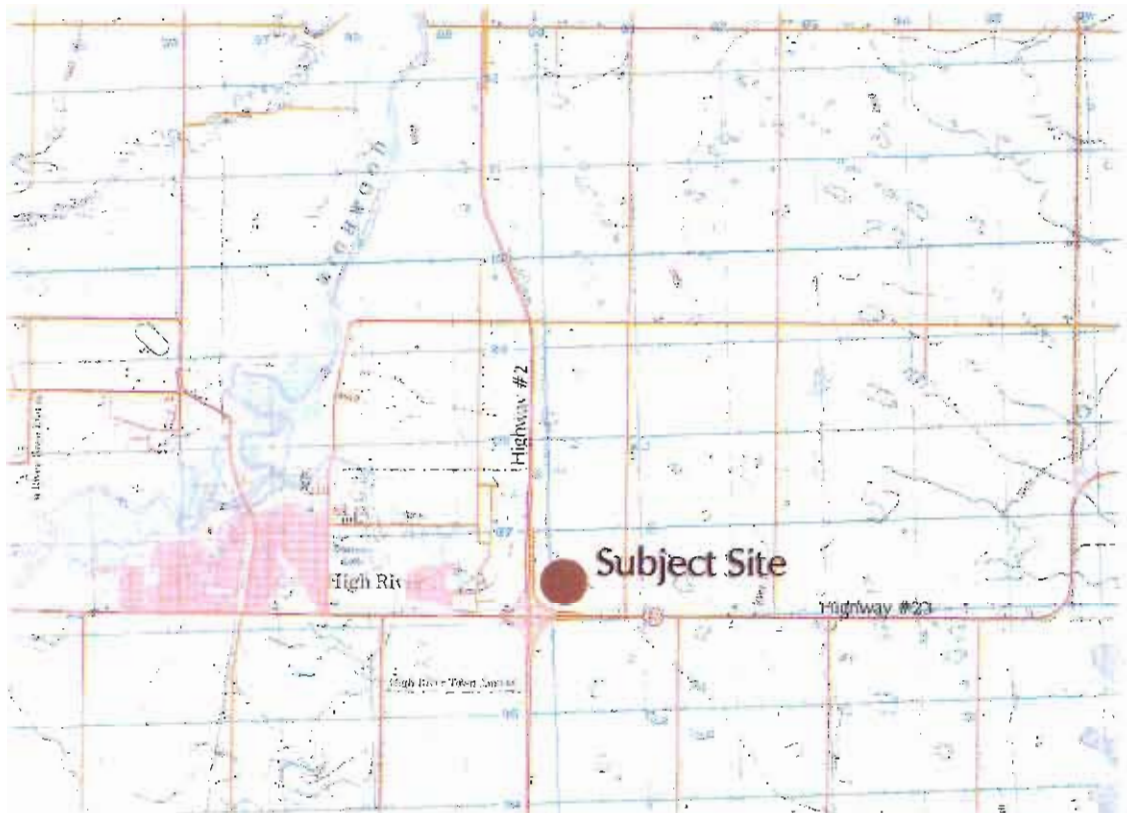
All uses outlined herein are preliminary only and subject to change due to market demand. Site plan is preliminary only and shall not be construed as the final site plan for development.

2.0 Site Description

2.1 Site Location

The High River Highway Commercial Centre development is proposed for a 98.14 acre (39.72 ha) parcel of land in the Municipal District of Foothills, situated at the east boundary of the Town of High River. The site is strategically located on the northeast corner of the intersection of Highway #2 and Highway #23. Located just 30 minutes south of Calgary and only 15 minutes south of the Deerfoot Trail extension interchange, the site is well located to provide commercial services to the greater High River area, commercial vehicle traffic and free independent travellers.

The site is bound on the west by Highway #2, the north-south primary highway through the Province of Alberta. Abutting the west side of Highway #2 is the boundary of the Town of High River. The site is bound on the south by Highway #23. Highway #23 is an east-west highway serving High River, Blackie, Vulcan and other towns to the east. South of Highway #23 is undeveloped agricultural land. East of the site is undeveloped agricultural land. To the north is undeveloped agricultural land and two undeveloped parcels fronting Highway #2 designated as Highway Commercial.



Regional Context - Figure 2

High River Highway Commercial Centre Area Concept Plan

2.2 Legal Description and Ownership

The site of the proposed High River Highway Commercial Centre is comprised of two parcels of land as follows and as contained in Appendix B - Legal Titles.

*West 1/2 of the SE1/4 Section 4, Township 19, Range 28, West of 4 as shown on the Township plan dated 17 October 1895 containing 32.7 hectares (80.68 acres) more or less excepting firstly:
Widening No.23 Highway; Plan Number 288HZ; containing 0.432 ha (1.04 acres)
Cloverleaf site; Plan Number 731609; containing 1.17 ha (2.88 acres)*

That portion of SW1/4 Section 4, Township 19, Range 28, West of 4 which lies: east of subdivision plan 375IC; south and east of subdivision plan 6437HR; and, northeast of road plan 731609 containing 8.65 hectares (21.38 acres) more or less.

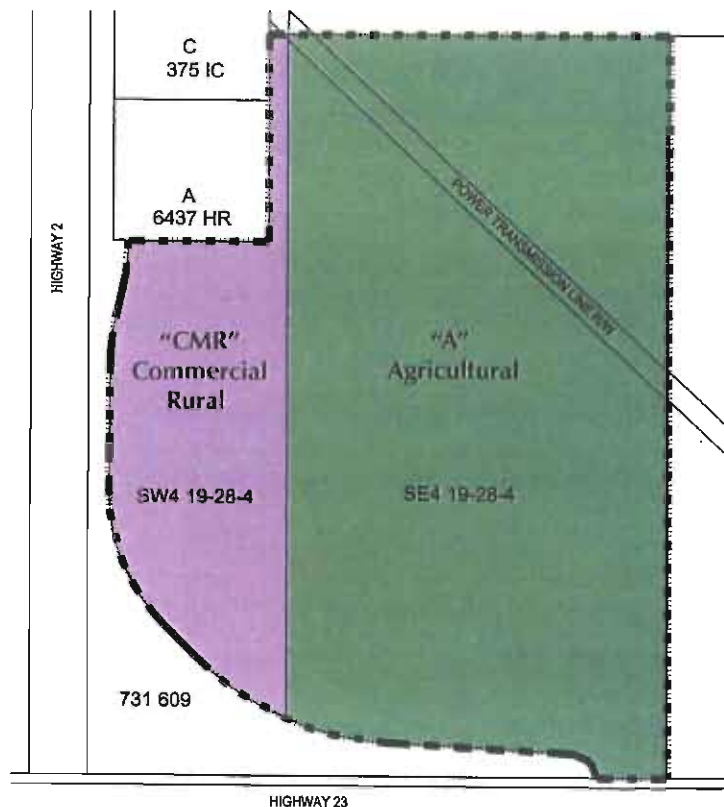
These parcels have been previously subdivided and contain various rights-of-way and easements. Within SW4-19-28-4, a TransAlta right-of-way bisects the property diagonally on the north half of the site.

The registered owner of the above noted parcels of land is Highwood Management Corporation.

2.3 Existing Land Use Designation

The site is currently designated Commercial Rural (CMR) and Agricultural (A). The 21.38 acre parcel located within SW-4-19-28-4 is designated Commercial Rural. The majority of the site, 76.76 acres within SE-4-19-28-4 is designation Agricultural.

Existing Land Use
Designations
Figure 3



2.4 Existing Land Use

The proposed site of the High River Highway Commercial Centre is cultivated and fallow field. Agricultural use of the property is currently limited to hay production.

2.5 Topography

The site is generally flat with little relief and is gradually sloping. There are no significant topographic features. A ditch is located along the roadways that run adjacent to the west and south property lines.

2.6 Vegetation

The site has been utilized for agricultural uses for a number of years. As such, vegetation on the site is limited to agricultural uses. There are no trees found on the site. No species of listed grasses are noted on the site.

2.7 Environmentally Significant Lands

No environmentally significant lands, as defined by the Resource Information Branch of Alberta Environmental Protection, are located within the project boundary. No wetlands or other environmentally important features were identified during preliminary review of the site. A Phase 1 ESA has been completed for the property and is included as *Appendix C - Phase 1 ESA*.

2.8 Historical Considerations

No historical artifacts have been noted on the site, although a formal archaeological assessment has not been completed to date.

3.0 High River Highway Commercial Centre

3.1 Intent of the Development Concept

The proposed development plan for High River Highway Commercial Centre has evolved as a result of a number of programmatic objectives. These include:

1. To create a development that provides a wide-range of commercial opportunities that each contribute to the overall success of the project;
2. To create a development that contributes aesthetically to the highway corridor through the implementation of architectural controls and guidelines;
3. To create a development that provides a positive influence on the character, commercial mix, and economic viability of both the Town of High River and the MD of Foothills;
4. To create a development that does not cause an unnecessary high service demand on either the MD of Foothills or the Town of High River through the implementation of commercial uses with low water and sewer demand;
5. To create a development that is an economic benefit to the MD of Foothills or the Town of High River; and,
6. To create a development that meets the economic goals of the development team.

To achieve these objectives, the plan aims to create a range of commercial development opportunities that are located in a planned manner across the site. Each of these development opportunities are situated to achieve the best highway frontage where necessary while locating uses not requiring highway frontage to the rear of the site. This plan also serves to create a buffer between highway commercial uses and the farmer's market, RV Park and outlet mall, thereby increasing the overall character of these locations.

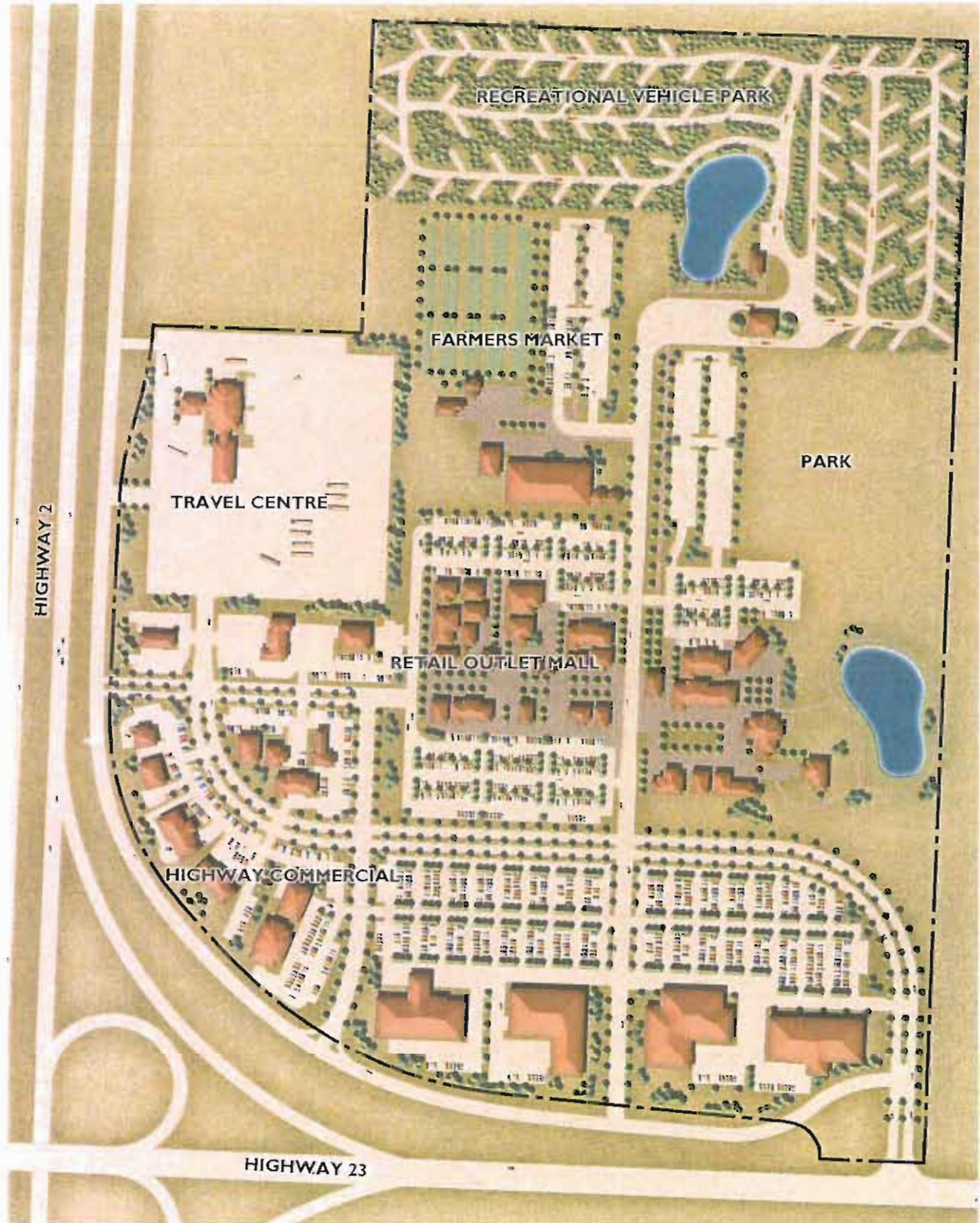
Amenities throughout the development will include significant landscaping, two ponds and open space as may be required by the MD of Rockyview.

3.2 Phasing & Description of Development Phases

Development of the High River Highway Commercial Centre is envisioned to require five to seven years based on current and foreseeable market demand. Sequencing of the various phases will be based on market demand considerations and may not occur in the order described. See *Figure 4 - Illustrative Site Plan* and *Figure 5 - Phasing Plan*.

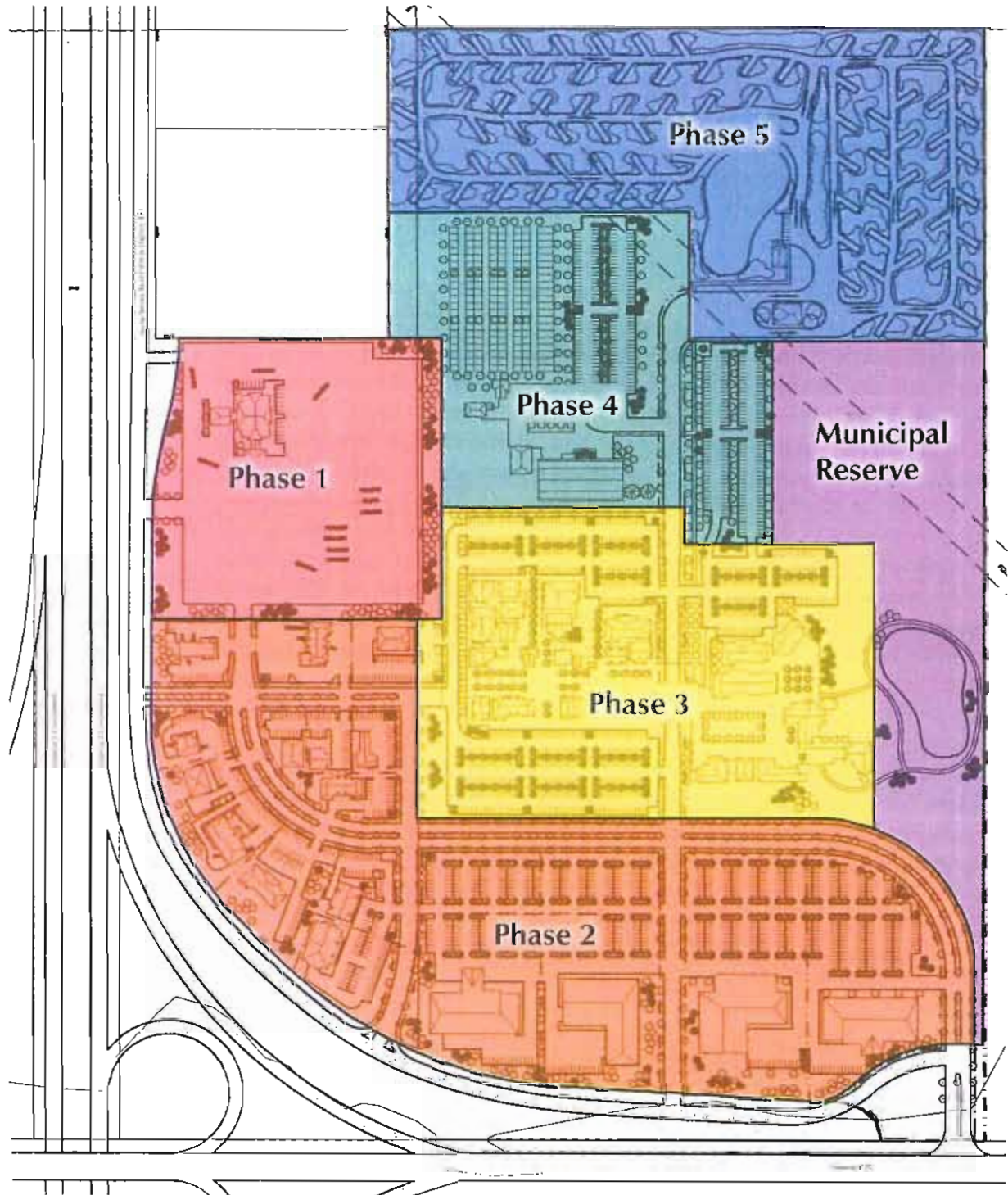
Given the preliminary nature of planning to date and the requirement for redesignation of the property, potential tenants for all proposed uses have not been confirmed. The final site plan will be adjusted as tenants are confirmed and areas designated for a particular use will be adjusted to accommodate confirmed tenants. It is the intention of the developer to maintain the overall character of the plan as tenants are confirmed.

High River Highway Commercial Centre
Area Concept Plan



Illustrative Site Plan - Figure 4

High River Highway Commercial Centre
Area Concept Plan



Development Phasing - Figure 5

High River Highway Commercial Centre Area Concept Plan

Phase 1 Travel Centre

Acting as the anchor tenant for the development, the Travel Centre will be located on a 10 acre parcel along the north end of the highway frontage. The Travel Centre is envisioned as an upscale full-service truck and automobile centre offering retail and keylock diesel and gasoline; convenience store; restaurant; coffee shop; and, potentially, a single-bay touchless car wash. The Travel Centre will include ample parking for trucks and automobiles.

Phase 2 Highway Commercial

Development of the Travel Centre will be a catalyst for development of other supporting retail businesses. These will include development of a number of smaller retail opportunities such as automotive outlets (tires, lube-oil-filter, alignment, glass, general repair), truck servicing, travellers services, and other related areas. This portion of the Highway Commercial development is envisioned immediately south of the Travel Centre adjacent to Highway #2.

The development of larger commercial opportunities is proposed along a portion of the Highway #23 frontage. This development is envisioned as a small component of the overall site development. Possible tenants include home improvement centre, garden nursery, household goods, clothing, and office supply store.

Phase 3 Retail Outlet Mall

The Retail Outlet Mall is proposed as a collection of small to medium sized factory outlet facilities. At present, the facility is seen as comprising a minimum of 30 distinct retailers, each occupying 500 sq.ft. to 3000 sq.ft. of retail space. Preliminary market assessment indicates a retail outlet mall of 25,000 to 30,000 square feet would meet regional market demand. The retail outlet mall is seen as a large draw to the development and will complement the Farmer's Market (see below) in providing a destination for day-trip visitors from the MD of Foothills and Calgary as well as travellers on Highway #2.

Phase 4 Farmer's Market

The farmer's market is to be a blend of merchants offering food products (fresh fruit and vegetables, meat, dairy, preserves, etc); arts & crafts; clothing from local vendors; and, other farm and local products. At build-out of the market, 150 - 200 vendors are envisioned. Vendors who are from outside of the community must offer produce and articles that are not locally available to participate in the market. The market is proposed as a destination market that, combined with the retail outlet mall, will provide a strong draw to the development. The farmer's market will be an Alberta Approved Farmers' Market. The market will either be sponsored by: a not-for-profit community group or organization; the local Chamber of Commerce; or, the local municipality or it will be

incorporated specifically for the purpose of operating an Approved Market under the legislation of either the Agricultural Societies Act or the Alberta Societies Act.

In accepting vendors, priority will be given to Alberta residents, agricultural producers, and individuals who 'make, bake, or grow' their products. Products made, grown, or baked in Alberta will be given first consideration.

Phase 5 Recreational Vehicle Park

The RV Park and Campground will accommodate between 50 and 75 stalls for short stay visitors to the High River area. The facility will include all standard facilities (full hook-ups, sanitary disposal, washrooms, showers, and laundry). As well as a small lake and picnic area. Proximity to the Farmer's Market and Retail Outlet Mall will provide shopping opportunities for guests of the RV Park and will aid in the creation of the RV Park as a destination for travellers.

This facility is to provide short stay accommodation and may include covenants restricting long-term use of the facility or limiting the number of nights a guest may remain at the facility.

Proximity to Calgary, Kananaskis and High River are all seen as positive features in the location of this facility and will aid in ensuring the success of this facility while increasing opportunities for tourist accommodation in the area.

3.3 Architectural Controls

The creation of a unique and cohesive design theme for the project is important to the overall marketing and presentation of the development. The development will reflect a "Western Heritage" theme and character in the architecture, landscape, and overall site planning. This theme will be evident in the facades of buildings, naturalistic nature of the landscape and through the various site amenities and signage throughout the site. The site will include a small man-made lake in the area of the RV Park and the Farmer's Market will be strongly themed as a rural farmstead with barns, and outbuildings (hay barn, granary, silo).

The aim is to create a commercial development unlike any other in Southern Alberta by ensuring a high calibre design theme is maintained across the site.

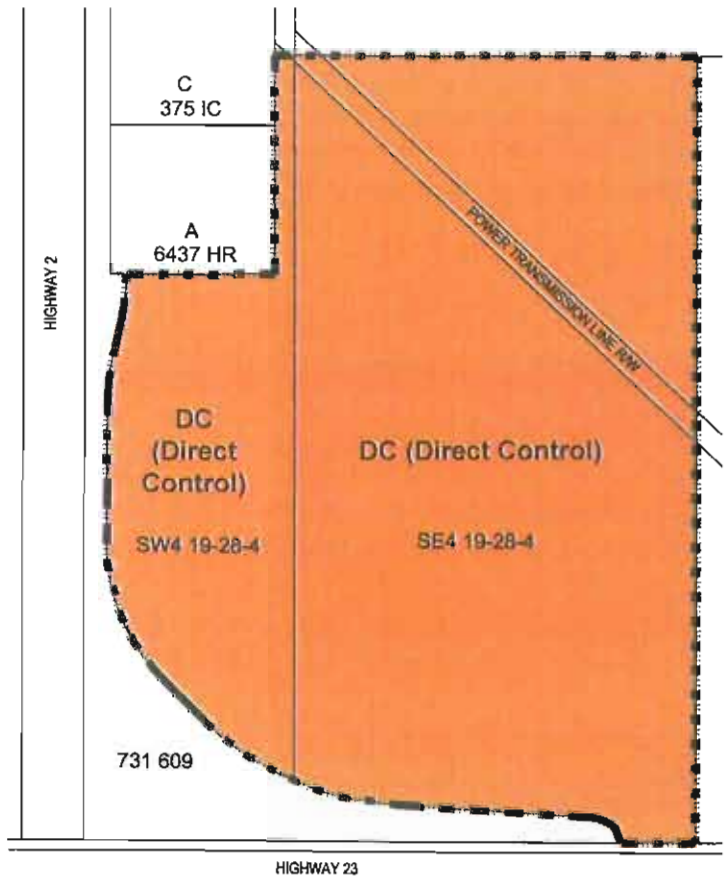
3.4 Municipal and Environmental Reserves

No Municipal Reserve (MR) has been taken to date for the subject lands. Land is currently available for dedication as MR should this land be required by the MD of Foothills at time of subdivision of the subject lands. Assuming a ten percent (10%) dedication for MR, 9.81 acres (3.97 ha) of land will be dedicated as MR.

3.5 Proposed Land Use Designations

The current land use designations for the property will require amendment to permit the uses proposed for the site. Due to the unconfirmed nature of future legal parcels on the site, a comprehensive zoning designation is proposed for the lands. To accommodate the comprehensive nature of the proposed development, a Direct Control (DC) zone is proposed for the site. This DC zone will permit the uses envisioned while restricting other uses that are not compatible with the site. The ten percent Municipal Reserve portion of the site would need to be designated MR in accordance with the land use bylaw. The location of this MR parcel will be determined prior to subdivision.

The proposed Direct Control designation is outlined in *Appendix C - Proposed Land Use Designation*.



Proposed Land Use Designations
Figure 6

4.0 Transportation

4.1 Highway Access

The site is bordered on the west by a gravel service road and Highway #2, and bordered on the south by Highway #23. Approval of the development by Alberta Transportation will be required, as it lies within 300 metres of a provincial highway. Alberta Transportation has circulated the concept plan to their planners in Edmonton and has the following comments.

1. Area Concept Plan

An approved Area Concept Plan will be required for the development.

2. Highway #2 and #23 Overpass

Long-range plans are to remove the cloverleaf turns in the NE and SW quadrants of the overpass and replace them with diamond type interchanges for northbound and southbound traffic turning left on to Highway #23. No additional land is required for this upgrade, however the tapers on Highway #23 will be extended further east and west to provide longer acceleration lanes.

3. Highway #2

Alberta Transportation has designated Highway #2, north of the High River overpass as 'freeway' status. As such no more 'at grade' intersections are permitted on this section of highway and existing 'at grade' intersections will eventually be replaced with overpasses.

There is an existing gravel service road that runs north of the site, along the east boundary of Highway #2. This service road connects to Highway #2 approximately 2.5 kilometres north of the property. This intersection is currently 'at grade' and is an 'all turns' intersection. However it is within Alberta Transportation's 10-year horizon to build an interchange at this intersection.

Access to Highway #2 will only be available by this service road. The developer will have to provide dust abatement controls on the service road. Future construction of the overpass will be at Alberta Transportation's expense.

No special signing is permitted along Highway #2. Only the standard 'brown' information signs are permitted that illustrate services are available by turning at the next intersection.

4. Highway #23

The service road mentioned above intersects with Highway #23 at the south boundary of the property. The existing intersection is partially inside the asphalt tapers coming off the overpass.

High River Highway Commercial Centre Area Concept Plan

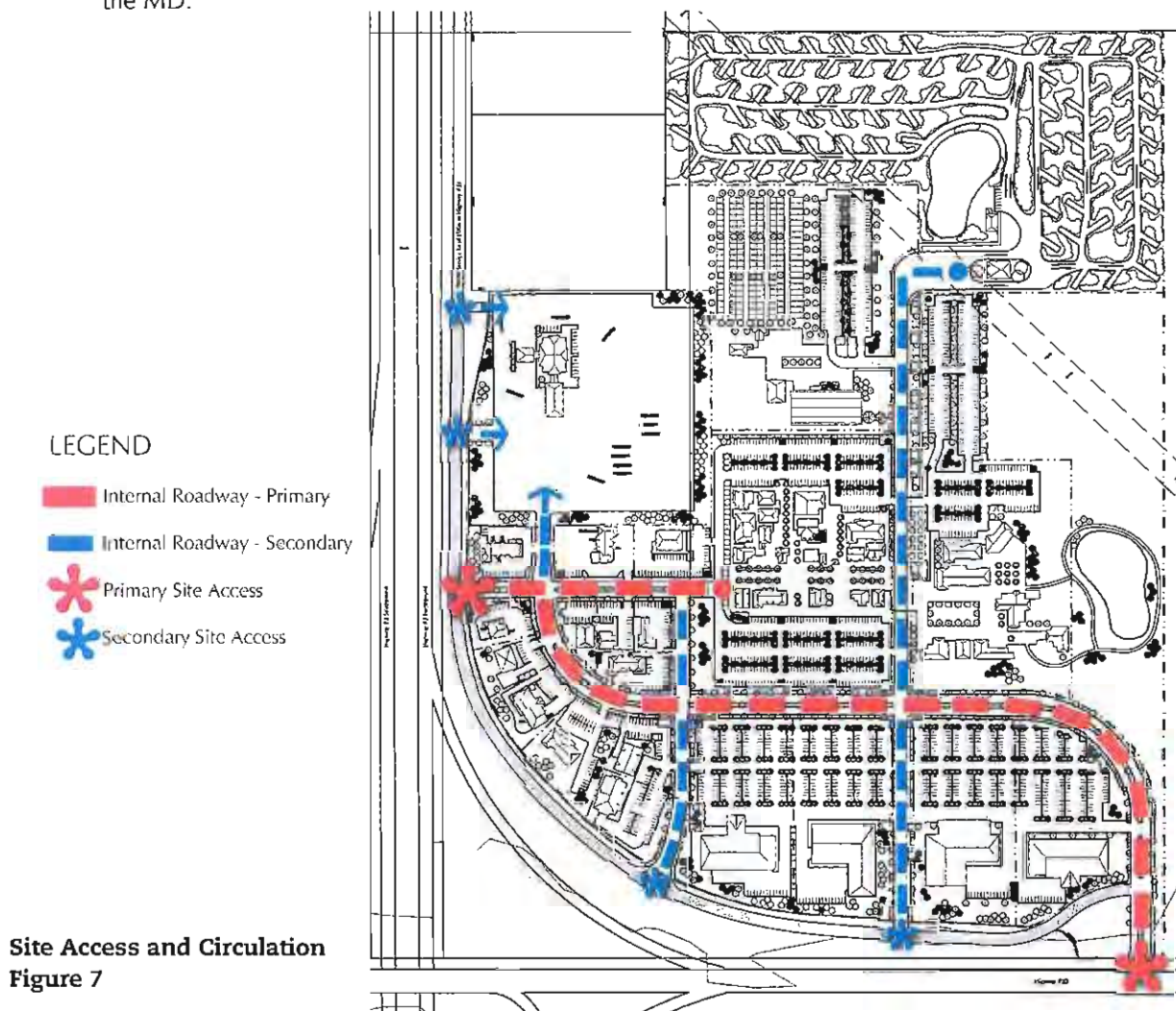
These tapers on Highway #23 will be extended further east when the overpass is upgraded (as explained above). The intersection of the service road with Highway #23 must be moved:

- At least 150 metres east of the end of the taper for northbound #2 traffic turning east, and
- At least 400 metres east of the future diamond intersection for northbound #2 traffic turning west.

In addition the intersection must be upgraded to a "Class 4" intersection, which includes widening and dedicated left hand turn lanes.

4.2 Internal Roadways

Construction of all internal roadways will be the responsibility of the developer. Road standards will be determined at the time of land use approval. Maintenance of roadways will be the responsibility of the MD, following completion of construction by the developer and acceptance of the roadways by the MD.



5.0 Site Servicing

The High River Highway Commercial Centre has been planned in a manner that will limit the requirement for water and sewer from the local service provider. Although the physical site area approaches 100 acres, uses are proposed which do not create a significant water or sewer demand. This has been accomplished by restricting water intensive uses and proposing uses which create tourism traffic, jobs, tax revenue and other downstream benefits without being a burden on municipal infrastructure. Water intensive uses such as car washes, hotels and residential accommodation are not proposed for the development. Uses such as retail stores, travel centre, farmer's market and recreational vehicle park are proposed for the development site.

In addition to limiting the types of uses on the site, alternate means of providing some services are being reviewed in an effort to further reduce the resource demand. These include such concepts as:

- Utilizing an on-site reservoir to store potable water so that potable water may be drawn from the Town of High River during non-peak times of day (ie. 11:00 pm to 5:00 am). This will result in no increase in peak demand for the Town of High River. A regulator and gate assembly could ensure no water is drawn during peak demand;
- The use of low-flow water fixtures and toilets could be implemented throughout the development to limit water usage;
- Providing all irrigation demand from on-site wells, stormwater retention ponds and/or grey water; and,
- Landscape design will consist of native and naturalized plantings that will require limited irrigation after establishment. Formal lawn areas will be limited.

5.1 Potable Water

1. Water Flows

The attached Table 1.0 calculates the estimated potable water flows for the development. This estimate is based upon the development plan provided by Stonefield Development Consultants.

- Average Day Demand = 119,746 litres per day (120 cu.m./day)
- Maximum Day Demand = 239,493 litres per day (240 cu.m./day)
- Required Water Well Production = 37 IGPM

The above estimated water flows do not include irrigation which will be provided from on-site wells, stormwater retention ponds and/or grey water.

2. Ground Water Well Records

Available Water Well Drillers Reports for a 1.6 km radius around the property were reviewed to assess the groundwater yield potential for a water well drilled at the above referenced site. The results of this search are contained Appendix D - Well Water Records. The following observations should be noted:

High River Highway Commercial Centre Area Concept Plan

1. Of a total of 37 well records, 4 wells are located within 1.6 km of the site and are completed in gravel deposits. The average depth of these wells is 20.8 m. The average water production is 9.5 IGPM (range 6-12 IGPM).
2. Eleven wells are located within 1.6 km of the site and are completed in sandstone deposits. The average depth of these wells is 60 m. The average water production is 5.5 IGPM (range 1-15 IGPM).
3. Three wells are located within 1.6 km of the site and are completed in both gravel and sandstone deposits. The average depth of these wells is 37 m. The average water production is 22 IGPM (range 11-35 IGPM).
4. D. Crowe drilled three wells in 1997 before obtaining a well that produced 5 IGPM.
5. A. MacLeod drilled two wells in 2000 before obtaining a well that produced 35 IGPM.
6. Moson drilled two wells in 1991 before obtaining a well that produced 2 IGPM.
7. Circle 6 drilled four wells in 1972. No well yield was noted for these wells.

Based upon the foregoing, good groundwater production can be obtained from wells completed over both the gravel and sandstone aquifers. As noted however, there is a possibility of drilling dry holes in the area. The maximum flow rate recorded on the well records is 35 IGPM, which is less than half the 54 IGPM required for the development. As such it is unlikely that ground water can be used as a water supply for the development.

High River Highway Commercial Centre Area Concept Plan

Estimated Water Flows

Table 1.0

Parameter	Estimated Water Flow			
Note: Water flows are estimated at 1.11 times the estimated sewage flow, plus 10% allowance for line leakage.				
Average Day Demand	119,747	litres/day	30,731	Imp gal/day
Maximum Day Factor	2.00		2.00	
Maximum Day Demand	239,494	litres/day	61,462	Imp gal/day
Maximum Hourly Demand Factor	5.40		5.40	
Maximum Hourly Demand	7.48	litres/second	1.65	Imp gal/second
Fire Flow (assuming 2,000 USGPM dedicated fire pump)	126.18	litres/second	27.76	Imp gal/second
Peak Hour Demand	128.95	litres/second	28.37	Imp gal/second
Night Time Flow Factor	0.40		0.40	
Night Time Flow	0.55	litres/second	0.12	Imp gal/second
Water Supply				
If a water well(s) is used then well(s) must produce:	239,494	litres/day	52,681	Imp gal/day
	168	litres/minute	37	Imp gal/minute
Water Storage				
Equilization Storage	60	cubic metres	2,119	cubic feet
Emergency Storage	18	cubic metres	636	cubic feet
Fire Flow Storage	908	cubic metres	32,066	cubic feet
Total Minimum Storage	986	cubic metres	34,820	cubic feet

3. Town Water Supply

Potable water could be obtained from the Town of High River. There is a water line located west of Highway #2 in 12th Avenue that is very close to the site, and could feed the development. However the Town has indicated that their lines are not over-sized and could not handle significant increases in flow. Thus the Town could not provide full service, such as Peak Hour Demand and Fire Flow. However, water could be drawn from the Town's supply during off-peak periods, stored in a reservoir and then distributed throughout the development without negatively affecting the Town of High River's ability to provide service to residents. This is the preferred scenario.

The following parameters should be used in sizing the water storage, pumping and distribution facilities:

- Required maximum fill rate from Town of High River = 2.77 litres per second
- Minimum required usable water storage volume = 986 cubic metres
- Pumping Requirements:
 - Night time flow = 0.55 litres per second
 - Average Day Demand = 1.39 litres per second
 - Maximum Day Demand = 2.77 litres per second
 - Maximum Hour Demand = 7.48 litres per second
 - Fire Flow = 126.18 litres per second
 - Peak Hour Demand = 128.95 litres per second
- Standby generator required in event of power failure
- Looped water main distribution system wherever possible to ensure continuous water supply in the event of a water main break.

Design and construction of the above facilities could be phased in accordance with the development. The development would also have to pay off site charges to the Town of High River for the water supply.

5.2 Sanitary Sewer

Sanitary sewers throughout the proposed development will be the responsibility of the developer. A gravity sewer system will service the development and pipe the wastewater to a sewage lift station. The sewage lift station will then pump the wastewater to the treatment and disposal facility.

1. Sanitary Sewage Flows

The attached Table 2.0 summarizes the sanitary sewage flows for the development. This estimate is based upon the development plan provided by Stonefield Development Consultants.

- Average Day Demand = 97,974 litres per day (98 cu.m./day)
- Maximum Day Demand = 195,949 litres per day (196 cu.m./day)

2. On Site Sewage Disposal

Any on-site sewage disposal system must be capable of handling the flows estimated above. Since flows exceed 50 cubic metres per day, approvals under the Environmental Protection & Enhancement Act (EPEA) will be required for the sewage disposal system.

Weeping Tile Field

A calculated area of at least 2.0 hectares would be required for a weeping tile field. This is assuming the wastewater is first treated with a Class 1 wastewater treatment plant and the weeping tile field is a pressure distribution system (not gravity fed).

AENV has never approved a weeping tile field of this size before. Thus we think it is highly unlikely that they would approve this field.

Evaporative Pond

An area of approximately 10.0 hectares is required for an evaporative pond. However setback requirements are excessive (100 metres from Highway, 100 metres from any building serviced by the pond, 300 metres from any building not serviced by pond) and hence, insufficient space is available for an evaporative pond on the site.

Effluent Irrigation

Disposal of the wastewater by effluent irrigation is possible, however this requires a sewage lagoon system or sewage treatment plant to first treat the sewage, a storage pond for the winter months and sufficient land for proper effluent irrigation. Preliminary calculations indicate that at least 40 hectares of irrigable land would be required. In addition the setback requirements mentioned under the evaporative pond also apply to the sewage lagoon system or sewage treatment plant and storage pond. As such there is insufficient land within the development to provide a proper effluent irrigation system.

Annual Release

Disposal of the wastewater by once annual release to the nearest river (Highwood River) is possible, however this also requires a sewage treatment system and storage pond. Setback requirements make locating of these facilities on-site impractical.

Given the above, the development of on-site sewage treatment and disposal facilities is not a viable option for this development.

3. Off Site Sewage Disposal

Wastewater could be pumped to the Town of High River for treatment and disposal. There is a sanitary sewer line located west of Highway #2 in 12th Avenue that could service the development. The sewage lift station would pump the wastewater to this location. Under this scenario, the development will have to pay off-site charges to the Town of High River for wastewater treatment and disposal services. This is the preferred scenario.

High River Highway Commercial Centre Area Concept Plan

Estimated Sewage Flows

Table 3.0

Use	Infrastructure Description / Notes	Estimated Sewage Flow	
		Litres per Day	Gallons per Day
Travel Centre			
- Restaurant	125 seats		
- Convenience Store	1500 ft ²		
- Customer Washrooms	Male & Female	25,000	6,604
- Truckers Lounge/Offices	50 seats		
- Shower Rooms	8 showers		
Highway Commercial	80000 ft ² @ 1000 ft ² /employee = 80 employees @ 110 L/day + public washroom facilities = 200 equivalent users/day @ 110 L/day	22,000	5,812
Retail Outlet Mall	70000 ft ² @ 1000 ft ² /employee = 70 employees @ 110 L/day + public washroom facilities = 200 equivalent users/day @ 110 L/day	22,000	5,812
Farmers Market	100 employees/exhibitors + public washroom facilities = 300 users/day @ 90 L/day adjusted for operation at 2 days/week	7,715	2,038
Recreational Vehicle Park			
- RV Stalls	75 stalls @ 180 L/day	13,500	3,566
- Laundry Facility	4 machines @1800 L/day	7,200	1,902
- RV Dump Station	560 L/day	560	148
TOTAL AVERAGE DAILY DEMAND		97,975	25,882
MAXIMUM DAY FACTOR		2.00	2.00
TOTAL MAXIMUM DAY DEMAND		195,950	45,162

5.3 Stormwater Management

Storm run off from the roads, driveways and roofs will be directed toward the road ditches. The ditches will either drain to holding ponds within the development or to ditches along Highway #23 and/or the service road along Highway #2. Storm run off from those portions of lots not draining to the road will be directed away from the building and towards natural drainage channels.

5.4 Shallow Utilities

1. Power

Aquila Networks Canada will not review servicing of the site without the developer formally applying for an electrical study. As such no comments were received from Aquila. However it is our opinion that adequate power is available to service the development.

2. Telephone

Telus has confirmed that they can provide telephone service to the development. The main telephone line currently runs along the west boundary of Highway #2. Telus would be responsible for bringing the service to the property line. Thus if the entire property is a bare-land condominium, Telus would provide one service. If the property is subdivided into individual lots with the standard MD road allowance(s), Telus would provide services to each individual lot.

3. Natural Gas

Atco Gas confirmed that there is an existing natural gas line running along the north boundary of Highway # 23 (48 mm diameter, intermediate pressure, located 121.9 metres inside the property). This line is adequate to service the proposed development. The line will probably have to be relocated to match the proposed development lines.

4. Cable Television

Cable Television is not planned for this development.

5.5 Grading

Due to the relatively flat nature of the existing site, extensive deep cuts or fills will not be required to achieve the development proposed. Grading will be required to ensure positive storm drainage flows across the site and to develop the proposed stormwater retention system (ie. pond areas).

5.6 Geotechnical

A geotechnical analysis of the site has not been completed to date but anecdotal evidence suggests that there are no complex geotechnical issues on the subject site.

6.0 Conclusion

The High River Highway Commercial Centre is proposed to provide retail and commercial development opportunities to the residents of High River and the MD of Foothills as well as to create a draw for Calgary residents as well as the travelling public.

Proposed uses on the site include a travel centre; retail outlet mall; highway commercial; farmer's market and recreational vehicle park. All of these uses will be designed under strict architectural controls and with significant landscaping.

Access to the site will be from Highway 23 and from the service road fronting Hwy #2. No direct access from Highway #2 is proposed.

Strategies for limiting the quantity of water and sewer service required from the Town of High River are proposed so that the development does not increase the peak daily demand for water. In addition, water conserving methods are envisioned on the site .

Proposed zoning is Direct Control to enable the MD of Foothills to control all development at the site while providing limitations on the type of development that may be proposed in the future.

Appendix A

Letter of Agency

HIGHWOOD MANAGEMENT CORPORATION

December 12, 2003

Municipal District of Foothills
309 Macleod Trail
High River, AB T1V 1M7

Dear Ms. McInnes,

Re: High River Highway Commercial Centre

Please accept this letter as authorization for Stonefield Development Consultants to act as Highwood Management Ltd. representative in making application for Area Concept Plan for the above noted project which may be legally described as being located on the following lands:

West ½ of the SE¼ Section 4, Township 19, Range 28, West of 4 as shown on the Township plan dated 17 October 1895 containing 32.7 hectares (80.68 acres) more or less excepting firstly:

- Widening No.23 Highway; Plan Number 288HZ; containing 0.432 ha (1.04 acres);
- Cloverleaf site; Plan Number 731609; containing 1.17 ha (2.88 acres)

That portion of SW¼ Section 4, Township 19, Range 28, West of 4 which lies: east of subdivision plan 3751C; south and east of subdivision plan 6437HR; and, northeast of road plan 731609 containing 8.65 hectares (21.38 acres) more or less.

Should you have any questions please do not hesitate to contact the undersigned.

Sincerely,
~~Highwood Management Ltd.~~


Wayne McCracken

Appendix B

Legal Titles



ALBERTA REGISTRIES
LAND TITLE CERTIFICATE

S
LINC SHORT LEGAL TITLE NUMBER
0021 604 509 4;28;19;4;SE 031 113 287

LEGAL DESCRIPTION

MERIDIAN 4 RANGE 28 TOWNSHIP 19
SECTION 4
THE WEST HALF OF THE SOUTH EAST QUARTER
AS SHOWN ON THE TOWNSHIP PLAN DATED 17 OCTOBER 1895
CONTAINING 32.7 HECTARES (80.68 ACRES) MORE OR LESS
EXCEPTING FIRSTLY

PLAN	NUMBER	HECTARES	ACRES
WIDENING NO. 23 HIGHWAY	288HZ	0.432	1.04
CLOVERLEAF SITE	731609	1.17	2.88

EXCEPTING THEREOUT ALL MINES AND MINERALS

ESTATE: FEE SIMPLE

MUNICIPALITY: MUNICIPAL DISTRICT OF FOOTHILLS NO. 31

REFERENCE NUMBER: 921 268 599

REGISTERED OWNER(S)				
REGISTRATION	DATE(DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
031 113 287	08/04/2003	TRANSFER OF LAND	\$261,400	CASH & MORTGAGE

OWNERS

HIGHWOOD MANAGEMENT CORPORATION.
OF 2 SULLIVAN ROAD
HIGH RIVER
ALBERTA T1V 1C7

(CONTINUED)

ENCUMBRANCES, LIENS & INTERESTS

PAGE 2
031 113 287

REGISTRATION NUMBER	DATE (D/M/Y)	PARTICULARS
3253KM .	24/07/1969	UTILITY RIGHT OF WAY GRANTEE - ALTALINK MANAGEMENT LTD.. ATTN: TRANSMISSION LAND DEPT PO BOX 20, STATION M CALGARY ALBERTA T2P2G9 AS TO PORTION OR PLAN:6417JK "REG'N NO. CORRECTED 9/3/92 BY 921051302" (DATA UPDATED BY: TRANSFER OF UTILITY RIGHT OF WAY 021189403)
8516LO .	29/01/1973	UTILITY RIGHT OF WAY GRANTEE - CANADIAN WESTERN NATURAL GAS COMPANY LIMITED. "20 FT STRIP IN LSD 2"
811 041 227	06/03/1981	UTILITY RIGHT OF WAY GRANTEE - CANADIAN WESTERN NATURAL GAS COMPANY LIMITED.
881 161 173	12/09/1988	CAVEAT RE : AMENDING AGREEMENT CAVEATOR - ALTALINK MANAGEMENT LTD.. ATTN: TRANSMISSION LAND DEPT PO BOX 20, STATION M CALGARY ALBERTA T2P2G9 "ENDORSED BY 971228700 ON 19970807" (DATA UPDATED BY: TRANSFER OF CAVEAT 021187519)
031 113 288	08/04/2003	MORTGAGE MORTGAGEE - B2B TRUST. 4 F, 130 ADELAIDE ST W TORONTO ONTARIO M5H3P5 AS TO \$149,500 MORTGAGEE - CLEVELAND FINANCE LIMITED. 112, 5920-1A ST SW CALGARY ALBERTA T2H0G3 AS TO \$350,500 ORIGINAL PRINCIPAL AMOUNT: \$500,000 (DATA UPDATED BY: TRANSFER OF MORTGAGE 031123024) (DATA UPDATED BY: TRANSFER OF MORTGAGE

(CONTINUED)

ENCUMBRANCES, LIENS & INTERESTS

PAGE 3
031 113 287

REGISTRATION
NUMBER DATE (D/M/Y) PARTICULARS

031123025)
(DATA UPDATED BY: TRANSFER OF MORTGAGE
031123030)
(DATA UPDATED BY: TRANSFER OF MORTGAGE
031123043)
(DATA UPDATED BY: 031123926)
(DATA UPDATED BY: TRANSFER OF MORTGAGE
031420327)

031 113 289 08/04/2003 CAVEAT
RE : ASSIGNMENT OF RENTS AND LEASES
CAVEATOR - CLEVELAND FINANCE LIMITED.
112, 5920 1A ST SW
CALGARY
ALBERTA T2R1J4
AGENT - NIKOLAUS DEMIANTSCHUK

031 124 521 17/04/2003 CAVEAT
RE : AGREEMENT CHARGING LAND
CAVEATOR - GERRY WOOD
C/O W JOHN ANDRESEN
PO BOX 5635,111-4 AVENUE SW
HIGH RIVER
ALBERTA
AGENT - W JOHN ANDRESEN

TOTAL INSTRUMENTS: 007

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN ACCURATE
REPRODUCTION OF THE CERTIFICATE OF TITLE REPRESENTED
HEREIN THIS 12 DAY OF DECEMBER, 2003 AT 10:04 A.M.

ORDER NUMBER:159216

CUSTOMER FILE NUMBER:



END OF CERTIFICATE

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED FOR THE
SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER, SUBJECT TO WHAT IS
SET OUT IN THE PARAGRAPH BELOW.

(CONTINUED)

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM INCLUDING THIS UNMODIFIED PRODUCT IN ANY REPORT, OPINION, APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



ALBERTA REGISTRIES
LAND TITLE CERTIFICATE

S
LINC SHORT LEGAL TITLE NUMBER
0023 824 155 4;28;19;4;SW 021 150 373

LEGAL DESCRIPTION

MERIDIAN 4 RANGE 28 TOWNSHIP 19
SECTION 4
THAT PORTION OF THE SOUTH WEST QUARTER
WHICH LIES EAST OF SUBDIVISION PLAN 375 IC,
SOUTH AND EAST OF SUBDIVISION PLAN 6437 HR
AND NORTHEAST OF ROAD PLAN 731609
CONTAINING 8.65 HECTARES (21.38 ACRES)
MORE OR LESS
EXCEPTING THEREOUT ALL MINES AND MINERALS

ESTATE: FEE SIMPLE

MUNICIPALITY: MUNICIPAL DISTRICT OF FOOTHILLS NO. 31

REFERENCE NUMBER: 921 268 380

REGISTERED OWNER(S)				
REGISTRATION	DATE(DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
021 150 373	02/05/2002	TRANSFER OF LAND	\$320,700	\$320,700

OWNERS

HIGHWOOD MANAGEMENT CORPORATION.
OF 2 SULLIVAN RD
HIGH RIVER
ALBERTA T1V 1C7

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION	DATE (D/M/Y)	PARTICULARS
NUMBER		

(CONTINUED)

ENCUMBRANCES, LIENS & INTERESTS

PAGE 2
021 150 373

REGISTRATION

NUMBER	DATE (D/M/Y)	PARTICULARS
8516LO .	29/01/1973	UTILITY RIGHT OF WAY GRANTEE - CANADIAN WESTERN NATURAL GAS COMPANY LIMITED. "20 FT STRIP"
811 041 227	06/03/1981	UTILITY RIGHT OF WAY GRANTEE - CANADIAN WESTERN NATURAL GAS COMPANY LIMITED.
031 113 288	08/04/2003	MORTGAGE MORTGAGEE - B2B TRUST. 4 F, 130 ADELAIDE ST W TORONTO ONTARIO M5H3P5 AS TO \$149,500 MORTGAGEE - CLEVELAND FINANCE LIMITED. 112, 5920-1A ST SW CALGARY ALBERTA T2H0G3 AS TO \$350,500 ORIGINAL PRINCIPAL AMOUNT: \$500,000 (DATA UPDATED BY: TRANSFER OF MORTGAGE 031123024) (DATA UPDATED BY: TRANSFER OF MORTGAGE 031123025) (DATA UPDATED BY: TRANSFER OF MORTGAGE 031123030) (DATA UPDATED BY: TRANSFER OF MORTGAGE 031123043) (DATA UPDATED BY: 031123926) (DATA UPDATED BY: TRANSFER OF MORTGAGE 031420327)
031 113 289	08/04/2003	CAVEAT RE : ASSIGNMENT OF RENTS AND LEASES CAVEATOR - CLEVELAND FINANCE LIMITED. 112, 5920 1A ST SW CALGARY ALBERTA T2R1J4 AGENT - NIKOLAUS DEMIANTSCHUK
031 124 521	17/04/2003	CAVEAT RE : AGREEMENT CHARGING LAND CAVEATOR - GERRY WOOD C/O W JOHN ANDRESEN PO BOX 5635,111-4 AVENUE SW HIGH RIVER

(CONTINUED)

Appendix C

Proposed DC Designation

ENCUMBRANCES, LIENS & INTERESTS

PAGE 3
021 150 373

REGISTRATION
NUMBER DATE (D/M/Y) PARTICULARS

ALBERTA
AGENT - W JOHN ANDRESEN

TOTAL INSTRUMENTS: 005

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN ACCURATE
REPRODUCTION OF THE CERTIFICATE OF TITLE REPRESENTED
HEREIN THIS 12 DAY OF DECEMBER, 2003 AT 10:04 A.M.

ORDER NUMBER:159216

CUSTOMER FILE NUMBER:



END OF CERTIFICATE

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED FOR THE
SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER, SUBJECT TO WHAT IS
SET OUT IN THE PARAGRAPH BELOW.

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM
INCLUDING THIS UNMODIFIED PRODUCT IN ANY REPORT, OPINION, APPRAISAL OR
OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS PART OF THE ORIGINAL
PURCHASER APPLYING PROFESSIONAL, CONSULTING OR TECHNICAL EXPERTISE FOR
THE BENEFIT OF CLIENT(S).

High River Highway Commercial Centre Area Concept Plan

Direct Control - High River Highway Commercial Centre

1.0 PURPOSE AND INTENT

- 1.1 The purpose and intent of this District is to allow Direct Control by the Council over development on the following lands:

West ½ of the SE¼ Section 4, Township 19, Range 28, West of 4 as shown on the Township plan dated 17 October 1895 containing 32.7 hectares (80.68 acres) more or less excepting firstly:

*Widening No.23 Highway; Plan Number 288HZ; containing 0.432 ha (1.04 acres)
Cloverleaf site; Plan Number 731609; containing 1.17 ha (2.88 acres)*

That portion of SW¼ Section 4, Township 19, Range 28, West of 4 which lies: east of subdivision plan 3751C; south and east of subdivision plan 6437HR; and, northeast of road plan 731609 containing 8.65 hectares (21.38 acres) more or less.

2.0 LIST OF PERMITTED AND DISCRETIONARY USES

2.1 Permitted Uses

- (a) Nil

2.2 Discretionary Uses

- (a) Accessory Uses
(b) Arena, Commercial
(c) Automotive Related Industries, including, but not limited to: Auto Body; Auto Repair; Auto Sales; Car Wash; Service Station. Automotive Related Industries shall not be unnecessarily restrictive in its application so as to prohibit Truck and Farm Equipment Related Industries insofar as these comparable uses are permitted as Automotive Related Industries.
(d) Bank
(e) Business Office
(f) Campground and Recreational Vehicle Park
(g) Community Buildings and Facilities
(h) Community Services
(i) Farm Equipment Sales and Service
(j) Farmers Market
(k) Home Improvement Centre
(l) Lumberyard
(m) Recreational Vehicle/Watercraft Retailer
(n) Restaurant
(o) Retail Store
(p) Signs requiring a Development Permit
(q) Theatre
(r) Truck Stop

3.0 REQUIREMENTS

- 3.1 Standards of development shall be at the discretion of the Council.

High River Highway Commercial Centre

Area Concept Plan

4.0 MINIMUM REQUIREMENTS

- 4.1 Area of Lot:
- (a) Area shown on Certificate of Title; or
 - (b) Area allowed for by Bylaw amending this section.
- 4.2 Front Yard Setback:
- (a) 4.0 m from an internal subdivision road;
 - (b) 38.0 m from the centre line of a Municipal Road;
 - (c) 64.0 m from the centre line of a Secondary Highway; and,
 - (d) 40.0 m from a Primary Highway.
- 4.3 Side Yard Setback:
- (a) 1.5 m
- 4.4 Rear Yard Setback
- (a) 6.0 m

5.0 MAXIMUM LIMITS

- 5.1 Number of Lots:
- (a) At the discretion of council
- 5.2 Height of Buildings:
- (a) 12.0 m; or,
 - (b) Greater than 12.0 m, at the discretion of Council.
- 5.3 Coverage of Lot:
- (a) 60%

6.0 PROCEDURE

- 6.1 Notwithstanding the procedure established for development permit applications in Section 3.0.0 (of the Land Use Bylaw), an application for a development permit in respect of the lands referred to above shall be referred by the Development Officer to the Council for its approval or refusal.
- 6.2 Notwithstanding the procedure established for the issuance of development permits in Section 4.0.0 (of the Land Use Bylaw), the Council shall decide on all applications for development permits with respect to the lands referred to above. The Council may approve a development permit with or without conditions, or may refuse an application for development permit.
- 6.3 There is no appeal to the Development Appeal Board from a decision of Council on an application for a development permit in respect of the lands referred to above.

Appendix D

Well Water Records

**High River Highway Commercial Centre
Area Concept Plan**

AENV Well ID	Location	Well Owner (Water Use- See Notes)	Date Completed	Total Depth		Screened Interval (ft)	Lithology	SWL		PWL		Pumping Rate (gpm)
				(m)	(ft)			(m)	(ft)	(m)	(ft)	
155360	4-19-28W4	Morse, M (1)	1990	NA	NA	NA	NA	NA	NA	NA	NA	NA
127578	NW-32-18-28W4	McLeod, B (1)	1986	25.0	82	80-82	Sand	10.4	34.0	24	80.0	30.0
244917	SE-32-18-28W4	Wiemans, P (1)	1995	48.8	160	55-90 75-105	Gravel Sandstone	10.1	33.0	17	56.0	11.0
286340	SE-32-18-28W4	Crowe, D (1)	1997	71.6	235	NA	NA	NA	NA	NA	NA	NA
286341	SE-32-18-28W4	Crowe, D (1)	1997	65.5	215	NA	NA	NA	NA	NA	NA	NA
286342	SE-32-18-28W4	Crowe, D (1)	1997	59.4	195	65-155	Sandstone	15	49.8	32	105.5	5
127576	SW-32-18-28W4	Graham, P (7)	1975	67.1	220	105-120 170-185	Sandstone Sandstone	21	70.0	34	110.0	3.5
127577	SW-32-18-28W4	McLeod, C (7)	1981	32.0	105	48-72 96-101	Gravel Sandstone	11	36.0	32	106.0	20
294753	SE-32-18-28W4	Macleod, A (1)	2000	68.6	225	NA	NA	NA	NA	NA	NA	1.25
294754	SE-32-18-28W4	Macleod, A (1)	2000	31.1	102	55-96	Gravel	9	30.6	NA	NA	35
244939	NW-3-19-28W4	Fred Randle Farms (1)	1995	36.0	118	62-117	Sandstone	11	37.7	12	37.8	8
241037	NE-5-19-28W4	Robinson, R (1)	1994	73.2	240	200-240	Gravel	5	16.0	44	144.0	4
127888	SE-5-19-28W4	Townshend, J (1)	1972	NA	NA	NA	NA	NA	NA	NA	NA	NA
127889	SE-5-19-28W4	Shinger, S (1)	1978	18.3	60	NA	NA	3	10.0	NA	NA	NA
127985	SW-9-19-28W4	Coy, G (1)	1973	61.0	200	NA	NA	52	170.0	NA	NA	NA
127986	SW-9-19-28W4	Bridgwater (1)	1974	12.2	40	35-40	Gravel	5	18.0	0	0.0	6.0
127987	SW-9-19-28W4	Bridgwater (1)	1973	15.2	50	32-50	Gravel	3	9.0	0	0.0	12
127988	SW-9-19-28W4	Borger, W (7)	1980	48.8	160	NA	NA	NA	NA	NA	NA	NA
127989	SW-9-19-28W4	Mason, D (1)	1973	14.3	47	NA	NA	4	14.0	0	0.0	NA
127990	SW-9-19-28W4	Dickie, R (7)	1984	64.6	212	60-85 145-185	Sandstone Sandstone	5	18.0	0	0.0	10
127991	SW-9-19-28W4	Thiessen (1)	1986	18.3	60	NA	NA	NA	NA	NA	NA	NA
127992	SW-9-19-28W4	McCaig (1)	1977	18.3	60	NA	NA	6	20.0	NA	NA	NA
127993	SW-9-19-28W4	Canefoot (1)	1981	NA	NA	NA	NA	NA	NA	NA	NA	NA
127994	SW-9-19-28W4	Borger (7)	1987	64.6	212	NA	NA	NA	NA	NA	NA	NA
127995	SW-9-19-28W4	Thiessen (7)	1987	52.4	172	73-170	Sandstone	8	27.0	0	0.0	10
127996	SW-9-19-28W4	Borger (7)	1987	73.2	240	63-178	Sandstone	6	20.0	0	0.0	2
127997	SW-9-19-28W4	Borger (7)	1978	54.9	180	95-135	Sandstone	8	25.0	0	0.0	4.5
147165	SW-9-19-28W4	Lindsay (6)	1992	41.8	137	70-110	Sandstone	12	40.0	0	0.0	4
156262	SW-9-19-28W4	Moson (2)	1991	61.0	200	60-90	Sandstone	6	20.0	0	0.0	1
156263	SW-9-19-28W4	Moson (2)	1991	48.8	160	110-140	Sandstone	4	14.0	0	0.0	2
165735	SW-9-19-28W4	High River (1)	1992	NA	NA	NA	NA	NA	NA	NA	NA	NA
241903	SW-9-19-28W4	Circle 6 (7)	1972	45.7	150	NA	NA	NA	NA	NA	NA	NA
241904	SW-9-19-28W4	Circle 6 (7)	1972	45.7	150	NA	NA	NA	NA	NA	NA	NA
241905	SW-9-19-28W4	Circle 6 (7)	1972	41.1	135	NA	NA	NA	NA	NA	NA	NA
241906	SW-9-19-28W4	Circle 6 (7)	1972	57.9	190	NA	NA	NA	NA	NA	NA	NA
289558	SW-9-19-28W4	Stewart, R (1)	1998	61.0	200	100-150	Sandstone	8	25.0	15	48.0	15
289968	SW-9-19-28W4	Stewart, R (1)	1998	19.8	65	23-40	Gravel	5	15.0	5	15.0	12

Notes:
 1 Domestic
 2 Industrial
 4 Municipal
 5 Observation
 6 Stock
 7 Domestic and Stock
 9 Unknown

- Revised site plan for two additional parcels of 5 acres in size with a 15-metre road dedication along the North boundary of the existing parcel;
- The Country Residential 'A' District zoning is put in place in order to address the building sites and drainage issues on both of the proposed new parcels;
- An engineered plan for overland drainage that maintains the natural drainage channel without affecting adjacent landowners;
- Proof of adequate water supply as per the Provincial Water Act;
- Development Agreement for the road improvement fee of \$6,600.00 per new lot;
- Final lot fee of \$550.00 per new lot;
- Subdivision application with appropriate fees.



HIGHWOOD MANAGEMENT CORPORATION – S.1/2 4-19-28 W4

867

Mr. Laycraft moved that Council accept the Highwood Management Corporation Area Concept Plan proposed in the South Half of Section 4-19-28 W4.

CARRIED

FOOTHILLS AND OKOTOKS INTERMUNICIPAL DEVELOPMENT PLAN

868

Mr. Mills moved that Council acknowledge receipt of the letter dated May 10, 2005 from S. Kapeller, and that staff be authorized to proceed with negotiations with the Town of Okotoks with the intention of removing the SE 27-20-29 W4 from the Foothills/Okotoks Intermunicipal Development Plan area.

CARRIED

AARBO – NE 22-22-3 W5

869

Mr. Waddock moved that Council acknowledge receipt of the letter received from M. Aarbo and that the road improvement fee for the proposed development in NE 22-22-3 W5 is amended to reflect a fee of \$6,000.00 for the one country residential parcel and \$1,500.00 for each of the residential lots.

CARRIED

NABOR – LAND USE BYLAW AMENDMENT – SE 3-22-4 W5

BYLAW 71/2005

Bylaw 71/2005 was reintroduced into the meeting to authorize the amendment of SE 3-22-4 W5 from the Agricultural District land use rules in order to allow for the creation of one 79-acre parcel.

870

Mr. Waddock moved second reading.

THE BYLAW WAS PASSED FOR TWO READINGS

Mr. Waddock moved third reading.

THE BYLAW WAS PASSED