

BY-LAW NUMBER 2008/14

BY-LAW NO. 2008/14 is a by-law of the County of Wetaskiwin No. 10 in the Province of Alberta, to authorize the adoption of an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of the area known as the Mulhurst Bay Crossing in NE 11-47-28-W4M, in accordance with Section 633 of the Municipal Government Act, Chapter M-26.1, Revised Statutes of Alberta 2000, and amendments thereto.

WHEREAS: at the requirements of County Council, as per Policy 6606, an Area Structure Plan has been prepared for NE 11-47-28-W4M.

AND WHEREAS: the proposed Area Structure Plan has been widely circulated and discussed within the County pursuant to Section 230, 606(1), and 633(1) of the Municipal Government Act, 2000, Chapter M-26.1, and amendments thereto.

NOW THEREFORE: the County of Wetaskiwin No. 10, duly assembled, hereby enacts as follows:


- (a) The document attached to this By-law as "Appendix A", together with accompanying maps, is hereby adopted as the "*Mulhurst Bay Crossing*, NE 11-47-28-W4M".

2. This by-law comes into effect on the date of third reading.


READ: A First time this 13th day of March, A.D., 2008.

READ: A Second time this 13th day of March, A.D., 2008.

READ: A Third time and finally passed this 13th day of March, A.D., 2008.



REEVE



SECRETARY-TREASURER

Bylaw 2008/14

MULHURST BAY CROSSING

AREA STRUCTURE PLAN

COUNTY OF WETASKIWIN No. 10

Prepared for

NOR-CHRIS HOLDINGS INC.

By

LWS Group

Morrison Hershfield

MARCH 13, 2008

**MULHURST BAY CROSSING
AREA STRUCTURE PLAN
COUNTY OF WETASKIWIN No. 10**

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MULHURST BAY CROSSING

AREA STRUCTURE PLAN COUNTY OF WETASKIWIN No. 10

1.0 - INTRODUCTION

1.1 PURPOSE

The purpose of the MULHURST BAY CROSSING Area Structure Plan is to provide a framework for the residential development of a quarter section of land located easterly of the Summer Village of Silver Beach, and south of the Hamlet of Mulhurst Bay, Pigeon Lake, and all within the County of Wetaskiwin No. 10. As provided in Section 633 of the Municipal Government Act, 2000, c.M-26, an Area Structure Plan must describe the proposed land uses, population density, transportation routes, public utilities, and sequence of development or staging of an area proposed for development.

1.2 LOCATION AND AREA

The MULHURST BAY CROSSING Area Structure Plan area (the subject site) comprises approximately 53.6 ha (132.4 acs.) within a half kilometre of the east limit of the Pigeon Lake shoreline. The boundaries of the subject site are: on the North, 50th Avenue, (1st Avenue North) Twp. Rd. 472 / Highway 616 (east); on the west, the N.W. ¼ Sec.11, Twp.47, Rge.28, W.4th M. (Summer Village of Silver Beach); on the south, S.E. ¼ Sec.11, Twp.47, Rge.28, W.4th M.; and on the east, Rge. Rd. 281. Located in the north west corner of the quarter section is the Mulhurst Community Centre, and in the north east corner is an existing twenty-eight lot full service residential / recreational development.

The legal description of the subject site is: Parts (2) N.E. ¼ SEC.11, TWP.47, RGE.28, W.4th M.

1.3 BACKGROUND

The development of MULHURST BAY CROSSING is the logical outcome of residential / recreational expansion on the west of Rge. Rd. 281 and on the south of Twp. Rd. 472, in the County of Wetaskiwin No. 10. Upon receiving approvals from the County of Wetaskiwin No. 10 the developer will request Council to include Mulhurst Bay Crossing within the corporate limits of the Hamlet of Mulhurst Bay. The broad concepts presented in that Municipal Development Plan 98/55 have served as a guide to all subsequent development within the subject site and are reflected within the Mulhurst Bay Crossing development plan.

The Mulhurst Bay Crossing development will incorporate the natural features of the site, being sensitive to the needs of the Mulhurst Bay Community, as well as including the needs and expectations of the adjacent residents and land owners.

The developer advertised and attended an Open House on November 28, 2008, and attended a meeting with the Mayor and Council for the Summer Village of Silver Beach on November 14, 2006. Response letters and comment sheets are provided for information, within Schedule F.

1.4 LAND OWNERSHIP

The site comprises 53.6 ha (132.4 acs.) of land held under two Certificates of Title nos. 052 369 999 and 062 164 526, both in the name of NOR-CHRIS HOLDINGS INC. A total of 11.75 ha (29 acres) of land has been removed from the north westerly and north easterly corners of the original quarter section. These areas were previously subdivided from the quarter section seventeen years ago. There has been no road widenings taken from the subject tiled areas.

Certificate of title no. 052 369 999 has one Imperial Oil Limited encumbrance. Imperial Oil Limited has a Utility Right-of-Way, instrument no. 892 038 350, which pertains to a portion of registered Rights-of-Way Plans 892 0089 and 2432 K.S. These encumbrances pertain to an underground water pipeline that cross the subject site from the west to the east along the northerly limit of the subject site. It is our understanding that Imperial Oil Limited and Imperial Oil Resources Production will maintain their interests in the said rights-of-way.

The County of Wetaskiwin No. 10 has no interest or registered encumbrances pertaining to Municipal Reserve owing on certificate of title 052 369 999. We do believe that Municipal Reserve is still required on certificate of title 062 164 526. We also believe there is an over dedication of acquired reserve (*ie: plan 052 4102*) in the amount of 1.4 ha (3.5 acs) more or less, which we assume will be credited to the southerly title.

RESERVE SUMMARY (subject to tentative plan, legal survey and detailed engineering)

Titles	(Titled Areas) Required	Dedicated (see plans)
052 369 999	10% (32.62 ha) 3.26 ha	4.69 ha (2MR /Blk. 5/Pl. 052 4102)
062 164 526	10% (34.43 ha) 3.44 ha	4.90 ha (MR, Buffers, Open Space)

Please note that the above titled areas do not take into account the Environmental Reserve (ER) strip, and the additional Public Utility Lots (PUL) that maybe required, either for underground utilities or surface drainage swales. We wish to note that Figure 5 shows three calculated areas that reflect minimal MR dedication totaling 2.56 ha, and if added to Lot 2MR, Block 5, Plan 052 4102 (4.69 ha + 2.67 ha = **7.36 ha**) this amount exceeds the required MR requirement by 0.66 ha / 1.63 Acres. The required 10% MR dedication will be finalized during the Tentative Plan approval process which will not exceed 6.70 ha. (See Figure No. 5)

1.5 PLANNING COMPLIANCE

The Municipal Development Plan 98/55 for the County of Wetaskiwin No. 10 is general in nature and takes into account the subject area, establishing a broad framework of development for the County. As such, it designates this area for residential / recreational development and establishes various broad policies under which development will occur. The Mulhurst Bay Crossing Area Structure Plan has been prepared under the provisions of the Municipal Government Act, 2000, c.M-26, which provides for the adoption of Area Structure Plans by Bylaw in accordance with the County of Wetaskiwin's Municipal Development Plan 98/55 and Land Use By-Law 95/54. The Area Structure Plan has also been prepared in consideration of the terms of reference for Area Structure Plans Policy #6606, as provided by the County of Wetaskiwin No. 10.

2.0 - SITE ANALYSIS

2.1 SITE CONTEXT

The MULHURST BAY CROSSING lies immediately to the east of the Summer Village of Silver Beach, buffered by a undeveloped portion of land, within the Summer Village, that seems to be used for agricultural purposes, *ie: hay field / pasture*.

The Mulhurst Community Centre is located at the north west corner of the subject site and is 4.69 ha (11.58 acres) in size.

Along the northerly limit and adjacent to 50th Avenue (Twp. Rd. 472) there is a small subdivision plan 062 0098, which incorporates the Welcome to Mulhurst Bay signage.

Located in the north easterly corner of the quarter section is a 10.23 ha, fully serviced, twenty-eight small lot residential / recreation development. This development was constructed during the 1960's and provided housing for the oil and gas industry.

The Mulhurst Bay Crossing Area Structure Plan borders this existing residential development on the east by an existing lane, and on the northeast by a paved road (Wizard Lake Drive).

Also a portion of the north limit of the Mulhurst Bay Crossing Area Structure Plan is defined by 50th Avenue (Twp. Rd. 472), which is controlled by the County of Wetaskiwin No. 10. This adjacent roadway is classified as a collector and will provide primary access to the Mulhurst Bay Crossing development. This primary access will provide school bus access to the proposed development.

The Pipestone Elementary School is located approximately 12 km (7.5 miles) east of the Rge. Rd. 281 along Highway 616, and understand that capacity for the additional school children is available.

The easterly limit of the subject site is adjacent to Rge. Rd. 281, which is also controlled by the County of Wetaskiwin No. 10. This all weather Rge. Rd. will provide the secondary access to the subject site, and will be upgraded in stages, as development proceeds to the south.

The south and easterly boundaries of the Mulhurst Bay Crossing Area Structure Plan is adjacent to lands which are controlled by the County of Wetaskiwin No. 10, and are zoned Urban Fringe. This district allows the adjacent lands to be converted to urban uses that will compliment existing development in the Hamlet of Mulhurst Bay.

Though lands to the south and east are currently being used for agricultural pursuit, it is expected that these areas will also eventually develop into residential / recreational uses as development pressures persist over the next ten years.

Thus the MULHURST BAY CROSSING comprises orderly and economical development in the existing and proposed expansion of the Hamlet of Mulhurst Bay, Pigeon Lake, County of Wetaskiwin No. 10.

2.2 SITE CONDITIONS

At present the subject site is vacant and is being used for pasture and/or for haying purposes. There is an abandoned / reclaimed sewage lagoon located in the north westerly portion of the northerly titled area, which will be developed into a stormwater management facility.

Komex International Ltd. completed their site visits pertaining to a Phase I Environmental Site Assessment for the Sewage Lagoons on October 8, 2002, and later prepared a Phase II Soil Assessment of the Sewage Lagoons on January 29, 2003, subsequently submitting a Letter Report for the Phase II Soil Assessment dated: April 9, 2003. Komex's assessment used agricultural guidelines as their data comparison, with their summary stating that the parameters meet the applicable guidelines and that "*there are no remediation issues at the site*". The Phase I and Phase II reports have been submitted for the Municipality's review and we wish to draw your attention to the Phase II Letter Report, page 6 titled "*Summary*". The approximate location of the sewage lagoons have been shown on Figure 3, in accordance with Air Photo AS 1327-240, dated October 14, 1974.

Regarding Reclamation Certificates for former sewage lagoon sites. We wish to submit a letter from J.R. Paine & Associates Ltd. confirming that Alberta Environment has no such requirement and that the agricultural guidelines are their most conservative guidelines.

There is no evidence of an existing farmstead or improvements located within the subject site.

The subject site is slightly rolling with a general downhill slope to the west and southwest. There is a small ravine / intermit drainage course that runs from the easterly boundary to the southerly boundary in a south westerly direction. This drainage course receives surface drainage from the adjacent lands to the east.

The developed lands, *ie: Mulhurst Community Centre & the twenty-eight residential lots*, partially drain south and westerly through the subject site, continuing into the Summer Village of Silver Beach via way of a natural drainage course.

The highest elevation on the subject site is approximately 875 m, which is located in the northeasterly corner and south of the existing residential development. The lowest elevation is located along the westerly limit of the subject site, and is approximately 858 m. The overall elevation difference is approximately 17 metres over approximately 800 metres. Thus the existing slopes will provide positive drainage to the two existing natural drainage courses. (see Figure No. 4).

A geotechnical investigation for the northerly titled areas was prepared by Hoggan Engineering & Testing (1980) Ltd., with the southerly titled areas being prepared by Sabatini Earth Technologies Inc. Both reports are attached, forming part of this Area Structure Plan. (See Schedules C and D)

The resulting reports, in general, reflect soil conditions consistent with surficial layering of topsoils, underlain by very silty clay, and underlain by clay till, as shown in most testhole locations.

The groundwater table is moderate to high across the site with very moist soil conditions and free water observed within the low areas adjacent to the abandoned lagoon site, and in areas next to the westerly limit.

The reports will indicate that generally the subsurface conditions are suitable for development with proper engineered filling and grading.

The reports will indicate that generally the subsurface soil conditions encountered are suitable for standard concrete footings, for single family dwellings and satisfactory for the installation of underground utilities and construction of roadways.

3.0 - DEVELOPMENT CONCEPT

3.1 DEVELOPMENT OBJECTIVES

The MULHURST BAY CROSSING Area Structure Plan provides an overall framework for the development of the subject site.

Key objectives which have guided the preparation of the MULHURST BAY CROSSING Area Structure Plan area is as follows:

1. to create an attractive residential / recreational environment that is complementary to and integrated with the adjacent developments;
2. to create a park and recreation system that enhances the quality of life for area residents and that compliments the Hamlet of Mulhurst Bay;
3. to provide a safe and convenient transportation and circulation system that directs traffic to 50 Avenue (Twp. Rd. 472 / Highway 616), and to Rge. Rd. 281, as well as providing safe school bus linkage to area schools;
4. to achieve orderly and economical expansion of the Hamlet of Mulhurst Bay, Pigeon Lake, County of Wetaskiwin No. 10 within the capabilities and guidelines of it's servicing systems.

3.2 THE DEVELOPMENT CONCEPT

3.2.1 General

The general development concept for the subject site is shown in Figure No. 5 while the development statistics are shown in Table No. 1. Two sites for high density rural residential and three sites for rural commercial are located at the entrance to the proposed development area.

The overall circulation system is specifically designed to direct traffic to 50th Avenue (Twp. Rd. 472), and to Rge. Rd. 281 which both intersect with Highway 616.

The stormwater retention lake is to be constructed within the abandoned / reclaimed lagoon site which will receive surface drainage from the majority of the subject site, as well as receiving existing surface drainage from the constructed residential subdivision and the Mulhurst Community Centre. As well as serving as a utility function, this stormwater facility / lake will provide a substantial amenity to the Plan area. A small park area has been identified adjacent to the lake area, which will include the creation of a natural walking trail system that links in with the Mulhurst Community Centre.

To provide the required stormwater management for the entire subject area, two additional wetland ponds have been identified in the southeasterly quadrant. Dedication of open space in the form of park surrounds the three stormwater facilities *ie: lake, wetland ponds*. These park areas surrounding the stormwater facilities will be landscaped in order to provide additional open space park areas, which will also include natural walking trails.

One Environment Reserve parcel will be considered along Rge. Rd. 281, where a small ravine / natural drainage course proceeds south westerly through the development area. A detailed field inspection with the approving authorities will confirm the width and length and the need to designate this area as ER or not. The development concept plan has reflected this area as ER. The final designation for this area will be made during the tentative plan approval process.

Final designation and areas of all Municipal Reserves, Environmental Reserves and Public Utility Lots will be confirmed during the tentative plan and detailed engineering approval process, and to the satisfaction of the approving authorities. The required Municipal Reserve dedication will not be less than the required 10% required under the Municipal Government Act, R.S.A. 2000, c.M-26.

All substantial mature trees will be preserved if at all possible.

As well as meeting a convenience commercial need for the Hamlet of Mulhurst Bay, three small commercial sites have been proposed adjacent to the northerly boundary. These three sites will be designed to serve the traveling public on 50th Street (Twp. Rd. 472 / Highway 616), as well as servicing the proposed residents of Mulhurst Bay Crossing.

As the subject area is within the half mile limit of Highway 616, a Traffic Impact Assessment has been prepared by Morrison Hershfield, which has been submitted for preliminary review to Alberta Transportation, Red Deer Alberta (see Schedule A), and on October 11, 2006 Alberta Infrastructure and Transportation accepted the results and recommendations (see Schedule B).

TABLE NO. 1
LAND USE SUMMARY
MULHURST BAY CROSSING AREA STRUCTURE PLAN

<u>Land Use</u>	<u>Area</u> <u>(ha)</u>	<u>%</u>	<u>Dwelling</u> <u>Units</u>	<u>%</u>	<u>Population</u>	<u>%</u>
Gross Area	53.62	100.0				
Roadways	7.08	13.2				
PUL (including storm pond)	3.14	5.9				
Municipal Reserve	4.90	9.1				
Recreational / Golf	17.50	32.6				
Rural Commercial	4.16	7.8				
Residential	16.84	31.4	207	100.0	553	100.0
Low Density	14.56	27.2	116	56.0	371	67.1
High Density	2.28	4.2	91	44.0	182	32.9

Overall residential density: 10.4 persons per gross developable hectare

Assumptions:	1.	Residential densities	
		Low Density	8 dwellings per net hectare
		Higher Density	40 dwellings per net hectare
	2.	Population densities	
		Low Density	3.2 persons per dwelling
		Higher Density	2.0 persons per dwelling

TABLE NO. 2
POTENTIAL STUDENT POPULATION
MULHURST BAY CROSSING AREA STRUCTURE PLAN

	<u>K-6</u>	<u>7-9</u>	<u>10-12</u>	<u>Total</u>
Public System	46	18	18	82
<u>Separate System</u>	<u>24</u>	<u>10</u>	<u>10</u>	<u>44</u>
Total	70	28	28	126

Assumptions:	1.	Number of Students per dwelling	0.61
		Number of dwellings:	207
	2.	Proportion of Students in Public System	65%
		Proportion of Students in Catholic System	35%

Appropriate visual and noise attenuation buffers will be considered as a condition of the development permit for the three commercial sites. These improvements will limit the impact of the commercial development on the adjacent residential owners. Such improvements may include: fencing, planting of shrubs and landscaping, all as required by the County of Wetaskiwin No. 10.

Finally, the concept plan reflects the required road widenings for 50th Avenue (Twp. Rd. 472) and Rge. Rd. 281, which will accommodate the future expansion of the collectors as future development proceeds.

3.2.2 Residential Land Use

MULHURST BAY CROSSING will offer a range of low to high density residential / recreational development. The neighbourhood will provide primarily single detached housing located on a variety of lot sizes, together with a substantial number of dwellings in higher density forms.

The concept identifies two sites for high density housing located as shown on Figure No. 5. It is anticipated that these sites may be developed for the retiring adult market, which will feature row housing or semi-detached housing forms.

Low density residential development will develop in the forms allowed within the (LR) Lakeshore Residential District as outlined within the County's Land Use Bylaw. For the most part the (LR) Lakeshore Residential will be developed within the higher elevations and the treed areas located along the easterly portions of the subject site.

The Lakeshore Residential land use will occupy 14.7 ha (27.4 % of all the land in the Plan area), and higher density residential land use will occupy 2.28 ha (4.3 % of all the land in the Plan area).

All low density residential will be located easterly of the internal north south collector, with the seasonal rental recreational vehicle and golf park located to the west of the collector.

The specific land use classifications will be determined at the time of subdivision and development in accordance with their specific land use.

3.2.3 Parks, Open Space and Walkways

Parks and open space is dispersed within the Area Structure Plan area to serve the local needs of the immediate area as well as the Hamlet of Mulhurst Bay and the surrounding communities. The major open space feature is located northerly and westerly adjacent to the Mulhurst Bay Community Centre, the high density residential and the seasonal recreational R/V users.

Two small park / natural walking trail areas are located adjacent to the two wetland ponds located in the south east quadrant, which are surrounded by low density residential.

The last open space park / natural walking trail is located along the southerly, westerly and easterly limits of the seasonal R/V site, which will provide linkage between the area residents and the open space areas adjacent to the stormwater lake, continuing northerly along the westerly limit of the Mulhurst Community Centre to 50th Avenue. In addition to these natural walking trails a 1.5m asphalt walk will be constructed from 50th Avenue adjacent to the commercial and high density sites to the intersection of the Wizard Lake Drive extension, proceeding easterly along Wizard Lake Drive to the intersection of Pigeon Lake Avenue, (see Figure 10).

The stormwater management facilities located in the south easterly corner and centrally portion of the plan area will be landscaped features /amenities. We understand that the stormwater areas will be classified as PULs and will not qualify for Municipal Reserve, but the constructed water facilities will be landscaped amenities in accordance with Alberta Environment guidelines.

Additional walkways will be considered within and around the subdivision plan areas to join cul-de-sacs with each other and to provide pedestrian routes to the park sites.

3.2.4 Schools

Assuming a density of 3.2 persons per dwelling for low density residential, and 2.0 persons per dwelling for high density, the population for the Mulhurst Bay Crossing Area Structure Plan is estimated at 560 persons. The resulting school generation projections for Mulhurst Bay Crossing, assuming a generation factor of 0.61 students per dwelling is 127 students.

The existing Pipestone Elementary School located approximately 12 km to the east and .5 km north of Highway 616 is sized to accommodate the anticipated student requirement. Grades 7 to 12 are bused from the Pipestone Elementary School to the Pigeon Lake Regional High School.

3.2.5 Commercial Land Use

Three small commercial sites have been provided for in the plan area. The population of Mulhurst Bay Crossing would be too small to support a neighbourhood commercial site, however, the populations of the Hamlet of Mulhurst Bay, the adjacent Summer Villages, the surrounding Pigeon Lake developments, and the through traffic generated along Highway 616 would be large enough to support such sites.

It is anticipated that convenience-type commercial retail and service uses would be located at these three proposed sites, which could include personal service shops (dry cleaners/beauty salon), convenience/fast food shops, a convenience retail store, motel and a gas bar. Access to 50th Avenue via the internal collector will be carefully regulated and in accordance with the Traffic Impact Assessment.

A fence adjacent to the westerly limit of the Texaco Residential Community will be constructed as a condition of the development permits, with consideration being given to additional buffers, if required as a condition of the development permits.

3.2.6 Seasonal Rental Recreational Vehicle & Golf Park

The Mulhurst Bay Crossing Area Structure Plan has identified the lands west of the north south collector and south of the Municipal Reserve / stormwater facility (lake) as a seasonal rental recreational vehicle (R/V) & golf park. This R/V & Golf Park will be privately owned and maintained for the seasonal use of all types of R/Vs, which would include the small tent trailers, the very large trailers / 5th wheels, and all types of class A motor homes with trailing vehicles/boats. The estimated total number of R/V sites would be approximately 200.

The R/V & Golf Park would be seasonal but available for year round storage and rental if required. The R/V and Golf Park will provide large landscaped rental stalls, fully serviced with underground water, sewer and power. Showers, laundry, and a general convenience store facility will be incorporated within the Office / caretaker's residence. A fenced storage compound would be made available to store boats and R/V when not in use.

Water and sewer services will be winterized and turned off from late October to early May, depending on the weather, which would terminate all occupancy of the rental park, except for access to storage areas and general access for security surveillance.

The R/V & Golf Park will be completely fenced, allowing controlled gated access for vehicles and pedestrian traffic, thus ensuring privacy and security. Twenty-four hour security, including low level lighting will be provide during the peak recreational season, which will control onsite vandalism and rowdiness.

Amenities will include a nine-hole, par three, golf course with a chipping and putting green area, which will be for the use of the R/V renters, but will also be made available to the general public and surrounding communities. The golf course and ornamental / stormwater management ponds will be constructed on approximately half the R/V site where there is a higher than normal groundwater table, which is generally located adjacent to the Summer Village boundary.

Additional amenities will be the landscaped natural walking trails surrounding the site, which will be made available for all R/V renters and the local residents.

This Seasonal Rental Recreational Vehicle & Golf Park will not be designed to accommodate future subdivision, such as a Bare Land Condominium. The proposed shallow servicing, the proposed land use, and this Area Structure Plan will not allow future subdivision of any kind, without the resubmission of additional amendments to this Areas Structure Plan, the Land Use By-law and the Servicing Standards.

Upon subdivision approval of Stage 1, an Agreement will be registered in a form satisfactory to the Director of Planning & Economic Development, against the title of the R/V & Golf Park development, outlining the future concept, operation, maintenance, density, servicing standards, ownership and amenities, including any development permit restrictions that the subdivision approving authorities may feel necessary to ensure the control of the site development standards. Clauses will be added to the restrictive covenant confirming that no future subdivision and / or bare land condominium subdivision will be permitted within the proposed R/V & Golf Park site, as a result of the Mulhurst Bay Crossing Area Structure Plan.

Through the subdivision and / or the development permit the developer will be responsible for off-site levies and / or costs associated with water and sewer, based on a seasonal rate and proportioned on the number of units submitted. The Municipal costs and levies associated with this development will be negotiated with the approving authorities at the time of subdivision and / or development permit approval(s).

3.2.7 Other Land Uses

No sites are designated for religious assembly. It is felt that religious assembly sites would more appropriately be placed at more central locations or along major roadways.

There has been no identified need for additional community facilities or institutional facilities in the Mulhurst Bay Crossing Area Structure Plan.

3.3 TRANSPORTATION AND CIRCULATION

3.3.1 Access and External Roadway System

The general development concept for the subject site proposes access to Mulhurst Bay Crossing from 50th Avenue (Twp. Rd. 472 / Highway 616) and Rge. Rd. 281.

We wish to note that a Traffic Impact Assessment Report has been prepared by Morrison Hershfield and submitted Alberta Transportation Red Deer, and on October 11, 2006 was approved as submitted. (see Schedule B)

The developer, in cooperation with the County of Wetaskiwin No. 10 and Alberta Transportation, has agreed that the intersectional issues will be resolved prior to subdivision approval. We agree that the owners / developers are responsible for the intersectional treatments required as a result of the proposed Mulhurst Bay Crossing development. The required intersectional treatments will be identified within the approved Traffic Impact Assessment, as prepared by Morrison Hershfield.

The internal roadway design includes one outlet to the future collector road network to the south.

The developer is willing to upgrade Rge. Rd. 281 to County and Alberta Transportation Standards, from Hwy. 616 to the southerly limit of the quarter section, including Hwy. 616 intersectional improvements, if required, in lieu of the County's Off-site Transportation Levy Bylaw. The required improvements will be Staged in accordance with Staged Development Plan. See Figure No. 6.

3.3.2 Internal Roadway System

The internal roadway system (Figure No. 10) of collectors and local roads has been designed to encourage traffic movements to the commercial site, then accessing directly to 50th Avenue (Twp. Rd. 472 and Highway 616).

Wizard Lake Drive will be used as a local road / collector and will provide an alternative access to Rge. Rd. 281.

The collector road network will provide access to the proposed R/V & Golf Park development, with local road connectors providing access to the low density residential areas.

While a collector and local roadway network is shown, (Figure No. 10) the specific alignments of the roadways are subject to change, and will reflect the detailed subdivision and servicing design.

All internal and external roadways will be paved, designed and constructed to County Standards, and submitted for approval to the Director of Planning & Economic Development.

4.0 - SERVICES

4.1 WATER DISTRIBUTION

A new water reservoir will be constructed adjacent to the existing water reservoir, which is located along the easterly limit of the Texaco Residential Community. The new water reservoir will utilize the existing raw well water supply, which is sufficient to accommodate the Mulhurst Bay Crossing development.

Connection to the new water reservoir / pump station will be a double header system which will provide constant water movement throughout the water network / system year round. Watermains will be looped through the subject site, and will also tie into the existing Texaco Residential Community's water system. The watermain connecting to the east and south boundaries, from the subject site will be oversized to accommodate future residential development to the south and east. A water stub will also be provided into the RV and Golf Park development to provide seasonal water supply, as required.

The locations of these water mains and the distribution system are shown on Figure 7.

4.2 SANITARY SEWER SYSTEM

The sanitary system for Mulhurst Bay Crossing will consist of a gravity collection system that flows to the southwest corner of the development. The gravity system will flow into a lift station located just west of the north south collector in the proposed future RV lot.

The sanitary sewerage will be pumped out of the lift station through a force main to the existing lagoon located northeast of the development. The force main will run along the west side of the north south collector, it will cross 50th Avenue and proceed north on Centre Street. From Centre Street it will head east on 2nd Avenue, North on Hill Road where it will again travel east across Highway 616, then northerly in a 6.0 metre Utility Right-of-way to a point south of the existing access road, then easterly to a designated connection to the existing lagoons.

The locations of these sanitary sewer mains and the internal sanitary collections systems are shown on Figure No. 8.

The County of Wetaskiwin No. 10 is currently under the process of expanding the lagoon to provide capacity to accommodate additional flows. The proposed lift station and force main will be oversized to accommodate future residential development to the south and east. The developer will be responsible to pay the County's current off-site sewer levies.

4.3 STORMWATER SYSTEM

The natural drainage for Mulhurst Bay Crossing is generally south and westerly towards the existing drainage course located on the south boundary and on the west boundary just south of the Mulhurst Community Centre.

The existing westerly drainage course flows westerly from the subject site into the Summer Village of Silver Beach, gradually turning northerly until the surface water connects with the County of Wetaskiwin's drainage road ditch system, which drains westerly into Pigeon Lake.

This drainage pattern will not be altered, but a northerly stormwater management pond will be added to contain the majority of the westerly flows, including a discharge flow control structure which will release the stormwater at pre-development rates. The northerly stormwater management pond will be sized to accommodate the proposed and existing developments, including the Mulhurst Community Centre and the residential development known as the Texaco Residential Community.

The second existing drainage course crosses the subject site from the easterly boundary to the south boundary. This drainage course takes pre-development flows from the quarter section to the east. A portion of Stage 2, Stage 3 and Stage 4 will drain into this system. Two interconnecting wetland ponds have been placed within the natural drainage

course to intercept the surface runoff from the adjacent quarter and to provide for stormwater management for said stages.

A portion of the surface drainage from the Mulhurst Bay Crossing development will be discharged into these two wetland ponds before discharging at pre-development rates to the natural drainage course to the south. This stormwater is to drain from the two interconnecting wetland ponds southerly and westerly to the existing drainage course, as shown on Figure 9.

Discharge to the two natural drainage courses will be restricted to pre-development flows and the quality of the discharge water will meet the environmental standards of the Alberta Environment and the County of Wetaskiwin No. 10.

The residential home owner, if required, will be responsible for a internal foundation discharge system which will discharge to the surface road drainage system. The internal home system will be designed to meet the standards of the County of Wetaskiwin No. 10.

The stormwater management for Mulhurst Bay Crossing was determined using XP SWMM computer modeling. Design criteria for the storm drainage within the proposed development was based on typical standards for storm system design and the AENP Guidelines. It was assumed that discharge from the Mulhurst Bay Crossing development area was to be limited to pre-development flow rates. The stormwater storage facilities were sized to contain a 1:100 year storm. The design storm data used in the SWMM model were taken from the 100 year 24 hour duration Huff Rainfall event and the 5 year Chicago rainfall event.

A stormwater management study with recommendations, will be undertaken prior to approval of the first plan of subdivision. The dimensions and outline of the stormwater management facilities in the subject area may be adjusted after the study is accepted by the County of Wetaskiwin No. 10 and Alberta Environmental Protection. If it is considered necessary to investigate the potential groundwater contamination within the former lagoon site area, additional testing will be done as a condition of subdivision approval.

4.4 SHALLOW UTILITIES

Natural gas, electrical power, telephone and cable television are available for Mulhurst Bay Crossing and will be extended in conjunction with the Staged development. All shallow and deep utilities will be protected within registered utility rights-of-way, where required.

4.5 FIRE PROTECTION

In accordance with the recommendations received from the Fire / Disaster Services Coordinator the developer will provide hydrant style stand pipes adjacent to the roadway network and standpipe at the reservoir in order to provide for Fire Truck accessibility. Residential water pressure charts will be provided. Hydrants will be provided for flushing purposes and for filling emergency water vehicles. Fire flows will be provided

to the satisfaction of the Fire Chief, with all installations being installed to County specifications. Hydrants will conform to County Standards, and flow tests will be provided to the Fire / Disaster Services Coordinator after installation.

4.6 DEVELOPMENT STAGING

A conceptual staging pattern is shown on Figure No. 6. It is to commence from the north and east due to the deep services being located in those locations, as well as the site's primary and secondary locations for access. Upon construction of the deep services development will proceed southerly. Once the northerly portion of the subject site has been developed, the southerly half of the subject site will be developed, from the west to the east. The construction of the stormwater management facilities would be developed immediately to control on-site and off-site stormwater release rates;

The rate of development is subject to changing market conditions.

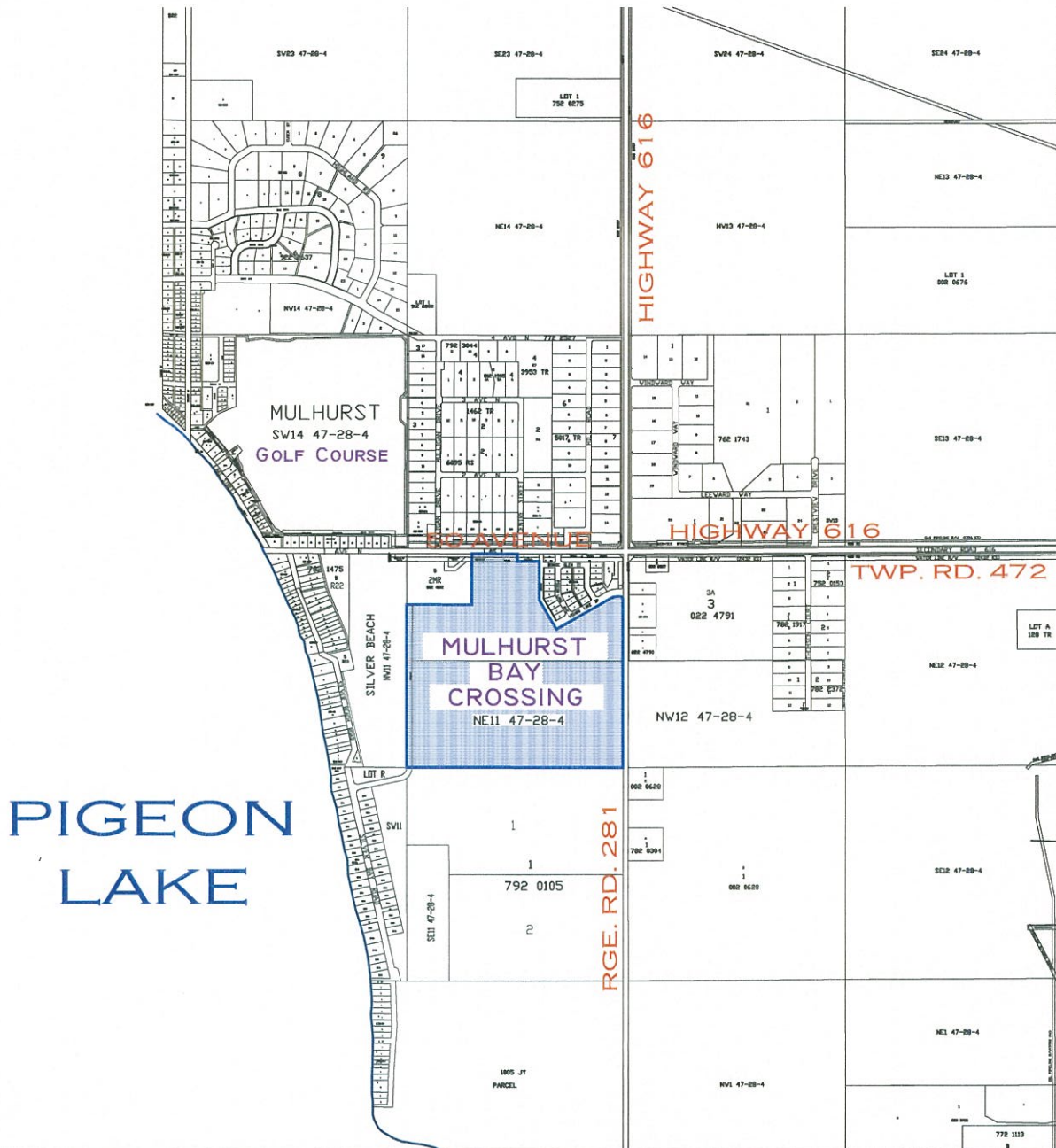
MULHURST BAY CROSSING



Area Structure Plan

N.E. 1/4 SEC.11-47-28-4

County of Wetaskiwin No. 10



NOTES / LEGEND

1. ASP BOUNDARY
2. CALCULATED AREA 53.6 HECTARES

Scale 1:25,000

Mulhurst Bay Crossing AREA STRUCTURE PLAN

LOCATION PLAN

N.E.1/4 SEC.11, TWP.47, RGE.28, W.4th M.

County of Wetaskiwin No. 10

Date: 2008/ 1/20
File: 335411AYT

FIGURE No.

1

N.E. 1/4 SEC.11-47-28-4

MULHURST BAY
SW14 47-28-4

SILVER BEACH
NW11 47-28-4

50 AVENUE

CENTRE STREET

HILL ROAD

BONNIE GLEN ST

PIGEON LAKE AVE

WIZARD LAKE DRIVE

RGE. RD. 281

HWY. 616

AREA 1.
NOR-CHRIS HOLDINGS INC.
(First: C.of T. #052 369 999)
20.5 Hectares

AREA 2.
NOR-CHRIS HOLDINGS INC.
(Second: C.of T. #052 369 999)
0.424 Hectares

AREA 3.
NOR-CHRIS HOLDINGS INC.
(First: C.of T. #062 164 526)
31.9 Hectares

AREA 4.
NOR-CHRIS HOLDINGS INC.
(Second: C.of T. #062 164 526)
0.811 Hectares

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Scale 1:6000

60 30 0 60 120 180 Metric

County of Wetaskiwin No. 10

FIGURE No.
2

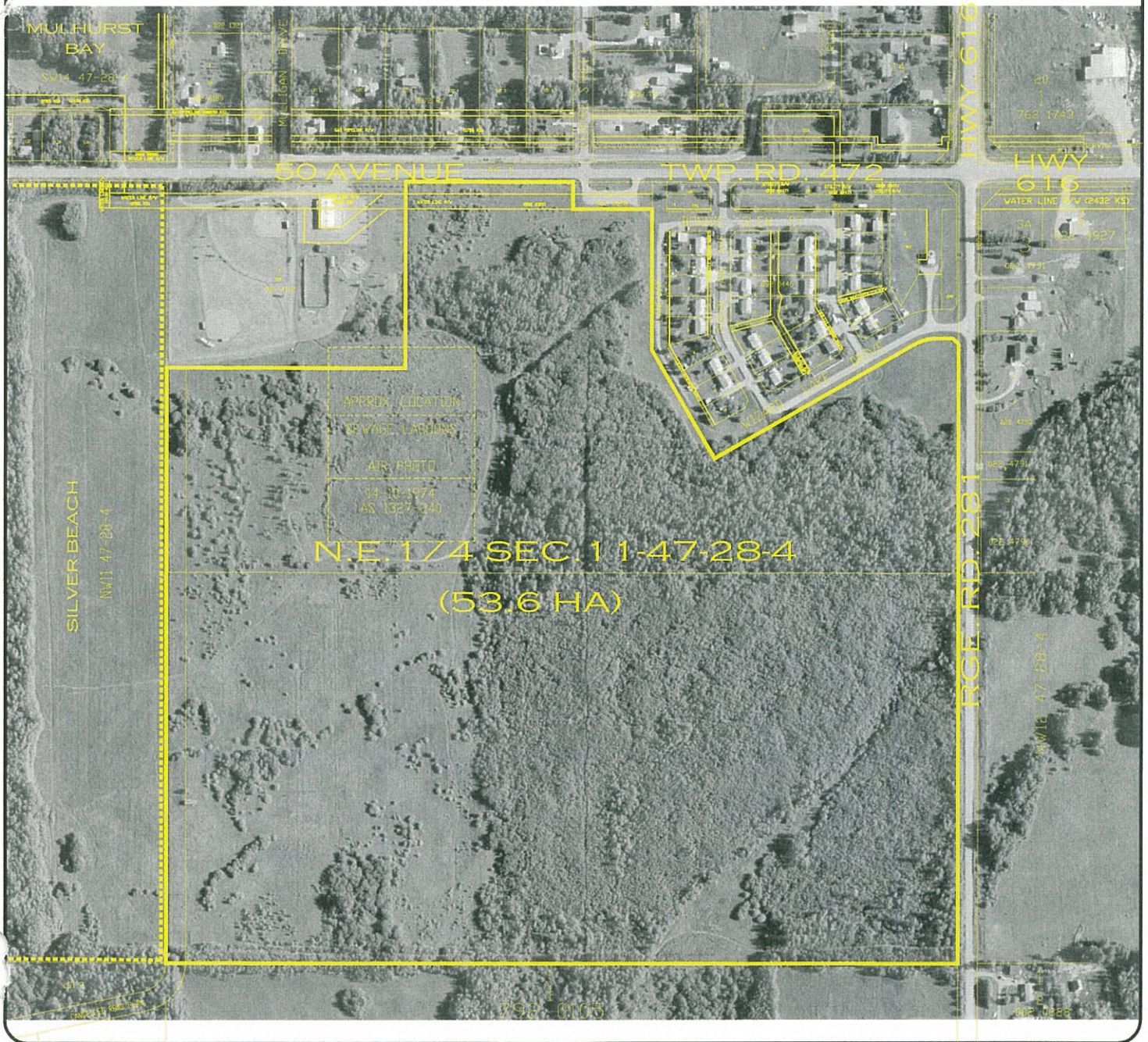
MULHURST BAY CROSSING



Area Structure Plan

N.E. 1/4 SEC.11-47-28-4

County of Wetaskiwin No. 10



NOTES / LEGEND

1. ASP BOUNDARY
 2. S.V. BOUNDARY
 3. TITLED AREAS
 - 4.
- 53.6 HECTARES

Scale 1:6000 60 30 0 60 120 180

Mulhurst Bay Crossing AREA STRUCTURE PLAN

PHOTOGRAPH

N.E.1/4 SEC.11, TWP.47, RGE.28, W.4th M.
County of Wetaskiwin No. 10

Date: 2008/ 1/20
File: 335411AYT

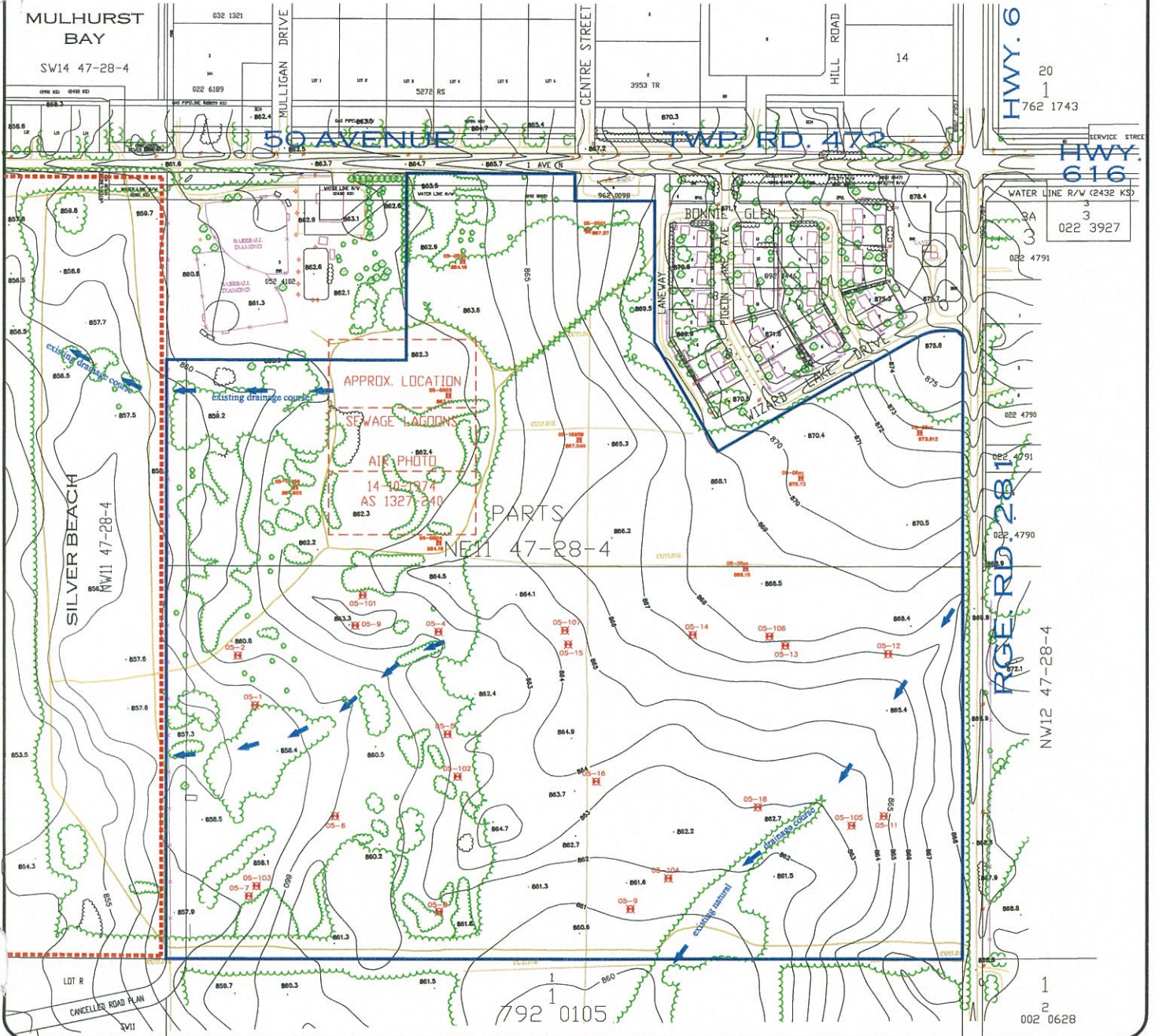
FIGURE No.
3

MULHURST BAY CROSSING

Area Structure Plan

N.E. 1/4 SEC.11-47-28-4

County of Wetaskiwin No. 10



NOTES / LEGEND

1. ASP Boundary
2. S.V. Boundary
3. Contours shown at 1.0 metre intervals
4. Existing Surface Storm Flows
5. J.R. Paine Test Hole Location
6. Sabatinin Earth Technologies Inc.

Scale 1:6000

Mulhurst Bay Crossing AREA STRUCTURE PLAN

**SITE
CONDITIONS**

Date: 2008/ 1/20
File: 335411AYT

FIGURE No.

4

N.E. 1/4 SEC.11-47-28-4

County of Wetaskiwin No. 10



1. ASP Boundary	53.6	ha		
2. Rural Commercial	4.16	ha		
3. High Density Rural	2.28	ha	7. Roadways	7.08 ha
4. Lakeshore Residential	14.56	ha	8. PUL	3.14 ha
5. Recreational	17.50	ha		
6. MR	4.90	ha		

Scale 1:6000



60 30 0 60 120 180

Metric

DEVELOPMENT CONCEPT

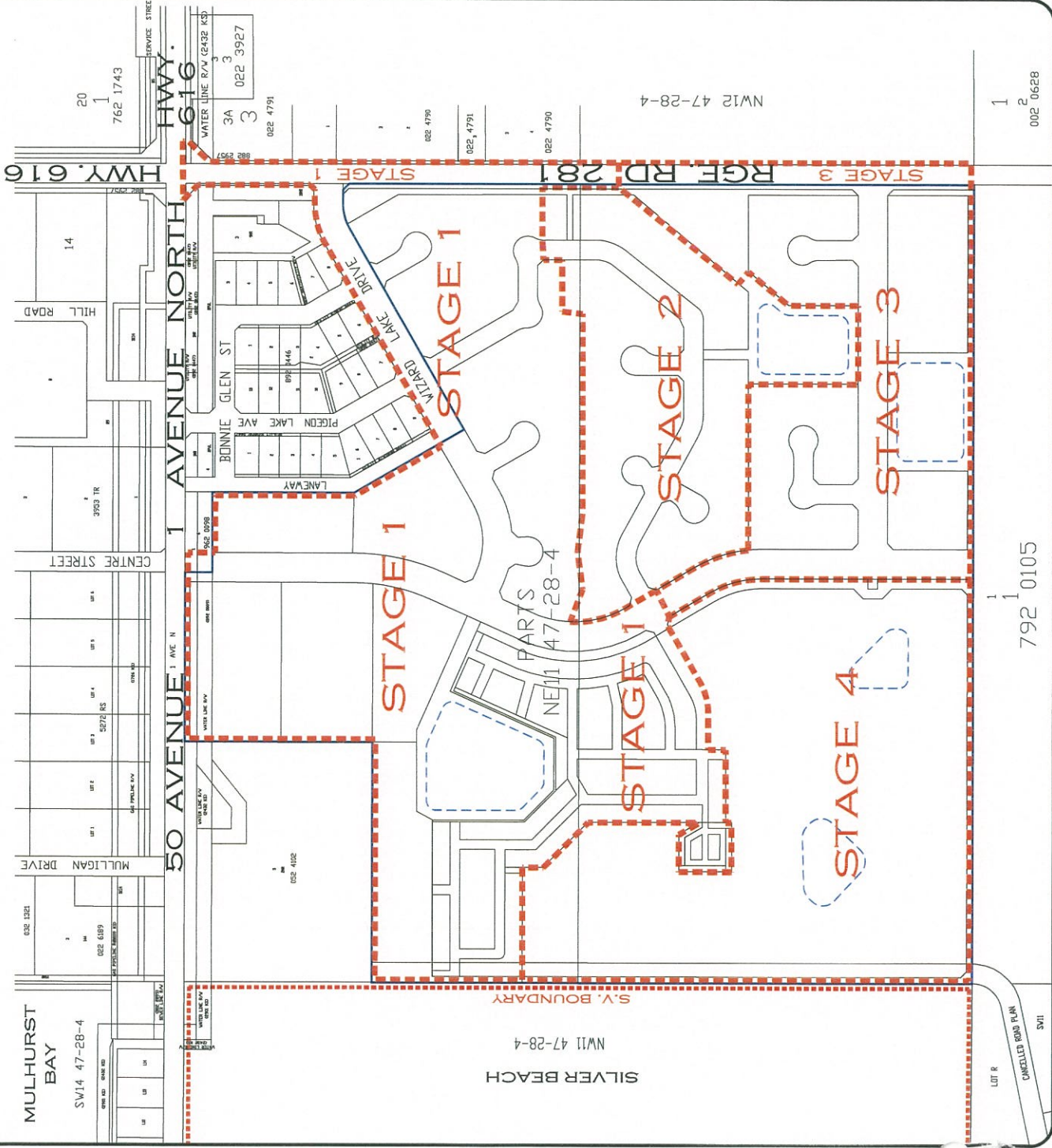
FIGURE No.
5

MULHURST BAY CROSSING

Area Structure Plan

N.E. 1/4 SEC.11-47-28-4

County of Wetaskiwin No. 10



NOTES / LEGEND

1. ASP Boundary
2. Stage Boundary

Mulhurst Bay Crossing AREA STRUCTURE PLAN

DEVELOPMENT STAGING

Date: 2008/ 2/ 4
File: 335411AYT

FIGURE No.
6

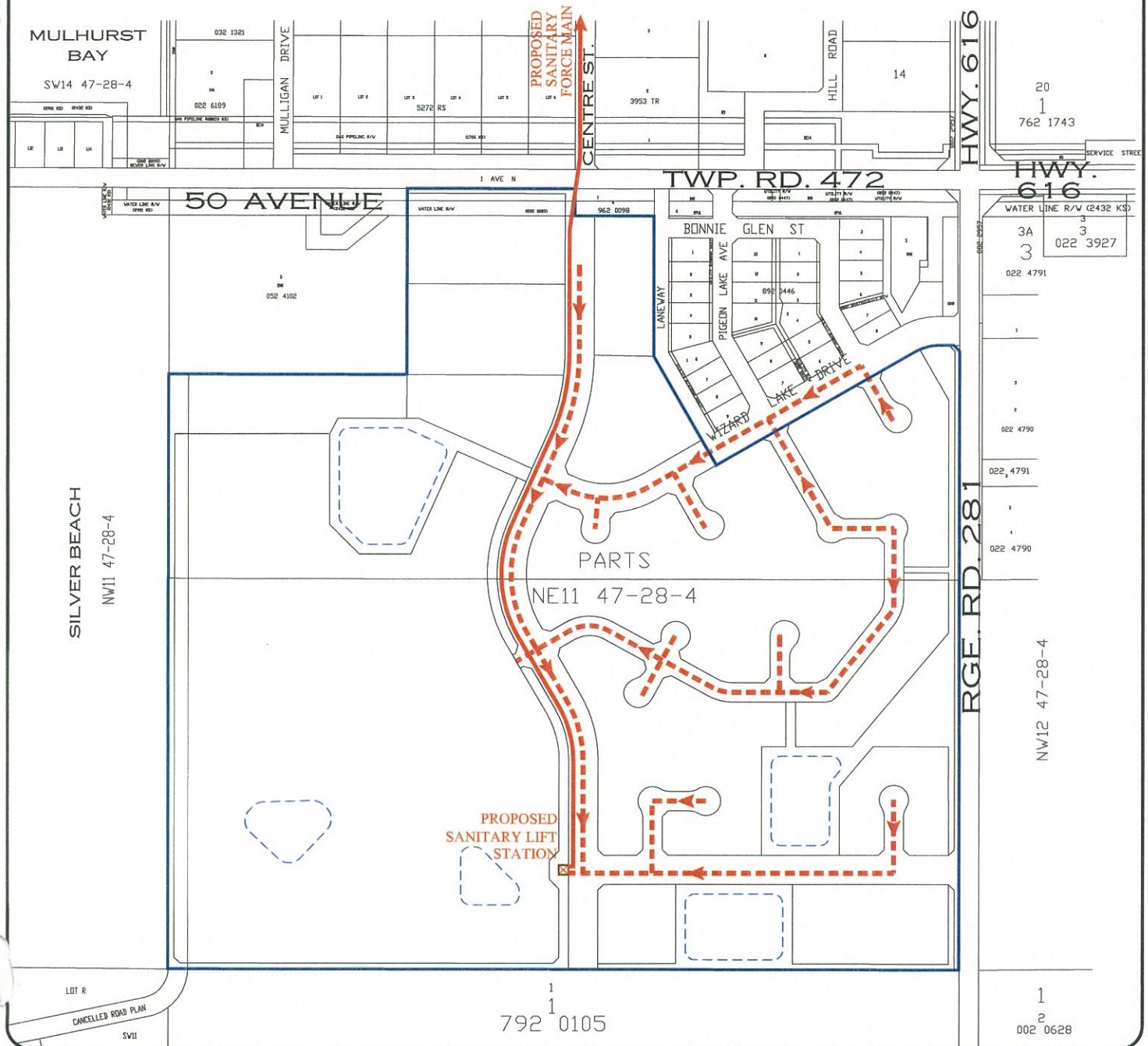
Scale 1:6000 60 30 0 60 120 180 Metric

MULHURST BAY CROSSING

Area Structure Plan

N.E. 1/4 SEC.11-47-28-4

County of Wetaskiwin No. 10



NOTES / LEGEND

1. ASP Boundary
2. Proposed Sanitary Gravity
3. Proposed Sanitary Force main
4. Direction of Sanitary Drainage

Scale 1:6000



Mulhurst Bay Crossing AREA STRUCTURE PLAN

SANITARY SEWER SERVICES

Date: 2008/ 2/ 4
File: 335411AYT

FIGURE No.

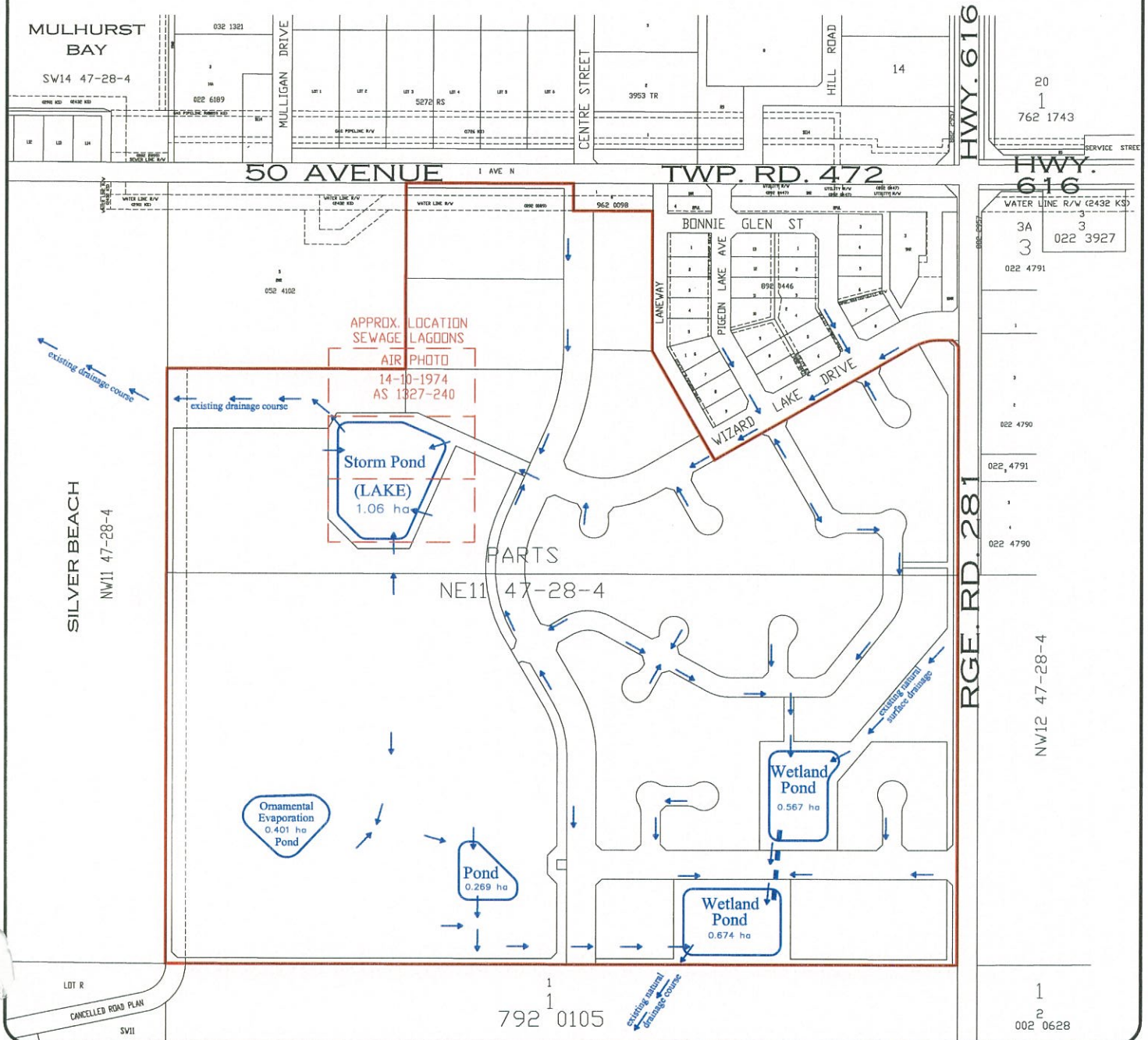
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MULHURST BAY CROSSING

Area Structure Plan

N.E. 1/4 SEC.11-47-28-4

County of Wetaskiwin No. 10



NOTES / LEGEND

1. ASP Boundary
2. Proposed Storm Pond
3. Proposed Storm Pipe
4. Proposed Surface Drainage

Scale 1:6000

Mulhurst Bay Crossing AREA STRUCTURE PLAN

STORMWATER SYSTEM

Date: 2008/ 2/ 4
File: 335411AYT

FIGURE No.

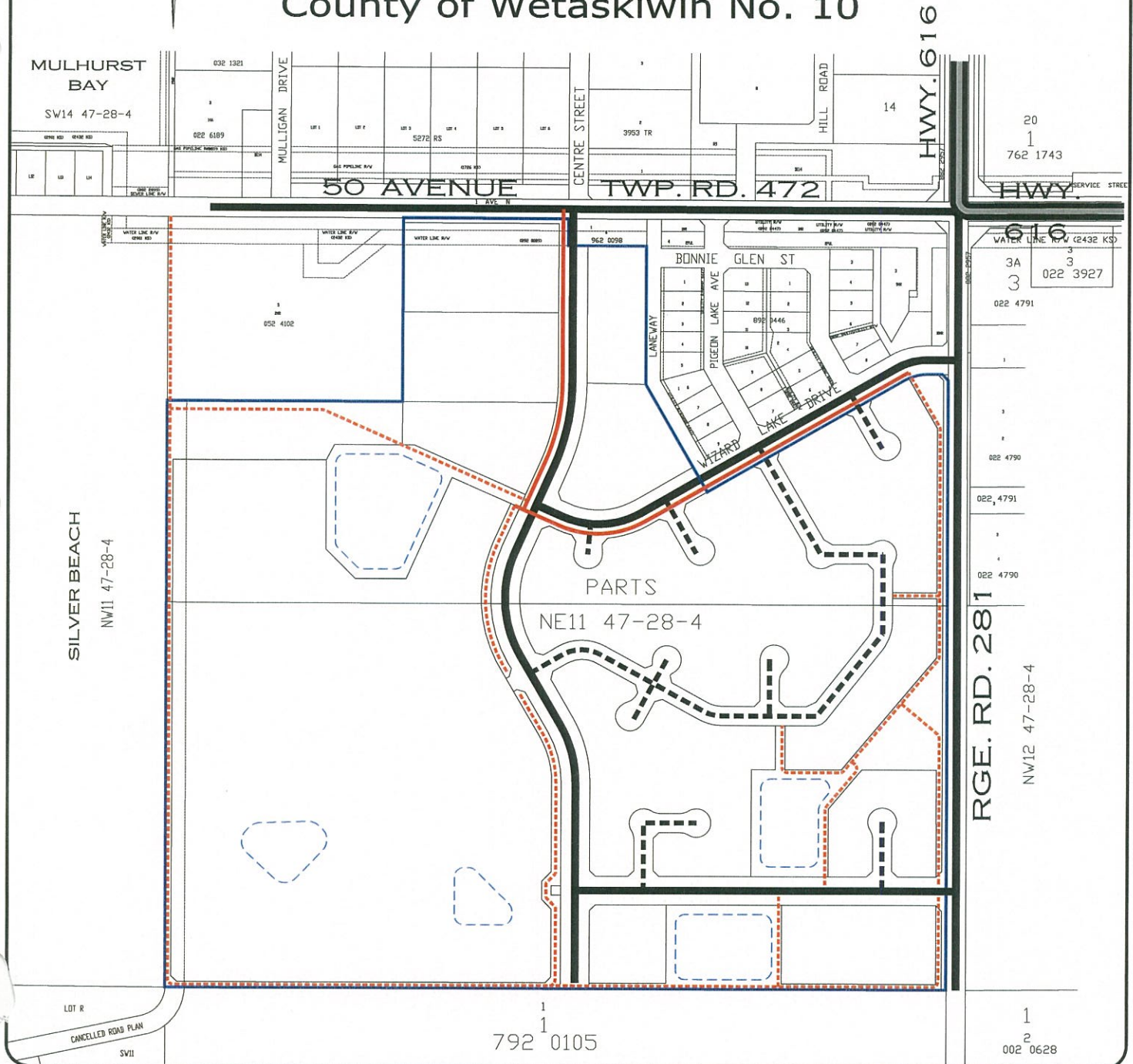
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MULHURST BAY CROSSING

Area Structure Plan

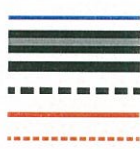
N.E. 1/4 SEC.11-47-28-4

County of Wetaskiwin No. 10



NOTES / LEGEND

1. ASP Boundary
2. Mayor Arterial Roadway
3. Collector Roadways
4. Local Roadways
5. 1.5m Asphalt Walk
6. Natural Walking Trails



Scale 1:6000

Mulhurst Bay Crossing AREA STRUCTURE PLAN

TRANSPORTATION NETWORK

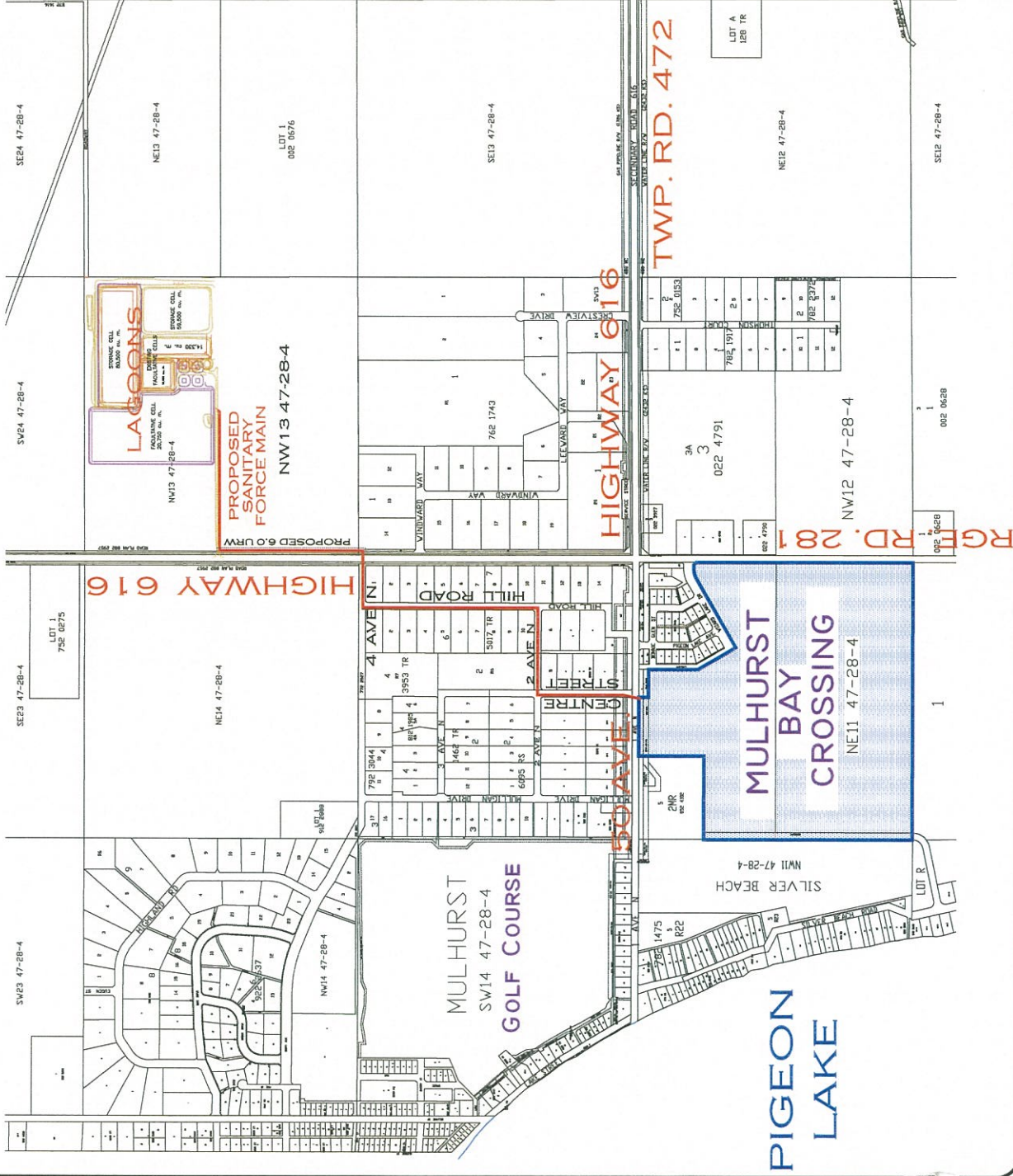
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FIGURE No.
10

MULHURST BAY CROSSING

Area Structure Plan

N.E. 1/4 SEC.11-47-28-4
County of Wetaskiwin No. 10



NOTES / LEGEND

1. ASP BOUNDARY
2. PROPOSED FORCE MAIN

Scale 1:25,000



Metric

Mulhurst Bay Crossing Area Structure Plan
**OFF-SITE SANITARY
FORCE MAIN**

Date: 2008 / 1/20
File: 335411AYT

FIGURE No.
11

Summer Village of Silver Beach

P.O. Box 60631
U of A Postal Outlet
Edmonton, Alberta
T6G 2S9
Phone: 780-454-4775
Fax: 780-454-4787
email: silverbe@telus.net
website: svsilverbeach.ca

November 16, 2006

LWS Group
11420-142 Street
Edmonton, Alberta
T5M 1V1

Attention: David Williams

Dear David:

Thank you very much for attending our council meeting on November 14 to describe the proposed Mulhurst Crossing development. We were interested to hear the general description of the project and understand you will forward to us a copy of the Area Structure Plan application at the same time as it is submitted to the County, once the details have been finalized.

In the course of our discussion, Council agreed we would formulate any concerns we had and forward them to you in this letter with the agreed intention that you would reply to us as to how these concerns can be addressed.

1. The Summer Village of Silver Beach wishes to limit activity on the village land immediately to the east of your development, for which the Village's plans are to keep undeveloped. Council agrees with the measure you suggested, which would be for your development to put in a chain link fence stopping vehicle, off-road-vehicle, and pedestrian traffic from accessing the Village land.
2. The proposed new development should not rely upon or assume any new vehicle or pedestrian access to the Village other than the existing developed roads.
3. The natural consequence of the roads, paving, swales and landscaping in the new development will be to increase the speed with which it tends to shed rainwater. The natural watercourses which drain surface run-off run through the Village. The development should incorporate surface water management features so that the Village can be assured the peak flow of surface runoff through the village will not increase.

4. The policy of the local sewer authority is that foundation drainage for buildings cannot be directed to the sewer, and so the foundation drainage in your development will likely be handled by pumping to surface, in effect turning ground water into surface run-off. This factor should be considered in the surface water management provisions for the development.
5. There is a growing concern in the Pigeon Lake drainage basin that fertilizers, particularly those containing phosphorous, cause a long-term lake water quality problem due to their tendency to promote algae growth. Since the proposed development will include landscaping and a golf course, and fertilizers may be carried to Pigeon Lake with surface run-off, there should be consideration of how best to limit the use of fertilizers.
6. The development will require water for domestic use. We request a hydrological engineering study be done to confirm the water needs of the development can be met without affecting existing water users.

Yours truly,



Wendy Nickel, CAO
Summer Village of Silver Beach

OPEN HOUSE – November 28, 2006

**PROPOSED MULHURST BAY CROSSING
AREA STRUCTURE PLAN**

PARTS N.E. ¼ SEC.11-47-28-4
REGISTERED OWNERS: NOR-CHRIS HOLDINGS INC.
CONSULTANT: LWS GROUP

COMMENT SHEET

Please fill out this comment sheet regarding the proposed Area Structure Plan and you may either:

- ✓ Leave the sheet here today;
- ✓ Fax to the County of Wetaskiwin No. 10 at (780) 352 – 3486;
- ✓ Return comments to: County of Wetaskiwin No. 10
Director of Planning & Economic Development
P.O. Box 6960, Wetaskiwin, Alberta
T9A 2G5
- ✓ Or to the developer: Nor-Chris Holdings Inc.
10585 – 108 Street, Edmonton, Alberta
T5H 2Z8

I have a number of concerns regarding this proposed development. In light of the blue-green algae concerns which surfaced last summer, has an environmental impact study been done? If development is to proceed in the watershed of Pigeon Lake, I feel it is prudent that we assess the effects of ^{surface} runoff and the supply of well water.

The purpose of the this Open House is to obtain your comments pertaining to the proposed Mulhurst Bay Crossing Area Structure Plan prior to the formal submission to the County of Wetaskiwin No. 10 Approving Authorities. Thank-you for your comments.

COUNTY OF WETASKIWIN No. 10

OPEN HOUSE – November 28, 2006

**PROPOSED MULHURST BAY CROSSING
AREA STRUCTURE PLAN**

PARTS N.E. ¼ SEC.11-47-28-4
REGISTERED OWNERS: NOR-CHRIS HOLDINGS INC.
CONSULTANT: LWS GROUP

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Director of Planning & Economic Development
P.O. Box 6960, Wetaskiwin, Alberta
T9A 2G5
- ✓ Or to the developer: Nor-Chris Holdings Inc.
10585 – 108 Street, Edmonton, Alberta
T5H 2Z8

I think the proposal is terrific. It will be a great asset to the town of Mulhurst, but, I am concerned about the following:

- 1) Depletion of the ground water
- 2) Would the existing sewage system handle the development?
- 3) The roadways, especially around the Mulhurst area, are congested now in the summer.
- 4) The Mulhurst area is congested now with the new boat ramps area. Would the County be putting in a Marina with the additional boats?
- 5) Would the ambulance and fire service be sufficient?

Mailing Address: Jim McKenzie, Box 20, Site 5 RRI, Thorsby, T0C 2P0 (780-389-2197)
Lake and Estates, Pigeon Lake

The purpose of the this Open House is to obtain your comments pertaining to the proposed Mulhurst Bay Crossing Area Structure Plan prior to the formal submission to the County of Wetaskiwin No. 10 Approving Authorities. Thank-you for your comments.

COUNTY OF WETASKIWIN No. 10

OPEN HOUSE – November 28, 2006
**PROPOSED MULHURST BAY CROSSING
 AREA STRUCTURE PLAN**

PARTS N.E. ¼ SEC.11-47-28-4
 REGISTERED OWNERS: NOR-CHRIS HOLDINGS INC.
 CONSULTANT: LWS GROUP

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 Director of Planning & Economic Development
 P.O. Box 6960, Wetaskiwin, Alberta
 T9A 2G5

- ✓ Or to the developer: Nor-Chris Holdings Inc.
 10585 – 108 Street, Edmonton, Alberta
 T5H 2Z8

Ron Cooper

*Road congestion must be addressed. A third
 Mulhurst access would help but emergency
 attention is impacted and limited.
 70K pph the Gas Plant should be removed
 as sewer access here be eliminated.
 Extra police concerns must be improved*

The purpose of this Open House is to obtain your comments pertaining to the proposed Mulhurst Bay Crossing Area Structure Plan prior to the formal submission to the County of Wetaskiwin No. 10 Approving Authorities. Thank-you for your comments.

COUNTY OF WETASKIWIN No. 10

Wednesday, November 29, 2006

County of Wetaskiwin No. 10
Director of Planning & Economic Development
P.O. Box 6960
Wetaskiwin, Alberta
T9A-2G5



Attention:

Dear County of Wetaskiwin No. 10,

Nor-Chris Holdings Inc Proposed development

On the 28 November 2006 Nor-Christ Holdings held a rather quick limited advertised information meeting in the Mulhurst Community Hall. The purpose of the meeting was to show case their proposed development of the land they want to develop in our community. Unfortunately they did not gain the full support of the community because only a very small number of residents were aware of the meeting since Nor-Chris chooses to notify the community on Thursday 23 November 2006 that they were having the meeting on the 28 November 2006.

After discussing some concerns with their representatives and since some issues impact on the county. As a permanent resident of Mulhurst I would like to take this time and address those issues with the county since the development permits are at the municipal level. I will keep my concerns brief and in point form.

The concerns are being voiced not only with Nor-Chris but also a proposed new development at Hilah Ayers Campground and two proposed developments on the west side of Highway 616, one Kilometer north of the four-way stop sign as you enter Mulhurst.

1. With the proposal of over 250 lots in the low density homes and an unknown number in the high density homes and the high number of RV users in this development how does the county see this group of probably in excess of 1200 people accessing the lake. Many will be foot traffic and is the county considering a proper side walk to keep the pedestrians off the road. It would require a side walk from the four-way stop to the lake.
2. Will the present sewage lagoon support the added number of people?
3. What upgrades are being considered to the present sewer system?
4. With the added population come crime and the need for public safety, presently we are being policed out of the three member detachment in Thorsby who are responsible for an area extending west of Warburg – east to Calmar from Mulhurst north to the Saskatchewan River. We pay our

taxes to Wetaskiwin but this police manpower is required from Leduc County. Do you see a realignment of boundaries in the near future? The re-alignment should be such that we get the required policing out of Wetaskiwin. With the recent restrictions placed on the existing County Police that has reduced them to basically Bylaw Officers they are not capable of maintaining order, prevent and detect crime and enforce the Criminal Code. It would be beneficial if the RCMP contract with the province was renegotiated to meet the requirements for manpower for 2007 and not looking at manpower requirements from the 1980's.

5. Will the volunteer Fire Department be fully funded to the full \$ 80,000.00 yearly budget allocated to all Fire Departments in the province? It would appear the local volunteers are not getting the full amount to offer a service and have had to work casinos to bring in extra capital to purchase equipment. What does the county do with the money they do not provided to the volunteer departments in the county?
6. With the extra population and an aging one, can we hope for an ambulance service that fits the provincial standard of response time?
7. Has a study been done on the lake and its ability to support the extra recreational users?
8. What effect will this increase of population have on our exiting water wells?
9. When the developments and the weekend users for the city arrive at the lake there will be a serious parking problem, everyone want to be close to the lake. We do not want to see another Sylvan Lake situation with the frustration in parking and development. As lake residents we know we have to share the lake and its amities with other residents from the surrounding communities but we are not willing to be compromised in the interim.

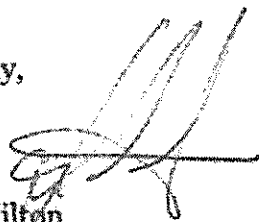
The developer has marketed this project as an outdoor destination with many recreational opportunities. "A quiet slow placed community to retire", obviously the developer has not been out here in the summer and watched the back log of boats waiting to be launched or in the winter with the many sleds and quads that drive on the lake, farmers fields and private property.

I fear the impact this higher-density subdivision will have on the community. Everyone is very concerned especially about the quality and integrity of what is built here. I believe the infrastructure can not cope with this level of development and this sentiment is the same with other residents, we are apprehensive and concerned. Beyond the community developments like the three mentioned, poses a concern for the entire lake. This will more that triple the population of Mulhurst and if it is not being billed as a recreational property resort then maybe it is better suited as a neighborhood for the City of Wetaskiwin.

December 12, 2006

I'm not against development but do feel the county has not considered the community architecture and lake ecology. We just want quality development that will protect and enhance the lake environment.

Sincerely,

A handwritten signature in black ink, appearing to be 'Colin Milton', written over the typed name.

Colin Milton
Box 31 Site 6 RR 2
Thorsby, Alberta
ToC-2Po

MAURICE VANDERBILT
 KATIE L?
 + A FEW MORE DID
 NOT SIGN IN.

Open House - Nov. 28, 2006
 Please Sign - Thanks

David Blades

Sign in sheet have
 to read.

Name:	Address	
NORM SUVAN	10585-108	If you need original
PAULIE DAIKIN	103 A. 26th	Please let me know.
DEBB FEARS	19 ITASKA	Juc. Dawn.
DANCO M'KENTON	71 ITASKA	
WALTER TIZZARD		
GREEN McDONALD	5402-32nd St.	DEC 11 2006
JOHN HILTZHARTZ (EAT)	Golden Days	389-2197
	Mulhurst	324 2144
	Mulhurst	414 6569
Barb Harrison	Mulhurst	389-3819
Gay Capowski	Mulhurst	389-4268
Angie Kraemer	Mulhurst Bay	389-2210
David Wilson	Mulhurst	389-3522
Ruth Schellars	Weta Shwin Times	352-2231
Mel Cunningham-Lawrence	Box 17, Site 4, RR 2 Thorby	389-3668
Angela O'Leary (Sunny)	RR 2 Site 4 Box 37 Thorby	389-5730
Laura Ryne	RR 2 S. 4 Box 37 Thorby	389-4332
Jeanne Suh	Box 77, Mulhurst Bay	389-3784
Ed Schumacher	Box 5 ✓ ✓	389-2108
Jack 'Alanson	Box 22 RR 2 Site 4 Thorby	389-3996
Robert & Brian Moon	Box 16 Site 4 RR 2 THORBY	389-2227
ANDREW PATTERSON RCMP	Box 20 Mulhurst Bay	389-2244
	Box 11, Site 5, RR 2 Thorby	389-3594
	Box 14 Site 1 RR 2 THORBY	389-3705