

FERRIER-GARTH  
AREA STRUCTURE PLAN

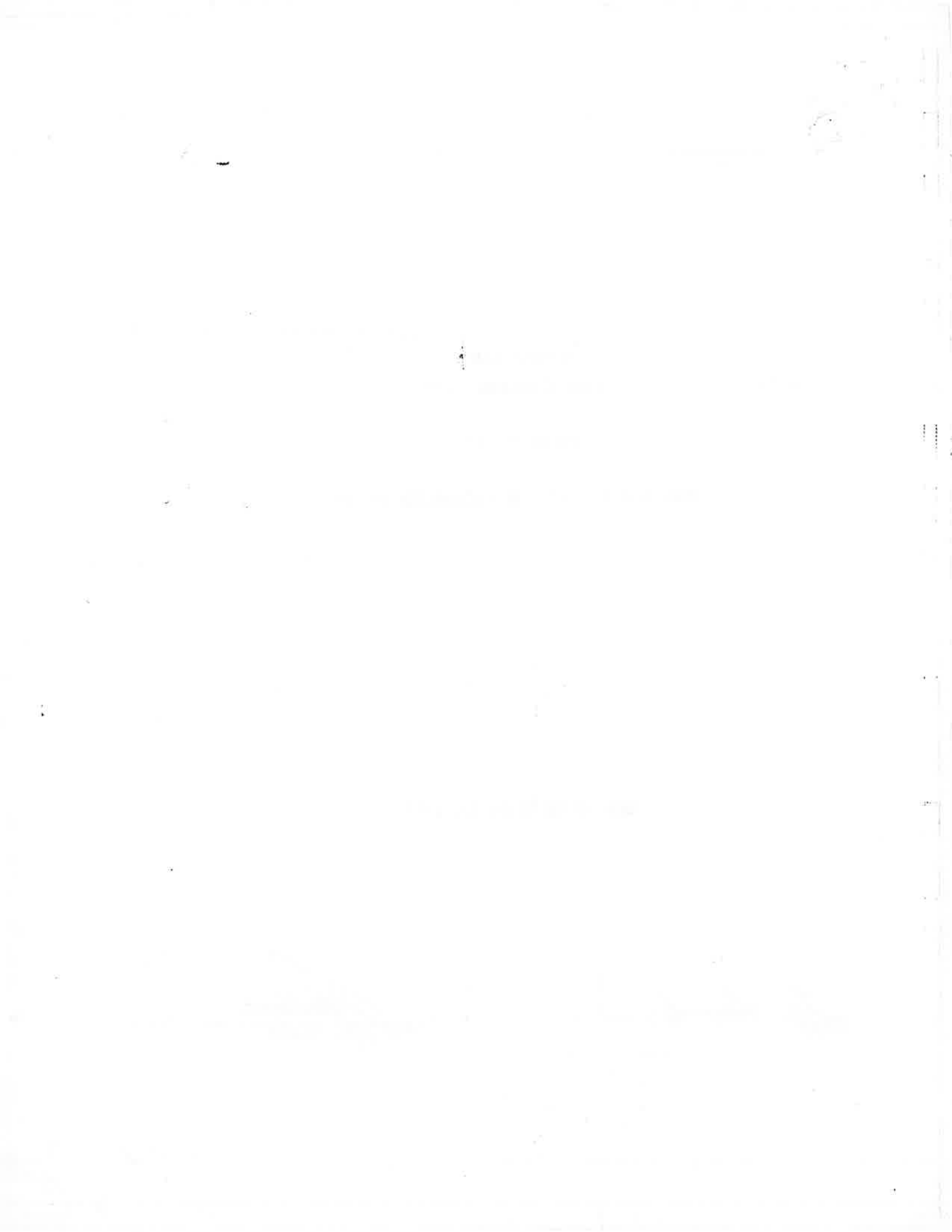
BYLAW NO. 107

MUNICIPAL DISTRICT OF CLEARWATER NO. 99

ADOPTED DECEMBER 22, 1987

*Ty Lund*  
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REEVE

*Goodhope*  
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MUNICIPAL MANAGER



BY-LAW No. 107

A By-law of the Municipal District of Clearwater No. 99, in the Province of Alberta, for the purpose of adopting the Ferrier-Garth Area Structure Plan.

PURSUANT to the Authority conferred upon it by the Planning Act, Chapter P-9, R.S.A., 1980 and amendments thereto and the Municipal District of Clearwater No. 99 Incorporation Act, Chapter M-24.5, R.S.A., 1984;

WHEREAS, Councils are authorized to prepare and adopt area structure plans so that future development may be clarified and controlled having regard for an overall plan; and

WHEREAS the Council has authority to designate the areas of the Municipality that would, in the opinion of Council, be suitable for an area structure plan and to include same in an area structure plan; and

WHEREAS, it is deemed desirable and in the better interests of the Municipality that an area structure plan be adopted in order to provide direction for development within the Ferrier-Garth area;

NOW, THEREFORE, upon compliance with the relevant requirements of the Planning Act, the Council of the Municipal District of Clearwater No. 99, Province of Alberta, duly assembled, enacts as follows:

1. That the Ferrier-Garth Area Structure Plan, the Plan attached hereto and forming part of this By-law is hereby adopted.
2. That By-law No. 8 is hereby repealed.
3. That this By-law shall come into force immediately after the passing thereto.

READ A FIRST TIME this 22 day of December  
A.D., 19 87

READ A SECOND TIME this 22 day of December  
A.D., 19 87

READ A THIRD AND FINAL TIME this 22 day of  
DECEMBER A.D., 19 87.

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REEVE

[Signature]  
MUNICIPAL MANAGER



## INTRODUCTION

The Plan area is located west of Rocky Mountain House astride the old Highway. In general terms, it deals with the lands north from the river and west of the Crimson Lake corner, an area of about 21 quarter sections, as indicated on Figure 1. The purpose of the Plan is to indicate the future pattern of land development desired for the area. An area structure plan is a statutory document adopted by Bylaw and must be adhered to by landowners, developers and the Municipality.

Therefore, this Plan provides an authoritative statement of accepted land use regulations which will ensure that the long term potential and integrity of the Ferrier-Garth area are recognized and protected in each instance where redesignation of land, subdivision of land, or development affecting this area is subsequently dealt with. This purpose is more specifically detailed in the following statement of intentions.

- (a) To provide clear direction to all affected individuals and authorities regarding future land uses which may be accommodated in the planning area.
- (b) To provide an efficient, inter-related and orderly outline for future development on all lands in the planning area.
- (c) To supply a consistent schedule of acceptable redevelopment for specific portions of the planning area.
- (d) To provide for an increased amount of development in the planning area.
- (e) To protect property owners from ad hoc land use changes which could significantly and unexpectedly alter their chosen life-style and residential amenities.
- (f) To protect agriculturally productive soils and viable agricultural operations from encroachment by, or conversion to non-agricultural uses in the planning area.
- (g) To accommodate new development only at locations which possess amenities appropriate for that use.

## GENERAL POLICIES:

A number of general policies are hereby asserted and shall be recognized throughout the planning area.

1. Recognition is given to the appropriateness of accommodating country residential development in the planning area. However, country residential subdivision and development is regarded as a standard to semi-exclusive mode of residential land use and therefore development standards will be equally or more stringent for it than is otherwise required for housing development in the M.D. of Clearwater.
2. Soils rated Class 5C or higher for agriculture by the Canada Land Inventory (CLI) are not be available for non-agricultural uses.
3. Wetlands and all lands with a shallow water table will not be developed. (For these purposes, at least .5 hectares in each lot must have a proven water table 2 metres below the finished grade).
4. Factory built (mobile) homes may be located only on residential lots at locations specified for that form of development.
5. Residential subdivision in the planning area will be clustered to gain economies in land consumption and road construction.
6. Historical resources subject to the Historical Resources Act will be protected from impacts related to development so they remain available for scientific, educational and recreational purposes.
7. The developer shall be responsible for any Historical Resources Impact Assessments which may be required with respect to a proposed development.

#### ROADS AND ACCESSES:

8. Old Highway 11 (subsequently referred to as the main access road) is the sole arterial road serving the planning area. It should be progressively upgraded to RCU 209 standards (Rural Collector Undivided 2 lanes with a 9 metre traveling service). No new development will be permitted within 40 metres (134 feet) of its future right-of-way assuming eventual widening to 45 metres (150 feet) as indicated on Figure 1. Realignment and widening of the right-of-way should be pursued through negotiation and acquisition on a progressive basis and through development agreements. In the west half of Section 22-39-8-5, this will involve acquiring a portion of the former Ferrier Station grounds which is C.N.R. property. While this Plan recognizes the

possibility of this portion of the rail line being rebuilt eventually, no new loading facility or siding is appropriate here so the proposed realignment of the main access road would not affect the future functioning of the rail line.

9. At such time as the main access road to the planning area is widened and realigned, any costs for acquiring additional right-of-way from existing residential subdivisions will be assumed by the Municipality. Where new subdivisions are approved, the developer will be required to dedicate lands for this purpose. All construction will be at public cost for this road.
10. All future subdivision shall be served by internal roads having a 15 metre (50 ft) minimum right-of-way, a finished top at least 7 metres (23 ft) wide and cul-de-sacs with a finished top having a minimum radius of 18 metres(60 ft).
11. All internal road construction will be to Municipal standards and specifications and at the sole cost and expense of the developers, but where more than one developer is involved, costs for such roads may be shared in proportion to the size of the development and number of lots served.
12. No direct access shall be gained from any individual lot onto the main access road, nor to Highway 11A unless such access already exists or provisions to alter these accesses are indicated on Figure 1.
13. Culverts in public roads and access crossings shall be to a standard and size approved by the Superintendent of Public Works.
14. The developer may be required to enter into a development agreement with the municipality pursuant to Section 92 of the Planning Act, R.S.A. 1980, whereby conditions are required for the orderly and satisfactory development of each subdivision.
15. Pursuant to Section 92 of the Planning Act, R.S.A. 1980, a developer may be required to supply to the Municipality, with respect to the affected lands:
  - (a) payment to cover off-site expenses (per parcel)
  - (b) payment to cover seeding of road sides (per lineal metre)
  - (c) payment to cover administrative and planning costs (per parcel)
  - (d) payment to cover specified fees.

16. If additional rights-of-way are required so as to widen or reconstruct an existing local road pursuant to this plan, the Municipality may negotiate an agreement with the affected landowners regarding the same.
17. If an existing undeveloped government road allowance is required to serve a proposed subdivision, the developer may be held solely responsible for the costs of developing that roadway to Municipal standards.
18. Collector roads to serve the plan area will be located on government road allowances where reasonable to do so.
19. Collector roads serving adjacent quarter sections not separated by a government road allowance will be developed on the quarter section boundary where feasible and lands required for the right-of-way shall be supplied equally from both quarters and/or the costs for that segment of road shall be carried equally by the respective developers.
20. If a new road intended to serve future developments on adjacent parcels is required, but only one of those parcels is being developed initially, the costs for the road will be borne jointly and equitably by the two parcel owners, although the share owing by the future developer may be deferred until those lands are also being developed.
21. Where a new service or access road must be constructed to serve a parcel already having an access road prior to this Plan coming into effect, the cost for such new access shall be borne by the municipality unless otherwise dealt with by agreement.
22. The Municipality may hard surface the roads in any fully developed subdivision after the subdivision has achieved total or near total occupancy, but assumes no commitment to do so.

UTILITIES:

23. The developer must provide the Municipality with confirmation from the Utility Companies that satisfactory arrangements have been made to permit installation of utilities, including the provision of utility rights-of-way.
24. The developer shall, in each instance, and at its own expense, obtain and register all easements required in and upon the subdivision.
25. The developer shall be responsible, at its own cost, for bringing electrical power, telephone service, and natural gas to the property



line of each lot in the subdivision at the time of initial development and shall provide satisfactory securities to ensure the same, or else easements which guarantee access for these shall be registered by the developer.

26. The developer of a subdivision will be solely responsible for all arrangements as to locating, protecting and moving utility poles, pipelines and cables and shall bear all expenses involved therefore with respect to the development.

LANDSCAPING:

27. The developer shall ensure that the top soil removed from roadways is placed on the back slopes, side slopes and ditches and spread to a uniform depth. He shall further be responsible for removing all roots, stumps, rocks and other foreign material from the top soil.
28. The developer shall be responsible to remove rock and debris from municipal and environmental reserves as deemed necessary by the Municipality.
29. Surplus soils and other materials excavated from any part of the plan area should be used as reclamation materials in parts of the plan area prescribed for rehabilitation.

OTHER RIGHT-OF-WAY:

30. At the request of the Subdivision Approving Authority, or the Municipality, the developer shall provide land and assume all costs to construct service roads for new subdivisions.
31. The developer shall provide any right-of-way required for easements or utility lots in connection with drainage of affected lands, including off sight drainage works deemed necessary.

RESERVES:

32. Public open space areas and buffer strips will be established throughout the planning area. Where possible, these will be taken in the form of municipal reserves.
33. A buffer strip 6 metres in width shall be provided by the developer adjacent to the main access road so as to control direct access from

lots, to reduce the level of traffic noise and to attain seclusion and privacy.

34. On the recommendation of the Municipality, any portion of the municipal reserves owing as a condition of subdivision approval, may be required as money in lieu of land.
35. Where money in lieu of land is taken, such money will primarily be used for the purchase or servicing of reserve lands elsewhere in the Plan area.

PUBLIC OPEN SPACE:

36. Crown lands in the planning area shall remain accessible to the public.
37. Recreation trails usable on foot, horseback, bike, snowmobiles or skis are recognized as appropriate for Crown lands on the margins of or in the planning area and local initiatives to provide them are encouraged.
38. Municipal reserve parcels will be available for recreation facility development, but such facilities shall be developed, managed and primarily funded by local community groups. All such development is subject to formal approval by the M.P.C. for the Municipal District of Clearwater No. 99. Reserve parcels may also be retained as undeveloped open space. A school reserve parcel shall be identified for the possible future development of a school site.

ENVIRONMENTAL FACTORS:

39. Wetlands (sites having the normal water-table generally at or slightly above the ground surface) in an original parcel which is being subdivided will normally be dedicated as Environmental Reserves.
40. Wetlands may be traversed by linear installations, such as pipelines, roads, trails and utility lines where the alignment across the wetland best serves the greater purposes of the Plan area.
41. Natural surface drainage ways will be maintained free of obstructions either by installing culverts or by ditching when necessary.

42. The shorelands of the North Saskatchewan River will be maintained free of development excepting, as may be appropriate, to accommodate public access. -
43. A line 10 metres back from the secondary bank of the North Saskatchewan River will, in all cases, be the minimum setback for non-agricultural development. However, no intensive or confinement livestock facilities are permitted within 100 metres of the river shoreline.
44. No residential, industrial, commercial, institutional or recreational facility may be located on a site where the water-table is less than 2 metres below the finished grade over an area of less than 0.5 hectare.

PUBLIC ACCESS TO THE NORTH SASKATCHEWAN RIVER:

45. The need for public access routes to the North Saskatchewan River is recognized, but no specific steps to improve existing access are proposed herein.

SIGNS:

46. The developer shall supply and install traffic control signs as follows:
  - (a) stop signs at entrance points to all government road allowances.
  - (b) yield signs at intersections within the subdivision.
  - (c) 50 kilometre per hour speed signs at entrances to each subdivision.
  - (d) Any other traffic control devices deemed necessary by the Municipality.
47. The developer shall supply and install a subdivision sign at each main entry to a subdivision. Such sign shall be 1 metre by 2 metres, plus or minus 25% and will depict the name and layout of the subdivision.
  - (a) the color and placement of the entry sign shall be approved by the development officer.
  - (b) a distinctive entry sign may be erected for a subdivision if first approved by the development officer.

BORROW & FILL:

48. If surplus clay, gravel, stone or other material suitable for fill is excavated from any lot or roadway in the planning area, it shall not be wasted, but placed in worked-out pits or other approved depressional areas in the Plan area where prescribed.
49. All top soil will be recovered from excavated areas and returned to landscaped sites, or placed at prescribed locations requiring landscaping as determined by the development officer.

INDUSTRIAL USES:

50. Future development will be accommodated in a manner which is consistent with the constraints of oil and natural gas operations and facilities already in place so that risks to residents, installations and developments will not be at increased.
51. Oil and gas installations will be protected from conflicting uses by maintaining a 100 metre set back from surface installations and a 40 metre setback from well access road rights-of-way. No development is permitted on any pipeline right-of-way. In this regard, all oil and natural gas facilities in the Plan area are classed as Level 1 facilities pursuant to the Energy Resources Conservation Board regulations. Any additional oil or gas pipeline or any other utility line proposed to traverse any part of the Plan area shall only be accommodated in such a manner that is consistent with this plan.
52. Existing gravel operations in the Plan area should be continued until the usable gravels are depleted and thereafter the pits must be reclaimed pursuant to provincial guidelines. The standard of reclamation will be based on the desire to achieve future beneficial use.
53. No heavy industry other than the presently operating natural gas processing plant (N.E. 22) will be accommodated in the planning area.
54. The concept of a rural industrial park, as provided for in this Plan, is to provide for land extensive, non-manufacturing and storage type industries which do not require a high level of services.
55. For any industrial lot, the domestic sewage generating installations shall not be in excess of a pair of single segregated wash basins and water closets per lot.

56. The existing industrial development on a small parcel north of the road in Northwest 13 is not compatible with adjacent and planned uses. Pursuant to this Plan, that development will be a non-conforming use. Other industry locating in the Plan area will be restricted to designated industrial parks.
57. The types of industry which are deemed appropriate for a rural industrial park, as provided for in this Plan, are specified in Appendix A.

COMMERCIAL USES:

58. In recognition of the close proximity of the Town of Rocky Mountain House, and the commuting history of the population, there is no specific provision for any convenience outlets in the Plan area. However, one convenience type retail facility may be developed if need is satisfactorily justified in the future.

RESIDENTIAL USES:

59. Residential development will be permitted as detailed below and on the accompanying map (See Figure 1).
60. The preferred minimum size for new private residential lots is 1.00 hectares (2.5 acres), the maximum size being 1.62 hectares (4 acres), while the preferred size for residential lots intended to accommodate minor agricultural pursuits is from 1.62 to 3 hectares (4 to 7.5 acres). The maximum size of the latter may be increased to 4 hectares (10 acres) for a specific subdivision, if favoured by the Municipality.
61. Residential land uses will be segregated by type, based on the following categories:
  - (a) Mobile Home Park, as set out in the Municipal District of Clearwater Land Use Bylaw.
  - (b) Country Residential. Preferred lot sizes vary between 1.00 and 1.62 hectares (2.5 and 4.0 acres). No agricultural pursuits are permitted. The specific sub-category for any subdivision shall be decided at the time and in accordance with the procedure for redesignating lands. An existing subdivision already designated

Country Residential shall be deemed as being a "mixed" subdivision

- (i) Mixed Country Residential. Either a conventional site built dwelling or a manufactured home may be placed on any lot in this type of subdivision. Minimum size is 90 m<sup>2</sup> (950 sq. ft.) excluding basement. Factory built homes shall be mounted on a permanent foundation consisting of piles or footings sunk below the frost line, or a basement.
  - (ii) Conventional Country Residential. Only conventional, site built dwellings may be placed on a lot. No moved-in residences or manufactured homes are permitted. Minimum size of dwelling is 100 m<sup>2</sup> (1,075 sq. ft.).
  - (iii) Manufactured Home Country Residential. All residences must be manufactured homes with a minimum of 75 m<sup>2</sup> (800 sq. ft.) moved onto a lot and mounted on a permanent foundation consisting of piles or footings sunk below the frost line, or a basement.
- (c) Country Residence Agricultural. Preferred lot sizes vary between 1.62 and 3 hectares (4 to 7.5 acres). Minor agricultural pursuits are permitted. The specific sub-category for any subdivision shall be decided at the time and in accordance with the procedure for redesignating lands. An existing subdivision already designated Country Residence Agricultural shall be deemed as being a "mixed" subdivision.
- (i) Mixed Country Residential Agricultural. Either a conventional site-built dwelling or a manufactured home may be placed on any lot in this type of subdivision. Minimum size is 90 m<sup>2</sup> (950 sq. ft.) excluding basement. Factory built homes shall be mounted on a permanent foundation consisting of piles or footings sunk below the frost line, or a basement.
  - (ii) Conventional Country Residence Agriculture. Only conventional, site-built dwellings may be placed on a lot. No moved-in residences or manufactured homes are permitted. Minimum size of dwelling is 100 m<sup>2</sup> (1,075 sq. ft.)

SCHEDULING:

63. Development of the planning area will proceed in the following manner:
- (a) redesignation of lands may be approved in the planning area at any time acceptable to the Council,
  - (b) developers or landowners desiring to create additional lots may be invited to submit an application to the municipality to redesignate a specific portion of the planning area,
  - (c) redesignation to accommodate new development will be subject to limitations intended to restrict the number of undeveloped lots as Council may determine from time to time,
  - (d) all of the statutory requirements for redesignation and subdivision approval will apply,
  - (e) residential lots created pursuant to this Area Structure Plan will not be redesignated to a district intended to achieve higher density residential development
  - (f) development of a mobile home park will be constrained as is set out in the Land Use Bylaw,
  - (g) redesignation of lands for non-residential uses will be constrained by the limitations of this Plan, and
  - (h) development of any portion of the Plan area may occur in phases where the Municipality and the developer consider that to be advantageous.

PROPOSED LAND USE:

64. Figure 1, attached hereto and being part of this Area Structure Plan, shows the basic future land use pattern for the area.
65. The road system and requirements for environmental reserves and municipal reserves shown on Figure 1 will be basically adhered to throughout the redesignation, subdivision and redevelopment stages, but will, in each instance, be subject to further referrals when those stages are being dealt with.
66. Figure 1 is generalized and subject to design refinements at the time when subdivision and development interests are pursued, but the indicated land uses are established by the Plan.

SET-BACKS:

67. The building set-back from the right-of-way of the main access road and any public road allowance shall be in excess of 40 metres (131 ft.) unless extenuating site conditions warrant a lesser set-back. For internal and collector roads, the minimum building setback shall be 15 metres (50 feet). Side and backyard widths are as set out in the relevant section of the Land Use Bylaw.

MISCELLANEOUS:

68. The proper removal and disposal of solid waste on a regular basis to the satisfaction of the Health Unit and the Municipality will be required of each development.
69. Provision of a suitable private water supply and sewage disposal system to the satisfaction of Alberta Environment, the Health Unit and the Municipality will be required for each lot in the Plan area.
70. Provision for storm water drainage and snow-melt run-off channels developed to the satisfaction of Alberta Environment and the Municipality shall be required at the sole cost and expense of the developer.
71. Other development matters not stated in the Specific Directions and Policies of this Plan will be handled through development agreement.
72. The Ferrier-Garth Area Structure Plan is subject to all final approvals as are required by the Planning Act, being Chapter P-9, R.S.A. 1980 and all other relevant legislation.
73. Any application to amend this Plan shall be subject to an application fee of \$250.00, which shall be non-refundable. Such application shall be processed in the manner prescribed in legislation for introducing and dealing with municipal bylaws.



SPECIFIC DIRECTIONS AND POLICIES

N.E. 21-39-8-5

Residential parcels have been subdivided south of the tracks. The minimum parcel size is 1.62 hectares (4 acres) and the area is allocated for "mixed" Country Residence Agricultural use.

North of the main access road and tracks, no change in land status and no development is appropriate due to extensive wetland conditions.

S.E. 21-39-8-5

This quarter section is recognized as an agricultural quarter although soils in the lower capability classes exist, particularly on the northern side. The high quality and extensive scale of agricultural facilities justify protecting the current use on this quarter, particularly since residential development must be restricted within 1,000 feet of the livestock facilities. If required setbacks from the livestock facilities on this quarter exist or can be achieved, it would be acceptable for a retirement parcel to be eventually subdivided from the northeast corner of this quarter for the long-term occupancy of the present owner.

S.W. 22-39-8-5

This Plan endorses retention of and high standards of maintenance for the presently existing mobile home park developed on this land. The lands to the west of the mobile home park may be subdivided into residential lots of 1.62 to 3 hectares (4 to 7.5 acres) on which minor agricultural pursuits may be accommodated. A portion of the access road to the mobile home park should be acquired for public access to both of these areas (see Figure 1). Municipal reserves may be provided as cash-in-lieu of land, while the river floodplain and escarpment would be required as environmental reserve.

The main access road is indicated for realignment and widening and a public reserve buffer strip is to be established along the north side of that road. Realignment will require some adjustment in the boundaries of the right-of-way which was occupied many years ago by the Ferrier railway station and yards. The west end of Ferrier Drive should be widened and upgraded eventually to accommodate the proposed development in N.W. 22.

The residential development north of the main access road is a Conventional Country Residential subdivision.

N.W. 22-39-8-5 (South Half)

This Plan provides for the eventual realignment of the main access road by shifting it onto a portion of the Ferrier station and yards right-of-way which is C.N.R. property. The present road right-of-way which would be abandoned could become an extension of the reserve strip which is to be provided along the north margin of the realigned road. Wetlands which exist along the western side of the quarter may require protection as environmental reserve. The existing residential lot in the southwest corner will remain although adjustments to its southern boundary may be warranted when the roadway is altered. A Transport Canada non-directional beacon parcel will also remain and access to it must be protected. Nothing may be constructed within 150 metres (500 feet) of the tower base. However, this Plan advocates eventual relocation of this beacon to a more practical location and subsequent conversion of its parcel for uses consistent with adjacent lands.

Future roads and reserve areas to serve a residential subdivision on the remaining lands are indicated on Figure 1. Lots ranging in size from 1.62 to 3 hectares (4 to 7.5 acres) may be developed but not more than a total of 12 lots should be permitted in the southern part of the quarter, including present lots and proposed municipal reserve. If these lands are subdivided prior to subdivision of the north half of the quarter, the road system will require cul-de-sacs. But it will also be necessary to enter into an agreement to ensure extension of the right-of-way to the north property line. This may be achieved by plan of subdivision or by caveat, registered for that purpose.

(North Half)

These 80 acres may be developed as a 12 parcel residential subdivision. The design should provide variable lot sizes within a range from 1.62 to 3

hectares (4 to 7.5 acres). Minor agricultural pursuits are permitted. The roads and reserves appropriate for this area are indicated on Figure 1. At least one of the optional road links to the south should be developed. To achieve access from the south, there must first be subdivision of the south half. It also requires an extension of the roads from the south beyond the direct requirements of the south half. Therefore, this Plan proposes that the land required to provide the road north as far as the south property line of this half be supplied by the developer to the south while construction costs north from the cul-de-sac in the south half be borne by the developer to the north.

N.E. 22-39-8-5

This quarter is not indicated for development. A Petro-Canada sweet gas plant is present on these lands, but otherwise only resource access roads, a producing well and pipelines are present. The natural woodlands, cutlines and clearings offer recreational appeal.

S.E. 22-39-8-5

The existing pattern of country residential subdivision may be extended in the northwest portion of the quarter as site conditions permit. If the former Ferrier Station grounds can be replotted so as to retain only the railway line, the lands made available thereby and the small parcel bordering them in the S.W. of Section 22 could be consolidated together with the adjoining parcel in the S.E. of Section 22. This and other parcels south of the main access road should be available for minor agricultural pursuits. The residential lots north of the main access road are not intended to accommodate any agricultural pursuits or factory built (mobile) homes as this is a Conventional Country Residential subdivision.

N.E. 15-39-8-5

The two residential parcels northeast of the railway right-of-way are to be redesignated so as to accommodate minor agricultural uses. No other land use changes are indicated for this quarter section.

N. 1/2 23-39-8-5

These two quarters are Crown owned lands and they are not proposed for development. However, they are recognized as usable areas for certain recreational pursuits, such as snowmobiling, cross-country skiing and pleasure horseback riding. For these purposes, local initiatives to improve trails on these lands would be appropriate with attention to opportunities for bird and wildlife viewing, as well as safeguarding any ecological sensitivities of these areas. Any initiatives to develop Crown lands for any purpose would be subject to authorization from the respective Provincial Government Department.

S.W. 23-39-8-5

The north half of this quarter section is a Conventional Country Residence Agricultural subdivision. The same designation is preferable for the southern half but such is not mandatory, although it must accommodate minor agricultural pursuits. Acceptable lot sizes will be in the 1.62 to 3 hectare (4 to 7.5 acre) range. To achieve consistency, the existing lot in the southeast corner should be enlarged to at least 1.62 hectares (4 acres) with its access shifted to the internal road. At the time when the southern portion is subdivided, the right-of-way for the main access road should be widened, and the public reserve buffer strip adjacent to the road is to be extended the entire width of the quarter. Due to the high visibility of this entire area, one condition of subdivision approval should be the requirement to establish a belt of mixed, high density foliage in the adjoining reserve buffer strip. Remaining reserves owing should be secured as adjoining lots as shown on Figure 1.

S.E. 23-39-8-5

Use of this quarter is impeded by a large wetland extending across it. However, there is potential for residential subdivision on both the east and west sides of this feature. The western portion is better suited for the larger parcels which accommodate minor agricultural pursuits (1.62 to 3 ha.) Pipelines which traverse this area should be accounted for when positioning property boundaries. The internal road needed to serve the western lots may

either terminate in a cul-de-sac or be extended as a continuous collector road to the northeast. If extended, that could be done as a future phase. However, the corridor beyond the cul-de-sac should be secured at the time of initial development to provide access to the reserve parcel.

The eastern portion of the quarter is suitable for the higher density of residential subdivision (1.00 to 1.62 ha.). Here too, the collector road would likely terminate in a cul-de-sac, but it could be extended to link up with the road serving the western half. A caveat should be registered for the purpose of protecting a corridor for that possible linkage.

The existing 4 hectare parcel in the southeast corner may be split into 2 lots with access shifted to the north. Municipal reserves will be taken as land, and environmental reserves should be required as recommended by Alberta Environment to protect wetlands. A public reserve buffer strip is also indicated adjacent to the main access road.

#### N.W. 14-39-8-5

No subdivision or non-agricultural residences are appropriate south of the railway. The remainder of the quarter is suitable for Mixed Country Residence Agricultural use, but portions may be designated for exclusive residential use. A service road should be constructed to serve the residences in the northwest corner and thereby eliminate multiple accesses onto the main road. To achieve this objective will require a negotiated agreement which is expected to entail some expenditures by the Municipality. Also, these and other existing lots in this quarter section should be replotted to achieve a minimum size of 1.62 hectares (4 acres. Processing and surveying costs to achieve size consistency should be negotiated when dealing with future development in this area.

The local road serving existing lots at the eastern side of the quarter section may be extended to the west and terminate in a cul-de-sac at such time as further subdivision proceeds. A public reserve buffer strip bordering the main access road is required at the time of subdivision. Remaining reserves owing may be taken as shown on Figure 1.

N.E. 14-39-8-5

This quarter section is well endowed for both residential and minor agricultural pursuits. The Plan envisions an internal roadway system linked to the north and east. At least a portion of the existing road east of the quarter, which presently serves only as an oil well access, must be upgraded to Municipal standards. A cost sharing agreement involving all of the benefiting landowners, the oil company and the Municipality should be negotiated for the reconstruction of this roadway. The internal collector roadway is intended to take advantage of natural contours and present clearings.

To the extent that may be recommended by Alberta Environment when subdivision is pursued, sensitive lands will be dedicated as environmental reserves. Public reserve buffer strips are required along the north margin of this quarter, as well as a large municipal reserve parcel to the extent provided for by legislation as indicated on Figure 1.

The scenic natural woodlands along the east side of the present access road into this quarter section are well suited for country residential lots 1.00 to 1.62 hectares (2.5 to 4 acres) in size. Lands to the west and south are identified for residential parcels ranging from 1.62 to 3 hectares (4 to 7.5 acres) whereon minor agricultural pursuits may be accommodated.

No change in designation or use is appropriate for the southwest corner of this quarter which is located south of the railway. This part ought to be consolidated with adjacent lands in the S.E. or N.W. quarter of Section 14. If the extreme northeast corner offers acceptable development potential, it too should be used for minor agricultural pursuits.

S.W. 14-39-8-5

All lands in this quarter will be retained for agricultural purposes.

S.E. 14-39-8-5

No redesignation of any land south of the railway is appropriate, thereby retaining that area for agricultural purposes. Due to a severance caused by the railway, this Plan encourages eventual consolidation of the severed corner of the N.E. quarter together with this quarter section. The corner parcel located north of the railway may eventually be used for residential subdivision (1.62 to 3 hectare lots). This will not be feasible until the present oil well access road serving that area is upgraded and the well site is reclaimed. (See also description for N.E. 14 regarding a cost sharing agreement).

S.W. 13-39-8-5

Most of this quarter should be retained for agricultural uses. The corner of the adjoining northwest quarter section which is severed by the railway, should be consolidated with this quarter eventually. The northwest corner of this quarter, which is also severed by the railway, may be used for residential purposes at such time as adjacent lands are similarly developed. The small, triangular parcel isolated by two segments of the railway and by the road allowance ought to be consolidated with adjacent lands to the west. The isolated residential lot in the southwest corner is intended to remain in its present status.

N.W. 13-39-8-5

Figure 1 indicates the future land use deemed appropriate for this quarter section. The lands located north of the internal collector road should be used for residential lots varying in size from 1.62 to 3 hectares (4 to 7.5 acres). Minor agricultural uses would be permitted on these lots. The present main building site and other existing facilities in this area should be protected and incorporated into the future subdivision design. An existing residential lot in the northwest corner should be extended southward and gain access from the indicated internal road.

That area situated between the railway and the proposed collector road could be developed exclusively for a Manufactured Home Country Residential subdivision. These lots would be from 1.00 to 1.62 hectares (2.5 to 4 acres) and no agricultural uses would be permitted. All dwelling units

would be single or double wide mobile homes. Alternatively, this area may be developed as a Conventional Country Residential subdivision at the discretion of Council at the time redesignation is dealt with.

A depressional wetland on the western side will likely be required as environmental reserve. A public reserve buffer strip is required along the south side of this parcel adjacent to the railway, while a similar buffer adjacent to the southern margin of the main access road and a link to the internal road is indicated. All remaining reserves are to be dedicated in one block as mapped. Besides those reserves available by legislation, additional land should be purchased to enlarge the size of this reserve parcel to 5 hectares (12.5 acres) to be held for a possible future school site.

Widening of the right-of-way for the main access road will take a considerable portion from this quarter section (see Figure 1). The proposed internal collector road loops through the area, essentially in an east-west alignment and accessing from the eastern and western margins of the quarter. The existing crossings which lead directly onto the main access road are to be reclaimed. At least a portion of the existing road west of the quarter, which presently serves only as an oil well access, must be upgraded to Municipal standards. A cost sharing agreement involving all of the benefiting landowners, the oil company (Hunt Oil) and the Municipality should be negotiated for the reconstruction of that roadway.

That portion of this quarter section located south of the railway should eventually be consolidated with adjacent lands to the south.

North of the main access road, five residential lots and one industrial lot have been created. Four of the residential lots are very small (less than one hectare). This small size, together with the near to surface groundwater conditions which prevail in this area, made it necessary that pump-out tanks be installed for the sewage systems. No livestock or other agricultural uses are permitted here. The 1.27 hectare (3 acre) industrial lot is not compatible with other uses in the area, but may continue as a non-conforming use, but these facilities should eventually be relocated to an appropriate location. Due to the construction of a service road which



now serves these lots, it will be impossible to establish a public reserve buffer strip along the north side of the main access road in this area, a situation not consistent with the overall Plan.

N.E. 13-39-8-5

North of the railway tracks, the Gaetz Mobile Home Park may be retained and may possibly be expanded to the east and north if site conditions are favourable. If significant expansion does occur, the following would apply:

- 1) the present residential site on the remaining lands in title would have to be dismantled and its access road upgraded to serve as a second access to the enlarged mobile home park;
- 2) a forty metre wide setback must be maintained between trailer lots and the main access road including a 6 metre wide public reserve buffer strip;
- 3) a maximum of 50 additional mobile home sites could be developed;
- 4) an administration/social centre should be added;
- 5) a designated public open space area of at least .5 hectares should be maintained to a quality suitable for recreational use by the residents of the mobile homes;
- 6) a general storage area offering at least 40 square metres (430 ft.<sup>2</sup>) of uncovered area per unit should be established;
- 7) expansion and maintenance of the sewage lagoon must be to standards, which under normal operating conditions will not require spilling at any time and will not contaminate domestic water supplies or surface water in the vicinity. If spilling is required, the outflow must be acceptable to Alberta Environment & Health and would likely require a pipeline.
- 8) the present entry road serving the mobile home park would require upgrading to at least a 15 metre right-of-way built to Municipal standards so as to serve both the mobile home park and the proposed developments on the quarter to the west;
- 9) a development agreement with the Municipality will be mandatory.

If the mobile home park is not expanded, no alternative land use changes are proposed. Existing uses based at the presently built-up residential site (farmstead) could be expanded and diversified in ways consistent with other limitations and regulations that would normally apply.

Four existing country residential lots exist in this portion of the quarter section. No changes are proposed for these although they do not conform with present standards of subdivision required in this area. Further residential subdivision is not feasible in this area due to the proximity of the sewage lagoon and the wetland characteristics which prevail to the east of it.

A small gravel pit will require reclamation when operations there cease. Expansion of the gravel workings in this parcel is not consistent with the Plan. This site and the depression coulee to the east should be permanently retained in their reclaimed and natural states respectively, protected by a development restricting caveat.

South of the railway, there are five country residential lots adjacent to the road on the east side. While these lots adequately serve their occupants, the layout and provisions for access lack good planning and their location restricts opportunities for access to lands to the west. There is also a large worked-out gravel pit extending almost to the limits of the remaining lands. In spite of excavations which have occurred, very little reclamation may be required to achieve a topographic condition usable for future purposes. This Plan encourages removal of all commercial gravels followed by reclamation to the standards and satisfaction of Alberta Environment. Thereafter, the Plan permits development in optional ways:

- a) One option is an industrial subdivision. This option would require landscaping, dedication of reserves and internal roadway development. Road rights-of-way in an industrial park should be 20 metres (66 feet) wide. Any lot developed for an industrial use will be restricted with regard to sewer and water servicing to the basic requirements necessary to offer segregated toilet and wash basin facilities and may be further required to install pump-out tanks for sewage purposes. If so, disposal of sewage will be at a site approved for that purpose.
- b) The second option is to develop this site as a recreation complex. This could occur without subdivision or on separate titles for individual facilities. Possible recreation facilities could include tourist attractions, a theme or amusement park, BMX track,

go-cart track, equestrian centre, miniature golf, paddle boat and fishing ponds, refreshment concessions, etc. Pump-out sewage facilities would likely be mandatory.

- c) A third option is to use the single, large parcel as an industrial equipment storage lot. Minimal servicing and landscaping would be required for this option.

With any of the options, the existing residential lots along the east side of the quarter would be afforded protection unless their owners voluntarily made them available for complimentary uses. However, a portion of the most southerly residential lot should be taken to provide a second access. If this is done a compensating expansion of that lot westward would be appropriate. An undeveloped railway right-of-way in this quarter should be canceled.

S.E. 13-39-8-5

The southern part of this quarter section is managed for agricultural purposes although much of it is quite poorly drained. The best use for that southern area continues to be for agricultural purposes. The northern half is more elevated, has rolling topography, deep gravel deposits and a heavy stand of spruce forest. There is a farmstead located centrally in the quarter, while three country residential lots and the Garth cemetery are aligned along the eastern margin. Unfortunately, the linear alignment of that residential subdivision obstructs access to lands to the west and limits future options there.

The native forest on the quarter and the irregular topography present excellent amenities, but the underlying gravels are also a much valued resource. These lands should not be made available for subdivision or capital-intensive development, but are suitable for recreation uses which would not require major facilities such as depend on long-term availability of the site. This Plan discourages the premature or unnecessary disruption and loss of the area's inherent amenities. Commercial removal of gravels should not be permitted unless use of alternate sources is clearly unreasonable.

S.W. 24-39-8-5

This is a Crown owned quarter section, much of which is low-lying and poorly drained, lacking good potential or suitability for any change in use in the short-term.

S.E. 24-39-8-5

The area to the south of the pipelines is scheduled for conversion to country residential subdivision with minor agricultural pursuits accepted. In so doing, the existing small parcel in the southeast is to be enlarged to exceed 1.62 hectares (4 acres). Access to many of the new parcels and to the enlarged one, mentioned above, must be supplied from one point of egress from the main access road. Access to new lots along the western portion can be supplied by developing a service road and cul-de-sac. No new private access directly from Highway 11A will be permitted, and those now developed will be removed eventually subject to mutual agreement. Municipal reserves owing will be required as a 50 metre wide buffer bordering Highway 11A, as shown on Figure 1, and it may be appropriate that the large depressional areas be taken as environmental reserves, depending on the selected future use of the remaining lands.

A gravel pit extends over a large portion of the northwest part of this quarter section. This Plan calls for the continued removal of industrial gravels from this quarter section, followed by effective rehabilitation of the disturbed area. However, no surface disturbance is to occur within 50 metres of Highway 11A, this being retained as a buffer area in natural forest. After all commercially usable gravels are removed, rehabilitation should be done. Surplus fill and soil from other parts of the Plan area should be used to assist the rehabilitation process. ~~Reclamation may include development of ponds and other landscaping features for aesthetic purposes and should be oriented toward a future use selected from the same options indicated in this Plan for the southern part of N.E. 13.~~

deleted  
per Bylaw  
895/92

"Reclamation may include development of ponds and other landscaping features for aesthetic purposes.

The development of a country residential minor industrial district is preferable north of the pipelines. Access to these parcels must be supplied from one point of egress from the main access road. No new private access directly from Highway 11A will be permitted."  
(Bylaw 295/92)

"The development of the west portion of Plan 912-3235, Block 1, Lot 1, allows for future country residential subdivision with minor agricultural pursuits. Access to this land would be via internal roadway connecting to existing County roadway." (Bylaw 949/11)

N. 1/2 24-39-8-5

Both of these quarters are unsuitable for development due to organic conditions and are therefore expected to remain in their natural state.

N. 1/2 12-39-8-5

No intensification of non-agricultural uses is appropriate on these parcels. They are to be retained as agricultural lands except for river banks and shorelands which should be kept in their natural condition.

N.E. 10 - N. 1/2 11 and S.E. 15-39-8-5

These are Crown lands in their natural state which is largely a forested river valley and old channel area. These lands offer excellent game habitat, as well as public open space. No development is proposed for these lands, but retention of them in their unattended state is encouraged.

APPENDIX A

APPROPRIATE USES FOR AN INDUSTRIAL PARK  
IN THE FERRIER-GARTH AREA

1. Brick, tile and terra-cotta storage
2. Bulk oil, natural gas and industrial chemical storage
3. Concrete supplies and product storage
4. Grain cleaning and drying
5. Gravel and Sand storage and preparation
6. Highway maintenance equipment yards
7. Heavy equipment storage and maintenance
8. Logs and bulk wood products storage and handling
9. Manufacturing or assembling of large and portable structures and industrial equipment.
10. Oilfield equipment storage and maintenance
11. Public utility building, or use required to serve the District
12. Pipe storage and handling
13. Railroad yards and railway maintenance facilities
14. Salvage and recycling industries, including auto-wrecking
15. Truck and trailer storage or depot
16. Such other industrial structures, activities and uses approved by the M.P.C. as being similar in character and purpose to those listed herein.

STATISTICAL SUMMARY

Total Plan Area	(4,085 acres)	1654 hectares
Area Subject to Development	(1,715 acres)	695 hectares
New Public Roadway Indicated (Figure 1)		9 kilometres
Existing Country Residential Lots		48
Existing Country Residence Agricultural Lots		34
Existing Mobile Home Park Sites		92
Existing Agricultural Farmsteads		10
Total Existing Dwelling Sites		188
Existing Total Population		N/A
Proposed Total Country Residential Lots		69 (21 more than present)
Proposed Total Country Residence Agricultural Lots		115 (71 more than present)
Proposed Total Mobile Home Park Sites		142 (50 more than present)
Probable Total Future Farmsteads		5
Projected Population	662 @ 2/unit - 993 @ 3/unit	
Possible Industrial Lots		- 25

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BY-LAW NO. 295/92

A By-law of the Municipal District of Clearwater No. 99, in the Province of Alberta, for the purpose of amending the Ferrier-Garth Area Structure Plan, being By-law No. 107.

PURSUANT to the Authority conferred upon it by the Planning Act, Chapter P-9, Revised Statutes of Alberta, 1980 and amendments thereto and the Municipal District of Clearwater No. 99 Incorporation Act, Chapter M-24.5, 1984;

WHEREAS, a Council is authorized to prepare, to adopt, and to amend an Area Structure Plan to regulate and to control the use and development of land and buildings within a specific area of the Municipality; and

WHEREAS, the Area Structure Plan has segregated different types of residential land uses including a mobile home park, country residential, and country residence agricultural; and

WHEREAS, the purpose of the Country Residence Minor Industrial District "CRMI" is to accommodate and to regulate the development of large lot country residences with minor small scale industrial uses; and

WHEREAS, this is considered to be a compatible use within the Ferrier-Garth Area Structure Plan.

NOW, THEREFORE, upon compliance with the relevant requirements of the Planning Act, the Council of the Municipal District of Clearwater No. 99, Province of Alberta, duly assembled, enacts as follows:

That Section 61 of the Ferrier-Garth Area Structure Plan be amended so as to add:

"(d) Country Residential Minor Industrial. Preferred lot sizes vary between 1.75 and 3.0 hectares (4 to 7 acres). Minor agricultural pursuits are permitted. All subdivisions will be considered to be a "mixed" subdivision whereby either a conventional site-built dwelling or a manufactured home may be placed on any lot in this type of subdivision. Minimum size is 90 metres square (950 sq. ft.) excluding basement. Factory built homes shall be mounted on a permanent foundation consisting of piles or footings sunk below the frost line, or a basement. Small scale industrial uses may be allowed, providing they are incidental to the principal residential use of the site."

AND FURTHER, that the Specific Directions and Policies for the S.E. 24-39-8-W5th be amended so as to delete the following sentence:

"Reclamation may include development of ponds and other landscaping features for aesthetic purposes and should be oriented toward a future use selected from the same options indicated in this Plan for the southern part of N.E. 13."

and to add the following:

"Reclamation may include development of ponds and other landscaping features for aesthetic purposes.

The development of a country residential minor industrial district is preferable north of the pipelines. Access to these parcels must be supplied from one point of egress from the main access road. No new private access directly from Highway 11A will be permitted."



AND FURTHER, that Figure 1 describing future land use, be amended to designate that portion of the S.E. 24-39-8-W5th as Country Residential Minor Industrial District "CRMI".

READ A FIRST TIME this 12th day of May A.D., 1992.

David McDonald  
REEVE

[Signature]  
MUNICIPAL MANAGER

READ A SECOND TIME this 23rd day of June A.D., 1992

READ A THIRD AND FINAL TIME this 23rd day of June A.D., 1992

David McDonald  
REEVE

[Signature]  
MUNICIPAL MANAGER



BY-LAW NO. 680/00

A By-Law of Clearwater County, in the Province of Alberta, for the purpose of amending the Ferrier-Garth Area Structure Plan, being By-Law No. 107.

PURSUANT to the Authority conferred upon it by the Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1 and amendments thereto;

NOW THEREFORE, upon compliance with the relevant requirements of the Municipal Government Act, the Council of Clearwater County, Province of Alberta, duly assembled, ENACTS AS FOLLOWS:

Firstly,

That the section of the Plan, entitled SPECIFIC DIRECTIONS AND POLICIES, S.W. 22-39-8-W5, second paragraph, be deleted in its entirety and replaced with the following:


S.W. 22-39-8-W5

Those lands, once occupied by railroad and the Ferrier station grounds, and legally described as "All that portion of the S.W. 22-39-8-W5 which lies south of Road Plans 1234 J.Y. and 932 1635, and north and east of the southwest limit of Railway Plan 2563 B.S., containing 6.85 Hectares (16.92 Acres), more or less", may, at the discretion of the Council of Clearwater County, be suitable for subdivision into residential parcels upon which minor agricultural pursuits may be accommodated. Should these lands be considered for subdivision, a primary consideration shall be the requirement for land dedication for future realignment and widening of the main access road, commonly referenced as "Old Highway #11A". Consistent with the aforementioned realignment and widening shall be the widening and upgrade of the west end of Ferrier Drive to eventually accommodate future development proposals for the N.W. 22-39-8-W5.

Secondly,

That Figure 1 of the Plan, entitled "FUTURE LAND USE", be amended to depict those lands legally described as "All that portion of the S.W. 22-39-8-W5 which lies south of Road Plans 1234 J.Y. and 932 1635, and north and east of the southwest limit of Railway Plan 2563 B.S., containing 6.85 Hectares (16.92 Acres), more or less", be shown as Country Residence Agriculture District "CRA".


READ A FIRST TIME this 22nd day of August, A.D., 2000.

  
REEVE

  
MUNICIPAL MANAGER

READ A SECOND TIME this 9th day of October, A.D., 2001.

READ A THIRD TIME this 9th day of October, A.D., 2001.

  
REEVE  
  
MUNICIPAL MANAGER









BY-LAW NO. 698/01

A By-Law of Clearwater County, in the Province of Alberta, for the purpose of amending the Ferrier-Garth Area Structure Plan, being By-Law No. 107.

PURSUANT to the Authority conferred upon it by the Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1 and amendments thereto;

NOW THEREFORE, upon compliance with the relevant requirements of the Municipal Government Act, the Council of Clearwater County, Province of Alberta, duly assembled, ENACTS AS FOLLOWS:

Firstly,

That the section of the Plan, entitled SPECIFIC DIRECTIONS AND POLICIES, N.W. 22-39-8-W5 (South Half), be deleted in its entirety and replaced with the following:

N.W. 22-39-8-W5 (South Half lying north of Old Highway #11A)

After exceptions for road, road widening and existing subdivisions, the land area is 61.64 acres. At least a portion of these lands could be considered as being suitable for future country residential subdivision into parcels ranging between 2.50 and 4.00 acres in size. The approximate westerly 20 acres are low-lying, and therefore, considered unsuitable for residential development.

Should there be a proposal for future subdivision of these lands, consideration should be given to the following site specifics, in addition to the normal requirements associated with multi-parcel residential subdivision:

- Possible road widening/realignment of Old Highway #11A (Road Plan 1234 J.Y.)
- Provision of Municipal Reserve strip along north boundary of Old #11A
- Future land use of abandoned beacon site (Plan 5282 K.S.)
- Provision for future legal and physical access to the north half of the subject quarter section in accordance with the direction found elsewhere in this Plan
- Future land use for those lands deemed unsuitable for residential subdivision and development (i.e. westerly wetland area)
- Provision for the encompassment of the existing building site onto its own parcel

Secondly,

That Figure 1 of the Plan, entitled "FUTURE LAND USE", be amended to depict those lands legally described as "All that portion of the south half of the N.W. 22-39-8-W5 lying north of Road Plans 1234 J.Y., containing 61.64 acres, more or less", be shown as Country Residence District "CR".

READ A FIRST TIME this 10th day of April, A.D., 2001.

  
REEVE

  
MUNICIPAL MANAGER

READ A SECOND TIME this 22nd day of May, A.D., 2001.

READ A THIRD TIME this 22nd day of May, A.D., 2001

  
REEVE

  
MUNICIPAL MANAGER



Request for Amendment to the Ferrier-Garth Area Structure Plan  
Pt of the South Half of the N.W. 22-39-8 W5  
Don & Verna Gray - 61.64 acres more or less

N . W . 2 2 - 3 9 - 8 W 5

**Subject Area**

772-3019

Lot 1

5282 K.S.  
Former Beach  
Station Site

952-5114

Blk. 1 Lot 1

1234 J.Y.

1234 J.Y.

Lot 1

Lot 2

Lot 3

Lot 4

Blk. 4

3329 TR

22



BYLAW NO. 925/10

A Bylaw of Clearwater County, in the Province of Alberta, for the purpose of amending the Ferrier-Garth Area Structure Plan, being Bylaw No. 107.

PURSUANT to the Authority conferred upon it by the Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1 and amendments thereto;

NOW THEREFORE, upon compliance with the relevant requirements of the Municipal Government Act, the Council of Clearwater County, Province of Alberta, duly assembled, ENACTS AS FOLLOWS:

Firstly,

That the section of the Plan, entitled SPECIFIC DIRECTIONS AND POLICIES, S.W. 23-39-8-5, be deleted in its entirety and replaced with the following:

S.W. 23-39-8-5

The north half of this quarter section is a conventional Country Residence Agriculture (CRA) subdivision. Within the south half of this quarter section, the east 40 acres, more or less, is also a conventional Country Residence Agriculture (CRA) subdivision. The west 39 acres in the south half could be considered as being suitable for future Country Residence (CR) subdivision into parcels ranging between 1.0 and 1.5 hectares (2.50 and 4.00 acres) in size.

Should there be a proposal for future subdivision of the southwest 39 acres, consideration should be given to the following site specifics, in addition to the normal requirements associated with multi-parcel residential subdivision:

- Possible road widening/realignment of Old Highway 11A (Road Plan 1234 JY);
- Provision of municipal reserve strip along north boundary of Old 11A;
- Provision for future legal and physical access connecting to Ferrier Boulevard and Ferrier Drive; and
- Provision for the encompassment of the existing building site onto its own parcel.

Secondly,

That Figure 1 of the Plan, entitled "FUTURE LAND USE", be amended to depict those lands legally described as "All that portion of the S.W. 23-39-8-W5, described as Plan 3329TR, Block 2, Lot 10 containing 15.8 hectares (39 acres) more or less", be shown as Country Residence District "CR".

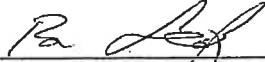




READ A FIRST TIME this 22<sup>nd</sup> day of June A.D., 2010.



REEVE



MUNICIPAL MANAGER

PUBLIC HEARING HELD this 10<sup>th</sup> day of August  
A.D., 2010.

READ A SECOND TIME this 10<sup>th</sup> day of August  
A.D., 2010.

READ A THIRD AND FINAL TIME this 10<sup>th</sup> day of August  
A.D., 2010.



REEVE



MUNICIPAL MANAGER











F-G ASP  
Bylaw 949/11  
LUA 09/11  
Bylaw 953/11  
2/13223

BYLAW NO. 949/11

A Bylaw of Clearwater County, in the Province of Alberta, for the purpose of amending the Ferrier-Garth Area Structure Plan, being Bylaw No. 107.

PURSUANT to the Authority conferred upon it by the Municipal Government Act, Statutes of Alberta, 1994, Chapter M-26.1 and amendments thereto;


NOW THEREFORE, upon compliance with the relevant requirements of the Municipal Government Act, the Council of Clearwater County, Province of Alberta, duly assembled, ENACTS AS FOLLOWS:

**Firstly,**  
That the section of the Plan, entitled SPECIFIC DIRECTIONS AND POLICIES, S.E. 24-39-8-5, be amended by adding the following:

- "The development of the west portion of Plan 912-3235, Block 1, Lot 1, allows for future country residential subdivision with minor agricultural pursuits. Access to this land would be via internal roadway connecting to existing County roadway."

**Secondly,**  
That Figure 1 of the Plan, entitled "FUTURE LAND USE", be amended to depict those lands legally described as "All that portion of the S.E. 24-39-08-W5, described as the western portion of Plan 912-3235, Block 1, Lot 1 containing 6.07 hectares (15.0 acres) more or less", be shown as Country Residence Agriculture District "CRA".

READ A FIRST TIME this 11 day of OCTOBER A.D., 2011.


  
REEVE

  
MUNICIPAL MANAGER

PUBLIC HEARING held this 29 day of NOVEMBER A.D., 2011.

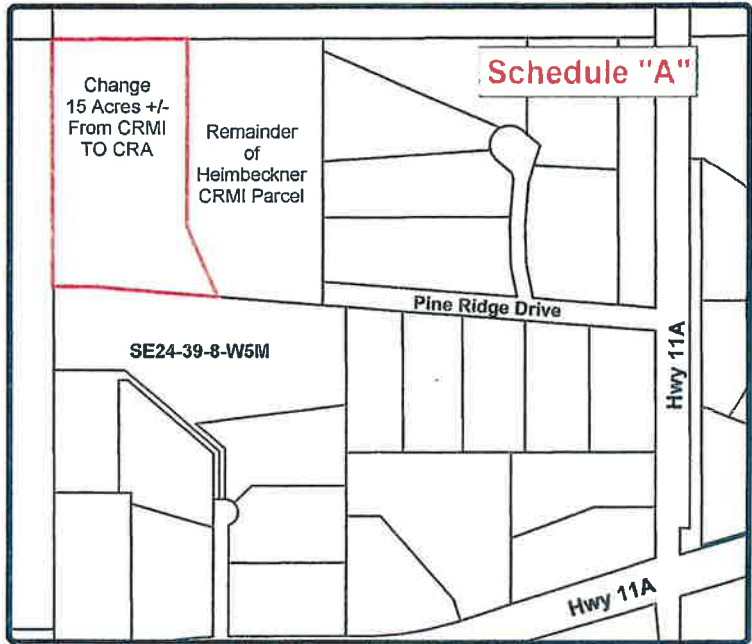
READ A SECOND TIME this 29 day of NOVEMBER A.D., 2011.

READ A THIRD AND FINAL TIME this 29 day of NOVEMBER A.D., 2011.

  
REEVE

  
MUNICIPAL MANAGER





**Bylaw No. 949/11  
Schedule "A"**



**Application to Amend  
Ferrier-Garth Area Structure Plan  
PT Plan 912-3235, Blk 1, Lot 1 PT SE 24-39-08-W5  
Ron Lepard on behalf of Beverley Heimbeckner**







# Ferrier-Garth Area Structure Plan

