

East Wetaskiwin Residential Development Outline Plan

NE 13-46-24 W4
Wetaskiwin, AB

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April 26, 2007 Bylaw Version

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1 Introduction

1.1 PURPOSE

The purpose of the East Wetaskiwin Area Structure Plan (ASP) is to describe the land use framework and development objectives for lands located in the NE ¼ Section 13-46-24 W4M, which is located in the east end of Wetaskiwin. The East Wetaskiwin development encompasses an area of approximately 60.3 hectares (149acres). The plan area is divided into two individual properties of more or less equal size with the property line extending north to south through the center of the original quarter section. The lands within the Plan area are currently located in the County of Wetaskiwin but are bounded on the north and west sides by the City of Wetaskiwin. These lands are identified in the City and County of Wetaskiwin Intermunicipal Development Plan as SR (serviced residential) as a logical development area and an opportunity appropriate for residential development to accommodate current and anticipated residential growth in the City of Wetaskiwin.

The City of Wetaskiwin is currently experiencing a period of growth as an attractive developing regional center in central Alberta. While this growth is desirable and has already produced many benefits for the City, careful consideration must be made to accommodate it through the efficient use of land to create a sustainable community for the future. The unique location of the proposed East Wetaskiwin development with its close proximity to the City Center and many important institutions, schools, recreational facilities and amenities represents an excellent opportunity to achieve this goal.

The current owners of both properties within the plan have expressed interest in development of the area and have agreed to partner in a joint ASP. The developers intent through the East Wetaskiwin ASP is to develop a balanced community of residential and recreational opportunities with complimentary land uses. In order to achieve this, the developers intend to integrate the Plan with open space linkage connections, and the development of high-quality residential opportunities. Together, these aspects will provide the City of Wetaskiwin with a unique area for community development.

This document will describe the land use pattern and the development objectives for the East Wetaskiwin ASP. The ASP will implement the land use framework and development objectives by identifying the following:

- the size and location for various land uses;
- the alignment of roadways;
- the open park system and trail linkages
- the proposed development density;

- servicing concepts for deep utility servicing; and
- the development staging sequence.

The detailed design of each phase (redesignation and plans of subdivision) will refine the concept presented by the East Wetaskiwin ASP.

1.2 PLAN AREA

Figure 1.0 shows that the subject lands are located in the NE ¼ Section 13-46-24 W4M in the east end of Wetaskiwin. The ASP is defined by the following boundaries:

North Boundary – 56th Avenue and existing and future residential development

East Boundary – 36th Street and vacant agricultural land

West Boundary – existing and proposed residential development

South Boundary – 48th Avenue and vacant agricultural land

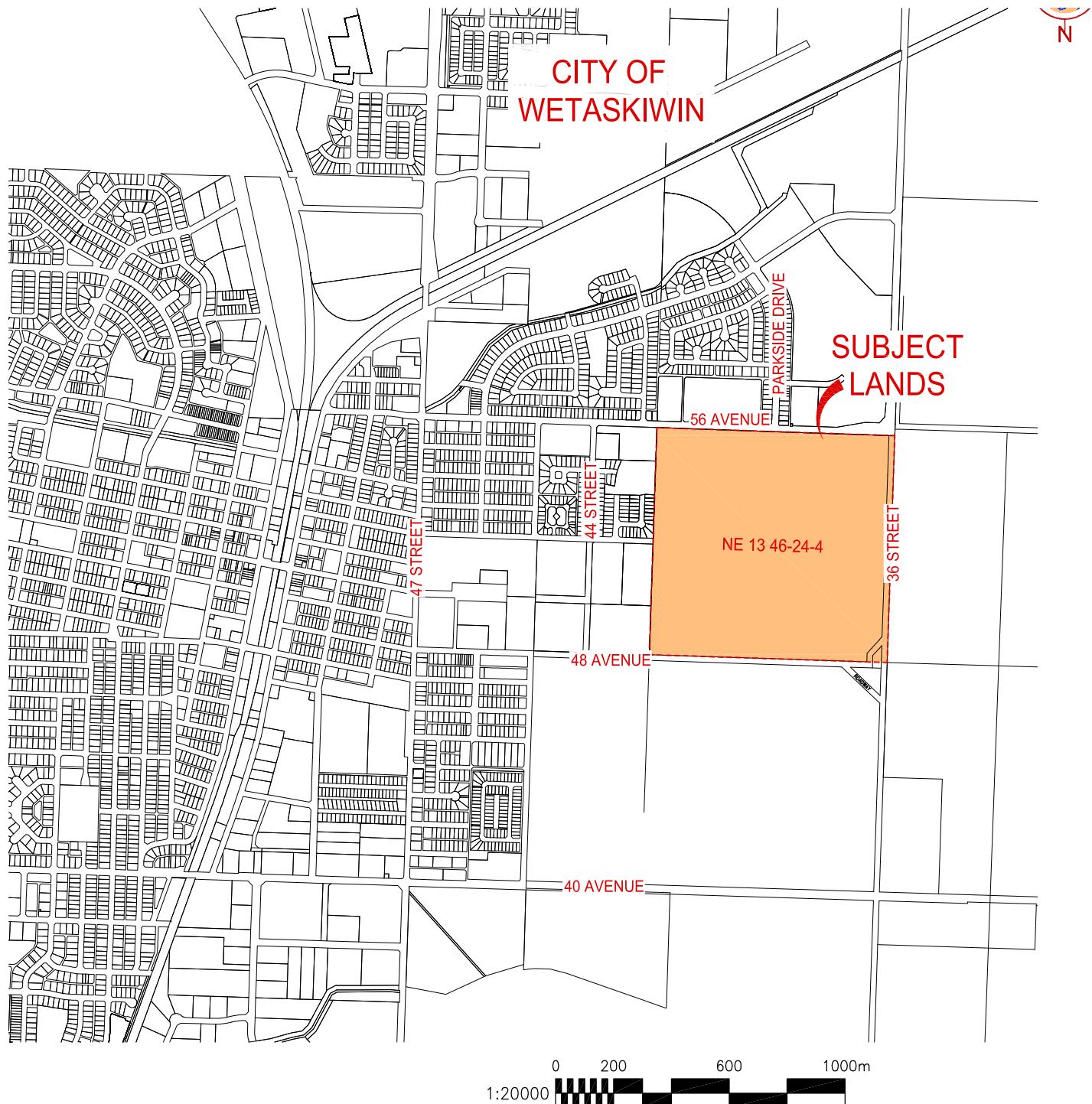
The property is legally described as the west ½ and the east 1,2 of the NE ¼ Section 13-46-24 W4M.

1.3 RELEVANT PLANNING DOCUMENTS

The following documents have been referenced in the development of this ASP:

- The City of Wetaskiwin Municipal Development Plan (MDP)
- The City of Wetaskiwin Land Use Bylaw (LUB)
- The City and County of Wetaskiwin InterMunicipal Development Plan (IDP)
- The City of Wetaskiwin Development Guidelines and Construction Standards
- The City of Wetaskiwin Stormwater Management Master Plan

The East Wetaskiwin ASP constitutes a logical planning unit with respect to identifiable plan boundaries and servicing considerations and is consistent with the goals and principles of these statutory plans and bylaws



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EAST WETASKIWIN
RESIDENTIAL DEVELOPMENT
Figure No.
1.0
Title
Location Plan

2 Site Context & Development Considerations

2.1 TOPOGRAPHY & VEGETATION

As shown on Figure 2.0 – Existing Conditions, the site topography is gently sloping from south to north with the ground surface elevation ranging from 759 to 756 m.

The local vegetation consists of mixtures of cultivated agricultural land and pasture with a few low seasonally wet areas. There are no significant treed areas or buildings within the plan boundary.

2.2 GEOTECHNICAL CONDITIONS

The soils in this area are expected to consist of a thin layer of topsoil, which overlays high to low plastic silty clay or sandy clay. These soil conditions would be acceptable for residential development. A complete geotechnical evaluation of the site will be completed during the preliminary design phase of development.

2.3 HISTORICAL LAND USE

The quarter section has remained as vacant agricultural land for several decades.

2.4 ADJACENT LANDS AND SURROUNDING DEVELOPMENT

The lands located to the south, across 48th Avenue, are currently vacant agriculture land. However, this property has been identified within the IDP as future residential development in the City of Wetaskiwin.

Directly east, across 36th Street, is vacant agricultural land also identified in the IDP as future serviced residential land.

To the north of the plan area is 56 Avenue with the intersection of Parkside Drive more or less at the center of the boundary. Existing and future residential development flank Parkside Drive with an existing church site opposite the northwest corner of the plan area. There is currently a proposed residential development to the west of Parkside Drive, which will include an access to 56th Avenue.

The lands directly to the west include existing and future residential development. There is currently a proposed expansion to the south of the existing residential development near the center of the west boundary. To the northwest is an open MR area that forms part of an existing school site. At the south end the plan area is bounded by an existing farm site and residence. There is no intensive livestock operation on this site.



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Legend



ASP BOUNDARY



CONTOURS



EXISTING TREES

EAST WETASKIWIN
RESIDENTIAL DEVELOPMENT

Figure No.

2.0

Title

Existing Conditions

2.5 TRANSPORTATION

To the north, 56th Avenue is developed to an urban local standard roadway from the west to Parkside Drive. Along the east, 36th Street is developed to a rural paved collector standard. 46th avenue to the south is a rural gravel road.

2.6 EXISTING UTILITIES

Along the east boundary of the site is a sanitary force main and associated ROW. Connections to City of Wetaskiwin services are available along the north boundary of the site. There are no existing utilities, deep or shallow, that extend through this property.

3 Development Objectives & Principles

3.1 DEVELOPMENT OBJECTIVES

The East Wetaskiwin ASP has been prepared as a comprehensively planned residential neighborhood, integrating with existing residential development and taking advantage of the close proximity to trail connections, schools, recreation and amenities, and the City Center. The main objectives of the East Wetaskiwin ASP are:

- to develop a plan consistent with the general intent and purpose of the City of Wetaskiwin Municipal Development Plan (MDP) and City and County of Wetaskiwin Intermunicipal Development Plan (IDP);
- to accommodate current and anticipated future growth pressures in the City of Wetaskiwin by providing suitable residential uses and densities
- to create a sustainable neighborhood by efficiently utilizing available land adjacent to the City of Wetaskiwin and provide convenient pedestrian and alternative transportation access and trail connections
- to provide a framework to deliver high quality, comprehensively planned residential areas by defining the general pattern and composition of land uses, linkages, servicing designs and development staging;
- to ensure the implementation of the plan takes place on an orderly, phased basis.

3.2 DEVELOPMENT PRINCIPLES

Development of the various land uses within the East Wetaskiwin ASP is defined through the following general principles:

3.2.1 Residential

- Encourage a variety of housing types, including single detached housing, semi detached housing, row housing and apartments. All housing forms and options will recognize consumer preferences and current market demands. Proposed land uses will be in conformance with municipal standards and policies set forth by the City of Wetaskiwin.
- Encourage pedestrian friendly, attractively landscaped streetscapes.
- Locate residential development to take advantage of features such as Stormwater Management Facilities and local parks.
- Orient larger parcels of medium density residential development adjacent to the collector and / or arterial road system to provide easy access.

3.2.2 Open Spaces / Municipal Reserves

- Provide open space linkages for convenient access to parks and recreation sites for plan area residents and existing and future residents of the larger area
- Create a centrally located, attractive neighborhood park to provide passive and active recreation for the East Wetaskiwin residents.
- Where possible utilize Storm Water Management Facilities to serve as a joint use by incorporating recreational opportunities for the neighborhood.
- Create an inviting entrance to the neighborhood by creating separate boulevards complemented by enhanced landscaping and a pedestrian pathway.

3.2.3 Transportation

- Provide a logical, safe and efficient transportation system within the plan area to address the vehicular transportation needs of residents moving to, from, and within the East Wetaskiwin neighborhood.
- Provide direct, convenient, and safe pedestrian, bicycle and other multi-use modes of transportation linkages to the community nodes such as the central park sites, commercial area, and future areas to the east and south
- Minimize walking distances by creating an interconnected street network and providing walkways where roadway connections are not feasible.
- Provide lanes only where appropriate to accommodate alternate access to properties when necessary

3.2.4 Ecological Stewardship

- Develop land in an efficient manner and encourage intensive urban development.
- Incorporate open spaces into compatible land uses such as the Storm Water Management Facilities and the utility corridor to optimize the use of these areas.
- Encourage naturalized landscaping on public and private lands to the extent acceptable to the City of Wetaskiwin to minimize environmental and economic costs associated with their maintenance.
- Promote the development of open spaces and walkway linkages for pedestrian, bicycle and other multi-use travel, and connect them to the surrounding areas.
- Encourage energy efficient construction and other innovative building and infrastructure techniques.

3.3 INTERMUNICIPAL DEVELOPMENT PLAN

The subject lands are currently located in the County of Wetaskiwin and immediately adjacent to the City of Wetaskiwin boundary as established in 1998.

The East Wetaskiwin Area Structure Plan (ASP) has been developed as per the City and County of Wetaskiwin Intermunicipal Development Plan (IDP) and the guidelines detailed within as intended to ease the transition from agricultural to urban land uses. In accordance with the IDP, the development lands have been identified for serviced Residential whereby municipal water and sewer services will be required. All proposed servicing infrastructure is to meet or exceed the City of Wetaskiwin standards.

The proposal to develop the East Wetaskiwin lands will be respectful of any and all development constraints noted in the IDP. These include but are not limited to, required setbacks from conflicting land uses and highways and future road upgrades as noted (36 Street to the east, 47/48 Avenue to the south, and 56 Avenue to the North) and existing pipelines and utility lines. Where municipal legislation permits, any cost recovery for necessary upgrades to County roads will be recovered from the benefiting landowner upon development.

Approval of the proposed ASP plan will consider the benefit to both the City and County, protection of public investment in existing roads and utilities and any potential conflict with adjacent landowners and land uses. In an effort to insure development of the plan area is consistent with provincial Land Use Policies and the IDP, application and approval will be a public and open process. To this end, the prepared draft ASP will be forwarded to interested parties and stakeholder for review and recommendations prior to adoption of the ASP. The City will also notify the County of the proposed development application and provided it is compatible with the IDP, the County shall offer no objection. Potential annexation of the land identified on Map 1 of the IMDP may only commence once the owner has been granted subdivision approval.

4 DEVELOPMENT CONCEPT

4.1 NEIGHBOURHOOD UNIT

The East Wetaskiwin neighborhood development concept is based upon a response to current and anticipated market trends within Wetaskiwin and the surrounding region. An analysis of these trends and an assessment of their implications assist in shaping the plan with respect to the type, shape, size, and locations of various land uses.

The East Wetaskiwin ASP is comprised of 60.3 hectares (149acres) of land and is bounded on the north, east and south sides by major roadways and on the west side by existing residential development. These boundary conditions create a logical planning unit and the basis for the design as shown on Figure 3.0 – Development Concept. The land use statistics and number of residential units are represented in Table 1 following the Development Concept.

4.2 RESIDENTIAL

All land within the East Wetaskiwin development is intended for residential development complemented with recreational open space and a small local commercial site. A mix of low, and medium density residential dwelling units is described and will be implemented based on market conditions and consumer preferences at the time of development.

4.2.1 Low Density Residential

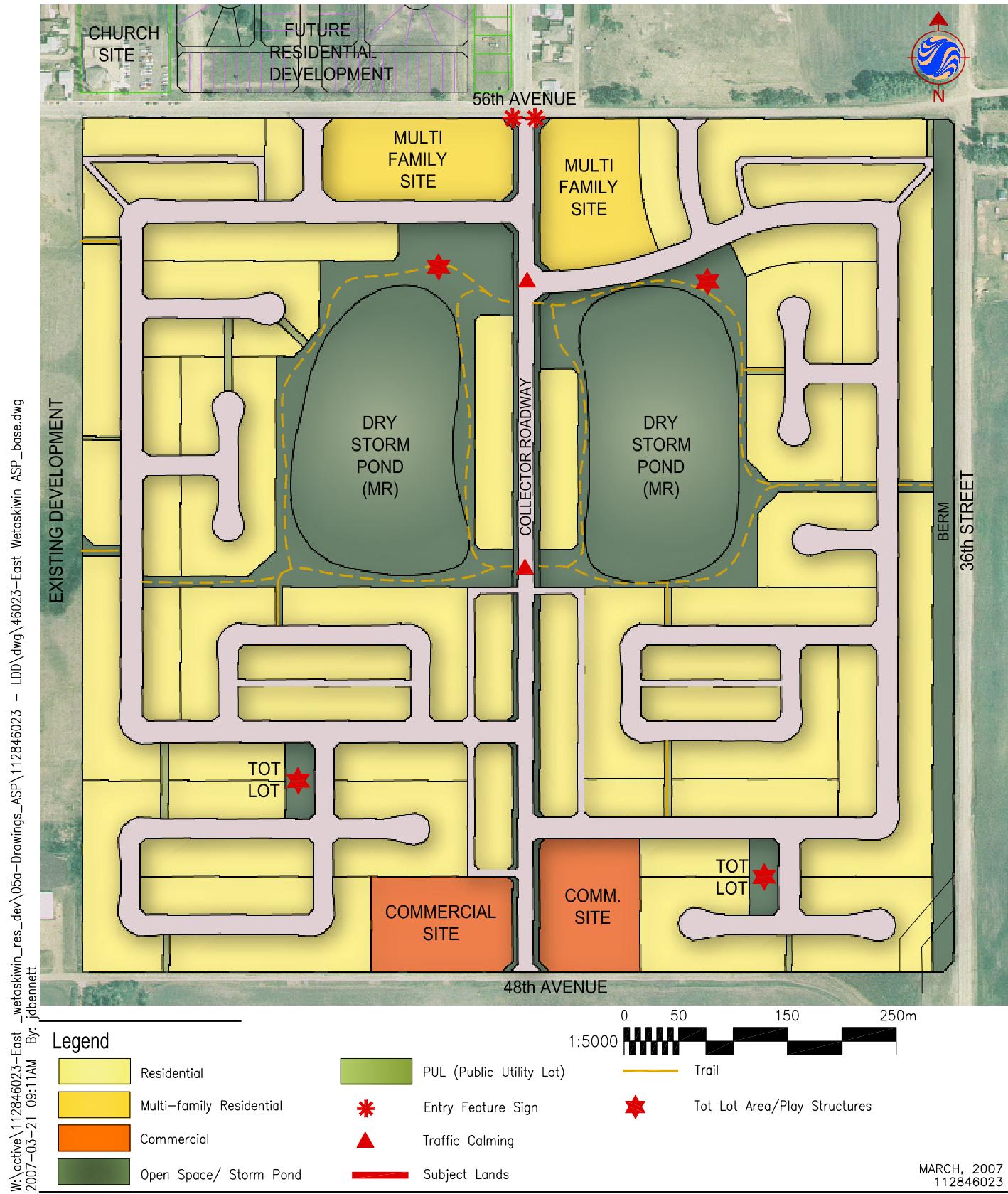
The vast majority of lots proposed in the East Wetaskiwin development will be conventional detached dwellings with the R1/R1A designation. These lot types are spread throughout the development concept and are in close proximity to the many amenities offered in this development, which include the central parks, small parkettes, and the lineal linkages between these amenities.

Within the low density (R1/R1A) areas identified in the plan, the housing forms will consist of single detached housing catering to a variety of lot and home sizes. These lots will typically be around 35 meters with shallower and deeper lots around expanded bulbs and in the closes. It is anticipated that the larger lots will be concentrated around the central parks.

Development of the low density and smaller lot residential areas will be planned in clusters / cells to provide a greater sense of identity for the various sub-areas and to help create a safe pedestrian environment. The area, number of dwelling units and population attributed to the low density and smaller lot residential developments are identified in Table 1.

4.2.2 Smaller Lot Residential (R1N / R3)

Because of a continuing demand and need for more affordable lot and housing options, this plan has made provision for narrow detached lots which fall under the R1N land use designation as well as R3 uses such as rowhousing. These uses have been grouped as front yard driveways are prohibited on these lots and therefore rear lane access is a necessity to meet the parking needs for these homes. These lots will range in width from 10.9 meters to 12.4 meters



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Concept Plan

Table 1: East Wetaskiwn Land Use Allocation

LAND USE CATEGORY / COMPONENT	AREA (ha)	% OF PLAN AREA	NUMBER OF DWELLING UNITS
Gross Plan Area	64.60		
Net Developable Area	64.60	100.00%	
Total Residential Development	33.60	52.01%	975
The total housing stock in the base scenario is made up as follows:			
Residential	29.7	45.98%	663
Multi-family Residential	3.9	6.04%	312
Commercial	2.3	3.56%	
Open Space	11.81	18.28%	
*Municipal Reserves	6.5	10.06%	
Public Utility Lots	5.31	8.22%	
Transportation	16.9	26.16%	
Local Roadways & Lanes	16.9	26.16%	
TOTAL DENSITY	15.1		units/Ha

*Density calculation assumes maximum potential R3 density

*Portions of Pond Area will be considered PUL

for the R1N and 5 to 8m for rowhousing. All lots will typically be 36.6 meters in depth except around expanded bulbs and at the end of a close.

In the East Wetaskiwin plan narrow lots are proposed in two locations. The first is adjacent to 56th Avenue along the north boundary where direct access to the roadway is not permitted. The second is along the central collector of the proposed development. Both of these residential clusters are situated in close proximity to park space, playground structures and lineal parks to access the remainder of the development by foot or bicycle.

4.2.3 Semi-detached Residential (2)

To accommodate the continuing demand for some semi-detached homes within a development, clusters of R2- semi-detached lots have been identified within the East Wetaskiwin concept. These will be located in the two closes located in the south of the development as well as clusters in the northwest and northeast of the plan area, integrated with R1 uses.

These lots will typically be 35 meters deep and have a minimum width of 9.0 meters per dwelling unit.

4.2.2 Multi-Family Residential

Two Multi-Family sites are proposed for this neighborhood to be located along the north entrance into East Wetaskiwin and in close proximity to 56th Avenue and the central collector. This site is ideally situated to benefit from the direct roadway access to and from the development with little traffic disruption to the remainder of the neighborhood. Also, this site is well served by the entrance road, which will provide a pedestrian friendly linkage to the park system.

It is anticipated that this site may be developed as a single comprehensively planned development with row housing, duplex homes, or a multi story apartment building or a combination of these housing types.

4.2.3 Commercial Site

The concept plan incorporates 2 small commercial sites in the south adjacent to the central collector. This location is suitable due to direct access to the future 47/48th Avenue arterial roadway. The sites are intended to provide convenient services for local residents.

4.3 PARKS AND OPEN SPACES

4.3.1 Central Park Site

The trails and parks plan for the development is shown in Figure 4.0. Two centrally located park sites are planned along the north-south collector roadway and are intended to serve the recreational needs of future residents and accommodate stormwater management requirements for the development (see below).

Both parks will be comprised of large open space for passive recreation, playground structures for public use, and multi-purpose trails closely integrated with the broader pedestrian circulation system through the development. The potential also exists to locate public sports facilities such as a full size soccer pitch to complement the other recreational opportunities the development will offer. It is intended that the proposed park development will not only meet the recreational needs of the new community development but also contribute to the greater City of Wetaskiwin Parks system. The park will be developed in consultation with the City of Wetaskiwin and to the standards set out by the City.

It is anticipated that each park will be developed within the 3rd phase of development in East Wetaskiwin.

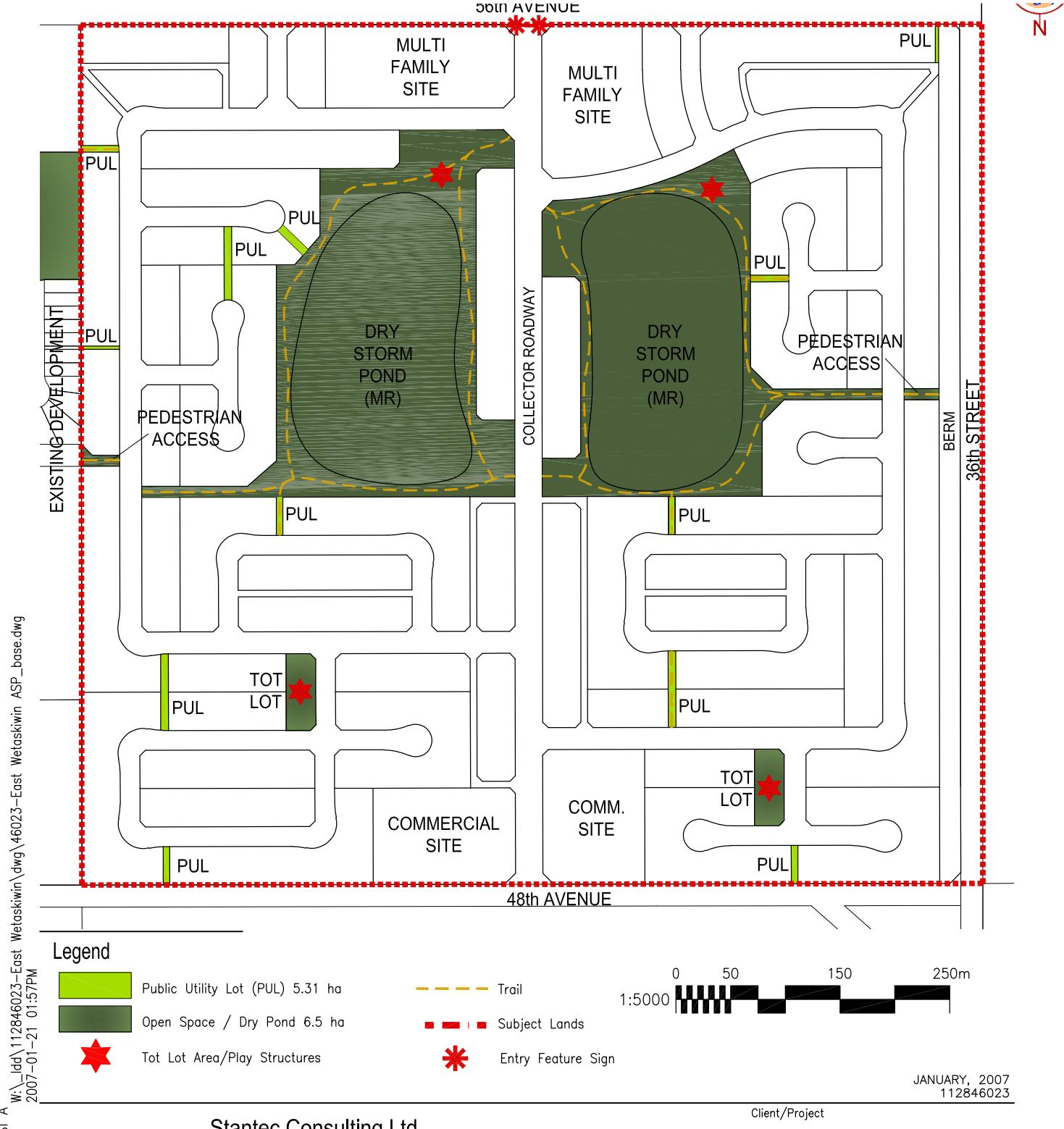
4.3.2 Trail & Linear Park System

The City of Wetaskiwin has a developing trail system. It includes a combination of existing multi-purpose walkways, urban sidewalk connections as required, and plans for potential future walkways providing an integrated trail network to the City. Trails and linear parks within the proposed development are intended to provide a convenient and accessible pedestrian circulation system. Through the use of linear parks, utility lots, and urban sidewalks this system will provide connections to both the proposed amenities and those offered in adjacent developments. This includes pedestrian access to the Municipal Reserve to the west, potential future school site to the northwest and existing subdivision development to the north and west. Connections between the two central park sites will be supplemented by traffic calming measures. These will include narrowing of the collector roadway at the two crossover points and installing expanded curbs and sidewalks complete with landscaping. Crosswalks linking the two expanded curbs will be installed consisting of decorative paving materials to emphasize pedestrian priority.

The standard right-of-way of the main collector roadway has been expanded to accommodate separate sidewalks on the both sides, allowing for enhancement with landscape planting. An alternate north-south connection is also provided by means of sidewalks along internal roadways and pedestrian walkways within public utility lots. These pedestrian connections provide access between the central parks sites and the pocket parks complete with children's play structures (tot-lots) located in the south.

4.3.3 Municipal Reserve Dedication

The requirement for municipal reserve area for the development is shown in Figure 4.0 and detailed in Table 1. The concept proposes that a significant portion of the reserve area would be provided within the central park areas as the stormwater detention requirement for this area is much larger than is typically required for similar developments of this size. Despite this, the developers have identified the need for all residents in the plan area to have close proximity to park areas and have provided further MR dedication in the two small parks in the southwest and southeast.



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4.4 STORMWATER MANAGEMENT FACILITIES

Stormwater management facilities have been centrally located in the north portion of the plan area, in fitting with existing topography requiring these facilities be located in close proximity to the lowest portion of the site. The facilities have been incorporated into the central park sites and will be dry stormwater detention ponds. Each will be seeded and enhanced with tree and shrub plantings to make this an amenity for the entire neighborhood. It is anticipated that this detention pond will only receive water during extreme rainfall events and the remainder of the time can be utilized for passive or active recreational activities such as sports fields as noted above.

4.5 TRANSPORTATION

The system of roads proposed for the East Wetaskiwin neighborhood provides its residents and the surrounding, traveling public with safe and efficient access for this area to the rest of Wetaskiwin.

4.5.1 Arterial/Expressway roadways

The transportation plan designates the following roadways adjacent to the East Wetaskiwin ASP as follows:

- 36th Street (east side) – arterial roadway w/ 30m ROW
- 48th Avenue (south side) – ultimately an arterial roadway w/ 24m ROW

Whereas it is anticipated that 36th Street will become a major arterial roadway, no access from the plan area has been provided. As development progresses and traffic demands increase for an efficient connection to the west, it is proposed that 47th Avenue will be realigned to intersect with 48th Avenue to the southwest of the plan area. The concept plan has been configured to accommodate this design with a single intersection access at the center of the south boundary.

4.5.2 Collector Roadways

A main design element of the concept is the main central collector roadway extended directly through the plan area. This alignment is practical in that it more or less follows the boundary between the two parcels and simplifies the implementation of the development. Further to this, the City anticipates that in the short term it anticipates the need for an efficient north south connection within the local road network.

This major collector road will have a carriage width of 14.0 meters wide within a 24 meter ROW. This collector roadway will be designed as per the City of Wetaskiwin Guidelines and will have separate sidewalks on both sides that includes boulevard tree planting. It is anticipated that entrance feature signs will be situated at the intersection of this major collector at the north and south ends of the development.

Intersecting with this major collector will be 2 minor collector roadway loops servicing the west and east halves of the development. These minor collectors will have an 11.0 meter carriage way and a 20 meter ROW with separate sidewalks on both sides that includes boulevard tree planting.

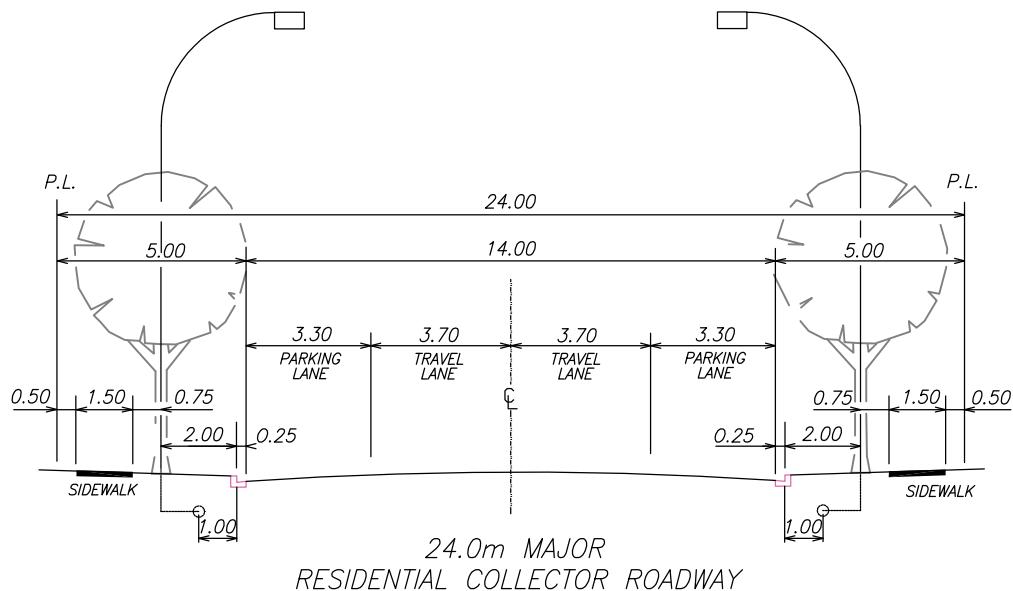
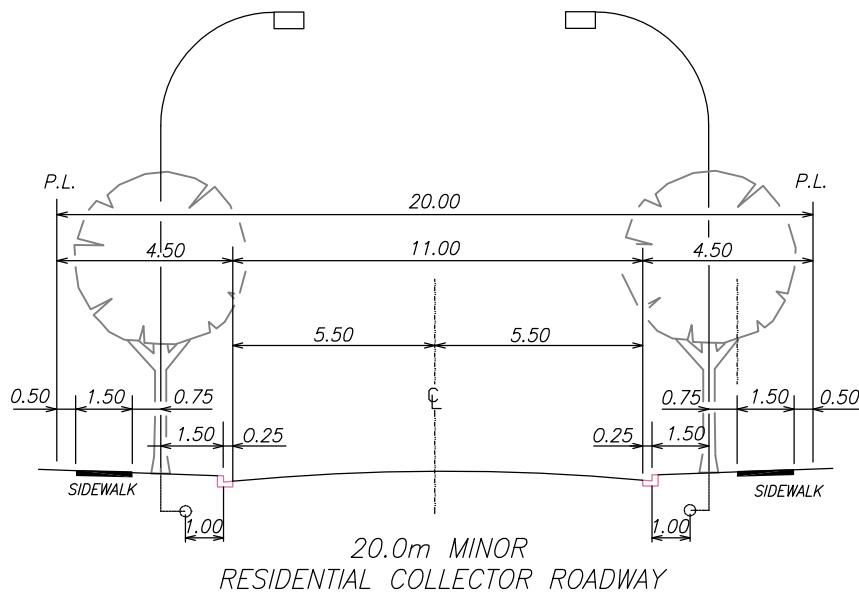
4.5.3 Local Roads

The system of local roads has been planned to provide access to individual development cells while at the same time discouraging outside traffic from short cutting through local roads. Local roads will have a 11.0 meter wide carriage way and a 20.0 meter wide right-of-way. All local roads will have monolithic curb and gutter sidewalks on each side of the roadway.

Typical standards for cul-de-sacs for many municipalities use a maximum length of 200m. The East Wetaskiwin development concept uses a more conservative maximum length of 150m for the subdivision.

4.5.4 Laneways

The East Wetaskiwin development concept has limited the use of lanes as required to suit the R1N and R3 land uses. Rear lanes will be designed to City of Wetaskiwin specifications and will be 6.0 meters wide.



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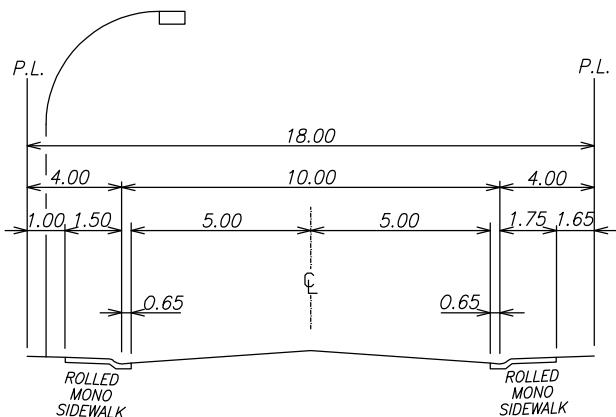
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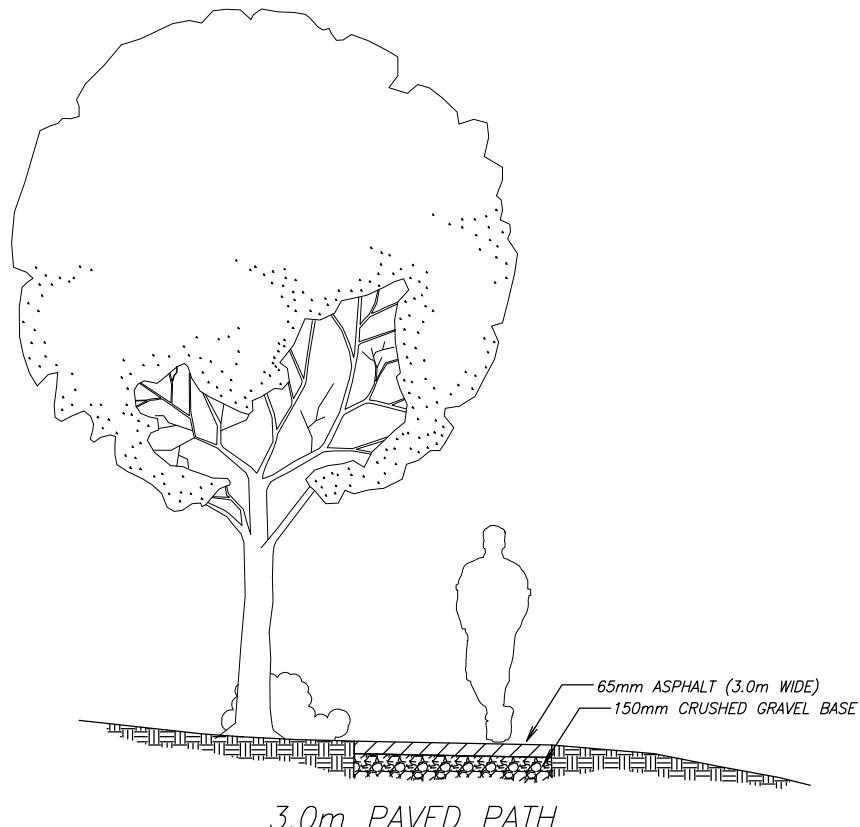
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EAST WETASKIWIN
RESIDENTIAL DEVELOPMENT
Figure No.
5.0
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Road Cross Sections



18/10 LOCAL RESIDENTIAL ROADWAY



3.0m PAVED PATH

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6.0
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Road Cross Sections

5 Development & Municipal Servicing

5.1 SITE GRADING

Upon approval and commencement of development, the site would be graded as required by each phase of development. Generally the phase area and some additional land as required would be stripped of topsoil, which may be temporarily stockpiled onsite or removed prior to grading. Whereas the development concept and servicing requirements have been designed to suit the existing grades, the overall grading requirements can be considered normal in comparison with typical developments. Regardless of this, attention will be made to minimize the impact of site grading. Areas not developed within each phase of construction may remain in agricultural production.

The most significant grading would involve the construction of a stormwater management facilities and filling in the south and particularly the southwest area of the site. Preliminary design concluded that this area can be serviced by traditional sanitary and storm servicing with a fill in the order of 1 to 3 meters. The fill would be contained on the development area and not impact adjacent properties. The overland drainage will drain along the roadways to the storm ponds. Fill provided from excavation of the storm ponds in phase 3 could be allowed time for some settlement in the area to occur prior to development of further phases. However, standard practices in engineered fill to prevent differential settlement could allow development to proceed upon completion of this operation.

5.2 STORMWATER MANAGEMENT

The stormwater management plan for the development is shown in Figure 8.0. Two stormwater management facilities (SWMF) are proposed for the East Wetaskiwin development to manage and control major storm water events. These facilities will be designed within the central park sites with active and passive recreation opportunities and will manage storm water from both the underground minor storm drainage system and the major overland storm water flows for the majority of this development. These SWMF will be sized to accommodate stormwater detention for a 1:100 year storm event. The inlet/outlet structures would be designed to release runoff at the 1:5 year pre-development runoff rate for the area.

The storm ponds would be constructed over the initial phases of development providing phased storage in proportion to the developed area of each phase. The ponds would be completed to their ultimate size at the completion of phase 3 as shown Figure 10-Phasing Plan. A detailed stormwater management plan will be completed in the preliminary design phase of the development. The major overland storm drainage for the initial phases would be routed to the center of the site and ultimately north along Parkside Drive

All storm sewers within the development will be sized to accommodate a 1 in 5 year stormwater event with stormwater being conveyed on the streets to the stormwater management facilities during larger stormwater events. All stormwater from the East Wetaskiwin development will discharge into the existing storm trunk located in the Parkside Drive roadway.

It is anticipated that storm pipes in this development will vary between 300mm and 600mm pipe diameter. Foundation drainage services would be provided for every lot and tied into the proposed stormwater drainage system. All stormwater facilities and storm sewers will be designed in accordance with the City of Wetaskiwin Design Guidelines and Alberta Environment Standards.

5.3 SANITARY SEWER SERVICING

The proposed development will be serviced from the existing sanitary trunk that currently exists at the north within the Parkside Drive roadway. All of East Wetaskiwin development will be serviced by gravity off this existing trunk. The sanitary lines will follow the existing grade, which currently drains from south to north. The overall conceptual sanitary sewer system is shown on Figure 9.0. Due to the depth of the existing connection at Parkside Drive and existing ground contours in the area, it is not feasible to service future development to the south or east with this system.

It is anticipated that all the sanitary pipes will be 200mm diameter to service this development and the proposed alignment for these pipes will follow the roadway alignments. All sanitary sewer facilities will be designed in accordance with the City of Wetaskiwin Design Guidelines and Alberta Environment Standards

5.4 WATER DISTRIBUTION

The overall water distribution system needed to service the East Wetaskiwin development is shown on Figure 7.0. In order to ultimately service these lands, a 300mm truck main will be extended along the central collector to connect with a future trunk at 48th Avenue. This will serve as the feeder line into this development. In order to provide interim looped connections, further connections from the proposed development are proposed within the 56th Avenue roadway.

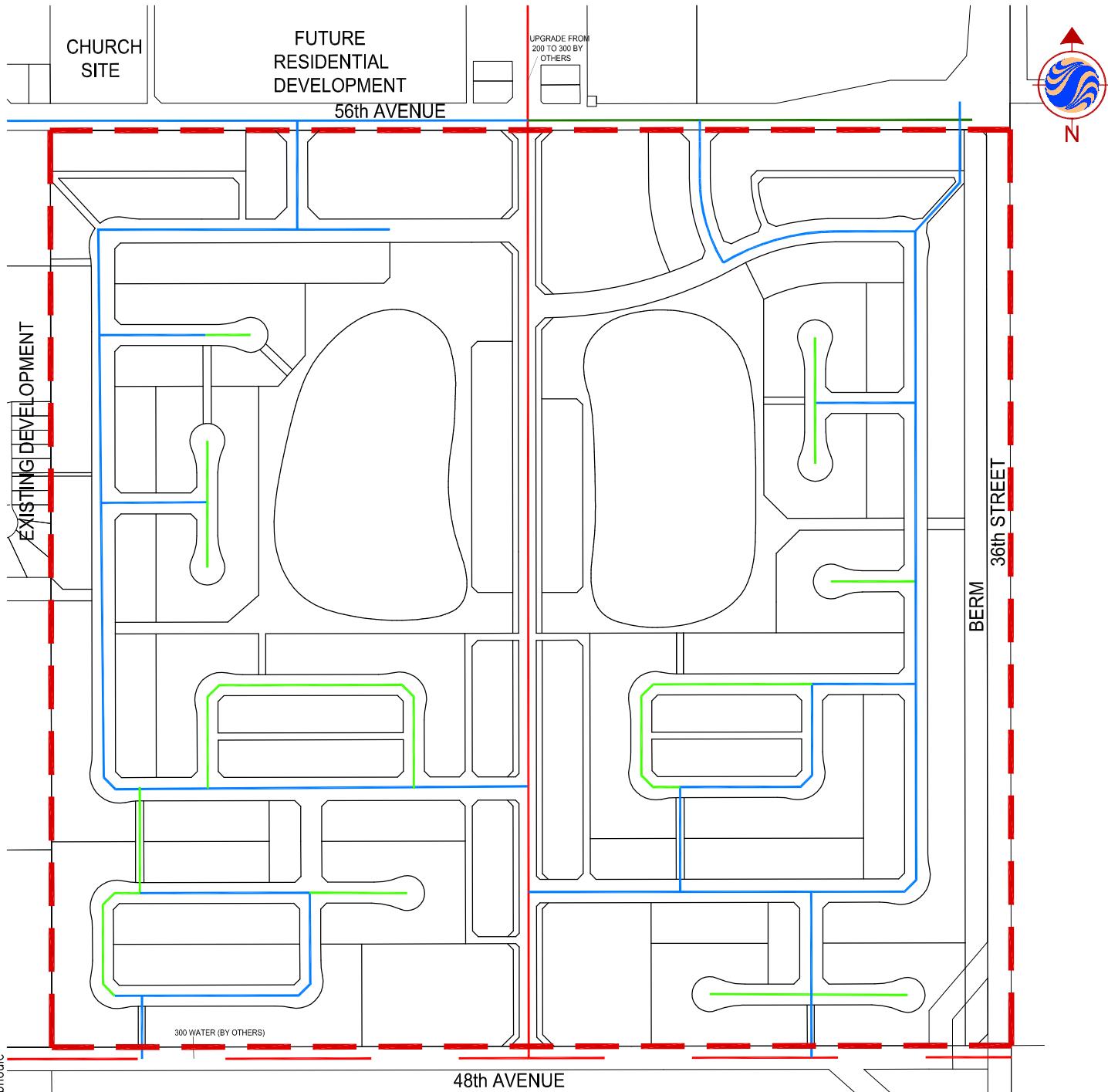
It is anticipated that the water distribution system for East Wetaskiwin will be accommodated with 150mm to 200mm diameter mains. The subdivision would be designed with hydrant fire spacing and fire protection meeting current standards. All water main facilities will be designed in accordance with the City of Wetaskiwin Design Guidelines and Alberta Environment Standards.

5.5 SHALLOW UTILITIES

Shallow utility services will be provided by the following companies:

- ATCO Gas (Natural Gas)
- Fortis Alberta (Electricity and Streetlights)
- Telus Communications (Telephone)
- Persona Communications (Cable Television)

The design of these facilities will be completed in consultation with these four companies at the detailed design of each phase of development



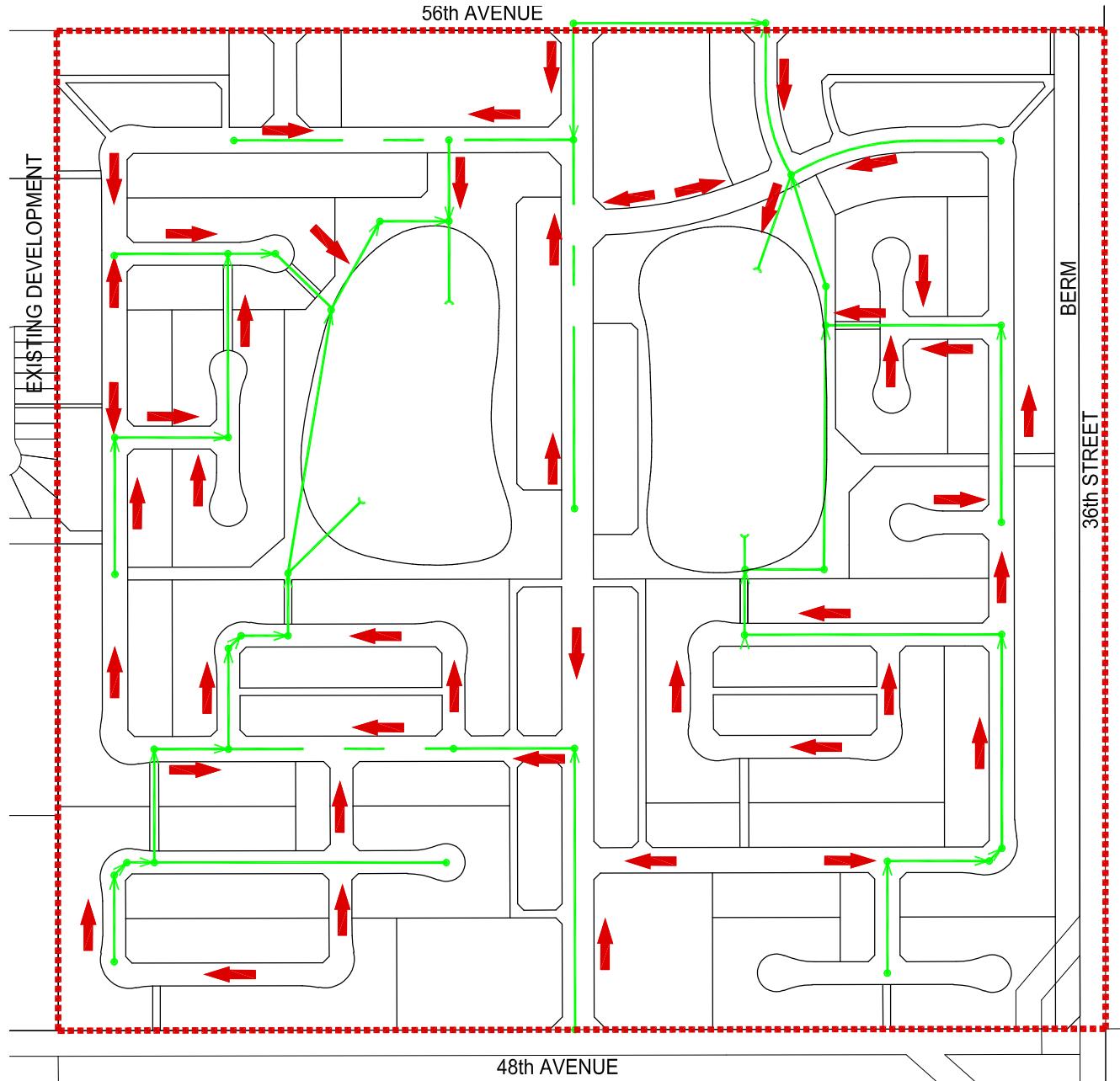
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Client/Project

EAST WETASKIWIN
RESIDENTIAL DEVELOPMENT
Figure No. 7.0
Title Water Plan

JANUARY, 2007
112846023



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112846023

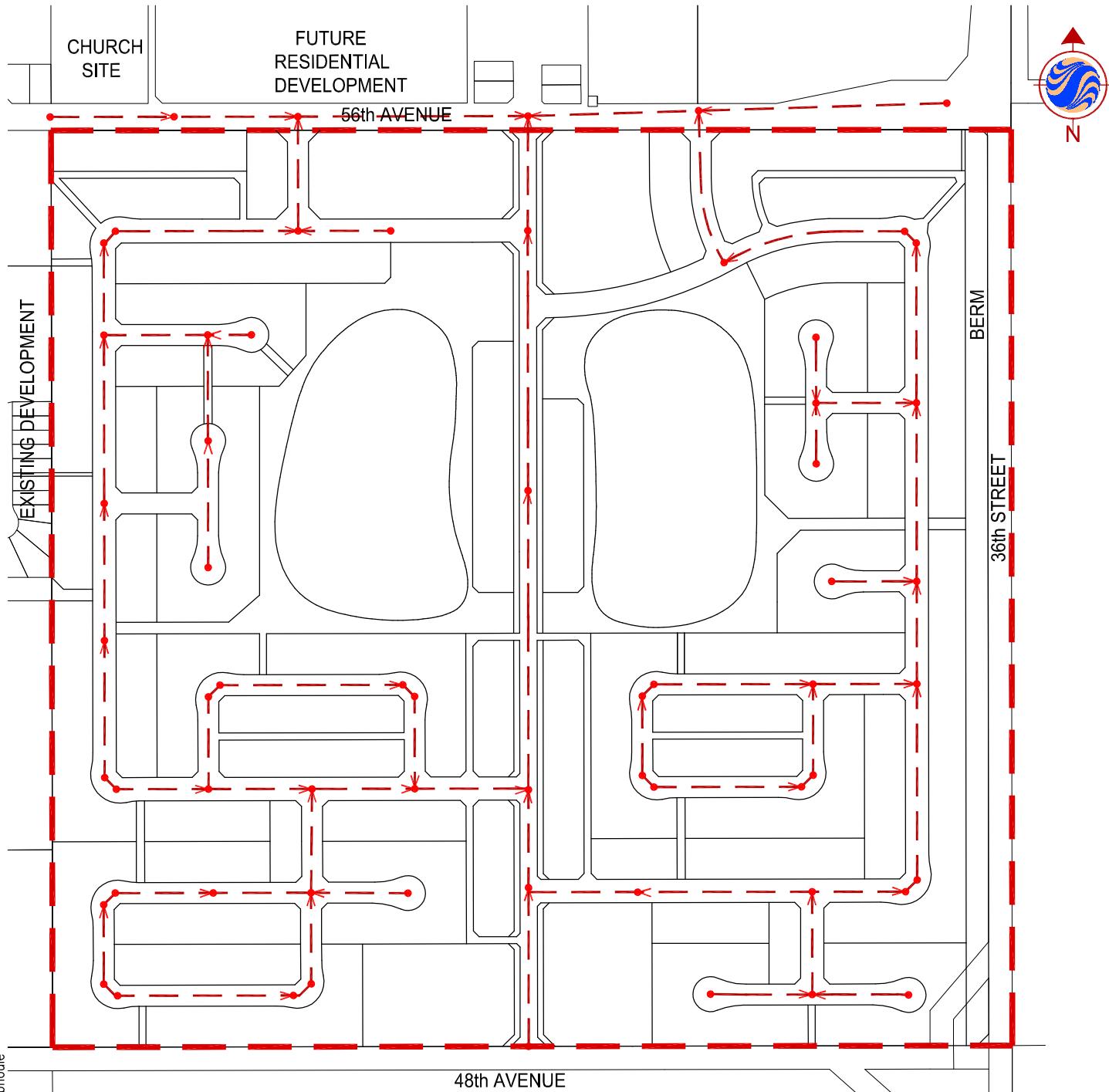
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EAST WETASKIWIN
RESIDENTIAL DEVELOPMENT
Figure No.
8.0
Title
Storm Plan



Legend

- — — — — NASP BOUNDARY
- — — — — EXISTING SANITARY MAIN
- — — — — PROPOSED SANITARY MAINS
- — — — — MANHOLE AND FLOW DIRECTION



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EAST WETASKIWIN
RESIDENTIAL DEVELOPMENT
Figure No.
9.0
Title
Sanitary Plan

6 Plan Implementation

6.1 DEVELOPMENT STAGING

Infrastructure to service the East Wetaskiwin development will be extended into this development from the existing sanitary and storm trunks at the intersection of 56th Avenue and Parkside Drive. Each successive stage will be developed with the logical and economical extension of these municipal services with the intent of meeting the needs of the regional and local housing market.

As shown on Figure 10.0 – Phasing, the phasing is generally expected to begin in the north and expand in a southerly direction. The phasing boundaries are shown conceptually and may vary from those shown when redistricting and subdivision applications are made. As well, portions of separate phases may be developed concurrently if there is sufficient demand and / or if the municipal servicing is made more efficient as a result.

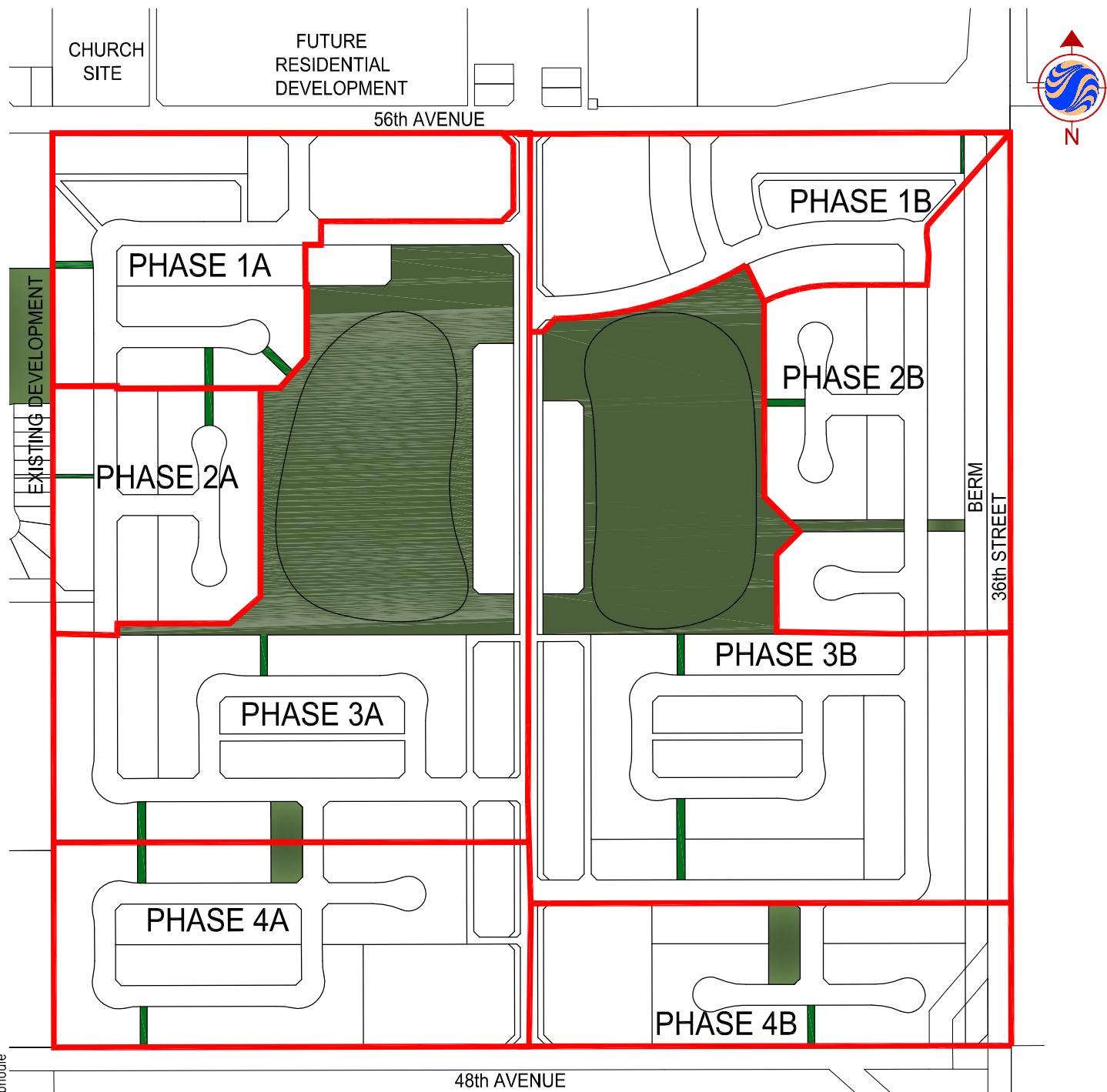
The concept has been developed to allow each of the two properties to be developed more or less independently. The exception to this would be the construction of the central collector and infrastructure therein, which would preferably be staged with equal contributions from both developers.

6.2 REDISTRICTING AND SUBDIVISION

Redistricting and subdivision applications, to conform to the land use designations described in the ASP, will be undertaken as necessary. The City of Wetaskiwin Land Use Bylaw will guide these applications.

6.3 ARCHITECTURAL THEMING

An architectural theme will be developed for this neighborhood and architectural controls will be developed to ensure that all home construction complies and conforms to the overall vision and theme for the East Wetaskiwin neighborhood.



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APRIL, 2007
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EAST WETASKIWIN
RESIDENTIAL DEVELOPMENT
Figure No.
10.0
Title
Phasing Plan