
**MUNICIPAL DISTRICT OF BRAZEAU
NO. 77**

**ALSIKE AREA
STRUCTURE PLAN**

**The Eastern Corridor To
BRAZEAU COUNTRY**



MUNICIPAL DISTRICT OF BRAZEAU NO. 77

BYLAW NO. 385-2000

BEING A BYLAW OF THE MUNICIPAL DISTRICT OF BRAZEAU NO. 77, IN THE PROVINCE OF ALBERTA, TO ADOPT AN AREA STRUCTURE PLAN FOR THE NE ¼ 35-48-04-W5M AND NW ¼ 36-48-04-W5M NAMELY THE "ALSIKE AREA STRUCTURE PLAN".

WHEREAS, Council of the Municipal District of Brazeau No. 77 deems it expedient and proper, under the authority of and in accordance with the *Municipal Government Act*, Chapter M-26.1, Revised Statutes of Alberta, 1994 and amendments thereto, to adopt an Area Structure Plan to provide a framework for the subdivision and development of an area of land within the Municipality.

WHEREAS, the public participation requirements of Section 692 of the *Municipal Government Act*, Status of Alberta, 1994, Chapter M-26.1, have been complied with;

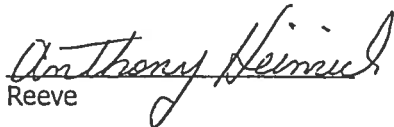
NOW THEREFORE, the Council of the Municipal District of Brazeau No. 77, duly assembled, enacts as follows:

1. That this Bylaw and attached Schedule "A" shall be known as the "Alsike Area Structure Plan".
2. That the "Alsike Area Structure Plan" shall provide the framework and policies for the future development of the NW ¼ of 35 and NW ¼ of 36 all within township 48, range 4, west of fifth meridian.
3. That this Bylaw shall take effect on the date of its final passing by Council.

READ a first time this 27th day of September, 2000.

READ a second time this 25th day of October, 2000.

READ a third time and finally passed this 25th day of October, 2000.


Reeve



Municipal Manager

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1.0 INTRODUCTION

1.1 Purpose

Council of the Municipal District of Brazeau No. 77 recognizes that opportunities exist for services orientated to the travelling public and industrial truck traffic on the lands adjacent to the intersection of Highways 39 and 20. This Area Structure Plan will provide the framework for future subdivision, and development of lands to achieve this land use strategy. The plan area includes those lands legally described as the NE $\frac{1}{4}$ of 35 and NW $\frac{1}{4}$ of 36-48-04-W5M.

Previously under the jurisdiction of Leduc County, the Municipal District of Brazeau No. 77 inherited jurisdiction of the plan area in 1989. By that time, the lands lying north of Highway 39, within the NW $\frac{1}{4}$ of 36, had already been developed.

This highway corridor introduces to its travellers the *eastern entrance* to the Municipal District of Brazeau No. 77 and is a major transportation route to Drayton Valley, Red Deer, and Edmonton. As the area structure plan lands serve as a entry way to "Brazeau Country", it will be of utmost importance to maintain a high quality of development and landscaping standards which will enhance the visual quality as well as the economic viability of this area.

1.2 Location

The location of the Area Structure Plan lands is depicted by *Figure 1*. Specifically, as above noted, the lands that lie within the plan area are legally described as:

- NE $\frac{1}{4}$ 35-48-04-W5M; and,
- NW $\frac{1}{4}$ of 36-48-04-W5M.

These quarter sections are adjacent to the intersection of Highways 39 and 20, and located adjacent to the north and 0.80 km. (0.50 mile) to the west of the shared municipal boundary of Leduc County. The Village of Breton municipal boundary lies approximately 7.24 km. (4.5 miles) to the south of the plan area.

1.3 Process

R. Matthews Planning Consultants was retained by the Municipal District of Brazeau No. 77 to prepare an Area Structure Plan for the plan area herein referred to as *Alsike Area Structure Plan*.

Council of the Municipal District of Brazeau No. 77 has acknowledged the need to plan for the provision of services at this highway intersection as distinct from facilities that serve the urban communities of the Village of Breton and Town of Drayton Valley. It realized the need to provide services not only to the tourism industry but also, to industrial truck traffic.

The plan preparation commenced in mid-February by the initial gathering and review of relevant background information. A meeting was arranged and, input sought from Administration of the Municipal District of Brazeau No. 77. Specific agencies were contacted for their direct input such as Alberta Energy and Utilities Board, Alberta Infrastructure, Alberta Environmental Protection, respective oil and gas industries, etc. Individual meetings with all landowners took place to discuss their concerns and/or aspirations related both to individual land holdings and to the future of the Alsike area in general. In a random survey, information was further gathered from users of the existing service facilities to determine from their prospectus what type of future development would accommodate their needs.

This Area Structure Plan has been referred for comment to the Municipal District of Brazeau No. 77 rural neighbour, Leduc County. This is in keeping with the fringe referral policy of Municipal Development Plan No. 328-98. Further, to foster cooperation and coordination with the Village of Breton, the Municipal District of Brazeau No. 77 has involved this urban municipality in its referral process although not a policy requirement of the Municipal Development Plan.

2.0 COMPLIANCE WITH PROVINCIAL LEGISLATION AND MUNICIPAL STATUTORY PLANS AND BYLAW

This Area Structure Plan is prepared in accordance with, and pursuant to, Section 633 of the Municipal Government Act, the Provincial Land Use Policies, the Subdivision and Development Regulations and the Municipal District of Brazeau No. 77 Municipal Development Plan Bylaw No. 328-98 and Land Use Bylaw No. 368-99.

3.0 EXISTING CONDITIONS

3.1 Physical Site Evaluation and Existing Land Use

The plan area consists of some 110.10 ha. (272.00 ac.) of land. The lands are fragmented by oil and gas related facilities, drainage features and by Highway 39. This section sets out the conditions of the plan area that play a significant role in identifying the future opportunities and constraints for development of this area (see *Figure 2 – Existing Features*).

For ease of reference, the plan area is broken into the titled areas of the respective quarters:

3.1.1 North of Highway 39 – Pt. of NE ¼ 35-48-4-W5M (Containing 13.10 ha. (32.40 ac.) more or less)

Existing residential development of the lands has taken place. In addition to the residence and a number of accessory buildings, a home based business referenced as “*Alsike Honey*” is being operated from this site. Access is provided from an approach located off Highway 39. The developed area is located on the highest elevation of the lands.

The developed road adjacent to the west boundary of this 32-acre parcel is a forced road registered by Road Plan No. 4503 E.U. (Range Road 41A). Two high-pressure oil and gas pipelines cross this road running in an east/west direction, extending through the north west corner of the parcel. A further pipeline right of way vertically extends through the centre of the entire parcel connecting to a wellsite located on the lands south of Highway 39.

Flat vegetated areas lie to the east of the developed area and west of the vertical pipeline crossing. These areas carry the drainage of seasonal waters from the north. Culverts direct the flow across Highway 39 to the south. The vegetation consists of a mix of Black Spruce and Tamarack with densely populated Birch and Poplar trees on the remainder of the lands.

3.1.2 South of Highway 39 – Pt. of NE ¼ 35-48-4-W5M
(Containing 46.62 ha. (115.29 ac.) more or less)

Two road plans and a planned right-of-way have been excepted from the titled area leaving a balance of 36.53 ha. (105.20 acres). The exempted lands (one road plan and planned right-of-way) are described in subsequent Sections 3.1.3 and 3.1.4. The remaining road plan forms part of Highway 20 right-of-way.

A number of oil and gas related facilities are located on the subject lands. Two 16" high pressure sweet crude oil lines run along the entire north portion of the titled area serving as main transmission lines to oil refineries within the City of Edmonton. In discussion with the respective oil company, these lines will be maintained for many years to follow. A wellsite lease area within the northeast corner of the subject lands, as accessed directly off Highway 39, contains an operating oil well. A pipeline right-of-way from the adjacent parcel to the north crosses vertically onto the subject lands, then travels horizontally connecting to this wellsite. Another pipeline connects to this well diagonally extending from the southwest corner. This right-of-way has been abandoned but the pipe remains in the ground. For the full extent of the subject lands, running vertically along the west boundary of the lands is a further pipeline right-of-way. (See Figure 2).

Northwestern Utilities possesses a registered interest in the subject lands by a utility right-of-way travelling $\frac{3}{4}$'s the length of the east boundary in a north/south direction. This right-of-way houses a main distribution gas line.

The subject parcel contains low-lying areas to the central, southwest and northeast portions of the lands (see figure 2). Two separate natural drainage features (one from the north and the other from the southwest) directs seasonal run-off to a dugout within the northeast quadrant of the lands. The run-off then flows in an easterly direction crossing into the adjacent NW $\frac{1}{4}$ of 36.

Two further approaches provide access to the lands and are located on the northeast boundary, directly off Highway 20 and on the southside of Highway 39, in the northeast corner, adjacent to the wellsite approach. These approaches are located in close proximity to the intersection of the primary Highways and are used as field approaches only.

The principle land uses are agriculture (improved pasture) and oil and gas industrial activities.

3.1.3 South of Highway 39 – Pt. of NE ¼ 35-48-4-W5M
(Containing 1.81 ha. (4.48 ac.) more or less)

This area of land was excepted out of the quarter section as a road plan registered as instrument No. 752 0552. It is not typical that an Area Structure Plan address road planned lands but, as the lands were utilized for an alternative use other than for public road access, the existing land use will be addressed herein.

The road planned lands are the ownership of Alberta Infrastructure and were once used as a gravel stockpile and asphalt plant site. This site is located in close proximity of the southeast boundary of the lands described in Section 3.1.2. Access is provided by an approach off Highway 20. Because of its existing use, it is recommended that an environmental assessment of the land be performed prior to any alternate land use considerations.

Alberta Infrastructure has indicated their intent to market these lands to prospective buyers.

3.1.4 South of Highway 39 – Pt. of NE ¼ 35-48-4-W5M
(Containing 1.44 ha. (3.55 ac.) more or less)

This site was extracted from the title to the lands described in Section 3.1.2 by right-of-way plan No. 3053 T.R.

The lands are located south of Highway 39, within the northwest corner of part of the NE ¼. A truck unloading station together with associated tanks store crude oil product at this location. Such facility is referred to as "*Keystone Truck Depot*". This facility is egressed and ingressed by two separate approaches off Highway 39. Crude oil is released into main transmission lines at this site, carrying the oil product to refineries within the City of Edmonton.

3.1.5 North of Highway 39 – Pt. of NW ¼ 36-48-4-W5M
(containing 1.70 ha. (4.20 ac.) more or less)

This triangular strip of land has been developed for many years serving highway traffic users of this corridor. Presently located on the lands are structures that support a gas fueling station and general store, a denture clinic, a restaurant, an automobile repair shop and vehicle sales, and an oilfield/industrial supply company.

Access to these services are provided by road plan right-of-ways (No. 613 E.O. and 3811 E.U.) with approaches accessing the road right-of-ways directly off Highway 39. Additional access to these lands is offered by partially developed Range Road 41. The further development of this range road to the north has been restricted due to a muskeg area. This low-lying area also lies immediately north of the developed area within this parcel restricting further development of the lands.

For the most part, those portions of the road plan right-of-ways and the lands adjacent to the developed areas are not hard surfaced. The hard-surfaced portions lie within the developed portion of Range Road 41 and that portion of lands fronting the gas station and general store.

3.1.6 North of Highway 39 - Pt. of NW ¼ 36-48-4-W5M
(containing .19 ha. (.48 ac.) more or less)

This titled area is owned by Her Majesty the Queen, as represented by the Minister of Highways (now referenced as "Alberta Infrastructure"). This severed strip of land lies between the north boundary of Highway 39 and the south boundary of Road Plans 613 E.O. and 3811 E.U. No development has taken place on this land other than for approach access to an existing farmstead north of the plan area.

3.1.7 South of Highway 39 - Pt. of NW ¼ 36-48-4-W5M
(containing 58.15 ha. (143.68 ac.) more or less)

This titled area is the largest area within the area structure plan lands. Its north part is horizontally crossed by four pipeline right-of-ways and three vertical pipeline right-of-ways extending to the north (one being an extension off a horizontal pipeline right-of-

way). Two of the three vertical pipelines are abandoned leading into abandoned wellsites located on the northeast portion of the lands. The other vertical pipeline leads to an active wellsite to the north of the plan boundary. (See *Figure 2*).

The primary land use is agriculture. Two residences and a number of accessory farm buildings are located on the lands. These structures are geographically situated on the highest point of the lands.

To the north of the farmstead, lies a seasonal drainage area carrying the flow of water from the NE ¼ of 35, fragmenting the north and south portions of the land. With the exception of the high area and the drainage feature, the lands are flat and well drained. A small low-lying area exists in the centre adjacent to the north boundary.

Three approaches provide access to this parcel, one to the residences from the west boundary off Highway 20 and the others, adjacent to the south boundary off Highway 39.

3.2 Existing Land Use Zoning

The lands described in Section 3.1.5 above are zoned as Highway Commercial (HWY-C) pursuant to Land Use Bylaw No. 368-99. The remaining lands within the plan area are zoned Agricultural-A (AG-A).

3.3 Agricultural Capability

The soil within those portions of land lying to the south of Highway 39, comprising of the majority of the plan area, possess good capability for agriculture production (farmland assessment rating of 48% to 52%). Under the Canada Land Inventory, the soils would be classed as 2 and 3 soils.

In contrast, the soil of the land to the north of Highway 39, within the NE ¼ of 35, is of lower quality (farmland assessment rating of 7% - Canada Land Inventory rating of class 6).

Farmland assessment rating is not available on the lands to the north of Highway 39 within the NW ¼ of 36, as the existing commercial development of the site has excluded the necessity for farmland rating.

3.4 Non-Renewable Resources

In consultation with the Alberta Geological Survey Map, it has been determined that there are no significant deposits of sand or gravel material within the plan area.

AEUB has identified a number of oil and gas licensed facilities with the plan area, the most significant being the numerous pipelines, wellsites (2 abandoned) and the Keystone truck depot. To minimize possible negative impacts on these facilities, it must be ensured that development of the lands comply with AEUB minimum setback recommendations and the Provincially regulated minimum setback requirements of the Subdivision and Development Regulations. Where oil and gas pipeline crossing agreements are required, they shall be obtained from the pipeline owner at the expense of the Applicant/Developer.

3.5 Historical and Archaeological Resources

Subject to Section 28(2) and (3) of the Historical Resources Act, all archeological and palaeontological resources are owned by the Province. Municipalities are encouraged to contribute to the preservation of these resources.

Alberta Community Development has been invited to respond as to whether the plan area contains significant historical resources that require preservation, rehabilitation or reuse. No response has been received therefore; it is assumed preservation of historical resources is not a concern.

3.6 Roadways

As previously described, the lands within the plan area lie adjacent to the intersection of primary Highways 39 and 20.

As visually set out in *Figure 2*, the existing Highway 20 right-of-way was widened by Road Plan No. 3811 E.U. This road plan corner cuts a

portion of the NW ¼ of 36 that lies to the south of Highway 39, and continues to the north and east as road widening for Road Plan No. 613 E.O. and Township Road 490. The remaining portion of Township Road 490 to the west of Road Plan No. 3811 E.U., for the remainder of the plan area, is undeveloped.

A developed (gravel surface) forced road lies adjacent to the west boundary of the north part of NE ¼ 35-48-4-W5M (Range Road 41A).

Range Road 41 provides access from the west to the lands previously developed as Highway Commercial. This road dead-ends to the north before the boundary of the plan area and will not likely be extended because of a low muskeg area.

Direct approach access off Highways 20 and 39 are sited in a number of locations throughout the plan area. Alberta Infrastructure has expressed concern with the number and location of these approaches. In the future, closure of some existing access points will be required as development of the plan area takes place.

In 1999, McElhanney Consulting Services Ltd. produced an Alberta Primary Highway Traffic Volume History Report (1989-1998) on behalf of Alberta Infrastructure. This report provides average annual daily traffic counts on primary highways throughout Alberta and assists in estimating the traffic flow at the intersection of Highways 39 and 20 within the plan area:

<u>Location</u>	<u>Average Annual Daily Traffic Counts - 1998</u>
A) Highway 20 – 1.4 km. south of Highways 20 and 39	2,070
B) Highway 39 – west of Highway 20 at Alsike	3,140
C) Highway 39 – east of Highway 20 at Alsike	2,870

The majority of the traffic flow distributed at the intersection of Highways 20 and 39 are those travelling from the east and west with the least

amount of traffic intersecting from the south. From 1989 to 1998, the average increase in traffic flow at this intersection is estimated at 8.23%.

3.7 Utilities

Buck Mountain Gas Co-op, TransAlta Utilities and Telus are the utility companies servicing the plan area with gas, power and telephone. Cable service is provided by Videon. These service providers shall be contacted prior to development of the lands to determine service requirements. An Alberta First Call must be made to determine the location of buried utility lines prior to excavation.

3.8 Adjacent Land Use and Development

The adjacent land uses are similar to those land uses of the plan area.

The surrounding lands support a mix of agricultural pursuits and oil and gas industrial activity. A twenty (20) acre parcel of land on the northwest portion of the SW ¼ of 35, lying adjacent to the plan area, contains a developed plant site. This oil and gas facility is referred to as "*Keystone Gas Plant*".

3.9 Implications for Future Land Use

Development of the lands within the plan area will be constrained by a number of existing on-site conditions.

The numerous oil and gas facilities and a main distribution utility line that traverse the plan area will effect where development shall occur. The natural drainage function served by the lands further these constraints.

A Policy of the Municipal District of Brazeau No. 77, as set out in Municipal Development Plan No. 328-98, is to conserve agricultural lands. In capturing the demonstrated need for development of this area, care must also be taken to ensure the continued viability of adjacent farming practices.

4.0 PROPOSED DEVELOPMENT PLAN

Figure 4 sets out the proposed Development Plan for future land uses. Consideration in its preparation was based on the following:

- Referral process and public input;
- Strategic location:
 - eastern entrance to Brazeau Country;
 - highway corridor to Red Deer, Edmonton and Drayton Valley.
- Section 3.9 of this Area Structure Plan (development constraints);
- The desire of Council to provide an area that offers services and sufficient area in which to park its industrial truck traffic;
- The objective of Council, pursuant to Policy 8 of the Municipal Development Plan, to promote and encourage hospitality industry as part of the tourism infrastructure.

The following is a textual description of the proposed development concept for the plan area:

4.0.1 North of Highway 39 – Pt. of NE ¼ 35-48-4-W5M (Containing 13.10 ha. (32.40 ac.) more or less)

Future development of this area is constrained by the drainage areas to the east of the developed farmsite and a portion of lands to the west of the vertical pipeline right-of-way. High water tables are expected at these locations. These particular areas should remain in their natural state in order to preserve the existing drainage function of the lands.

Development of the area east of Range Road 41A, for a distance of approximately 235 m. (770 ft.) may be possible. Ground water table conditions must be evaluated at the time of subdivision to provide assurances that there is little potential for interference with site development (building foundations and access road) due to high water table conditions. Such report shall be performed by a qualified soils consultant as defined in the guidelines of Alberta Environmental Protection. If favourable conditions are reported, this area may support highway commercial uses geared to the tourist industry such

as a gift shop, tea house, travel bureau or a garden market offering fresh fruits, flowers, honey and vegetables from local vendors.

The existing farmstead and its ancillary operation may remain as uses in compliance with the Agricultural – A (AG-A) District of Land Use Bylaw 368-99.

4.0.2 South of Highway 39 – Pt. of NE ¼ 35-48-4-W5M
(Containing 46.62 ha. (115.29 ac.) more or less)

Future development of this area will be constrained by numerous oil, gas and utility right-of-ways, a wellsite and natural drainage areas to the centre, northeast and southwest of the subject lands. These constraints will result in firstly, the creation of larger parcels to allow sufficient area to develop withstanding existing right-of-way interests and secondly, the protection of the natural drainage areas by environmental reserve easements.

The outer perimeter of the subject lands offers excellent exposure for highway commercial uses. Such uses are to be orientated to both industrial truck traffic and the tourist industry. The natural pine and spruce covered area may offer a viable area for a campsite accented by the natural drainage area lying to the immediate north of the tree line. Amusement and recreation activities may also be offered on lots with highway frontage to further the economic viability of a campsite. Suggested uses for remaining highway commercial lots would be a museum of oil and gas artifacts, travel bureau, historical village, retail establishments, and a drive-in restaurant.

Rural industrial uses shall be introduced to the internal lots. An internal paved road to the south boundary of the plan area and an existing natural tree stand of the lands lying adjacent to the west of the plan area will provide adequate buffer to adjacent agricultural land uses. Appropriate development for this area would include a tire shop, truck repair and detailing, warehousing, equipment rentals, auctioneer facility, etc.

Development of lots within the southwest quadrant of this quarter will require that appropriate water table tests be accompanied with the subdivision application providing confirmation that the lands will support the uses as proposed in accordance with Alberta Environmental Protection guidelines.

4.0.3 South of Highway 39 – Pt. of NE ¼ 35-48-4-W5M
(Containing 1.81 ha. (4.48 ac.) more or less)

Prior to development of this site, an environmental assessment will be required evidencing that the existing use (asphalt plant and gravel stockpile) has not contaminated the site or sufficient proof provided that the issue of contamination has been rectified to the satisfaction of the Municipal District of Brazeau No. 77 and Alberta Environment.

Lots created within this titled area shall support highway commercial uses introducing recreation, retail and personal service to the trucking and tourist industry.

4.0.4 South of Highway 39 – Pt. of NE ¼ 35-48-4-W5M
(Containing 1.44 ha. (3.55 ac.) more or less)

The Keystone truck depot, currently owned by Pembina Pipeline, will continue to be in operation for as long as the oil industry is active in the Brazeau Region. The land use shall be maintained in its present state. Should future expansion or re-development of this truck depot occur, the designation of the lands shall be amended to a Rural Industrial District in accordance with Land Use Bylaw No. 368-99.

4.0.5 North of Highway 39 – Pt. of NW ¼ 36-48-4-W5M
(containing 1.70 ha. (4.20 ac.) more or less)

Further structural development of this area will not be permitted as the density regulations of Section 74 of the Highway Commercial Land Use District has been exceeded. The existing uses comply with the Highway Commercial land uses of Land Use Bylaw 368-99 although subdivision of the non-related uses should have occurred. As existing businesses discontinue their use in this area, new uses shall comply with the regulations of Land Use Bylaw No. 368-99.

4.0.6 North of Highway 39 – Pt. of NW ¼ 36-48-4-W5M
(containing .19 ha. (.48 ac.) more or less)

This strip of land lies between Highway 39 and Road Plan No. 3811 E.U. It provides access to the developed farmstead on the lands lying adjacent to the north boundary of this plan area, within Leduc County. The provision of access to the adjacent lands will remain via

this strip of land until alternate access is in place. Continuation of an access road linking the quarter section within Leduc County to the plan area is contemplated by this Area Structure Plan see *Figure 4*.

4.0.7 South of Highway 39 - Pt. of NW ¼ 36-48-4-W5M
(containing 58.15 ha. (143.68 ac.) more or less)

A number of pipeline rights-of-way, abandoned wellsites and a drainage course constrain development of this area. The quality and good husbandry practices of the lands must be considered when promoting development of this area.

The lands fragmented to the north by the natural drainage course shall support highway commercial development. A variety of uses shall service the industrial truck traffic and tourist industry.

Intensive/extensive recreational development is contemplated to the south of the drainage course. Development of this area will focus on providing recreational services to the tourist industry while still preserving the excellent soil capability for future generations. Such multi-recreational uses would include a guest ranch, a concept similar to the "*Red Barn*", riding stables, par 3 golf course, nurseries, greenhouses, equestrian facilities, etc. The existing farmstead would serve as a surveillance suite to the proposed development. Development regulations for such uses shall recognize the adjacent land uses and establish the appropriate regulations to ensure the continued viability of existing adjacent farming operations.

To confirm representations made to the landowner, assurance is given herein that development of these lands is not mandatory and is at the discretion of the landowner(s).

4.1 Proposed Land Use Zoning

The land use concept will be that of service orientated industrial, commercial and intensive/extension recreational development. The conceptual uses will be driven by the specific permitted and discretionary land uses as set out in the Highway Commercial (HWY-C), Rural Industrial (R-I) and Agricultural-A (AG-A) Districts of Land Use Bylaw No. 368-99 as locationally depicted in *Figure 4*.

4.2 Water and Sewer Servicing

PFRA, on behalf of The Municipal District of Brazeau No. 77, has performed a Groundwater Assessment Study for the Brazeau Region. Such study indicates that the yields within the Alsike area range from 50 m³ to 150 m³ per day. As of 1996, water wells for non-domestic needs are required to be licensed.

The Municipal District of Brazeau No. 77 shall require the owner/developer demonstrate to the Municipality's satisfaction that on-site water capacity for those lands to be developed is available at the time of subdivision. Such reports shall be prepared in accordance with Alberta Environmental Protection guidelines.

Sewage disposal shall be by means of holding tanks and the hauling of effluent off site by truck. Such effluent shall be disposed of at an environmentally approved lagoon facility. The nearest approved facility within the Municipal District of Brazeau No. 77 is immediately west of the Hamlet of Lindale, approximately 19.3 km. (12.0 mi.) from the plan area. To reduce the operating costs of this collection system, it should be investigated whether the Birchwood Village Greens Condominium Association would partake in a contract for the trucking of effluent from the plan area. Currently, the Association hauls effluent to this same facility for the Birchwood Village Greens residents. Or, as an alternate, the Village of Breton may entertain the use of its facility for a levy payable by the user. The Village could maintain these monies in reserve for the eventual up-grade of its facility.

4.3 Roadways and Utilities

All internal roadways are to be constructed on a 30 m. (100 ft.) right-of-way with a 46 m. (151 ft.) diameter cul-de-sac turn-around to the standards and specifications of the Municipal District of Brazeau No. 77 (*see Appendix I*). The roadways shall be designed as rural industrial roads in accordance with the design guidelines of the Municipal District of Brazeau No. 77.

As development of the area occurs, eventual deletion of existing access to Highways 39 and 20 will take place. The restricted access points will be as follows:

- NE ¼ of 35 (south of Highway 39)

One access point to Highway 20 shall be located at the south limit of the plan area. One further access to Highway 39 shall be located at the east boundary of the Keystone Truck Depot by extension of an existing approach. The approach servicing the truck depot to the west will remain as temporary access for this facilities specific use. Alberta Infrastructure may require its removal at some future date. All other existing accesses will be removed as development occurs.

A traffic impact study shall be performed at the aforementioned accesses to Highways 39 and 20 at the Keystone east boundary and at the south limit of the plan area. Such assessment will form part of the subdivision process. The cost associated with this study is to be borne by the Applicant/Developer.

- NE ¼ 35 (north of Highway 39)

Access to the area of proposed development shall be gained from Highway 39 by re-alignment of Range Road 41A. The highway access to the existing developed farmstead shall be removed if re-development (change of use) of this site occurs. Access shall then be gained by service road to be constructed within the right-of-way of Township Road 490.

- NW ¼ 36 (south of Highway 39)

Access to Highway 20 shall be gained by an approach at the south limit of the quarter section. Further, access to Highway 39 shall be located at the east limit of the quarter section. All other field approaches shall be removed. If re-development (change of use) of the area encompassed by the existing farmstead occurs, the existing residential access shall be removed and access provided to Highway 20 from the access point located at the south limit of the quarter section.

A traffic impact study shall be performed at the access to Highway 39. Such assessment will form part of the subdivision process. The cost associated with this study is to be borne by the Applicant/Developer.

- NW ¼ 36 (north of Highway 39 – existing developed area)

Although re-development of this area is not proposed by this Area Structure Plan, if the same does occur, highway access shall be by that developed portion of Range Road 41. Widening of the existing right-of-way width of this Range Road shall be required to accommodate both ingress and egress access. The use of all other existing approaches shall be discontinued.

- North of Plan Boundary (SW ¼ 1-49-4-W5M - Leduc County)

An access point to the east limit of the lands adjacent to the north boundary of the NW ¼ 36 (north of Highway 39) shall align with the east limit access of the NW ¼ 36 (south of Highway 39). A proposed internal service road shall be by construction of the existing undeveloped Township Road gaining direct access to Range Road 41.

A 15.0 m. (49.2 ft.) strip of land, adjacent to Highway 39, shall be dedicated to Alberta Infrastructure for future road widening at the time of subdivision of those lands lying adjacent to Highway 39.

Gas, telephone and electric power services will be supplied to the plan area by Buck Mountain Gas Co-op, Telus and TransAlta Utilities. Power services shall be encouraged to locate underground. The location of power service boxes and transformers, where possible, should be located at the intersection of lot lines. Where required, the Developer shall provide right-of-ways and easements of sufficient size and location to satisfy the service providers.

4.4 Population Density

Population density resulting from development of this area, pursuant to the proposed land use of the area, will be minimal. Commercial, industrial and recreational uses do not support over-night permanent accommodation. An increase of nine (9) persons living within the area structure plan lands is anticipated for possible surveillance suites as defined in Land Use Bylaw No. 368-99.

4.5 Municipal and Environmental Reserve

Alberta Agriculture, Food and Rural Development has advised that the Crown does not claim an interest in the area structure plan lands as no defined channel with a defined bed was found (*Section 3 of the Public Land Act*). As development of the areas south of Highway 39 occurs, where applicable, a condition of subdivision approval shall require that an Environmental Reserve Easement be registered upon the title to the lands. This requirement will ensure that the natural drainage features within the plan area are protected. The taking of the Environmental Reserve Easement is in accordance with Section 664 of the Municipal Government Act and is in keeping with Policy 5.3 of Municipal Development Plan Bylaw No. 328-98.

Pursuant to Policy 6 of the Municipal Development Plan Bylaw No. 328-98, the Municipal District shall require that 10 percent of a parcel of land that is the subject of a proposed subdivision be dedicated as Municipal Reserve. The 10 percent Municipal Reserve dedication on the parcel(s) being created shall be provided in the form of money in lieu. The balance of reserves owing shall be deferred to the remnant parcel. Such dedication shall be subject to the provisions of the Municipal Government Act.

4.6 Canada Post Mailboxes and Rural Addressing

The location of Canada Post's superboxes shall be co-ordinated with Canada Post by the Developer of the lands.

Rural addressing signage will be required to be installed at the expense of the Developer and in co-ordination with the Municipal District of Brazeau No. 77 Rural Addressing System.

4.7 Development Staging

To limit the pre-mature conversion of agricultural lands to the south of Highway 39, within the plan area, development will occur in phases as witnessed by *Figure 5*. By staging development as proposed, interference with existing agricultural operations will be lessened. The further subdivision of lands for non-agricultural purposes will occur only in the event each preceding phase has been seventy-five percent (75%)

developed to the satisfaction of the Subdivision Approving Authority of the Municipal District of Brazeau No. 77.

The remaining lands within the plan area (north of Highway 39), where development is feasible to occur, will not be staged. Development of this area may proceed upon application of the Owner/Developer.

4.8 Development Design Concept

As the *EASTERN CORRIDOR to Brazeau Country*, this corridor shall introduce to its traveller's a glimpse of history – the time of oil discovery making Brazeau Country the paradise of riches in resources that it is today.

Each parcel being developed within the plan area shall present to its visitors a historic podium that tells a story of Brazeau's past. A high standard of landscaping and complimentary building design will also be required to enhance the visual and economic asset of this highway corridor.

5.0 IMPLEMENTATION

Upon adoption of *Alsike Area Structure Plan* pursuant to Section 633(1) of the Municipal Government Act, the following provides a brief outline of those actions/procedures that are to be undertaken by those wishing to commence with development of their lands:

- Amendment to Land Use Bylaw No. 368-99 to re-district the lands (or a portion thereof) from Agricultural A (Ag-A) to Highway Commercial (Hwy-C) or Rural Industrial (R-I).
- Application for Subdivision of a parcel(s) of land within the Plan Area. As a pre-requisite to the approval of any re-districting or subdivision application, conformance must be met with the provisions of *Alsike Area Structure Plan*. The lot lines as determined by this Plan may be adjusted to allow specific size requirements so long as the integrity of the proposed road system contained within the *Area Structure Plan* is maintained.

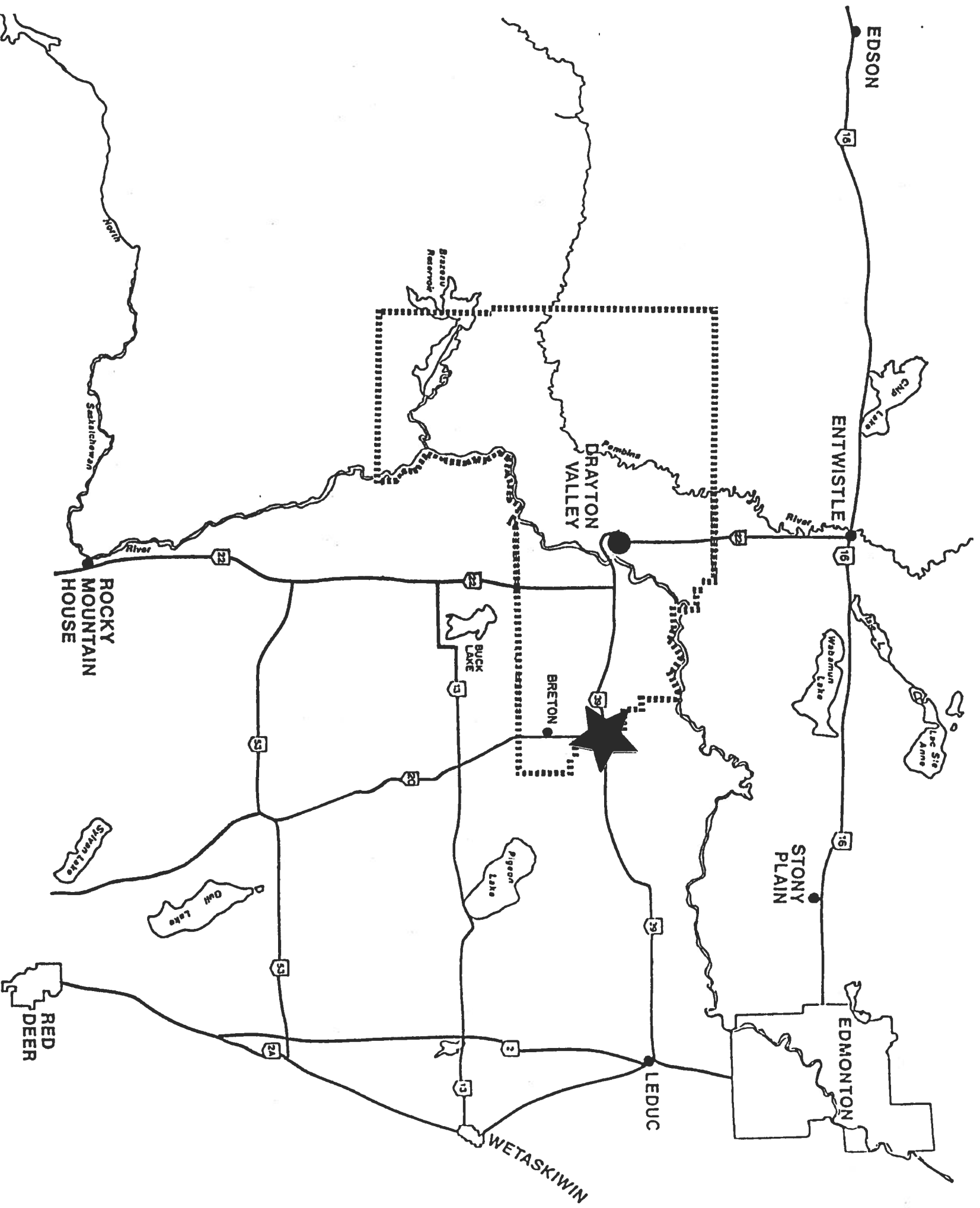
A Developer/Owner subdividing lands within this plan area will be requested by the Municipal District of Brazeau No. 77 to contribute a per

acre proportionate share of the costs associated with preparation of "*Alsike Area Structure Plan*".

ENDNOTES

- I) Transportation volume statistics have been acquired through Alberta Infrastructure prepared by McElhanny Consulting Services Ltd. available online at <http://www.gov.ab.ca>
- II) Regional groundwater assessment has been acquired through M.D. of Brazeau No. 77 Regional Groundwater Assessment prepared by Hydrogeological Consultants Ltd.

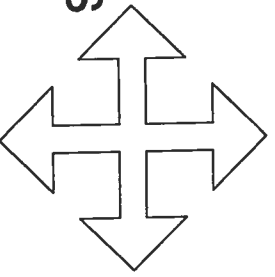
MUNICIPAL DISTRICT
OF BRAZEAU No. 77
ALSIKE AREA
STRUCTURE PLAN



★ AREA STRUCTURE PLAN LOCATION
 - - - - - BOUNDARY OF MUNICIPALITY

LOCATION MAP
 Figure 1

R. MATTHEWS
 PLANNING
 CONSULTANTS



FOCUS INTEC

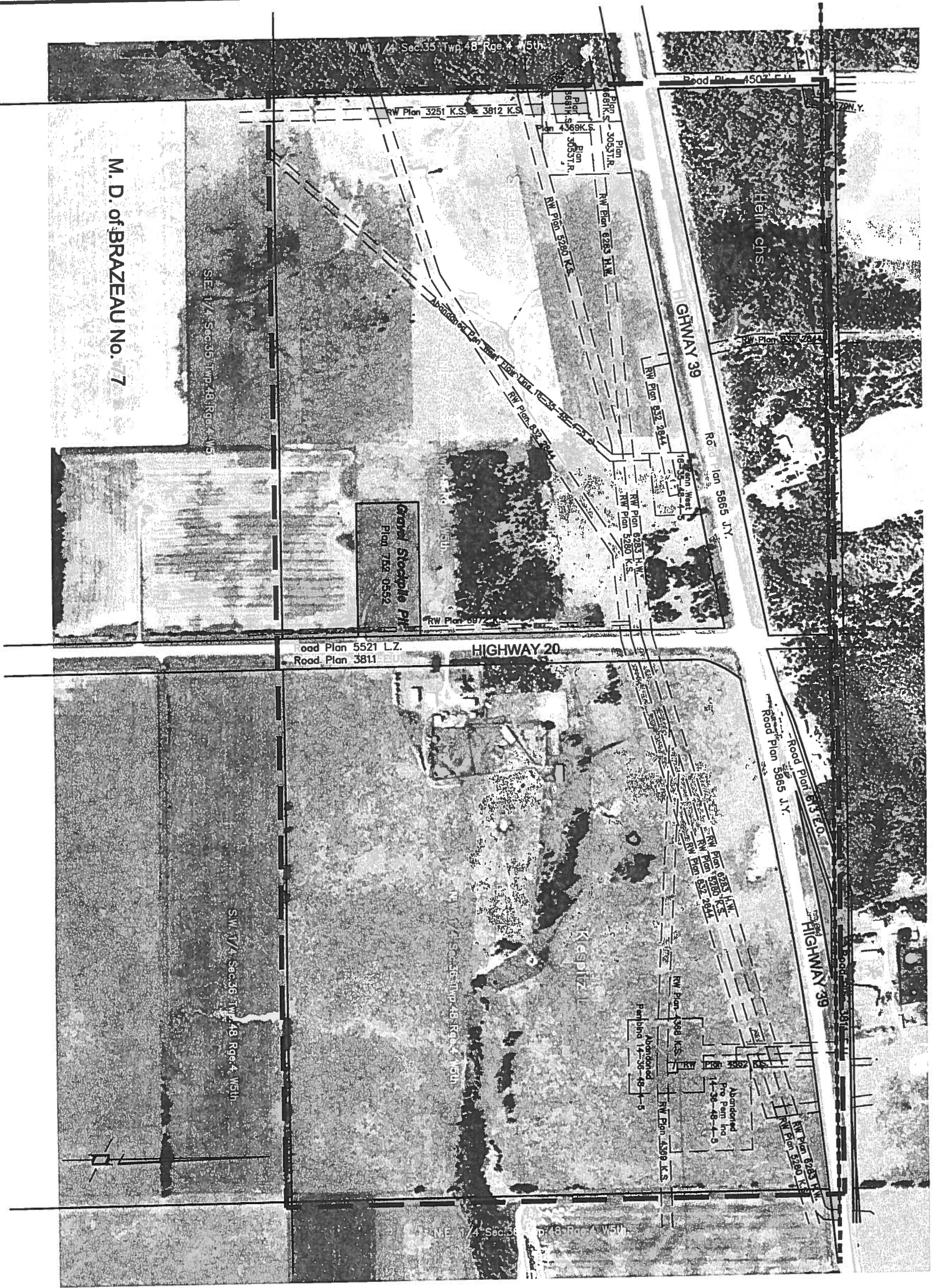
LEDUC COUNTY

S.E. 1/4 Sec.2 Twp.49 Rge.4 W5th.

S.W. 1/4 Sec.1 Twp.49 Rge.4 W5th.

MUNICIPAL DISTRICT
OF BRAZEAU No. 77

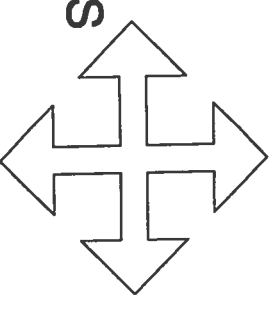
ALSIKE AREA
STRUCTURE PLAN



- BOUNDARY OF MUNICIPALITY
- AREA STRUCTURE BOUNDARY

EXISTING FEATURES
Figure 2

R.MATTHEWS
PLANNING
CONSULTANTS

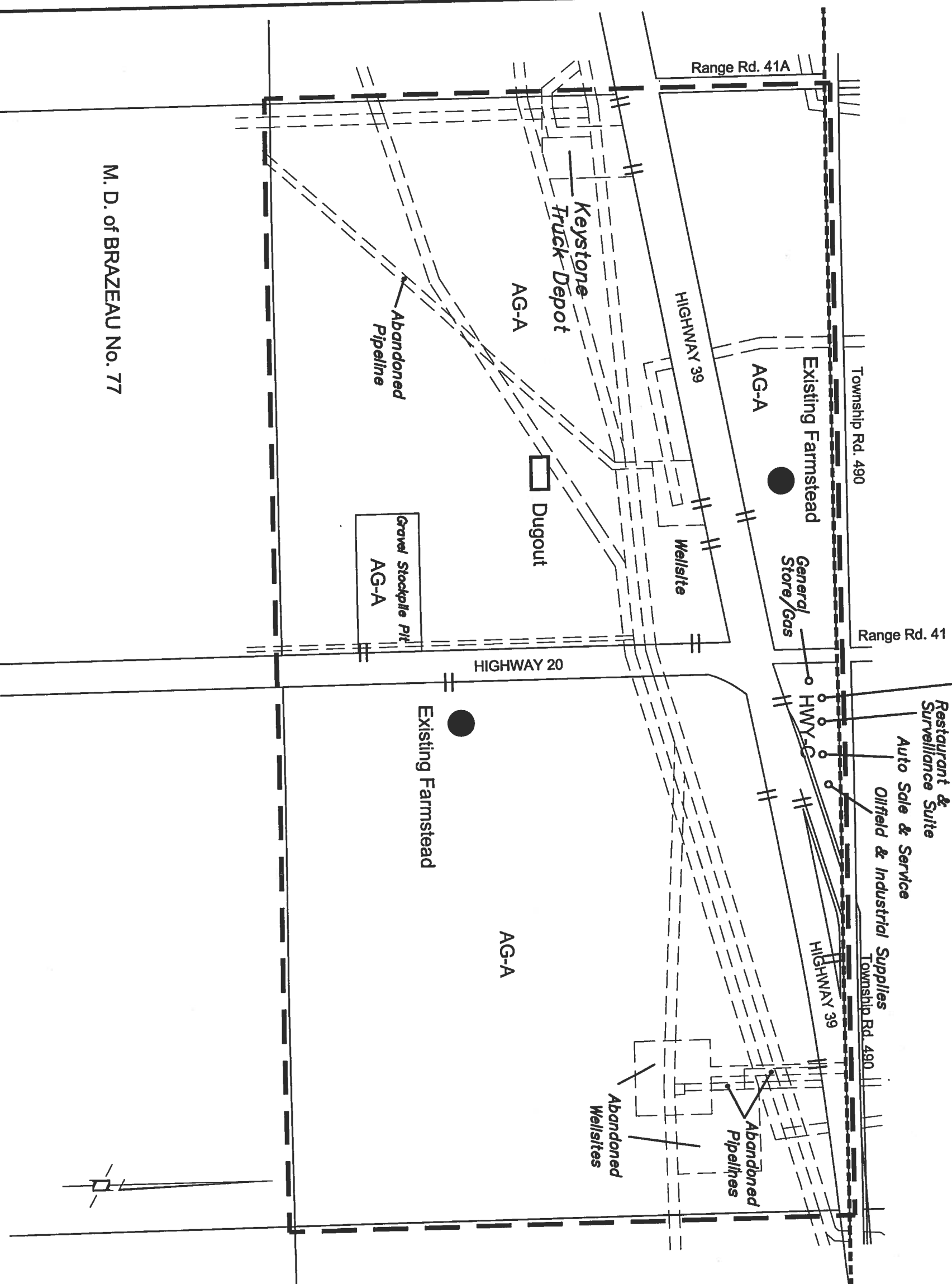


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M. D. of BRAZEAU No. 77

MUNICIPAL DISTRICT OF BRAZEAU No. 77

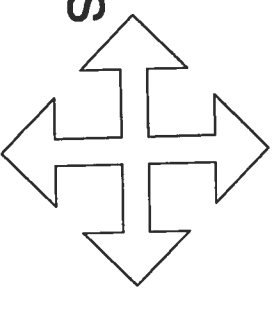
ALSIKE AREA STRUCTURE PLAN



- == EXISTING APPROACHES
- EXISTING FARMSTEADS
- AG-A AGRICULTURE A
- HWY-C HIGHWAY COMMERCIAL
- BOUNDARY OF MUNICIPALITY
- AREA STRUCTURE BOUNDARY

**EXISTING LAND USE
AND ZONING**
Figure 3

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PLANNING
CONSULTANTS



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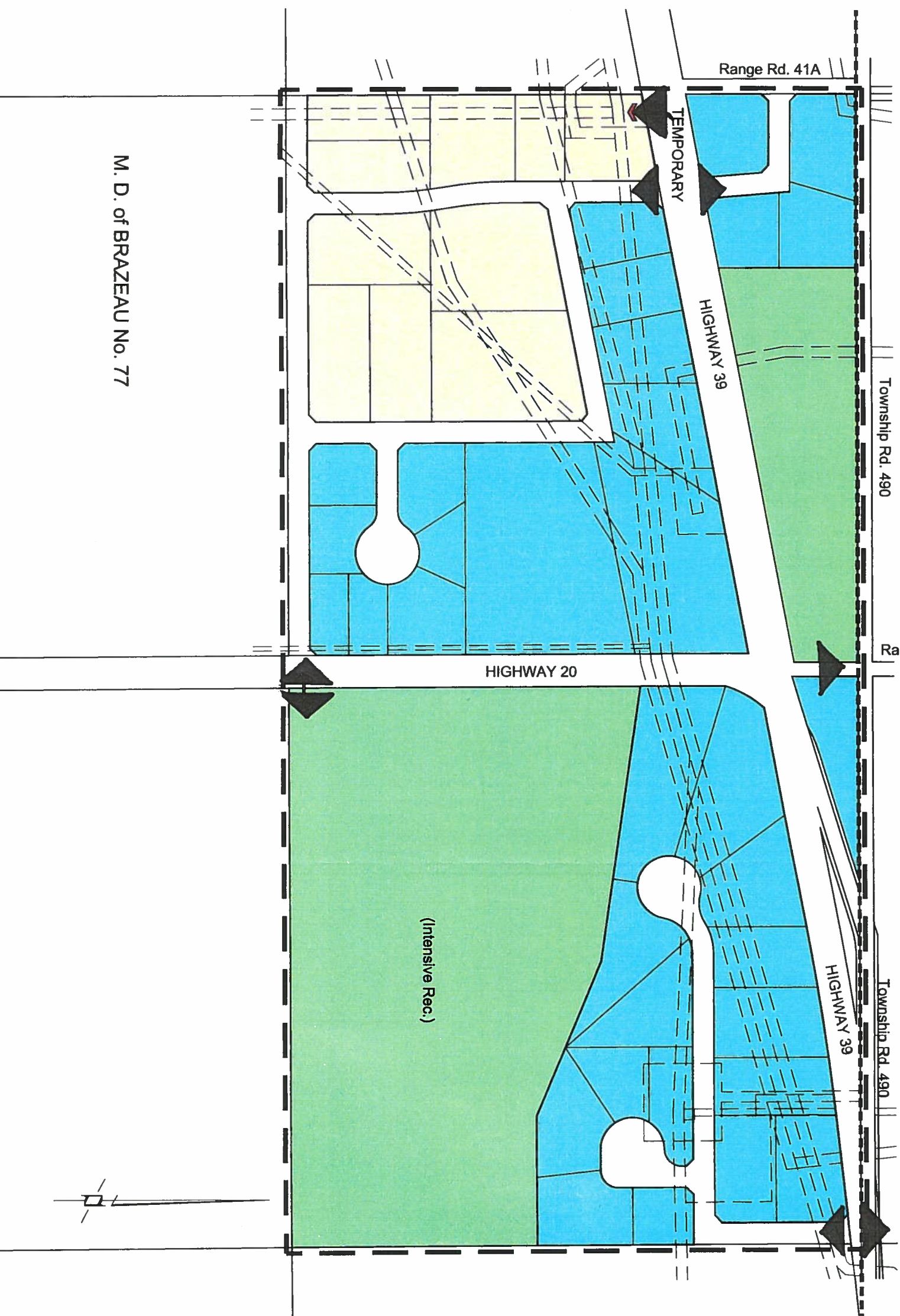
M. D. of BRAZEAU No. 77

LEDUC COUNTY

LEDUC COUNTY

MUNICIPAL DISTRICT OF BRAZEAU No. 77

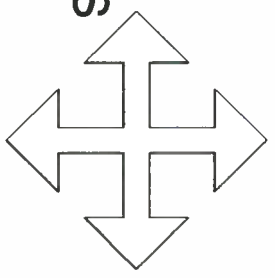
ALSIKE AREA STRUCTURE PLAN



- ▲ ACCESS LOCATIONS
- AGRICULTURE
- RURAL INDUSTRIAL
- HIGHWAY COMMERCIAL
- BOUNDARY OF MUNICIPALITY
- AREA STRUCTURE BOUNDARY

**PROPOSED
DEVELOPMENT PLAN**
Figure 4

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CONSULTANTS



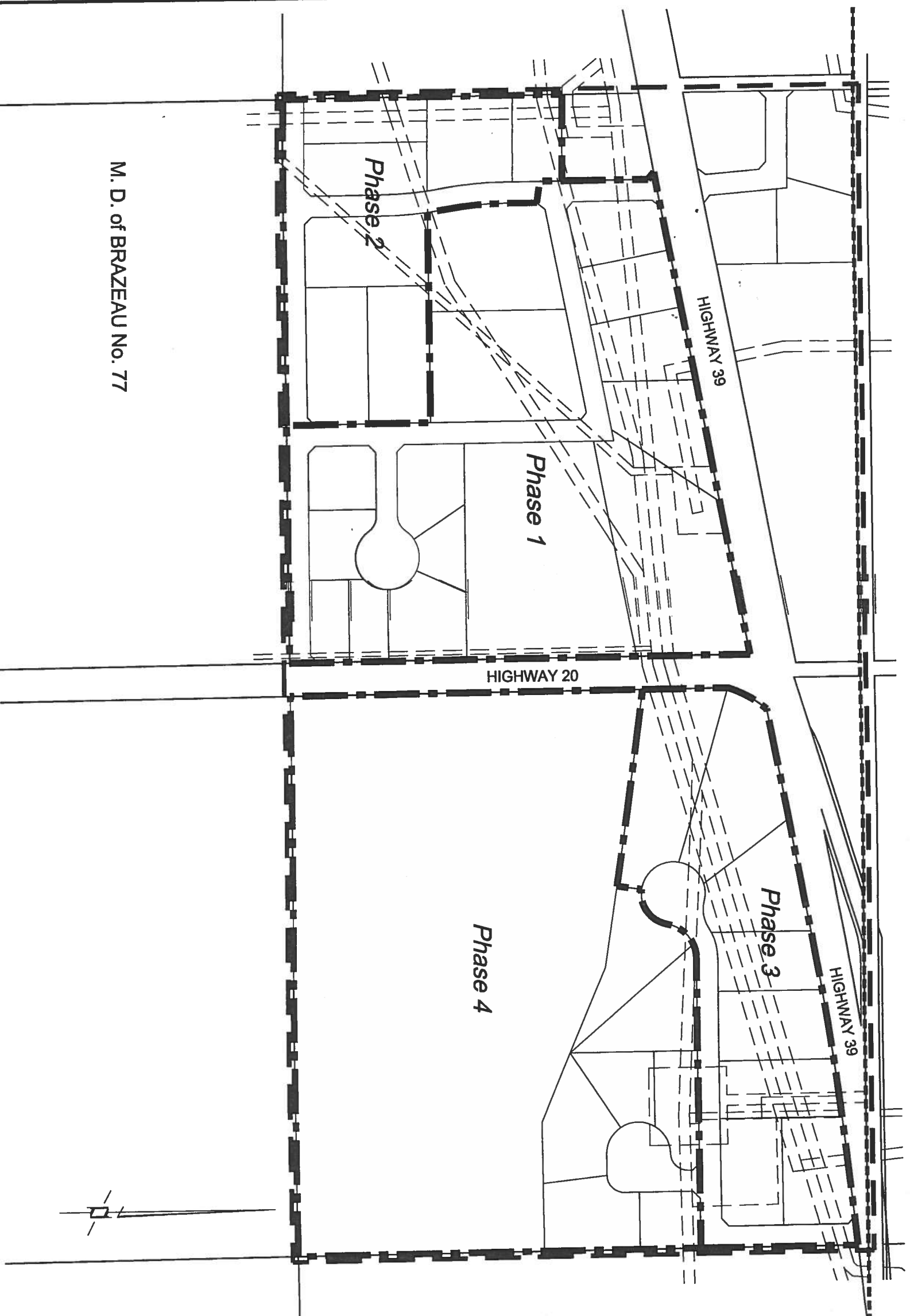
FOCUS INTEC

M. D. of BRAZEAU No. 77




LEDUC COUNTY

MUNICIPAL DISTRICT OF BRAZEAU No. 77

ALSIKE AREA STRUCTURE PLAN



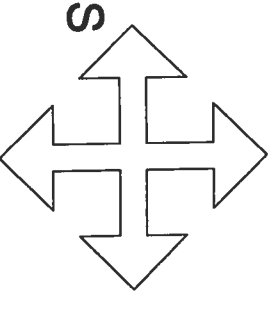
M. D. of BRAZEAU No. 77

-  PHASING BOUNDARY
-  BOUNDARY OF MUNICIPALITY
-  AREA STRUCTURE BOUNDARY

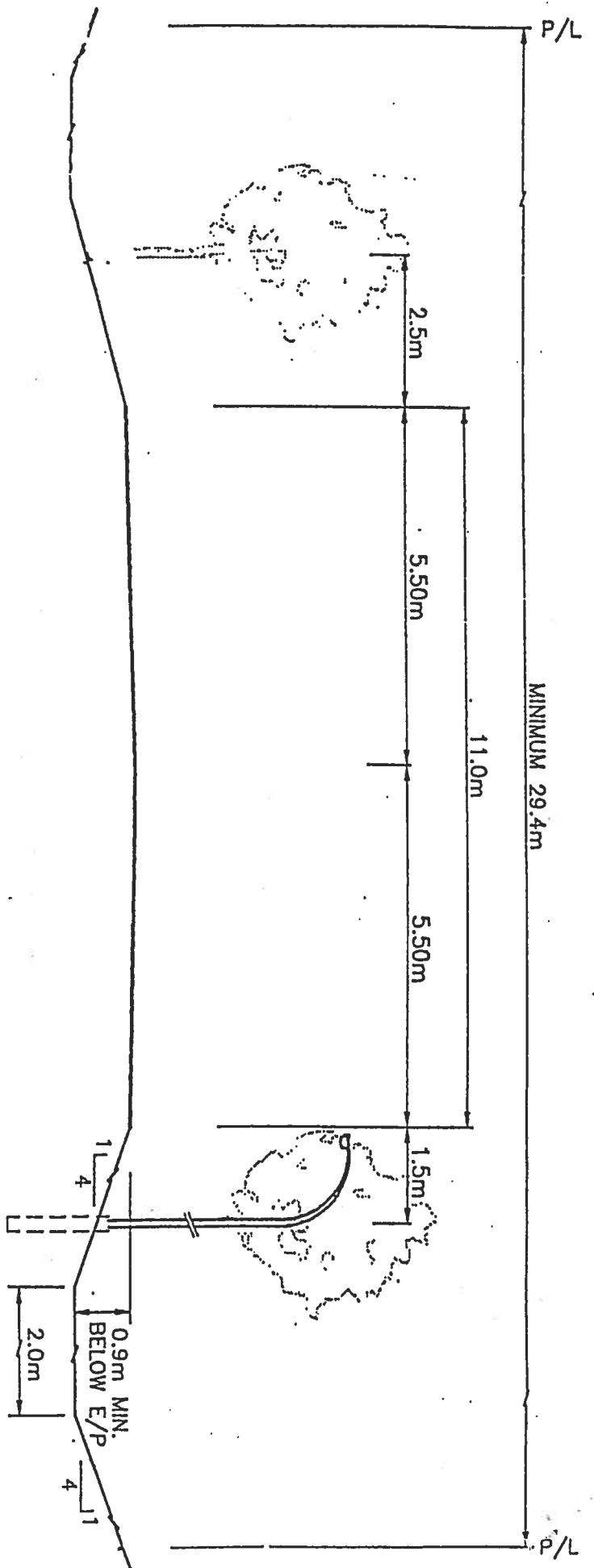
PROPOSED DEVELOPMENT STAGING

Figure 5

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APPENDIX I

NOTE:

CENTERLINE OF ROADWAY TO BE AT APPROXIMATELY SAME ELEVATION AS PROPERTY LINE

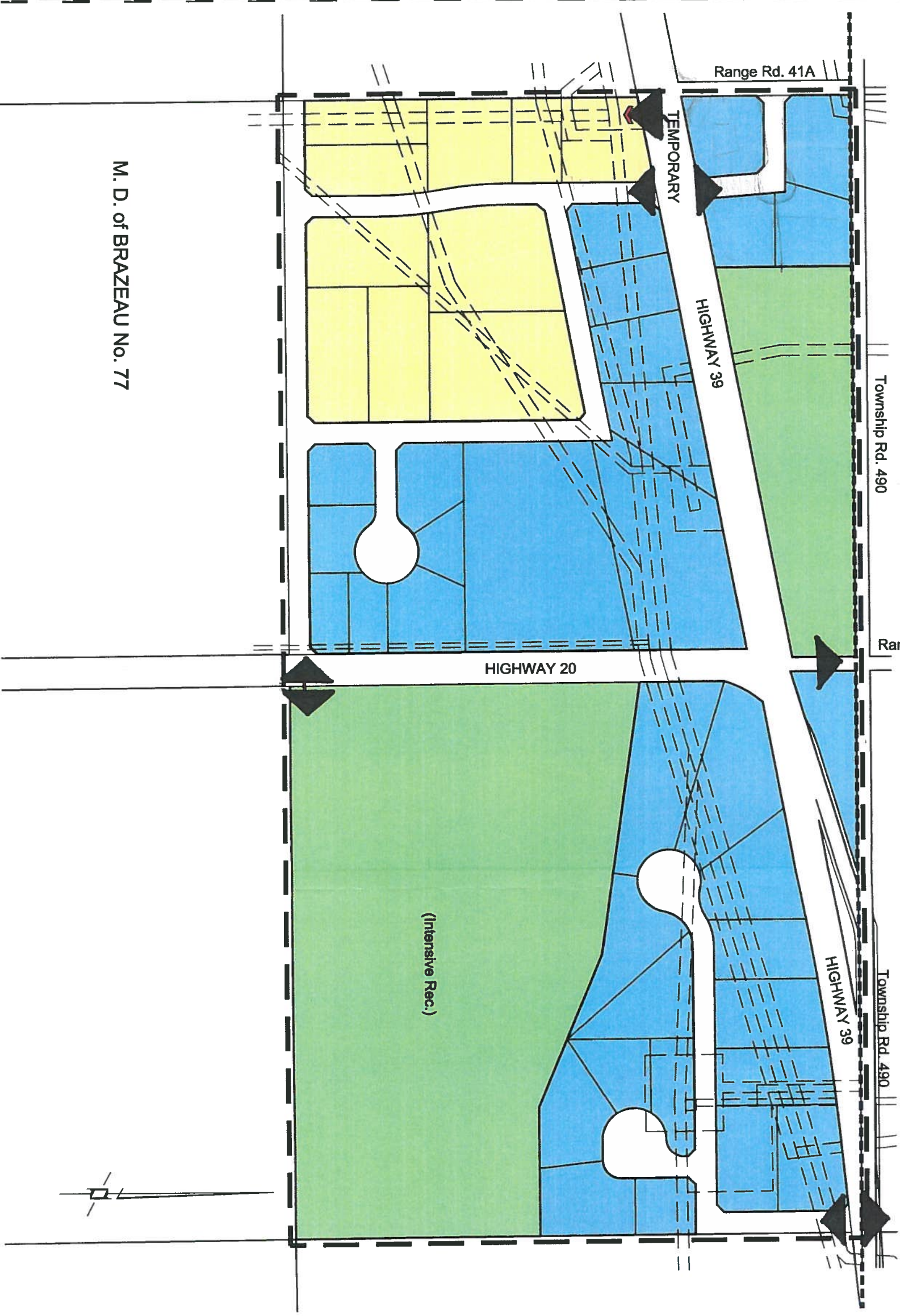
REVISIONS		Date	Details	Approved

LOCAL INDUSTRIAL (RURAL)	
APPROVED:	STD. DWG. No.
SCALE: N.T.S.	16
DATE:	

LEDUC COUNTY

MUNICIPAL DISTRICT OF BRAZEAU No. 77

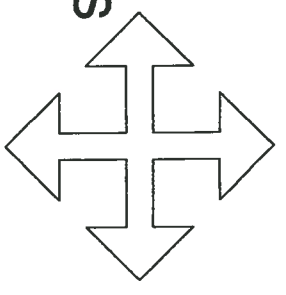
ALSIKE AREA STRUCTURE PLAN



- ACCESS LOCATIONS
- AGRICULTURE
- RURAL INDUSTRIAL
- HIGHWAY COMMERCIAL
- BOUNDARY OF MUNICIPALITY
- AREA STRUCTURE BOUNDARY

**PROPOSED
DEVELOPMENT PLAN**
Figure 4

R. MATTHEWS
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M. D. of BRAZEAU No. 77