
BRAZEAU BUSINESS PARK
AREA STRUCTURE PLAN
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1.0 PURPOSE

The Brazeau Business Park Area Structure Plan (Plan area) provides a framework for the subdivision and development of the E ½ 7-49-7-W5M, and the NE ¼ 6-49-7-W5M. The total plan area comprises some 480 ac. (194 ha.), and is located along the west side of Highway 22, directly south of Poplar Ridge Road, and adjacent to the Town of Drayton Valley.

2.0 BACKGROUND

This Area Structure Plan has been prepared on behalf of the Municipal District of Brazeau No. 77 in response to subdivision and development activity that has taken place in the Plan area, as well as a recognized need to co-ordinate fringe area planning with the Town of Drayton Valley. Proximity to Highway 22, the Town of Drayton Valley, commercial/light industrial development north of Poplar Ridge Road (50th Avenue) and the Weyerhaeuser plant across the highway, make these lands attractive to future highway commercial and industrial uses. Commercial uses along Highway 22 west conform to, and are compatible with, the intent of the Brazeau Intermunicipal Fringe Plan for Drayton Valley, and the proposed Intermunicipal Development Plan between the Town of Drayton Valley and the Municipal District of Brazeau No. 77. The remaining lands are proposed for industrial purposes, similar to the development in the Poplar Ridge area and to the east, in Drayton Valley. The proposed industrial uses conform to the land uses of the draft Intermunicipal Development Plan between the Town of Drayton Valley and the Municipal District of Brazeau No. 77.

An analysis of existing conditions, both within and surrounding the Plan area, is documented in Section 3.0. Section 4.0 describes the Development Concept proposed for the Plan area, and implementation policies are listed in Section 5.0.

3.0 EXISTING CONDITIONS

The 480 ac. (194 ha.) Plan area currently comprises a mix of agricultural, residential, commercial, and industrial lands uses, and oil and gas related facilities. Although most of the Plan area is cultivated agricultural land, a large tree stand is located in the northwest segment. A detailed description of existing uses and zoning, as well as natural resource, transportation and utility facilities, is provided below (see Figure 1 – Existing Conditions).

3.1 Existing Land Use and Zoning

NE ¼ 7-49-7-W5M

The NE ¼ of 7-49-7-W5M is an unsubdivided Agricultural-B (AG-B) parcel. The east half of the quarter is cleared and cultivated, while most of the west half is covered with trees and bush. A farm site is located towards the northern, middle portion of the quarter, and contains a residence, barn, and several sheds and storage type structures. Access to this farm site is currently off of an approach onto Poplar Ridge Road, which runs along the north boundary of the quarter.

Access also is available off a gravelled service road which runs parallel to the east boundary of the quarter, and which extends south from 80th Street in Poplar Ridge. The service road currently provides access to a number of commercial/light industrial operations located to the east on a triangular fragment parcel created by the alignment of Highway 22. The fragment is located within the Town of Drayton Valley.

Two well sites are located on the quarter and a Mobil Oil battery site, with direct access off Highway 22, exists in the southeast corner.

SE ¼ 7-49-7-W5M

The SE ¼ of 7-49-7-W5M is subdivided into seven parcels, including a 107 ac. (43 ha.) Agricultural-B (AG-B) remnant parcel. A service road parallels Highway 22 along the entire east boundary of this quarter. Two well sites and a Mobil Oil water injection station site are located on the remnant, along with a farmstead. The farmstead encompasses two houses, a barn, and several other sheds and outbuildings. The house located closest to the highway operates an antique business. The remainder of the remnant is cleared and cultivated, and is fragmented by numerous oil and gas pipeline rights-of-way.

The remaining six parcels are all located along the east side of the quarter and front onto Highway 22. The two parcels located in the southeast corner of the quarter are zoned Highway Commercial (HWY-C) and Rural Industrial (RI). The 6.35 ac. (2.57 ha.) highway commercial parcel is vacant. The 25.43 ac. (10.3

ha.) rural industrial parcel wraps around this vacant area and contains a large truck servicing facility (Artie T. Kos Trucking Ltd.) along with Alberta Infrastructure's recently constructed weigh scale facility. The truck servicing facility fronts onto the service road and is a well maintained, high quality business industrial development containing an office, a nine bay deep service shop to the rear, and extensive on-site parking and storage. The weigh scale facility is located on the west portion of the rural industrial parcel. Access to this facility is provided directly off 34th Avenue (Township Road 491).

A parcel comprising some 10 ac. (4.04 ha.), located along the service road in the northeast corner of the quarter, has recently been subdivided into four Rural Industrial (RI) parcels. Two of these parcels are 1.6 ac. (0.65 ha.) each while two are sized at 2.28 ac. (0.921 ha.). Two of the four parcels have been developed as industrial service facilities.

NE ¼ 6-49-7 W5M

The NE ¼ 6-49-7-W5M has recently been subdivided in an east/west alignment into two 80 acre (more or less) parcels. The south parcel is zoned Agricultural-B (AG-B) and is used predominantly for agriculture. A developed farmstead is located in the southeast portion of this parcel, and a seasonal cabin is sited in the southwest portion. The northerly 80 acre parcel is zoned Highway-Commercial (Hwy-C)/Rural Industrial (RI), as is shown on Figure 1. Although the lands have been districted from an Agricultural-B (AG-B) land use, the existing agricultural operations are still being maintained. A well-site lease area and associated lease road and pipeline rights-of-way also form part of the land uses of this parcel. A multi-lot highway commercial/rural industrial subdivision has been approved for the north 80-acre parcel. However, this subdivision remains to be registered.

3.2 Surrounding Development

The lands to the west and south of the Plan area are zoned Agricultural-B (AG-B), and are predominantly treed with some pasture and cultivated clearings. However, Mobil Oil's office and equipment storage facility is located adjacent to the northwest corner of the NE ¼ of 7-49-7-W5M, and some Rural Industrial (RI) uses exist further west. All these developments access onto Poplar Ridge Road, and are compatible with the business/light industrial type uses found in the Poplar Ridge area.

The Poplar Ridge Area Structure Plan area is located to the north, directly across Poplar Ridge Road (50th Avenue). Most of this area is zoned Rural Industrial (RI)

and contains light industrial type uses. One parcel has recently been redistricted to Commercial (C).

The Town of Drayton Valley is located directly east of the Plan area. The previously noted triangular fragment, which is located within the Town, contains a number of commercial/light industrial uses such as TransAlta and Pembina's offices and maintenance yards, and related oil field and contracting equipment businesses. A drive-thru restaurant (McDonalds) has just recently been developed on the triangular strip adjacent to 50th Avenue and Highway 22. Other uses east of the Plan area, across Highway 22, include a park, campground area, historical site and open space, a residence (former farmstead), the Weyerhaeuser plant and adjacent log storage area, and an oil field equipment rental operation at 34th Avenue and Highway 22.

3.3 Natural Resource Features

Numerous pipeline rights-of-way, five active well sites and two related natural resource facilities, including a battery site and a water injection site, are located in the Plan area. The SE ¼ of 7 is particularly fragmented by pipeline right-of-ways, most of which extend in diagonal alignments and create considerable constraints to future subdivision and development patterns. Development setbacks for all pipeline rights-of-way are required to coincide with the pipeline right-of-way boundary. AEUB has indicated that no sour gas lines exist in the Plan area.

The recommended development setback for the battery and water injection sites is 30 metres. The Subdivision and Development Regulation requires a mandatory 100 metre setback from the well head to any development offering permanent overnight accommodation or public facilities (as defined by AEUB). Section 10 of the Subdivision and Development Regulations, and its amendment filed March 27, 1996, requires written approval from AEUB for setback relaxations. These requirements must be addressed where relevant in developing a future land use concept for the Plan area.

The Alberta Geological Survey Map indicates that no significant deposits of sand or gravel material exist within the Plan area.

3.4 Transportation

The Plan area is currently served by Poplar Ridge Road (50th Avenue) to the north, 34th Avenue (Township Road 491) to the south, and Highway 22 to the east. However, access onto Highway 22 is limited to Poplar Ridge Road, 34th Avenue at the south end of the Plan area, with a service road (constructed within a 30 metre wide right-of-way) extending north for about ½ mile from 34th Avenue, along the east boundary of SE ¼ of 7-49-7-W5M. The service road intersects with the highway near its north end. Alberta Infrastructure has indicated that all future development will continue to be restricted to these three access locations. The service road access is proposed to function as a future intersection of the highway with an extension of 41st Avenue between the Town and the Plan area. However, the alignment of 41st Avenue within the Town is not defined through any plans and, within the Plan area, is not feasible as shown given recent subdivision activity.

The existing Highway 22 service road may be extended some 300 metres further north to link with the Town's existing 80th Street extension (south of Poplar Ridge Road), thereby creating a continuous north/south roadway linking Poplar Ridge Road to 34th Avenue. Widening for 80th Street may be required at the time of subdivision. The service road link at 80th Street will extend westerly, along the north boundary of the Plan area. A 12.25 metre strip of land adjacent to Poplar Ridge Road will be required to be dedicated for this purpose.

The NE ¼ 6-49-7-W5M is served by 34th Avenue. This Area Structure Plan proposes that 34th Avenue be upgraded to a 30 metre wide right-of-way collector road standard. In response to recent development that has taken place in the area, turning lanes at the intersection of Highway 22 and 34th Avenue have been constructed to accommodate increased traffic volumes. Alberta Infrastructure has suggested that a road linking 34th Avenue to Secondary Highway 621 to the south be considered in any future plans for the Plan area. The highway frontage service road will not be extended south of 34th Avenue. Access to the NE ¼ 6-49-7-W5M will be gained through a system of internal roads, and the direct access now serving the farmstead will be eliminated. Alberta Infrastructure is requesting an additional 16 metre right-of-way on the west side of the highway to allow for future upgrading of Highway 22 to a four-lane divided facility.

3.5 Municipal and Environment Reserve

Pursuant to Policy 6 of Municipal Development Plan Bylaw No. 328-98, the Municipal District of Brazeau No. 77 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 shall be provided in the

form of land, money in lieu of land or deferment or a combination thereof, and shall be at the discretion of the Subdivision Approving Authority. Dedication of Municipal Reserve land may be required for the purposes of a storm water management facility, subject to Section 3.8 of this Plan.

A pedestrian walkway is proposed to extend along the north boundary of the Plan area, and will require the dedication of a 6 metre wide municipal reserve strip. Dedication of a 6.0 metre wide strip of land for municipal reserve shall also be required to act as a buffer between commercial and industrial land uses within the Plan area.

3.6 Historical and Archaeological Resources

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

A draft of this Plan has been circulated to Alberta Community Development to assist in identifying any such resources. No response has been received and, therefore, it is assumed Alberta Community Development has accepted the proposed land development concept as proposed by this Area Structure Plan.

3.7 Agricultural Capability

The agricultural capability of the land within the Plan area is a major consideration in the application of alternative land uses. The Municipal District of Brazeau No. 77's Municipal Development Plan encourages the conservation and preservation of agricultural lands for agricultural purposes. The majority of the soils within the Plan area are within CLI Class 3C.

The Municipal Development Plan also supports the concentration of rural industrial development adjacent to, or near, major transportation routes, within the fringe area (as agreed to through the proposed Intermunicipal Development Plan), and removed from sensitive environmental, cultural and historical features. This Area Structure Plan, therefore, proposes that industrial development be staged to prevent the premature conversion of agricultural lands.

3.8 Utilities

The provision of municipal sanitary sewage and water servicing, as described below, is based on two servicing studies. One study was undertaken in 1997 by the Municipal District of Brazeau No. 77, and the second in 1999 by both the Municipal District of Brazeau No. 77 and the Town of Drayton Valley. These studies are respectively referred to as the 1997 Land Development Servicing Study, and the 1999 Infrastructure Requirements and Co-ordination Study.

3.8.1 Storm Water Drainage

Existing topographic information indicates that a ridge runs along approximately the middle of the Plan area, and that the lands slope downward from a high point in the northwest corner of the Plan area towards the southeast corner. Storm run-off, therefore, generally flows overland towards the existing Highway 22 service road and 34th Avenue. Based on air photo interpretation, no standing water is evident within the Plan area at this time.

Prior to further development of the Plan area, a detailed engineering study will be required to define storm water management requirements (if any). To ensure that storm water is properly managed on a comprehensive basis, the Municipal District may assume a pro-active role in dealing with this requirement.

3.8.2 Sanitary Sewage

The north portion of the Plan area is currently served by an existing 200 mm line which runs along Poplar Ridge Road (50th Avenue). A 375 mm line was recently installed from the South Sanitary Sewer Trunk Line across Highway 22, at 34th Avenue, to connect to a 300 mm line which runs north along the service road on the east side of the Plan area. This 300 mm line extends for a length of approximately 600 metres. Sanitary sewage is being discharged into the Town of Drayton Valley lagoon.

The Land Development Servicing Study considers future sanitary sewer servicing for the Plan area and, based on topography, identifies three servicing basins:

1. **Basin 1** - includes approximately the northern most 350 metres of the Plan area in the NE ¼ of 7-49-7-W5M, where all sewage will discharge by gravity into the existing 200 mm sewer along Poplar Ridge Road (50th Avenue).

2. **Basin 2** - includes the balance of the NE ¼ of 7-49-7-W5M, and approximately the east half of SE ¼ of 7-49-7-W5M, and can be served in future by gravity systems feeding into the 375 mm line which crosses Highway 22. The 1997 Servicing Study recommends a future 250 mm line be constructed parallel to the south boundary of NE ¼ of 7-49-7-W5M to feed into a recommended future 300 mm line extending along the east side of SE ¼ of 7-49-7-W5M.
3. **Basin 3** - includes the west half of SE ¼ of 7-49-7-W5M, and approximately 79 ac. (32 ha.) of the NE ¼ 6-49-7-W5M. The 1997 Servicing Study indicates that this area would need to be serviced by a combination of gravity sewers, a lift station, and force mains. Phase 2 of the subdivision, approved for the north 400 metres of NE ¼ 6-49-7 W5M (i.e. the lands south of 34th Avenue), will include an analysis of the best option for servicing this portion of the Plan area. This analysis will provide the framework for further assessment of sanitary sewer criteria for the remaining portion of NE ¼ 6-49-7-W5M prior to development taking place.

The 1997 Land Development Servicing Study indicates that the Town's existing lagoon contains sufficient excess capacity to allow for the low rate of sewage discharge projected to be generated by future commercial/industrial land uses assumed for the area by this Study. The Municipal District of Brazeau No. 77 and the Town of Drayton Valley are negotiating a servicing agreement for the provision of a municipal sewage collection system for future development of the entire Plan area. It is important to note that, at this time, only the existing development and the development proposed for the 400 metres of the NE ¼ 6-49-7-W5M have obtained the approval of the Town of Drayton Valley for the connection to its municipal sewage system. If sanitary sewer servicing is not extended to the remaining area, all future development will be evaluated, pursuant to the standards and guidelines of Alberta Environmental Protection, to determine the feasibility for on-site sanitary sewage disposal.

3.8.3 Water

Three water mains extending from the Town's water distribution system currently serve the Plan area. The three include:

- a 300 mm water main which runs parallel to Poplar Ridge Road (50th Avenue);
- a 200 mm water main which hooks into the 300 mm line south for approximately 265 metres along the east side of NE ¼ of 7-49-7-W5M (i.e. south of 80th Street); and

- a 300 mm water main which was recently extended across Highway 22, at 34th Avenue, and runs north along the service road on the east side of SE ¼ of 7-49-7-W5M for an approximate length of 600 metres.

Once again, assuming commercial/industrial development within the Plan area, the 1997 Servicing Study indicates that the existing lines are sized to serve the entire Plan area. Specifically, the Study recommends linking both the 200 mm water (which ties into the 300 mm main in the Poplar Ridge Road right-of-way) and the 300 mm water main at 34th Avenue, with a 300 mm main running parallel to the E ½ of 7-49-7-W5M (i.e. the east boundary of the Plan area). An additional water main extension is proposed by the 1999 Infrastructure Requirements and Co-ordination Study. This extension is for a 250 mm line to run westerly along 41st Avenue and along the full extent of the west boundary of the E ½ of 7-49-7-W5M.

Neither the 1997 Land Development Servicing Study, nor the 1999 Infrastructure Requirements and Co-ordination Study, apply to the southwest quadrant of the NE ¼ of 6-49-7-W5M. Prior to development of this portion of the Plan area, therefore, the capacity of the existing main, located at 34th Avenue, for servicing this area must be determined.

Again, as is the case in regard to municipal sanitary sewer servicing, negotiations are taking place between the Municipal District of Brazeau No. 77 and the Town of Drayton Valley for the provision of municipal water to service future development within the Plan area. Alternatively, if municipal water is not extended, on-site individual water wells may be acceptable to the Municipal District upon documented evidence by a qualified groundwater consultant that sufficient groundwater is available for the proposed development subject to Section 23(3) of the Water Act, Chapter W-3.5, 1996, as amended. Licencing of all water wells will be the responsibility of the developer pursuant to the Water Act Legislation.

3.8.4 Water for Fire Suppression Purposes

The 1999 Infrastructure Requirements and Coordination Study suggests that there is insufficient pressure in the existing and proposed water lines for full fire protection, to the standards as recommended by the Study. As a result, a pump station/reservoir may be required to be constructed in the northwest corner of the Plan area. The construction of this reservoir will be considered as part of the servicing negotiations presently taking place between the Town of Drayton Valley and the Municipal District of Brazeau No. 77. Alternatively, a supply of water for

firefighting purposes may be provided on-site by the owner/developer and at the discretion of the Subdivision Approving Authority.

3.8.5. Shallow Utilities

Gas service is provided by Evergreen Gas Co-op Ltd., telephone service by Telus, and power by Utilicorp.

3.9 Existing and Proposed Plans and Subdivision Activity

The Brazeau Intermunicipal Fringe Plan for Drayton Valley provides the basis for approving commercial development along the west corridor of Highway 22. The Fringe Plan also contemplates industrial development to extend approximately 400 metres into the west boundary of the Plan area. An Intermunicipal Development Plan is presently being prepared between the respective Municipalities. This Land Use Concept being considered by this Plan reflects the land uses proposed by this Area Structure Plan and the Fringe Plan.

The Town of Drayton Valley has indicated that the Area Structure Plan lands along the Highway 22 corridor are best suited for highway commercial type development. Such development would alleviate the Town of Drayton Valley's concern in regard to a build-up of truck traffic and parking along 50th Avenue, east of Highway 22 within the Town, being generated by the strip/highway commercial type operations which have located along 50th Avenue.

No subdivision and development proposals have been submitted for the north portion (NE ¼ of 7-49-7-W5M) of the Plan area. However, a recent discussion with the owner of the quarter suggests support for an Area Structure Plan which provides the owner with some development options.

Although a commercial/industrial subdivision has been approved for the north half of NE ¼ 6-49-7-W5M, virtually all new development has occurred to the north of this subdivision, across 34th Avenue. Recent developments include the Artie T. Kos Trucking facility, Alberta Infrastructure's weigh scale facility and two business industrial buildings to the north of Artie T. Kos Trucking. The Artie T. Kos Trucking facility demonstrates the type of high quality design standard that will set precedence for future development within the Brazeau Business Park lands. Recent improvements to 34th Avenue, and its intersection with Highway 22, have taken place to accommodate the weigh scale facility constructed in response to the industrial activity within the Brazeau area.

Finally, as is previously noted, subdivision approval is in place for a multi-lot highway commercial/rural industrial subdivision for the lands located south of 34th Avenue. The proposed subdivision is to be developed in phases, with three access points onto 34th Avenue. An existing Mobil Oil well site has been incorporated into the proposed subdivision design. Development of the first phase of subdivision approval will most likely commence in Spring of 2001.

3.10 Implications for the Development Concept

The foregoing discussion of the conditions affecting the Plan area result in the following implications in regard to the proposed Development Concept:

- To the extent possible, existing parcel boundaries and land uses should be accommodated. This means that the existing and proposed commercial/business industrial uses fronting onto the Highway 22 service road should be recognized, and serve as the basis for future such development along the service road. Both the Brazeau Intermunicipal Fringe Plan for Drayton Valley, and the proposed Intermunicipal Development Plan between the Town of Drayton Valley and the Municipal District of Brazeau No. 77, support the concept of highway commercial type uses along the highway.
- The existing and potential surrounding land use pattern, including the Poplar Ridge Industrial area to the north, development within Drayton Valley to the east, and the proposed commercial/light industrial subdivision to the south, support the extension of commercial and industrial uses within the Plan area. Commercial use along the north boundary of the Plan area (adjacent to Poplar Ridge Road) is also supported by the proposed Intermunicipal Development Plan.
- The land use concept must recognize the numerous pipeline rights-of-way and easements which bisect the Area Structure Plan area, particularly in terms of ensuring a complimentary roadway pattern and optimizing future developable areas and building site options. Many of these pipelines follow diagonal alignments that ignore property lines. The battery and water injection sites also must be recognized, along with setback requirements (where appropriate).
- The integrity of Highway 22 must be maintained by limiting access to the highway through the use of a service road, as per the

requirements of Alberta Infrastructure. As such, access will continue to be limited to Poplar Ridge Road (50th Avenue), 34th Avenue and to the existing access located about mid-way between these two roads.

- 34th Avenue will be upgraded to collector road status and will provide a direct access to future highway commercial development proposed along the east side of Highway 22, as per the draft Intermunicipal Development Plan, and to existing and proposed industrial areas within the Town of Drayton Valley.
- All of the Plan area can be serviced by the two sanitary sewer lines extending into the Plan area at Poplar Ridge Road (50th Avenue) and at 34th Avenue. Some of the lands located south of 34th Avenue may require a force main and lift station and will be subject of further evaluation. A water distribution system also can be extended into the area by tying into existing mains with the proviso that the area lying within the SW pt. of NE 1/4 of 6 is further evaluated. In the interim, until the level of subdivision and development activity warrant further extension of the existing systems, and until a satisfactory municipal services agreement has been reached with the Town of Drayton Valley, on-site servicing is a viable option for accommodating development.

4.0 DEVELOPMENT CONCEPT

The Development Concept proposed for the Brazeau Business Park Area Structure Plan is shown on Figure 2. The concept responds to the following overall Area Structure Plan objectives:

1. To provide the opportunity to fully realize the development potential of the Plan area resulting from its proximity to Highway 22, and to surrounding industrial and commercial uses in the Poplar Ridge Industrial area and within the Town of Drayton Valley.
2. To encourage commercial/business industrial development that aesthetically enhances the Highway 22 corridor not only by the type, design and quality of such development but also by requiring a high standard of landscaping and associated visual features.
3. To protect the integrity of Highway 22, and associated intersections, by ensuring that the proposed land use pattern and development density can

be served through the extension of the existing service road and the highway access locations as approved by Alberta Infrastructure.

4. To provide a functional internal circulation pattern that recognizes and protects the integrity of the numerous pipeline rights-of-way and other natural resource related facilities located within the Plan area, while optimizing future developable areas and building site options.
5. To promote joint planning initiatives with the Town of Drayton Valley.

The Development Concept also responds to, and recognizes, relevant existing conditions and the resultant implications (see section 3.10). Specifically, the concept:

- respects existing parcel boundaries and, as a result, land ownership boundaries, thereby facilitating subdivision while still providing owners the opportunity to maintain existing agricultural operations;
- recognizes existing and proposed land uses, both within and adjacent to, the Plan area;
- optimizes the opportunities provided by Highway 22, Poplar Ridge Road (50th Avenue) and the upgrading of 34th Avenue to collector status;
- supports the Highway 22 service road concept north of 34th Avenue, *back service* road concept south of 34th Avenue, and access locations as prescribed by Alberta Infrastructure;
- accommodates pipelines and natural resource facilities, and related development setbacks, without compromising an efficient circulation and lot layout;
- allows for the efficient staging of subdivision and development based on the extension of municipal services in the service road paralleling Highway 22, and along Poplar Ridge Road (50th Avenue) and 41st and 34th Avenues, and eventually, to the west; while also allowing for alternate servicing methods;
- provides for a wide range of density to allow for flexibility in terms of market demand and methods of sewer, water and storm water servicing.

The land use, circulation and utility patterns proposed by the Development Concept are described below.

4.1 Land Use

The Development Concept proposes that the Plan area accommodate three distinct land use categories including commercial along Poplar Ridge Road (50th Avenue), highway commercial along the Highway 22 service road and 34th Avenue, and rural industrial for the balance of the Plan area.

4.1.1 Commercial

The lands adjacent Highway 22, Poplar Ridge Road (50th Avenue) and the 34th Avenue are proposed to accommodate a mix of highway commercial and commercial type uses, as contemplated by the Municipal District of Brazeau No. 77 Highway Commercial (Hwy-C) and Commercial (C) Districts (see Figure 2). The Highway Commercial district supports commercial/business industrial type uses, which are generally defined as low impact, quasi-commercial and industrial service uses that create no nuisance factor and result in *clean*, aesthetically attractive operations. The Artie T. Kos trucking facility provides an example of the type and quality of business/light industrial use envisioned for the Plan area. Higher quality development is particularly desirable for the lands visible from Highway 22. The proposed mix recognizes current zoning, and existing uses and development proposals. Also, highway commercial type uses proposed along Highway 22, in particular, provide a location option for future such uses in the region, thereby addressing the Town of Drayton Valley's concern in regard to reducing the volume of truck traffic using existing highway commercial facilities along 50th Avenue within the Town.

By allowing for a mix of compatible, complimentary uses along the major roadways surrounding, or contained within, the Plan area, landowners are provided some meaningful development options and flexibility. It is anticipated that the lands adjacent these major roadways, particularly in the south portion of the area, will be the first to be developed.

An amendment to the Highway Commercial (HWY-C) District provisions is a feasible approach for accommodating the mix of uses proposed, and for ensuring that proposed development meet a higher standard of architectural and landscaping provisions than typical regulations. Such standards can be applied

specifically to the Highway 22 lands recognizing its status as a high visibility corridor.

4.1.2 Rural Industrial

The balance of the Plan area is proposed for rural industrial development as per the Municipal District's Rural Industrial (RI) District. Such development is compatible with existing and proposed uses to the west, north and east, and allows for successful integration of the numerous pipeline rights-of-way and other natural resource facilities impacting the area. Larger, low-density type uses, related to natural resource development, are contemplated. It is anticipated that much of this component of the Plan area will remain in agricultural production for some time, subject to local demand and the Area Structure Plan aspirations of the landowners.

4.2 Circulation

The circulation pattern proposed by the Development Concept protects the functional integrity of Highway 22. As was previously noted, therefore, a front service road is proposed to extend along the frontage of Highway 22 north of 34th Avenue, and a *back service* road is proposed to extend south of 34th Avenue to serve development fronting onto Highway 22. The number of access points is limited to the three as per the standards of Alberta Infrastructure. Frontage service road dedication of 30 metres will be required along the east portion of the Plan area at the time of subdivision. An additional 10 metres for road widening will be required along the existing extension of 80th Street, south of Poplar Ridge Road (50th Avenue), to ensure consistent road standard between Poplar Ridge Road and 34th Avenue. The Highway 22 service road proposed to extend south of 34th Avenue, will be a back service road, as per agreement confirmed with Alberta Infrastructure.

The rural arterial status of Poplar Ridge Road (50th Avenue) is also recognized by the Development Concept. A service road is proposed to extend along the south boundary of this road to compliment the existing service road extending along its north side. All future development south of Poplar Ridge road will be accessed off the proposed service road. A 12.25 metre wide service road dedication will be required at the time of subdivision along Poplar Ridge Road. An additional width of 6 metre Municipal Reserve dedication will be required for a pedestrian walkway to the south of the service road.

The concept assumes that 81st and 82nd Streets will be extended south into the plan area to allow for a functional interrelationship with the commercial/industrial development located in the north portion of Poplar Ridge. The 82nd Street extension is proposed to link Poplar Ridge Road (50th Avenue) with 34th Avenue and, therefore, will function as a north/south rural industrial collector road within a 30 metre right-of-way. This collector will assist in directing internal traffic to the signalized intersection of Highway 22 and Poplar Ridge Road, and to the 34th Avenue highway intersection, where intersection treatment has been undertaken. South of 34th Avenue, 82nd Street is designated as the future linkage to Secondary Highway 621. Similar to 82nd Street, 34th Avenue will be upgraded to collector status and a 30 metre right-of-way will be required.

As is noted in Section 3.4, Alberta Infrastructure has proposed that, in the long term, the existing service road access onto Highway 22, located just south of the centre quarter line about mid-way between Poplar Ridge Road and 34th Avenue, will be used as an intersection for 41st Avenue. However, existing subdivision precludes the alignment as proposed by the Department. Instead, 41st Avenue is proposed to extend as a local road along the north side of the quarter line (within NE ¼ 7-49-7-W5M) and the paralleling pipeline rights-of-way, and will intersect with the service road north of the highway access point. However, since:

- most traffic using this access is expected to be generated by developments fronting onto the service road;
- the proposed 82nd Street collector will channel internal traffic to Poplar Ridge Road and 34th Avenue; and
- the rural industrial use proposed for the lands accessing future 41st Avenue will result in low density development and low traffic volumes;

the alignment of 41st Avenue in relation to the service road access is not considered a significant concern. The local road function proposed for 41st Avenue within the Plan area will assist in this regard. Further discussion with Alberta Infrastructure is required to confirm the future of the service road access given the 41st Avenue alignment proposed by the Development Concept.

All remaining roads shown on Figure 2 are designated as local roads which recognize the existing, predominantly diagonal, pipeline pattern, as well as current property lines. A 30 metre right-of-way requirement shall be applied to local, as well as collector, roads.

The circulation pattern also allows for the long-term development of existing well sites, and the battery and water injection sites, and provides for two potential

linkages to the west. Considerable flexibility in terms of density is achieved, and the length of roadway is minimized to the extent possible while still ensuring an efficient, functional design. All internal roads shall be constructed in accordance with the design specifications of the Municipal District of Brazeau No. 77.

4.3 Utility Services

The recommendations for extension of municipal water and sewer services into the Plan area are described in Section 3.8. The Development Concept has considered these recommendations. On-site servicing for future development of the Plan area should be considered as an alternative means if negotiations for municipal servicing are not realized. The location of existing municipal water and sewer lines suggest that initial development in the plan area will concentrate along the existing Highway 22 service road, the south side of Poplar Ridge Road and along both sides of 34th Avenue.

The Municipal District of Brazeau No. 77 shall undertake the necessary engineering study to address storm water management for the Plan area.

As is noted in Section 3.8, gas service is currently provided by Evergreen Gas Co-op Ltd., telephone service by Telus, and power by Utilicorp. These service providers should be consulted at the subdivision and development stage to determine servicing availability and requirements.

4.4 Canada Post Mailboxes and Rural Addressing

The location of Canada Posts' super boxes 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.

4.5 Staging

Staging of development within the plan area will be determined by the availability of municipal services, current status of subdivision approval, landowner aspirations, and market conditions, particularly demand. The resultant staging sequence is shown on Figure 3 and assumes the following three stages:

1. Stage 1 – the north part of the NE ¼ 6-49-7-W5M. This area will be developed in phased increments as per the approved Plan of Subdivision (i.e. Phases 1, 2 and 3);
2. Stage 2 – the lands along Highway 22 and Poplar Ridge Road; and,
3. Stage 3 – the balance of the plan area.

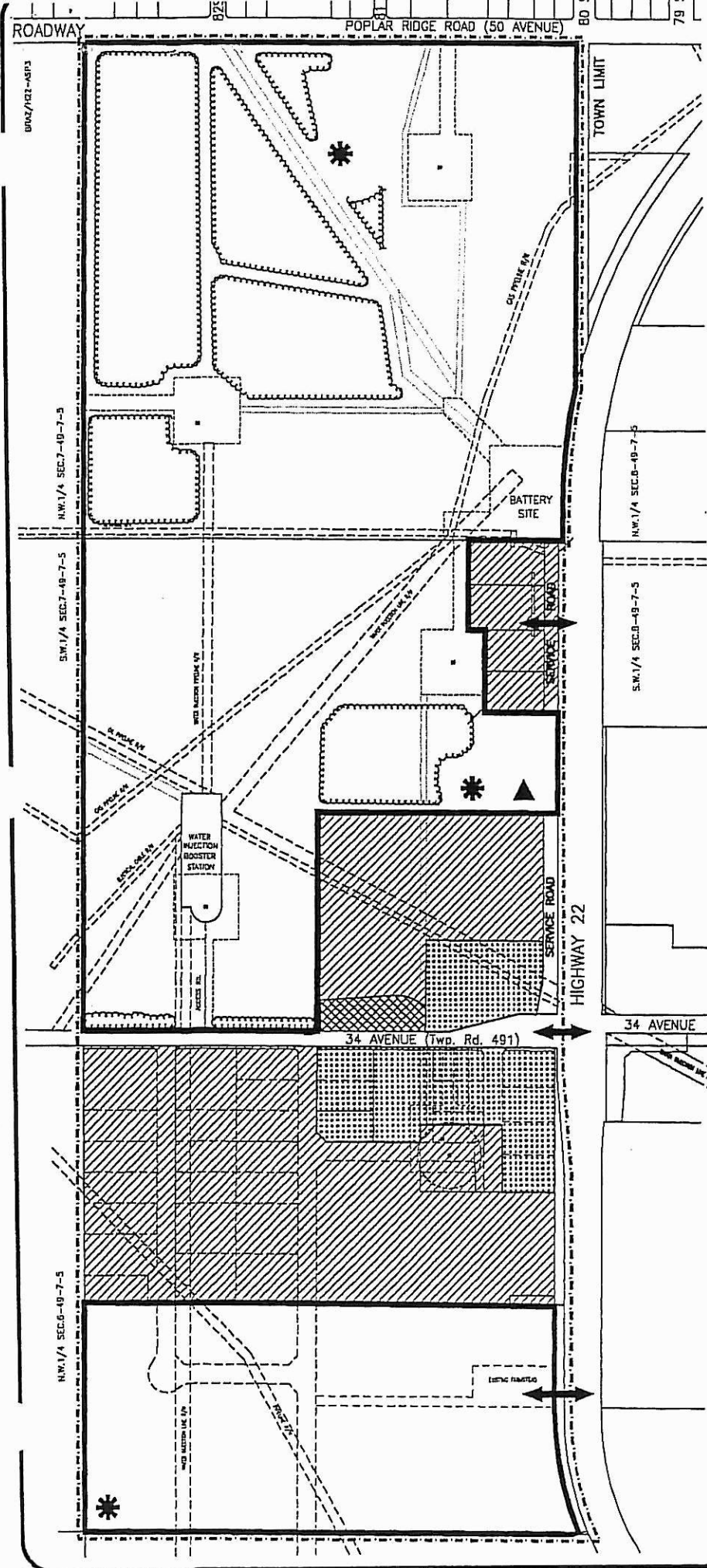
THE FOREGOING STAGING SEQUENCE MAY BE SUBJECT TO CHANGE.

5.0 IMPLEMENTATION

Pursuant to section 633(1) of the Municipal Government Act, this Area Structure Plan shall be adopted by the Municipal District of Brazeau No. 77 as the Brazeau Business Park Area Structure Plan. Further detailed planning, subdivision and development within the Brazeau Business Park Area Structure Plan area shall be in accordance with the provisions of the Area Structure Plan, its Development Concept and Development Staging, as well as the Municipal District's Land Use Bylaw, and the following policies:

1. The Municipal District will amend its Land Use Bylaw to ensure provisions for high quality architectural, setback, landscaping and signage regulations for those lands developed adjacent to its Highway corridors. Such regulations will be prepared in consultation with the Town of Drayton. With such provisions in place, development along the Highway corridors will be aesthetically pleasing, and capable of promoting both municipalities in a regional context.
2. The amended Highway Commercial (HWY-C) District, and the existing Commercial (C) District, will be applied to all future development in the commercial component of the Development Concept.
3. The Rural Industrial (RI) District will be applied to all future development in the rural industrial component of the Development Concept.
4. The Municipal District will co-operate with Alberta Infrastructure in ensuring that the integrity of Highway 22 is maintained, and that the Department's proposed improvements are not jeopardised.

5. The Municipal District will consult with Alberta Infrastructure to determine the need for, and feasibility of, relocating the existing service road access further north to align with 41st Avenue (as proposed by the Development Concept).
6. All roadway construction will be developed to Municipal District standards and as per the 30 metre wide right-of-way requirements defined in this Area Structure Plan, and the recommendations contained in the 1997 Land Development Servicing Study.
7. All municipal water and sewer serving extensions will comply with the recommendations contained in the 1997 Land Development Servicing and 1999 Infrastructure Requirements and Coordination Studies, and the Municipal District of Brazeau No. 77 servicing standards.
8. On-site sewage services shall comply with the regulations of the Alberta Labour Private Sewage Disposal Regulation.
9. On-site water services is subject to determining sufficient groundwater supply, and shall be licensed pursuant to the Alberta Water Act, where required.
10. Storm water management for all new developments and subdivisions shall be to the satisfaction of the Municipal District of Brazeau No. 77.
11. Development permits, as well as subdivision applications, will be referred to the owners of any natural resource facilities affected by such activity.



Brazeau Business Park Area Structure Plan

MD of Brazeau N° 77

Existing Conditions










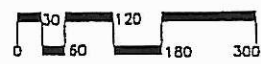
-  RI District
-  HWY-C District
-  AG District
-  Oil/Gas Facility
-  Residential/
Commercial Operation
-  Residence
-  Weigh Scale Site
-  Existing Vegetation
-  Highway Access

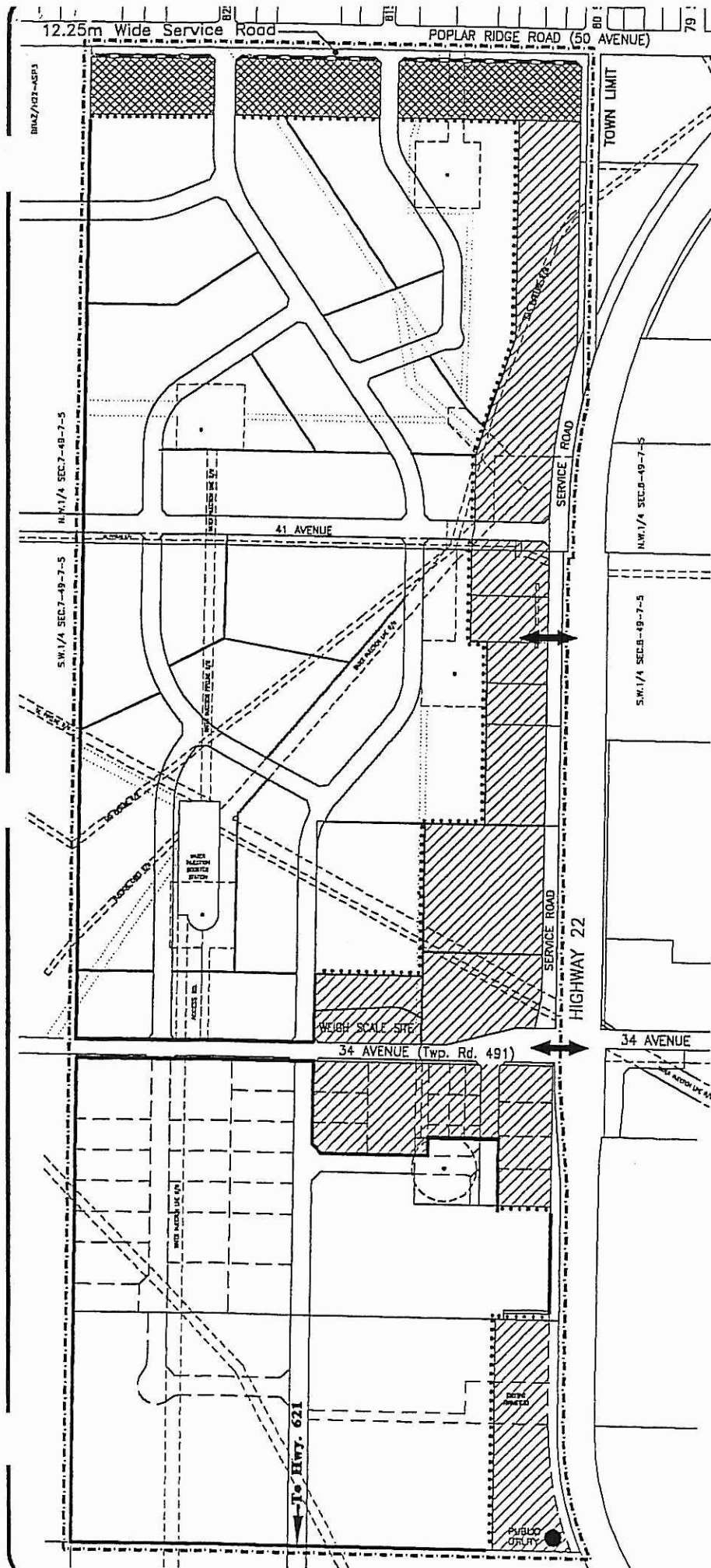


Figure 1



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Brazeau Business Park Area Structure Plan

MD of Brazeau N° 77

Development Concept

- Commercial
- Highway Commercial
- Rural Industrial
- Highway Access
- 6m Wide Pedestrian Walkway
- 6m Wide Buffer

Figure 2



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Brazeau Business Park Area Structure Plan

MD of Brazeau N° 77

Staging

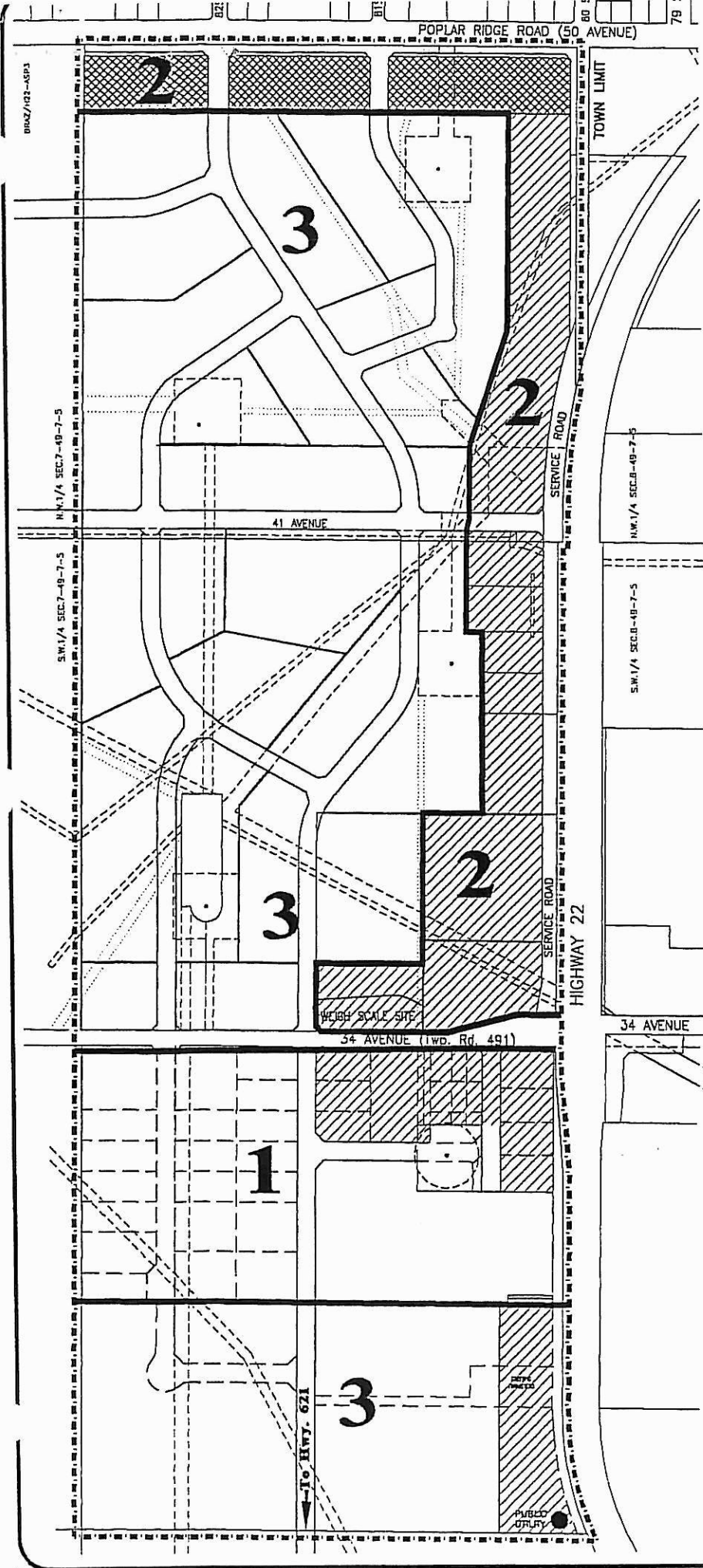


Figure 3



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