CITY OF BROOKS

NORTHEAST SECTOR

AREA STRUCTURE PLAN

Bylaw No. 09/20 – Consolidated to Bylaw No. 19/04







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City of Brooks Northeast Sector Area Structure Plan Bylaw No. 09-20 – Amendments

Bylaw	Amendment Description	Legal Description	Passed
19-04	"Commercial" to "Industrial" Text amendment to provide industrial land uses in the Area Structure Plan	Lot 2, Block 3, Plan 0712311 (Maps 5 and 7)	4-Feb-2019
26/001	All textual references to "Municipal Planning Commission" be replaced with "Development Authority".		23-Feb-2026



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PREFACE

The Northeast Sector Area Structure Plan is a planning document prepared for adoption by City Council under provisions of the *Municipal Government Act, 2000, M-26*. The document consists of the area structure plan that is adopted by bylaw. The area structure plan establishes the conceptual framework for more detailed planning to follow.

This statutory plan repeals the existing bylaw adopted in 1995 as well as amendments thereto.

PUBLISHING INFORMATION

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EXECUTIVE SUMMARY

The Northeast Sector Area Structure Plan (ASP) provides a policy framework to support the existing development in the northeast sector and to ensure the orderly subdivision and development of those portions of the Plan Area that are vacant. The purpose is also to ensure the effective integration of existing with future development. *The Northeast Sector Area Structure Plan* repeals an earlier statutory plan for the northeast sector and amendments thereto.

This Plan addresses current planning issues within this sector of the community. The northeast sector is a major residential area for the community and is substantially built out. Commercial services occur along the periphery of the Plan Area along 2nd Street W and Cassils Road. This Plan contemplates that this land use distribution will continue in the future.

Individual development cells will likely include a mixture of single-family and multi-family residential. The amount of single-family residential and multi-family will be defined at the outline plan stage for individual development cells. This area structure plan gives generalized direction to planning and development authorities when reviewing applications.

Servicing of currently vacant areas will be possible by extending existing services.

The planning process included a community consultation process that featured individual meetings with landowners, circulation to adjacent landowners and referral agencies, an open house, individual mailings and a public hearing so that as much public input could be included as possible.

The area structure plan complies with the policies of the municipality's development guidelines and planning documents.



1. INTRODUCTION

1.01 Purpose

The purpose of this area structure plan is to provide a policy framework to support existing development in the northeast sector and to ensure the orderly subdivision and development of those portions that were undeveloped or under utilized at the time of Plan preparation. The purpose is also to ensure this area structure plan is consistent with other statutory planning for the community.

This area structure plan outlines, in general, the future pattern of subdivision and development for vacant and infill sites in this sector in a manner that is consistent with the existing land uses and in conformity with *Section 633* of the *Municipal Government Act* by defining:

- **A.** Land use types, size and location;
- **B.** The transportation network;
- **C.** The servicing requirements;
- **D.** The general location of community facilities;
- **E.** The sequencing of development; and
- **F.** Other development issues specific to the Plan Area.

1.02 Background

The northeast sector is located in the northeast of the community (Map 1). This area has experienced significant residential and commercial development since the original 1980 plan was adopted. The original plan was subsequently amended in 1984, 1992 and repealed by a 1995 bylaw. The 1995 plan was extensively amended in 2002. This Plan would repeal the 1995 bylaw and amendments.

1.03 Proposed Changes

The following summarizes the changes between the 1995 Plan and this Plan. This Plan provides for:

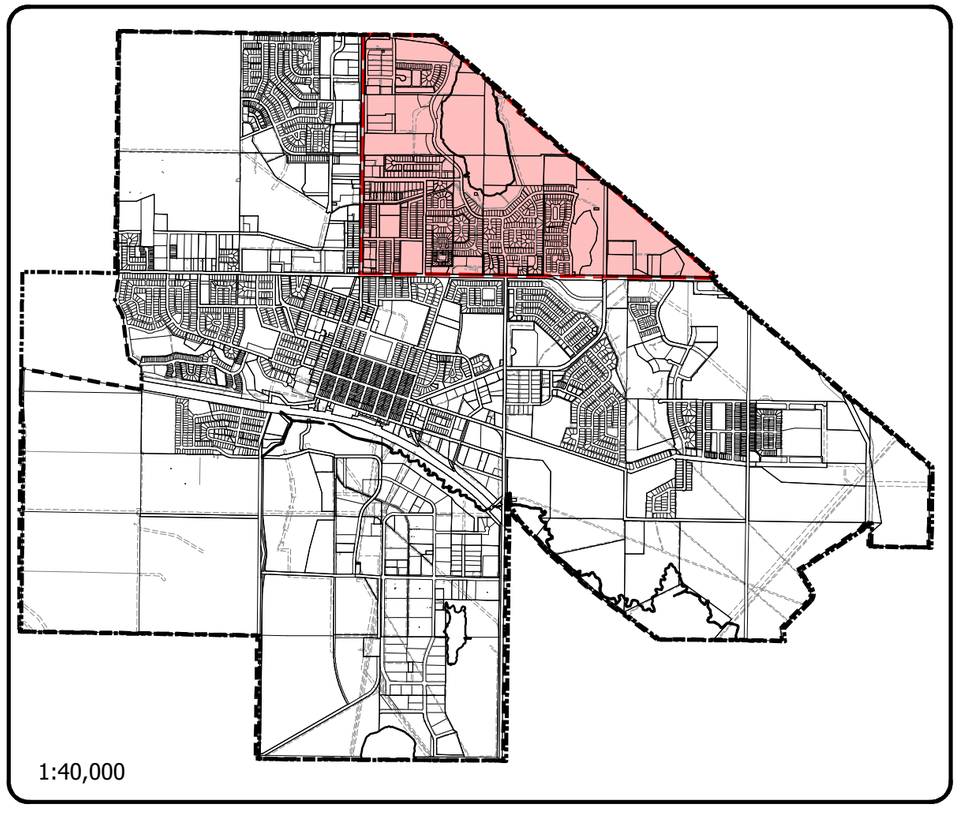
- **A.** Neighborhood staging that reflects the 2003 Growth Study as well as current engineering and planning standards in regards to the provision of logical and economical extension of services.
- **B.** Identifying setback requirements from the well sites within the SW ¼ and SE ¼ Sec. 4-19-14-4 to ensure adjacent development conforms to AEUB regulations.
- **C.** Identifying a Highway Special Policy Area and providing policies to support development in this area of the Plan.

NORTHEAST SECTOR AREA STRUCTURE PLAN

Location Map



1:20,000



1:40,000

CITY OF BROOKS

PLANNING SERVICES

MAP 1

APRIL 2009



2. THE PLANNING CONTEXT

2.01 Site Features

A. Natural Environment



The Plan Area has been significantly altered so that very little indigenous vegetation remains. Two prominent water bodies lie within the Plan Area: (1) Lake Stafford serves as a source for irrigation water as well as a storm water collection pond for adjacent subdivisions; and (2) Ward Pond serves as a storm water collection pond for adjacent subdivisions.

The slope of the land generally runs in a southeast direction with some minor relief.

Soils in the northeast sector have been disturbed by development during the City's history. The water table is generally high in locations throughout the Plan Area.

B. Existing Development



The Plan Area has experienced substantial subdivision (Map 2). The Lakewood and Parkland subdivisions were built in the late 1970's and early 1980's. Most other development in the Plan Area occurred in the 1970's during a period of high growth for the community. The former "Chicken Barn" land was developed as a residential and commercial subdivision during the preparation of this Plan.

The majority of commercial development is concentrated along 2nd Street West, north of Cassils Road to the City's northerly boundary. Other commercial development exists along Cassils Road. There were several development proposals for areas along Cassils Road at the time of Plan preparation. A commercial node consisting of professional and personal care offices was developed on the former "Chicken Barn" land north of Cassils Road during the preparation of this Plan. A fire hall was also developed on this site. Another commercial node was being constructed at the northeast corner of Sutherland Drive and Cassils Road during the preparation of this Plan.

The Eastern Irrigation District has rights-of-way in the Plan Area. ARC Resources Ltd owns and operates two well sites as well as pipeline rights-of-way within the Plan Area.

The total area encompassed by the northeast sector is approximately 228 ha (563 acres).[1] Approximately 145 ha (357 acres) had been developed at the time of Plan preparation.[2] All land other than established public and environmental reserves, is privately owned.

Table 1 illustrates existing land uses found within the northeast sector by area and percentage.

[1] The total area includes the east half of 2nd Street West.
[2] This total includes residential and commercial development, parks and open space, institutional uses and roads.

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Area Structure Plan Boundary

Ownership Boundaries

NOTE: ONLY THE PROPERTIES GREATER THAN .80 Ha OR 2.0 Ac ARE IDENTIFIED

NORTHEAST SECTOR AREA STRUCTURE PLAN

DATE: APRIL 2009

SCALE: 1:7,503

OWNERSHIP

MAP 2

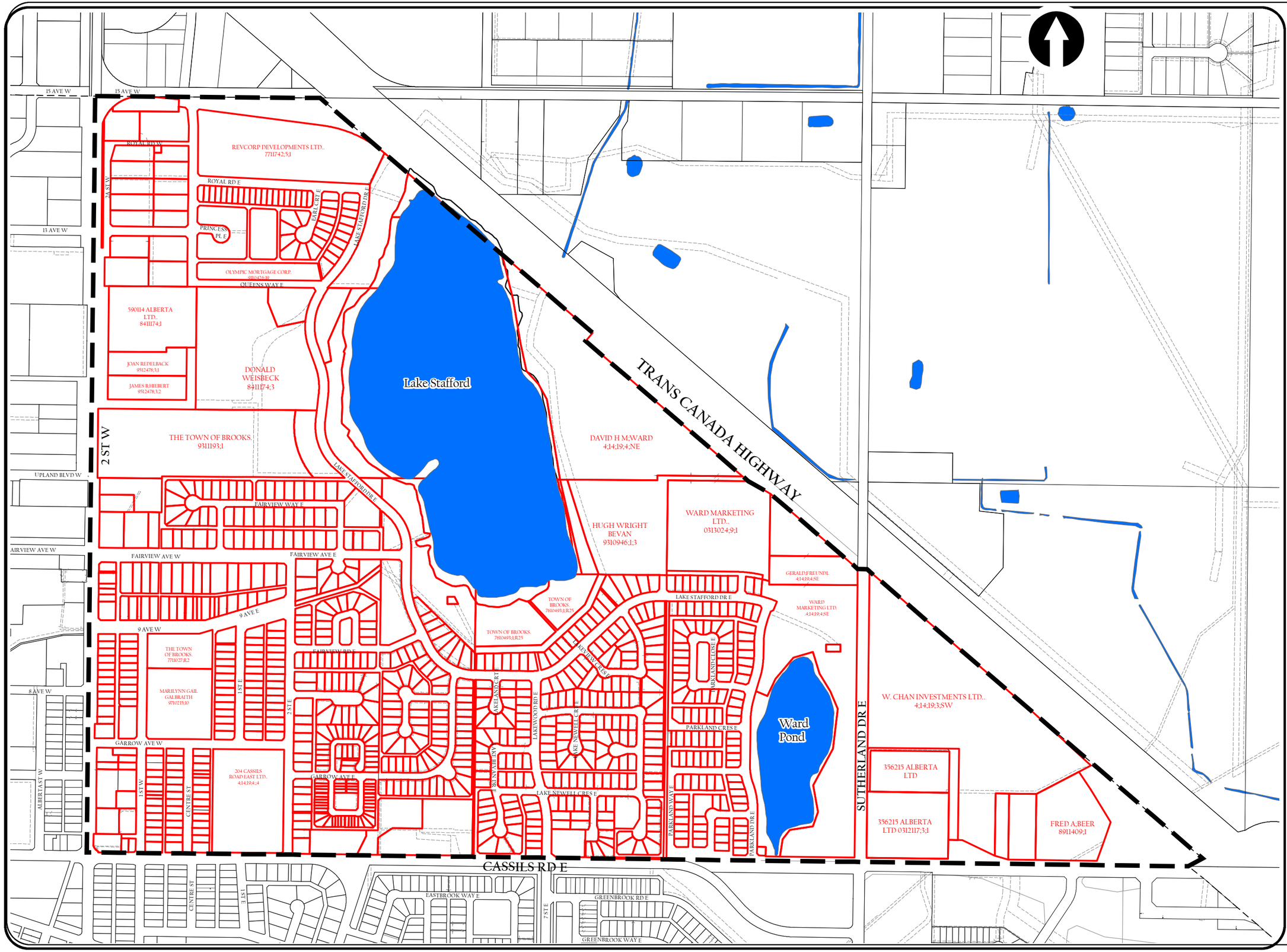




TABLE 1 - EXISTING LAND USES IN PLAN AREA

Type of Land Use	Gross Area		%
	Ha	Acres	Totals
Residential	77.39	191.23	34
Commercial	24.66	60.93	11
Parks & Open Space	14.53	35.90	6
Vacant Land	30.38	75.06	13
Institutional	7.91	19.54	4
Roadways	40.27	99.52	18
Water Bodies	32.88	81.22	14
TOTAL	**228**	**563.40**	**100**

Note: Residential land use includes areas such as the NE ¼ Sec 4-19-14-4, Plan 3049 HC, Block A, Plan 9310946, Block 1, Lot 3 and a portion of the SE ¼ Sec. 4-19-14-4 where there are only single residences.

Parks and open space includes municipal reserve, reserves and environmental reserves. The figure shown for water bodies includes a small portion of land adjacent to Lake Stafford and Ward Pond.
Institutional includes the cemetery, church sites and fire hall within the Plan Area.
Roadways include lanes, road rights-of-way and the east half of 2nd Street West.

C. Site Location and Access

The Plan Area is located in the northeast sector of the community. The Plan Area is bounded by 2nd Street West, Cassils Road East and the TransCanada Highway. Access to the Plan Area is provided from 2nd Street West, Cassils Road East and 15th Avenue.

D. Land Ownership

A majority of lands within the Plan Area have experienced subdivision since adoption of the 1980 Plan. The major vacant land holdings [greater than 4.0 ha (10 acres)] are shown in Table 2 below.

TABLE 2 - MAJOR VACANT LAND HOLDINGS IN PLAN AREA

Legal Description	Gross Area	
	Ha	Acres
Pt. SE ¼ Sec. 4-19-14-4	6.52	16
Pt. SW ¼ Sec. 3-19-14-4	11.38	28
Plan 0313024, Block 9, Lot 1	4.16	10
Plan 8411174, Blk. 3	5.75	14
TOTAL	**27.81**	**68**

Note: Various other parcels, none of which exceed 2 ha in size, are potentially developable lands that were vacant at the time of Plan preparation and represent future in-fill development in this sector. These are not included within in Table 2.



2.02 Compliance with Provincial and Municipal Policies

This Plan conforms to the spirit and intent of the statutory planning framework, Land Use Bylaw and other policy or technical documents utilized in the preparation of it.

The *Municipal Government Act* as well as the *Land Use Policies (O/I 522/96)* has been satisfied in the preparation of this statutory plan.

The Municipal Development Plan specifies a portion of the Plan Area as a Highway Special Policy Area. The land use designation in this area was to be determined by the location of the interchange on the TransCanada Highway and highway access to the area. Policies in the statutory plan identified that this area of the Plan was to be developed in one of two ways: (1) as highway commercial if highway access could be provided in the vicinity of Lake Stafford, or (2) residential if this was not possible. Discussions with the Provincial Authority in the preparation of this Plan indicated that no access would be granted from the TransCanada Highway to this area of the community. This is due to the interchange constructed at Cassils Road and the TransCanada Highway during the preparation of this Plan. Given the location of the interchange, the Provincial Authority would not permit another access point due to its concern about ensuring safe and proper traffic movements along this section of the TransCanada Highway. The landowners, however, desired flexibility in the possible land uses. The Highway Special Policy Area was selected to offer as much flexibility as possible.

The Land Use Bylaw (LUB) identifies that the Plan Area contains several land use districts including; (1) Direct Control District (DC); (2) Residential Single Detached Dwelling District (R-1); (3) Residential Low Density District (R-2); (4) Residential Low Density Multi-Unit District; (5) Residential High Density Multi-Unit District (R-3); (6) Manufactured Home Park District (R-5); Special Duplex Residential District (R-6); (7) General Commercial District (C-2); (8) Highway Commercial District (C-4); (9) Public & Quasi-Public Service District (P-1); and (10) Public Park and Open Space District (P-2). The existing districts are shown in Map 3.

Areas presently designated as Direct Control District (DC), will have to be re-designated to the appropriate land use district when the municipality receives a subdivision or development application. There may also be a requirement to have a landowner prepare an outline plan as part of the approval process.

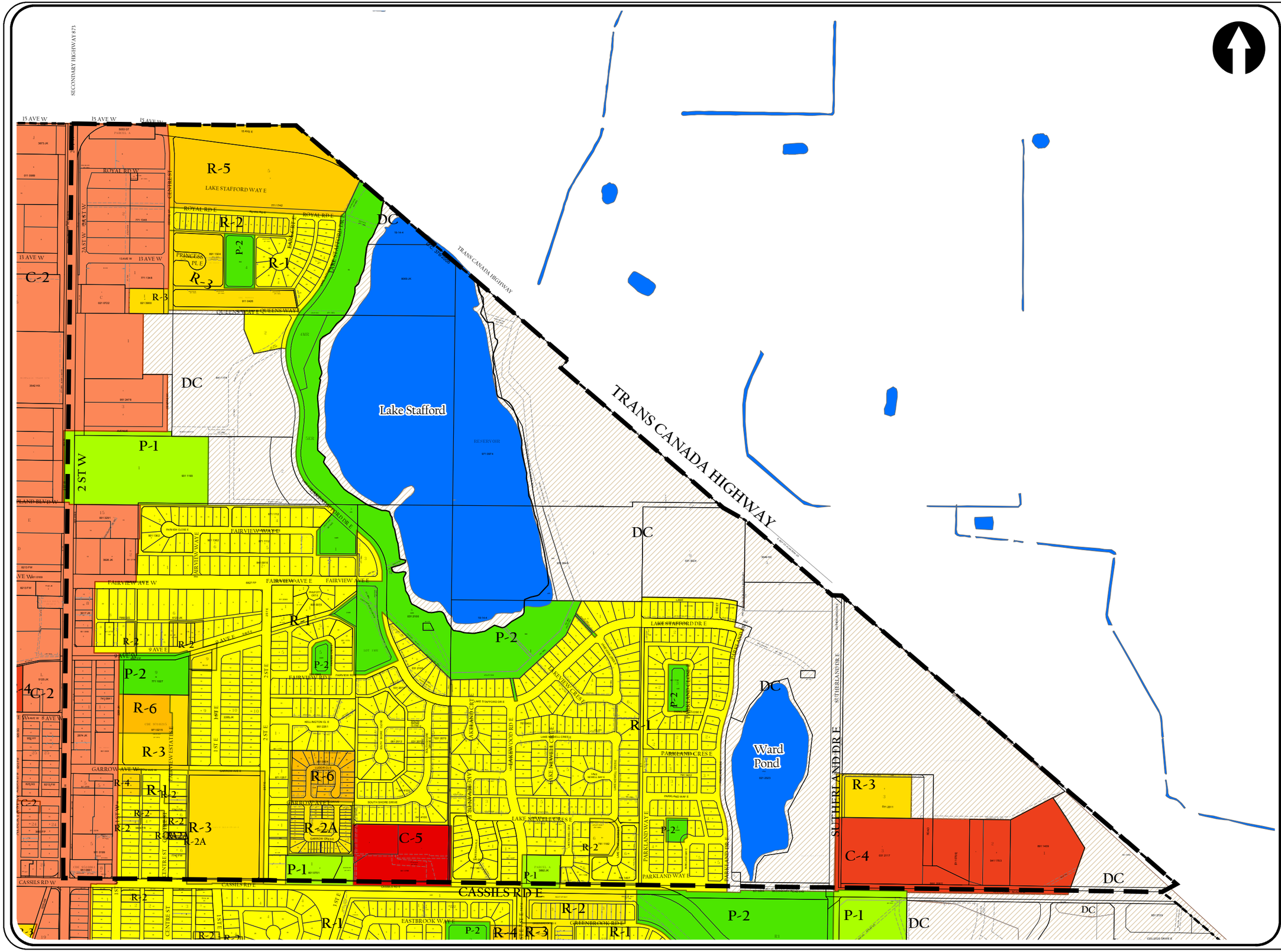
There are also several technical documents that were reviewed in the preparation of this area structure plan. These include: the Newell-Brooks Intermunicipal Development Plan, the Town of Brooks Transportation Study (1991), the Town of Brooks Storm Sewer Drainage Study (1991), the Town of Brooks Water and Wastewater Systems Evaluation (2000), the Master Plan for Parks, Recreation and Culture (2000), the Town's Census (2000), Access Management Study – Cassils Road from Highway 1 to 12th Street West (2003), the Brooks Growth Study (2003), the Transportation Master Plan (2008), the Stormwater Management Study (2008), and the draft Wastewater Study (2009).

This Plan provides the linkage between more general or broader-based planning documents and the actual plans of subdivision or development that will be submitted by developers or landowners.

2.03 Planning Constraints

There are constraints that need to be considered in planning within this area (Map 4). These include:

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Area Structure Plan Boundary

LAND USE BYLAW 03/30

RESIDENTIAL
- R-1 - RESIDENTIAL SINGLE DETACHED
- R-1A - RES SINGLE DETACHED DWELLING SMALL LOT
- R-2 - RESIDENTIAL LOW DENSITY
- R-2A - RESIDENTIAL LOW DENSITY MULTI-UNIT
- R-3 - RESIDENTIAL HIGH DENSITY MULTI-UNIT
- R-4 - RESIDENTIAL MANUFACTURED HOME
- R-5 - MANUFACTURED HOME PARK
- R-5A - RESIDENTIAL MANUFACTURED HOME COMMUNITY
- R-6 - SPECIAL DUPLEX RESIDENTIAL
- R-7 - RESIDENTIAL NARROW LOT SINGLE DETACHED
- R-8 - SUBURBAN ESTATE RESIDENTIAL

COMMERCIAL
- C-1 - CENTRAL COMMERCIAL
- C-2 - GENERAL COMMERCIAL
- C-3 - LOCAL NEIGHBORHOOD COMMERCIAL
- C-4 - HIGHWAY COMMERCIAL
- C-5 - PROFESSIONAL CENTRE COMMERCIAL

INDUSTRIAL
- M-1 - SPECIAL LIGHT INDUSTRIAL
- M-2 - GENERAL LIGHT INDUSTRIAL
- M-3 - GENERAL HEAVY INDUSTRIAL
- M-4 - LIMITED-SERVICE INDUSTRIAL

PUBLIC USE
- P-1 - PUBLIC AND QUASI -PUBLIC SERVICE
- P-2 - PUBLIC PARK AND OPEN SPACE

DIRECT CONTROL
- DC - DIRECT CONTROL
- DC-R - DIRECT CONTROL RESIDENTIAL
- DC-BP - DIRECT CONTROL BUSINESS PARK
- DC-HC - DIRECT CONTROL HIGHWAY COMMERCIAL
- DC-R7 - DIRECT CONTROL RESIDENTIAL NARROW LOT
- Bodies of Water

NORTHEAST SECTOR AREA STRUCTURE PLAN

DATE: APRIL 2009

SCALE: 1:7,500

LAND USE BYLAW

MAP 3



A. The Plan Area is already largely built-out;

B. High water table in portions of the Plan Area;

C. Environmentally sensitive lands along Lake Stafford and Ward Pond;

D. No direct access to the TransCanada Highway which limits future development possibilities within those portions of the Plan Area adjacent to it;

E. Two well sites limit development potential of some lands;

F. Access to 2nd Street West and Cassils Road West is limited;

G. The TransCanada Highway acts a physical barrier to urban growth and there is a need to properly plan development in the vicinity of this highway.

H. The impact of the Cassils Road Interchange on surrounding land uses.

2.04 Planning Process

Preparation of this area structure plan included consultation with area landowners, adjacent landowners, stakeholders, as well as referral agencies. Through 2003 to 2009, Council and municipal administration met with landowners and others to identify preferred land uses.

The Northeast Sector Area Structure Plan presently governs the northeast sector and was originally adopted by Bylaw No. 80/400. Bylaw No. 95/22 repealed the 1980 statutory plan as well as amendments in 1984 and 1992. Bylaws No. 02/18 and 02/29 subsequently amended Bylaw No. 95/22 to accommodate proposed development in the Plan Area. This statutory plan repeals the 1995 bylaw and subsequent amendments.

2.05 Plan Approval

Direction for the preparation of this area structure plan was provided by Section 13.6(c) of the Municipal Development Plan. The Northeast Sector Area Structure Plan was given three readings by Council, and a public hearing in accordance with Provincial legislation.

2.06 Compliance to the Land Use Framework

The Province adopted the Land Use Framework in 2008 as a guiding strategy to land use management within Alberta. This document provided desired outcomes for land use: (1) Healthy economy supported by the land and natural resources, (2) Healthy ecosystems and environment, and (3) People-friendly communities with ample recreational and cultural opportunities.

The Northeast Sector Area Structure Plan complies with each of these outcomes by ensuring a diversity of land use within this sector of the community while respecting the ecosystem. New development will be fully serviced with water, sanitary and storm sewers. Each undeveloped area will have an outline plan prepared to show the connections to existing services and future land use. Lake Stafford will be maintained as a featured destination within this sector of the community for recreational and cultural activities. The transportation network will be extended by developers as vacant areas develop. Suitable buffers will be provided around water bodies in order to minimize the impact from adjacent development.

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DEVELOPMENT CONSTRAINTS

- ENVIRONMENTALLY SENSITIVE
- WELLSITE SETBACK
- TRANSPORTATION CORRIDOR
- Area Structure Plan Boundary

NOTE: THIS MAP IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE.

NORTHEAST SECTOR AREA STRUCTURE PLAN

DATE: APRIL 2009

SCALE: 1:7,500

DEVELOPMENT CONSTRAINTS

MAP 4



The Land Use Framework outlined ten guiding principles to shape and inform decision making in land use management.[3] The Northeast Sector Area Structure Plan complies with the guiding principles by emphasizing responsible land use development that does not compromise the ability of future generations to meet their own needs. The Plan is based on knowledge from previous technical work within this sector of the community as well as during its preparation. The Plan is to be responsive to future needs within this area of the community while ensuring that land is developed in a consistent manner for the benefit of land owners and citizens. The adoption of the Plan has been a transparent process consisting of open houses as well as a public hearing.

2.07 Compliance to Integrated Community Sustainability Plan

The City adopted an Integrated Community Sustainability Plan in 2008 that included vision statements on the environment, the community's economic stability, its cultural diversity and its quality of life.

This Plan encourages sustainable land development that takes into consideration appropriate infrastructure planning to create a better environment for future generations through life cycle costing.

[3] These guiding principles include: (1) Sustainable, (2) Accountable and responsible, (3) Supported by a land stewardship ethic, (4) Collaborative and transparent, (5) Integrated, (6) Knowledge-based, (7) Responsive, (8) Fair, equitable and timely, (9) Respectful of private property rights, and (10) Respectful of the constitutionally protected rights of aboriginal communities.



3. VISION OF THE COMMUNITY

The vision of this area structure plan is to integrate existing neighborhoods with future development of currently vacant land to create a unified community.

3.01 Development Objectives

The objectives of this Plan are:

- **A.** To ensure that urban development occurs in an orderly and comprehensive manner that is sustainable and provides a balance between the built and natural environment.
- **B.** To ensure that development in the Plan Area provides for a mix of residential types, at various levels of affordability and supported by surrounding amenities.
- **C.** To create a cohesive community with a distinct identity.
- **D.** To develop attractive commercial nodes that meets the needs of residents.
- **E.** To protect environmentally sensitive areas, most notably along Lake Stafford and Ward Pond.
- **F.** To encourage walking and cycling within and between neighborhoods as an alternative mode of travel, particularly for shorter, internal trips.
- **G.** To provide infrastructure sufficiently sized, and located to meet the demands of urban growth.
- **H.** To ensure that the transition between different land uses is addressed through specific policies thus guaranteeing compatibility or, if need be, alterations can be mitigated by various means.
- **I.** To provide for the preparation of outline plans to guide future development or subdivision in the Plan Area.
- **J.** To provide an open space system with opportunities for trail linkages to the larger community.
- **K.** To provide for logical phasing of development for vacant properties.

3.02 Development Concept

The land use concept map (Map 5) provides for residential development in the form of single family detached and multi-family in areas of the Plan that are currently vacant. Major commercial areas have been identified along 2nd Street West and Cassils Road.

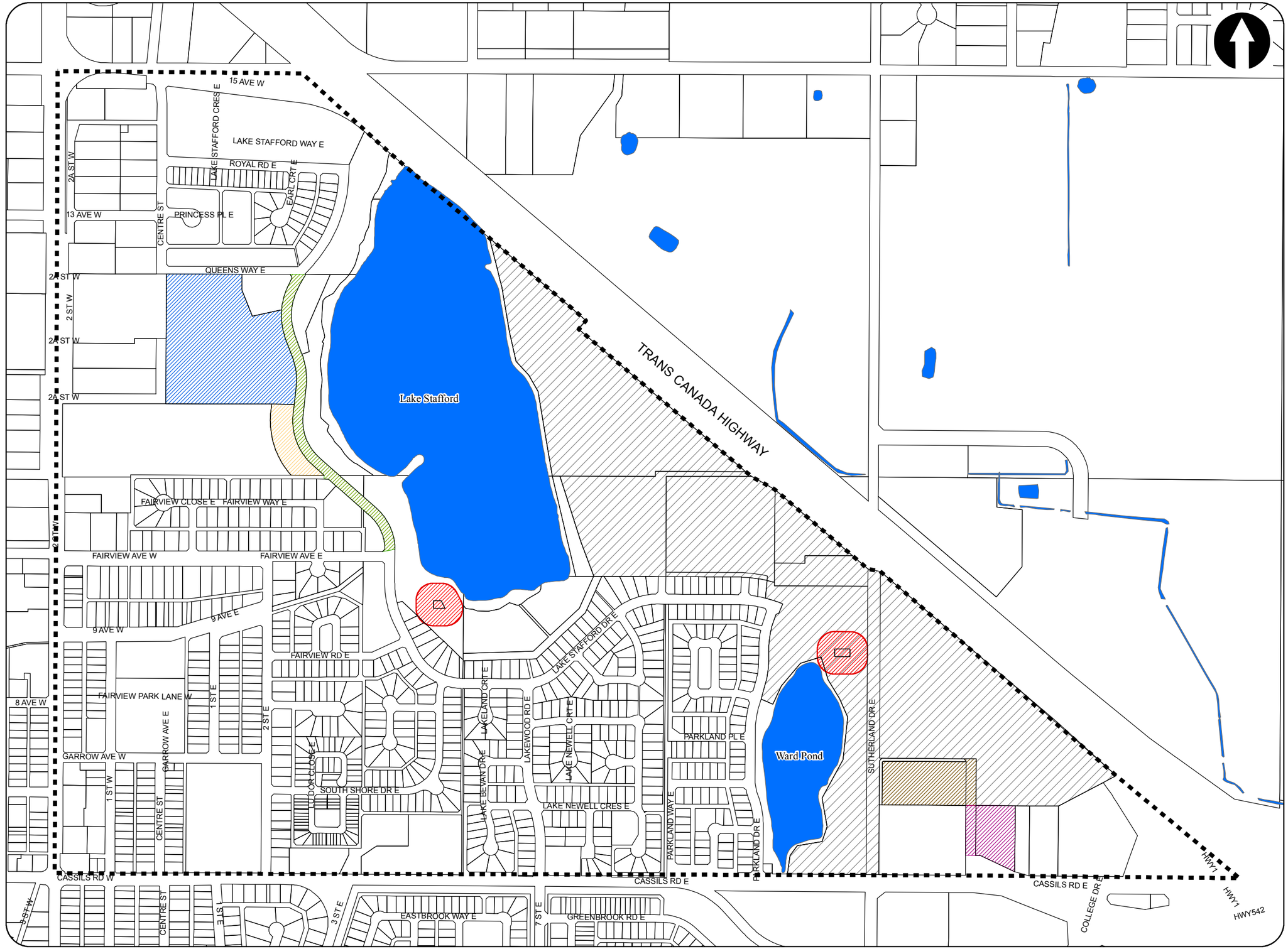
The Plan also establishes approximate alignments for pathways that link the northeast sector to the larger community.

It is anticipated that future roadways will follow the alignments identified in earlier area structure plans.

Appendix One identifies the existing and proposed land uses within the Plan Area.

3.03 Density

The following table provides a general indication of the level of development anticipated for vacant areas within the northeast sector. The population is based on the municipal development plan density of 13 units per gross developable hectare and 2.8 persons/dwelling unit. There is the potential to develop some of the land adjacent to Ward Pond that could increase the anticipated population in this area of the community.



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Legend

Land Use Concept

LAND USE

- INSTITUTIONAL
- COMMERCIAL
- RESIDENTIAL
- DEVELOPMENT CONSTRICTIONS
- OPEN SPACE
- INDUSTRIAL
- HIGHWAY SPECIAL POLICY AREA

Land Use Type	Area Ha	Area Ac	Percentage
Existing & Future Residential	69.76	172.38	31%
Existing & Future Commercial	27.62	68.25	12%
Existing & Future Parks & Open Space	17.94	44.34	8%
Existing & Future Institutional	8.62	21.30	4%
Existing & Future Roadways	44.20	109.17	19%
Water Bodies	33.01	81.58	14%
Development Constraints	1.84	4.54	1%
Highway Special Policy Area	25.01	61.80	11%
Total	**228.04**	**563.4**	**100%**

NOTE: THIS MAP IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE

NORTHEAST SECTOR
AREA STRUCTURE PLAN

DATE: APRIL 2009

SCALE 1:7,500

AMMENDED TO BYLAW NO. 19/04
February 4, 2019

LAND USE CONCEPT

MAP 5



TABLE 3 - DEVELOPMENT POTENTIAL

Development Area	Dwelling Units	Population
Plan 8411174, Blk. 3	84-105	235-294
Plan 9310946, Block 1, Lot 3	38-47	106-132
Plan 0313024, Block 9, Lot 1	41.52	115-144
SW ¼ Sec 3-20-14-4	78-97	221-272
NE ¼ Sec 4-19-14-4	90-112	252-314
Pt. SE ¼ Sec. 4-19-14-4	42-52	118-146
Total	***373-465***	***1,047-1,302***

It is possible that the amount of population may vary depending upon the density of individual properties. It is anticipated, however, that the vacant parcels will mostly be developed as single-family detached dwellings. The 2000 Municipal Census indicated that there were approximately 3025 people in the northeast sector and a total of 1066 dwelling units.

Since the 2000 Census, there have been 90 dwellings added to the Plan Area. This increases the total number of dwellings to 1,156 and a total population of 3,237. It is anticipated that at full build-out, there may be a total of 1529 to 1,621 dwellings for a total population of 4,281 to 4,539 in this sector. This variability will be dependant upon the densities found within individual development cells.

The land use activity anticipated for the northeast sector is identified in Table 4.

TABLE 4 – LAND USE ACTIVITY BY AREA.

Land Use Type	Area		Percentage
	Ha	Ac	
Existing & Future Residential	69.76	172.38	31%
Existing & Future Commercial	27.62	68.25	12%
Existing & Future Parks & Open Space	17.94	44.34	8%
Existing & Future Institutional	8.62	21.30	4%
Existing & Future Roadways	44.20	109.17	19%
Water Bodies	33.01	81.58	14%
Development Constraints	1.84	4.54	1%
Highway Special Policy Area	25.01	61.80	11%
Total	**228.04**	**563.4**	**100%**

Notes:

1. The Highway Special Policy Area could be developed either in the form of residential or commercial land uses. Its final form will be determined at the outline plan stage by individual land owners. This will change the overall area for residential or commercial uses in the Plan Area. The use of this area, however, was undefined at the time of Plan preparation.
2. Existing and Future Residential total excludes those lands identified to be Highway Special Policy Area. Some of these lands were previously



identified under Residential Land Use in **Table 1 – Existing Land Uses In Plan Area.**

4. The figure for future roadways was calculated based on the percentage of land occupied by roadways within existing subdivision and extrapolating for each development cell.

3. Rounding has occurred in the table.

3.04 Phasing

Development in the area will be restricted by the availability of infrastructure as well as market conditions. It is likely that the phasing of residential development will follow the pattern identified in the 2003 Growth Study.

Commercial development occurred on the former "Chicken Barn" lands during Plan preparation. Commercial development also occurred adjacent to Cassils Road east of Sutherland Drive during Plan preparation. It is anticipated that there will be interest in commercial development in this portion of the Plan Area when warranted by market conditions. Some redevelopment of existing commercial buildings or development of presently vacant land was also anticipated to occur along 2nd Street West.

The phasing of development within this Plan should be approved only where there are contiguous roads and utilities. If developers wish to develop lands requiring extensions of existing roadways and utilities, all costs of such extensions should be borne by them.

3.05 Land Use Policies

A. Residential Development

In this Plan, the term "residential and related uses" means:

- Single family detached, semi-detached, duplex and multi-family dwellings, and
- Such related uses as local commercial areas, churches, childcare facilities, police, fire stations, libraries and neighborhood parks other than the central school site.

The predominant form of housing in the Plan Area will be detached single-family dwellings. Multi-family housing will be encouraged in appropriate locations in order to achieve a mix of housing types throughout the vacant areas of the Plan Area.

B. Residential Policies

The locations and sizes of sites for these uses will be determined at the outline plan stage subject to the following policies:

- Creative site planning and design that responds to the context of the site and natural features will be encouraged.
- Residential development within the Plan Area should contain housing catering to different lifestyles, age and income groups.
- The overall density of residential development should not exceed 13 units/gross developable hectare, based on 2.8 persons/dwelling unit. Specific sites within the Plan Area may be

CITY OF BROOKS
PLANNING SERVICES

DEVELOPMENT PHASE

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- Area Structure Plan Boundary

NOTE: THIS MAP IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE.

NORTHEAST SECTOR AREA STRUCTURE PLAN

DATE: APRIL 2009

SCALE: 1:7,500

PHASING

MAP 6

Lake Stafford

Ward Pond

TRANS CANADA HIGHWAY

SUTHERLAND DR E

CASSILS RD E

15 AVE W

ROYAL RD W

ROYAL RD E

2A ST W

PRINCESS PL E

LAKE CRT E

LAKE STAFFORD DR E

QUEENS WAY E

2 ST W

LAKE STAFFORD DR E

FAIRVIEW WAY E

FAIRVIEW AVE W

FAIRVIEW AVE E

9 AVE E

9 AVE W

FAIRVIEW RD E

1 ST E

2 ST E

GARROW AVE W

GARROW AVE E

1 ST W

CENTRE ST

LAKE STAFFORD CRES E

PARKLAND CRES E

PARKLAND CLOSE E

PARKLAND WAY E

PARKLAND DR E

LAKE NEWELL CRES E

LAKE NEWELL CR E

LAKEWOOD RD E

LAKE BERNARD RD E

PARKLAND CR E

EASTBROOK WAY E

GREENBROOK RD E

7 ST E



developed at densities above or below this range. The distribution of density for each subdivision will be established through the outline plan process.

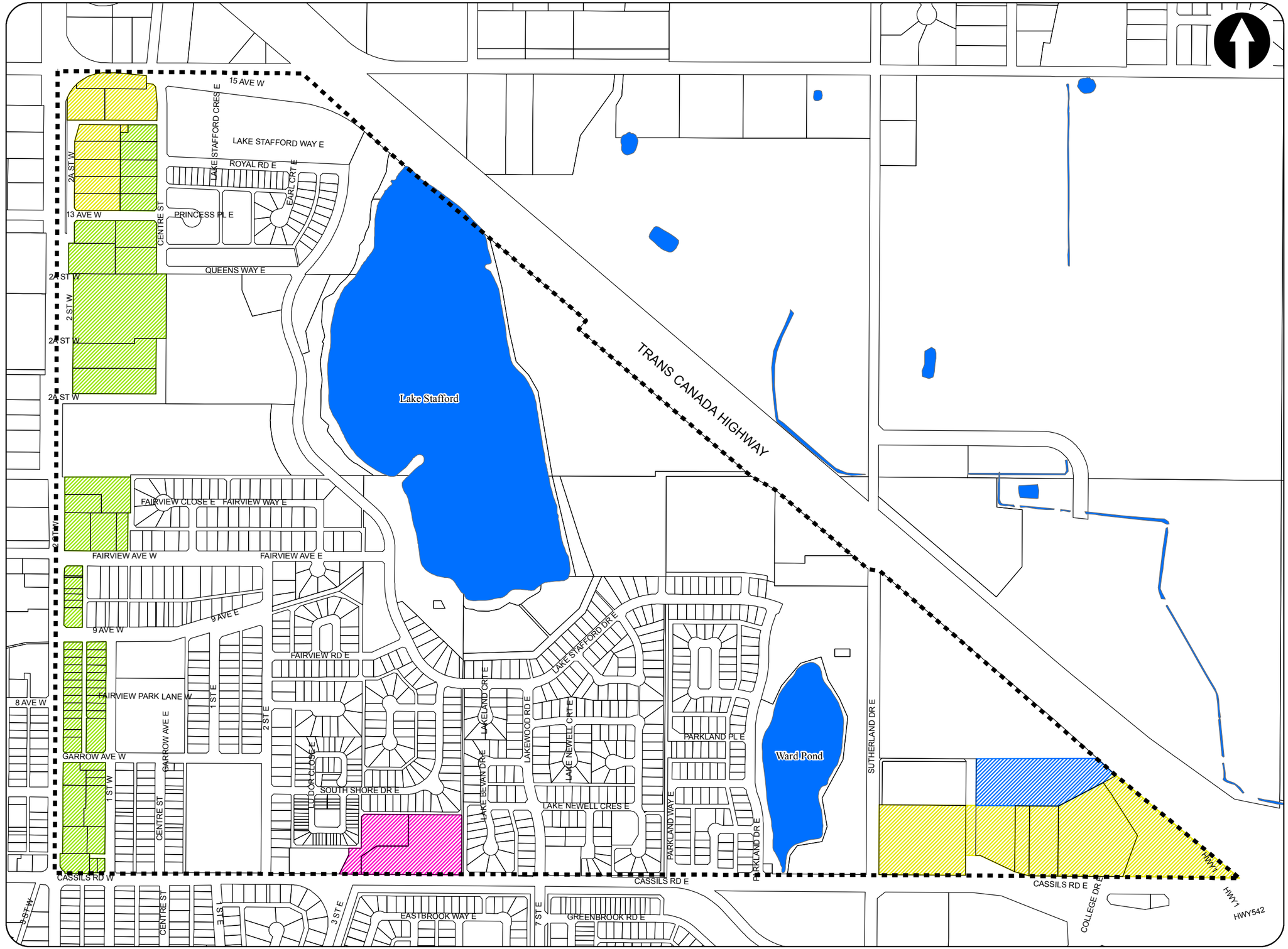
- Residential development adjacent to commercial land uses will ensure proper orientation and screening to minimize potential conflict within the residential/commercial interface where commercial exists before a residential development.
- Dwelling units in proximity to well sites will not be permitted to encroach onto the 100 metre set back requirement unless a variance is granted by the Provincial Authority and the well-site operator.
- Residential development in the vicinity of the TransCanada Highway shall be properly buffered from the traffic noise by a berm or other approved noise attenuation devices.
- Residential subdivisions should incorporate pedestrian walkways and local parks as a part of the overall design indicated in this Plan.
- Medium density residential development should be located adjacent to collector roads with direct access from parking areas onto the collectors.
- New residential development should be contiguous with existing residential areas and should be compatible and complementary.
- Residential subdivisions should be fully serviced with municipal water, sanitary sewer and storm water drainage systems.

3.06 Commercial Development

The Municipal Development Plan identified 2nd Street West as a key entranceway to the municipality and that adjacent lands should be supported as the primary commercial area for the community. The Municipal Development Plan also identified that 2nd Street West should be upgraded as a visually appealing entry point into the community. In essence, that statutory plan sought to ensure the commercial strip adjacent to this important roadway was maintained as a critical commercial element of the community. This Plan, therefore, must be cognizant of this designation and ensure that it continues to be one of the dominant commercial areas within the community.

A. Commercial Policies

- The lands adjacent to 2nd Street West are to be emphasized as the dominant commercial area for the Plan Area. Other forms of commercial activity may be developed elsewhere within the Plan Area that serve as a complement to those businesses on 2nd Street West or provide goods or services that are different from those provided by the 2nd Street West businesses.
- Second Street West within the Plan Area will be enhanced through landscaping and emphasis upon a high quality of design for all new development and redevelopment of existing buildings.
- Second Street West within the Plan Area will be designed and developed as a pedestrian-friendly corridor. Parking lots, where possible, shall be buffered from adjacent sidewalks or, in the absence of sidewalks, adjacent streets. Building location at the sidewalk is preferred to create a small town character. Parking at the side or rear is desirable. Where parking occurs



CITY OF BROOKS
PLANNING SERVICES

COMMERCIAL USE

- CENTRAL COMM. BUSINESS AREA
- COMMERCIAL NODE
- GATEWAY COMMERCIAL
- HIGHWAY COMMERCIAL

NOTE: THIS MAP IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE

IN AREAS THAT ARE NOT DESIGNATED, REFER TO THE RELEVANT LAND USE DISTRICT IN THE CITY OF BROOKS LAND USE BYLAW.

NORTHEAST SECTOR
AREA STRUCTURE PLAN

DATE: APRIL 2009

SCALE 1:7,500

AMMENDED TO BYLAW NO. 19/04
February 4, 2019

COMMERCIAL USE

MAP 7



at the front of the property, landscape treatments that address the area between the curb and the property line will be encouraged. Landscaping will follow municipal guidelines and/or regulations.

- Commercial parking lots are to be landscaped to the satisfaction of the municipality in compliance with the Land Use Bylaw.
- In order to ensure a compatible transition between the commercial area and adjacent residential uses, landscaped buffers (e.g., trees, shrubs or fences, etc.) shall be provided in a manner that satisfies the municipality's guidelines on the residential/commercial interface.
- Vehicular access as well as parking and loading areas should be located in a manner so as to minimize the impact of parking and driveways on the pedestrian environment and adjacent residential properties.
- The development of the proposed business loop on 1st Street West, as shown on Map 12, should not extend commercial development to the east side of this street, but rather allow for medium density residential development to replace the existing housing as this area is redeveloped.
- Development within those areas adjacent to the entryways into the community should incorporate appropriate uses and designs that promote a sense of hospitality and arrival because these areas serve as a gateway to the community.
- The municipality will prepare a landscape enhancement and management master plan that includes the area of the 2nd Street West corridor within the Plan Area as well as the area along Cassils Road identified as a gateway to the community in the Land Use Bylaw (Schedule D – Map 2). This plan will be prepared as funding becomes available to the City.
- Redevelopment and infill of vacant properties along 2nd Street West will be encouraged. Where redevelopment or development occurs, the developer will be encouraged to review site and building design compatibility with existing development and the importance of the area as a gateway to the community. Landscaping of boulevards adjacent to a property will be to a higher standard than that normally required elsewhere for commercial properties in the municipality.
- Where commercial development is contemplated adjacent to environmentally sensitive land, the building and site design will provide for the following:

    - *Ensure a suitable number and location of well-defined pedestrian connections that accommodate access through the site to the regional pathway system within the area. A high quality landscaping treatment between the environmentally sensitive land and the building or parking area is recommended.*



- *A compatible interface between the development and the environmentally sensitive lands that includes the avoidance of extensive parking lots, is recommended, where possible.*
- *An emphasis on smaller footprints and higher percentage of landscaping coverage than normally found elsewhere in the community is recommended.*

- A developer may establish architectural and landscaping designs for commercial properties. Building designs will be reviewed and approved by the Development Authority where required under the Land Use Bylaw.
- Access and egress to commercial properties will be located in such a manner that minimizes traffic impact on adjacent residential areas.
- Site development planning prepared for commercial properties will be comprehensive in nature and designed to minimize impact on existing development.
- Commercial development adjacent to residential development should be carefully reviewed by the Development Authority.

3.07 Residential-Commercial Interface

The Plan Area contains areas where residential and commercial land uses have the potential to conflict with one another. As a result, the development in these areas will follow the guidelines outlined in the residential-commercial interface section of the Land Use Bylaw.

3.08 Institutional and Open Space System

Parks and open space exist within the Plan Area as shown in Map 8. The most notable open space is the area around Lake Stafford. This open area features both natural and formal landscaped areas and is a central focal point of the Plan Area. Formal parks in the Plan Area include Lakeview Park, Fairview Park, North Hill Park and Lake Stafford Park. The remaining undeveloped areas will require some park dedication. This will be defined at the time of subdivision for individual areas. There are deferred reserve caveats on properties for municipal park space that will need to be addressed at the subdivision stage.

Church sites exist within the Plan Area. No new church sites are identified for the Plan Area. These may be defined at the outline plan by individual landowners.

A. Institutional and Open Space Policies

- The open space provided within the Plan Area shall meet all municipal supply, design and maintenance standards. All areas undergoing subdivision shall be required to provide a minimum of ten percent (10%) public open space reserve, in accordance with the Municipal Government Act, the Municipal Development Plan and municipal policy, unless this has already been provided through previous subdivision of the property.
- Park spaces should reflect and reinforce the character of the surrounding area and accommodate the anticipated activity and intensity of use.
- The configuration and design of parks and open space should respect and reinforce the views and linkages to streets and other public spaces. Public spaces should be visible, safe and designed to reduce the potential impact of recreational activity on adjacent residents.

CITY OF BROOKS
PLANNING SERVICES

PATHWAYS

- PATHWAYS - BIKE SAFETY
- PATHWAYS - EXISTING
- PATHWAYS - PROPOSED
- Area Structure Plan Boundary
- EXISTING PARKS AND OPEN SPACE

Reserve Requirement Provided as Land

Possible Reserve Requirement Available

Reserve Land Requirement by Quarter Section

NOTE: THIS MAP IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE.

0.93 Ha/2.30 Ac
0.47 Ha/1.15 Ac

1.92 Ha/4.73 Ac
0.16Ha/0.4Ac

0.00 Ha/0.00 Ac
0.91Ha/2.25Ac

5.41Ha/3.37Ac
.692Ha/1.71Ac

0.79Ha/1.956Ac
1.37Ha/3.39Ac

Lake Stafford

Ward Pond

TRANS CANADA HIGHWAY

SUTHERLAND DR E

CASSILS RD E

15 AVE W

ROYAL RDW

2A ST W

ROYAL RD E

PRINCESS PLE

EMMA CRE

LAKE STAFFORD DR E

QUEENS WAVE E

13 AVE W

2 ST W

UPLAND BLVD W

LAKE STAFFORD DR E

FAIRVIEW WAY E

FAIRVIEW AVE W

FAIRVIEW AVE E

9 AVE E

9 AVE W

FAIRVIEW DR E

8 AVE W

1 ST E

2 ST E

GARROW AVE W

GARROW AVE E

ALBERTA ST W

3 ST W

CENTRE ST

LAKE STAFFORD DR E

KAD JEN CRES E

OAKLAND CRT E

LAKEWOOD RD E

LAKE NEWELL CR E

OAKLAND WAY E

LAKE NEWELL CRES E

PARKLAND CRES E

PARKLAND CLOSE E

PARKLAND WAY E

PARKLAND DR E

EASTBROOK WAY E

EASTBROOK DR E

GREENBROOK RD E

GREENBROOK WAY E

7 ST E

5 AVE W

MEADOW LAKE CLOSE E

NORTHEAST SECTOR AREA STRUCTURE PLAN

DATE: APRIL 2009

SCALE: 1:7,500

PARKS AND OPEN SPACE

MAP 8



- Public parks and open space components of the Plan should be located, sized and configured to create spaces that are functional, safe and flexible.
- The municipality will encourage development of a linear pathway system which links major open space elements of this sector and provides linkages to adjacent areas. The development of a pathway system will be contingent upon budgetary approvals from Council and annual priorities.
- Neighborhood and community parks provided by developers as a result of subdivision will not require upgrades or improvements from the municipality and will be constructed to the satisfaction of the Parks and Recreation Department.
- Land included in the open spaces/natural areas will be integrated into the Plan Area's park and pathway system, if developed as open space/natural area.
- Environmental reserve shall be dedicated for areas subject to flooding or which are low-lying and cannot be developed.
- Local neighborhood parks should be provided in new residential areas unless other community-level open space is available to serve this purpose.
- A pedestrian pathway system will be provided that links Lake Stafford with other major open space elements in the northeast sector and will provide linkages to adjacent areas.

3.09 Highway Special Policy Area

The Highway Special Policy Area denotes an area in which the type of land use will be identified at the outline plan by the applicant. This is to allow the maximum possible amount of flexibility to each applicant. This area will be designated for either commercial and/or residential uses, or a combination thereof, and a final configuration will be determined through the preparation of an outline plan.

A. Highway Special Policy Area Policies

- The Highway Special Policy Area is to have a combination of two principal land uses, commercial or residential.
- The landowner will be responsible for the preparation of an outline plan demonstrating how the proposed land uses comply with the statutory planning framework for each use.
- An outline plan must be prepared by an applicant prior to, or in conjunction with, a development or subdivision application or an amendment to the land use bylaw/statutory planning framework that identifies (1) How the site is to be serviced by municipal and franchise services, (2) The functionality of the transportation network, and (3) The interconnectivity of open space and land uses proposal for the site. As well as other items prescribed for area structure plans under the *Municipal Government Act* or as required by the municipality.



3.10 Community Services

A. Police Services

Police services will be provided by the existing facility located elsewhere in the community.

B. Fire Protection and Emergency Medical Services

Both fire protection and emergency medical services can be provided from their existing facilities elsewhere in the community. The location of the fire protection facility may change in the lifetime of this Plan because a possible new location has been defined within the plan.

C. Public Health Services

Health services are available from the Brooks Hospital as well as private clinics located elsewhere in the community.

3.11 Industrial Development

Industrial development in the Plan Area will focus on light industrial including directly associated support service industries and limited service industrial.

A. Objectives

1. To provide for the development of light industrial development in an environmentally sound and economically efficient manner.
2. To ensure that industrial development in the Plan Area complies with the Land Use Bylaw.

B. Policies

1. Industrial development in the Plan Area shall be in accordance with the municipality's Land Use Bylaw.
2. Industries that create unacceptable negative impacts from their operations will be directed to other areas.
3. Industrial development will be accommodated where possible along major roads in order to provide good access and exposure.
4. Vehicular access including parking and loading areas should be located in a manner so as to minimize the impact on traffic movement and views from roads.
5. Contaminated sites shall be subject to detailed investigation and reclaimed to the satisfaction of the municipality before any new development is permitted. All costs associated with contaminated site investigations and reclamation shall be borne by the developer/property owner.
6. The municipality may require that levels of nuisance be quantitatively assessed and mitigated to reduce the cumulative impact of each nuisance factor to a level below standard.



4. SERVICING THE PLAN

4.01 Water Supply

Water distribution mains exist throughout the study area (Map 9). The Plan Area has an extensive water supply distribution system that should be able to be extended into vacant areas. Water supply trunk lines exist along collector roadways. Smaller sized distribution lines radiate from these trunk lines. The existing minor water distribution lines within the Plan Area generally range in diameter from 150 mm to 250 mm. Servicing of new development cells will require the extension of similar sized lines.

4.02 Water Supply Policies

A. All water mains will be designed and constructed to municipal standards. Minimum pipe size will be 150 mm.

B. A distribution pipe network analysis will be conducted at the outline plan/land use amendment stage to confirm the size, routing and adequacy of the network to deliver peak domestic and fire flows.

C. Development phasing will provide looping of the water mains to existing systems to ensure that no more than 75 units are connected to a single feed on a temporary basis and no more than 40 units on a permanent basis.

D. Water conservation practices are encouraged in the design of new development within the northeast sector, including the use of low flow household fixtures, retention and reuse of rainwater, and connection to a raw water irrigation system.

E. All connections to the water system will be metered as a means to provide for equitable billing, to monitor water consumption and to encourage water conservation.

F. Subject to the municipality or a developer providing a raw water irrigation pumping system and pipe network to undeveloped areas, development should endeavor to connect to such a system for irrigation of lawn, park and boulevard spaces as a means of reducing consumption of treated water.

G. Utility rights-of-way and easements will be provided, to accommodate municipal utilities as necessary.

H. Water supply to areas under development in the northeast sector will initially be supplied by extending distribution mains.

I. The alignment and capacity of water distribution mains and water feeder mains will be as shown in Map 9 unless otherwise determined by the municipality to be different; based upon utility servicing studies and analyses.

4.03 Sanitary Sewer

The sanitary sewer system is shown on Map 10. Sanitary sewer mains are well defined within this area of the community since most of the Plan Area has been developed. Lands within the SW ¼ Sec. 3-19-14-4 and the SE ¼ Sec. 4-19-14-4 are not serviced with sanitary sewer mains and will require major extensions of the existing system in order for development to occur.

CITY OF BROOKS
PLANNING SERVICES

Area Structure Plan Boundary
EXISTING WATER MAINS
PROPOSED WATER MAINS
FAIRVIEW RESERVOIR

NOTE: DISTRIBUTION LOOPING REQUIRED IN NEW DEVELOPMENT AREAS.

ROUTING TO BE DETERMINED AT OUTLINE PLAN STAGE.

NOTE: THIS MAP IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE.

NORTHEAST SECTOR
AREA STRUCTURE PLAN

DATE: APRIL 2009

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PROPOSED WATER DISTRIBUTION SYSTEM

MAP 9

CITY OF BROOKS
PLANNING SERVICES

Area Structure Plan Boundary
EXISTING SANITARY MAINS
PROPOSED SANITARY MAINS

CONCEPTUAL ONLY

NOTE: PROPOSED MAINS ALIGNMENT TO BE DETERMINED AT OUTLINE PLAN STAGE.

NOTE: THIS MAP IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE.

NORTHEAST SECTOR
AREA STRUCTURE PLAN

DATE: APRIL 2009
SCALE: 1:7,500

PROPOSED SANITARY SEWER

MAP 10



4.04 Sanitary Sewer Policies

A. All sanitary sewers and sewage facilities are to be designed and constructed to municipal standards. Minimum sanitary sewer main size will be 200 mm.

B. At the outline plan/land use amendment stage, the sanitary sewage flows must be calculated and the sewage collection mains sized to accommodate the anticipated flows. The engineering assessment must also verify availability of capacity in the existing system including gravity mains, existing lift stations and force mains to the main lift stations.

C. The alignment and capacity of sanitary sewer trunks should be in accordance with municipality, based upon utility servicing studies and analyses submitted by a developer prior to development occurring within vacant areas of the Plan Area.

D. Sanitary sewers are to be extended from existing lines.

4.05 Storm Water Management

The northeast sector encompasses approximately ten drainage areas as shown in Map 11. Some of these areas are partially outside of the Plan Area. Flows from sites within the drainage areas are to be directed into the municipality's storm sewer system or a watercourse at a maximum flow rate determined by both the type of development and the infrastructure costs associated with it. The total flow is to be then attenuated by a storm water facility before discharge at predetermined rates.

Storm water from the northeast sector may be discharged into either Lake Stafford or Ward Pond. The SW ¼ Sec. 3-19-14-4 will require its own storm water retention pond as shown in Map 11 to be sized at the outline plan/subdivision plan stage. A storm water management plan will be prepared by the developer to the satisfaction of the municipality.

It is recommended that storm water for all future development should not spill onto adjacent areas for up to a 1:100 year storm.

4.06 Storm Water Policies

A. All storm water management facilities will be designed and constructed to municipal standards.

B. At the outline plan/land use amendment stage, the capacity of existing storm water facilities must be confirmed and conceptual design of proposed storm water management facilities must be provided.

C. A storm water management plan must be prepared for each development cell and in accordance with policies of the Municipal Development Plan and must be approved by the municipality. Each storm water management plan will be circulated to the County of Newell No. 4 for review and comment.

D. Post-development storm run-off rates will not exceed pre-development rates.

E. The use of Best Management Practices for storm water quality will be followed.

F. The municipality will encourage the use of a raw water irrigation system. If the storm water detention ponds are utilized as part of the delivery system, the municipality will ensure that the quality of water is maintained to an irrigation quality standard.

CITY OF BROOKS
PLANNING SERVICES

- Area Structure Plan Boundary
- Storm Catchment Areas
- Existing Storm Lines
- PROPOSED STORM LINES
- Future Retention Ponds

CATCHMENT AREA	AREA
1	31.22 Ha
2	14.54 Ha
3	8.23 Ha
4	17.45 Ha
5	28.03 Ha
6	44.88 Ha
7	14.10 Ha
8	3.32 Ha
9	7.89 Ha
10	29.32 Ha
11	9.70 Ha
12	9.20 Ha
13	22.66 Ha
14	5.66 Ha

Retention Pond	Volume
1	2600 m^3
2	700 m^3

NOTE: THIS MAP IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE.

SOURCE: CITY OF BROOKS STORMWATER MANAGEMENT STUDY, 2006. PREPARED ON BEHALF OF THE CITY OF BROOKS BY UMA ENGINEERING LTD/AECOM. PLATE NO. 2 - EXISTING DRAINAGEAREAS, AND ALBERTA TRANSPORTATION 2004, CASSILS ROAD (HWY 542:04) & HWY 1:18 INTERCHANGE AT BROOKS DRAINAGE PLAN. PREPARED BY EARTH TECH (CANADA) INC.

NORTHEAST SECTOR AREA STRUCTURE PLAN

DATE: APRIL 2009
SCALE: 1:7,500

STORM WATER MANAGEMENT

MAP 11



G. The municipality will examine Ward Pond to determine its appropriateness as a recreational site. If it is determined that the site is suitable as a recreational site, any development will be contingent upon funding approval by Council.

H. Whenever a storm water pond is required, the developer will be encouraged to develop the pond on their respective properties so that the pond becomes an attractive feature within neighborhoods. The municipality at the outline plan or subdivision design stage will review design and operation of these facilities.

I. Thirteen separate storm catchment areas exist within the Plan Area. Sub-catchment areas labeled 9, 10, 12 and 13 service largely undeveloped or partially developed areas of the northeast sector. The majority of storm water run-off is directed to either Lake Stafford or Ward Pond. The municipality will endeavor to ensure the water quality of both of these water bodies does not deteriorate because of increased storm water flow into them.

4.07 Transportation

The transportation linkages through the Plan Area are shown on Map 12.

A. Existing Network

Second Street West and Cassils Road are arterial roadways. Residential collectors exist throughout the Plan Area and include examples like Lake Stafford Drive, Lakewood Road and South Shore Drive E.. A future business loop is identified linking 1st Street West with 9th Avenue and Cassils Road.

The internal road network in the Plan Area is well-developed due to the Plan Area being mostly built-out.

B. Proposed Network

The following road network is proposed to service the northeast sector (Map 12):

- The easterly extensions of Lake Stafford Drive as development occurs within the Plan Area linking Sutherland Drive to Frazer Avenue;
- The development of local residential streets within new subdivisions.

In 2003, the municipality undertook a review of access management onto Cassils Road from the northeast sector as part of the Plan preparation.[4] Major recommendations of this study included:

C. Between Cassils Road Interchange and 3rd Street East:

- Full turn accesses will be permitted at the following intersections:
  - *Meadowbrook Drive*
  - *Sutherland Drive*
  - *7th Street East and*
  - *3rd Street East*

[4] UMA Engineering Ltd, June 2003, Town of Brooks Access Management Study – Cassils Road from Highway 1 to 12th Street West. Prepared for the Town of Brooks.

CITY OF BROOKS
PLANNING SERVICES

ROAD CLASSIFICATION
- LANES AND PRIVATE ROADS
- ARTERIAL
- COLLECTOR
- LOCAL STREET

PROPOSED ROADS
- PROPOSED COLLECTOR
- PROPOSED LOCAL STREET
- Area Structure Plan Boundary

NOTE: THIS MAP IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE.

NORTHEAST SECTOR AREA STRUCTURE PLAN

DATE: APRIL 2009
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ROAD NETWORK

MAP 12



D. "In/out" only accesses will be permitted at two locations:

- Equidistant between Meadowbrook Drive and Sutherland Drive to lands north and south of Cassils Road, and
- Approximately 195 m east from 3rd Street East to lands north of Cassils Road.

E. Between 3rd Street East and 2nd Street West:

- A full turn access should be provided at Center Street while the remaining accesses should be closed.

These recommended improvements can be implemented over the lifetime of this Plan and their timing will be related to an increase in traffic volumes and conditions along Cassils Road or at the discretion of Council.

4.08 Traffic Calming in Lakewood Neighborhood

During the time of Plan preparation the South Shore subdivision was constructed. The construction of this subdivision created a link that previously was not available and created short cutting through the Lakewood neighborhood. This section suggests potential traffic calming measures to reduce the likelihood of this short cutting.

Lake Stafford Drive has an existing daily volume capacity of approximately 2,400 vehicles per day (vpd) which is less than the maximum capacity of 5,000 vpd. Residents in the area feel that the volume and speed of traffic on Lakewood Road and Lake Stafford Drive are unacceptable for a residential neighborhood. The short cutting issue is most prevalent during the weekday PM peak period in the eastbound direction.

Since this issue first began, the City reduced the speed limit on Lake Stafford Drive from 50 km/h to 40 km/h to 30 km/h. In addition, a three-way stop was installed at the intersection of Fairview Avenue and 2nd Street E. If the short cutting situation continues, consideration should be given to installation of traffic calming measures such as:

- Altering traffic signal timings at the signalized access/egress locations within the community so that specific affected turn movements experience an increase in delay and motorists are discouraged from short cutting.
- Consider the development of additional traffic calming measures such as curb bump-outs; raised sidewalks and other measures in an effort to further inconvenience undesirable traffic.
- Consider blocking Lakewood Road to southbound through traffic at Lake Stafford Drive so that eastbound short cutting traffic cannot use this route.
- Monitor the situation annually to assess the severity of the condition and to identify any changes in trends.



Bunt & Associates in its preparation of a transportation master plan for the City identified that further extension of Lake Stafford Drive should be carefully considered. Bunt & Associates noted that the following should be considered by the City before further extending Lake Stafford Drive to either Sutherland Drive or Queens Way E.:

- Lake Stafford Drive should not be connected until after intersection improvements are made at 2nd Street W and Cassils Road.
- If Lake Stafford Drive is connected prior to 2nd Street W/Cassils Road intersection improvements being implemented, then additional traffic calming measures will be necessary on Lake Stafford Drive north of Fairview Avenue and on other roadways in the area such as Centre Street.
- Additional connectivity between 2nd Street W and Lake Stafford Drive is not desired at the undeveloped road allowance north of the cemetery.

The Plan identifies that further extension of Lake Stafford Drive to Queen's Way E is not desirable given the configuration of this roadway and no direct connectivity to 2nd Street W. Many of the same issues experienced as a result of extending Lake Stafford Drive to Fairview Avenue would likely re-occur in this area. As a result, the Plan does not recommend this extension.

4.09 Construction of Cassils Road Interchange

Construction of the Cassils Road Interchange was completed during Plan preparation. This interchange will significantly affect development of lands east of Sutherland Drive along Cassils Road. Controlled access management will be necessary to minimize traffic flow interruptions in this portion of the Plan Area.

Lands north of Cassils Road within the SW ¼ Sec. 3-19-14-4 will be accessed from a service road connecting these lands to a controlled intersection at College Drive. Portions of these lands were already developed, or in the process of being developed, during the preparation of this Plan. A minor portion of this frontage, however, was still vacant but will likely be developed within five years of Plan adoption.

Plan 9412700, Block 1, Lot 1 is immediately outside of the Plan Area and located to the south of Cassils Road from the SW ¼ Sec. 3-19-14-4. The Provincial Authority determined that no access was to be permitted from this property onto Cassils Road. The Cassils Road Access Management Study, however, identified a potential cross intersection approximately 185 m east of Sutherland Drive that may allow access in the future to this property and the subdivided properties within the SW ¼ Sec. 3-19-14-4 that front onto the service road identified earlier. Further study will be necessary on this intersection and its effect on traffic management in this area.



A. Transportation Policies

- Lake Stafford Drive is designated a residential collector through the Plan Area, providing linkages throughout the various neighborhoods and access to Lake Stafford.
- Sutherland Drive is identified as a residential collector and land uses adjacent to such a roadway should be planned accordingly in anticipation of increased traffic and other nuisances. Entrances onto this roadway should be minimized wherever possible.
- Local streets should be designed to reduce through-traffic and minimize conflict with residential collectors.
- Off-street parking should be provided as part of the recreational development around Lake Stafford to minimize the impact on adjacent residential properties.
- Cassils Road and 2nd Street West are urban arterials that should be protected from inappropriate adjacent development. Redevelopment along these arterials must be strictly controlled to allow for future road widening. The municipality should undertake a strategy to identify lands where road widening will be required along Cassils Road in order that these lands may be acquired in the future.
- As traffic volumes increase on 2nd Street West, a parallel business loop on 1st Street West may be required to alleviate congestion. The development of this business loop will need to be reviewed by the municipality.
- Future T-intersections on Cassils Road may require medians to limit local access to right-turn only traffic flows. The implementation of medians will be at the discretion of the municipality's Engineering Department.
- The municipality will ensure that roadways are signalized when traffic volumes warrant this application.
- Recommended improvements from the Cassils Road Access Management Study for access to Cassils Road from the Plan Area may be implemented over its lifetime, and timing of their implementation will be related to an increase in traffic volumes or at the discretion of Council.
- The municipality should give consideration in the future to implementing traffic calming measures identified within this Plan as well as the Transportation Master Plan in the Lakewood Community if short cutting continues.

4.10 Shallow Utilities

A. Natural gas, electricity and telephone lines are located within the Plan Area and may be extended to service future development cells as required.

B. Shallow Utilities Policies

All shallow utilities shall be conceptualized and submitted to the municipality for review and approval prior to commencement of construction.



- Installation of utilities must be coordinated to ensure the sequence of construction follows installation of deep utilities and finished grades are established.
- Wherever possible, the provision of franchise utilities in residential areas shall be underground.
- The developer will be responsible for all costs associated with the provision of franchise services to a proposed development, including any engineering studies that may be required.
- The extension of franchise utilities into new development cells should form a logical and economical expansion of these infrastructure assets.



5. IMPLEMENTING THE PLAN

5.01 Phasing Of Development

Phasing of development in the northeast sector should occur in a contiguous manner. It is possible, however, that some landowners may be uninterested in development. This may result in leapfrog developments where areas are developed that do not coincide with others. Where this occurs, and where permanent access is not reasonable in the short-term, interim access may be considered until such time as permanent access can be provided.

5.02 Comprehensive Planning

Those areas that are presently vacant may require an outline plan to be prepared by the developer. An outline plan will show how density and housing mix requirements relate in each of the development cells. The municipality in consultation with the developer/landowner will determine information requirements for an outline plan.

5.03 Special Land Use Regulations

As vacant areas are developed, the land use district may need to be amended to a more appropriate district depending upon the type of development.

The *Municipal Development Plan* may need to be amended to reflect the changes proposed for the northeast sector in this Area Structure Plan to ensure conformity with *Section 638 of the Act*. If an amendment is required, the municipality will seek to amend the Municipal Development Plan within two (2) years of adoption of this Plan.

5.04 Intermunicipal Referrals

The City will refer to the County of Newell No. 4 the items identified within the Intermunicipal Development Plan.

5.05 Plan Monitoring

In order to ensure that new development trends as well as Council priorities are effectively met within the provisions established in this Plan, regular reviews of this document should be conducted. A comprehensive review should be conducted between five to ten years after adoption, or sooner if warranted by Council.



6. SUMMARY

This area structure plan repeals the 1995 Plan and amendments thereof. It also fulfils the requirements of Section 633(1) of the Municipal Government Act by defining the sequence of development for the northeast sector, major land uses within vacant lands, the density of population for this sector and the general location of major transportation routes and public utilities.

This area structure plan updates one previously revised in 1995 and updated in 2002. It addresses current planning and development issues within this sector of the community. The northeast sector is a major residential area of the community as well it provides some commercial services. This sector has limited growth potential because most of it is already developed with relatively few vacant areas.

The area structure plan is designed to be flexible and to allow innovative housing or subdivision design. Individual development cells may be better defined at the outline plan/land use amendment stage along with density, internal traffic circulation patterns and servicing.

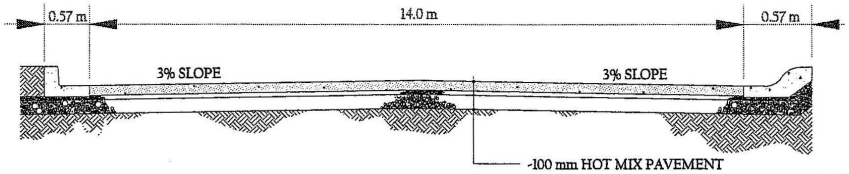
This planning process included a community consultation program that featured individual meetings with landowners, circulation of related documents to adjacent landowners and referral agencies, an open house, individual mailings and a public hearing so that as much public input could be included in this area structure plan as possible.

This area structure plan complies with the policies of the municipality's development guidelines and planning documents.



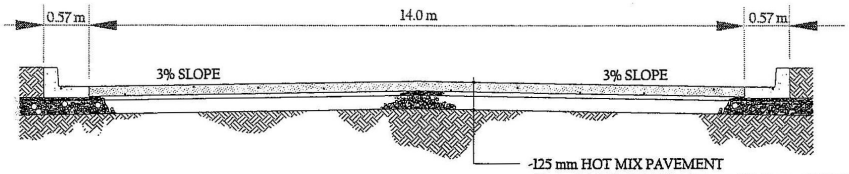
APPENDIX 1
ROAD CROSS SECTIONS





-100 mm HOT MIX PAVEMENT
-50 mm BASE DRESSING (16 mm OR 19 mm CRUSH)
-300 mm BASE (40 mm CRUSH)
-GEOTEXTILE - NILEX GTF 200 OR AMOCO 2002 (BETWEEN BASE AND SUBGRADE)
-SHAPED AND COMPACTED SUBGRADE TO 98 % STD. PROCTOR

MINOR ARTERIAL ROADS



-125 mm HOT MIX PAVEMENT
-50 mm BASE DRESSING (16 mm OR 19 mm CRUSH)
-300 mm BASE (40 mm CRUSH)
-GEOTEXTILE - NILEX GTF 200 OR AMOCO 2002 (BETWEEN BASE AND SUBGRADE)
-SHAPED AND COMPACTED SUBGRADE TO 98 % STD. PROCTOR

MAJOR ARTERIAL ROADS

TOWN OF BROOKS

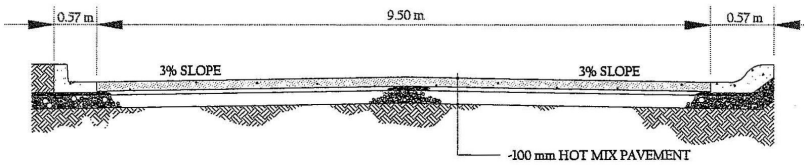
ENGINEERING SERVICES

ARTERIAL ROAD CROSS SECTIONS

CONSTRUCTION DETAILS
2003

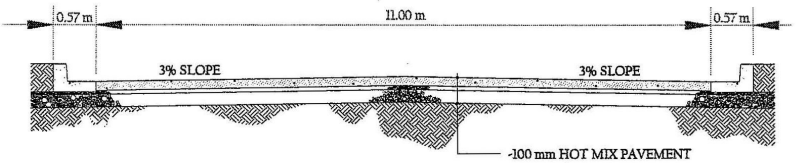
DATE : 03/03/03





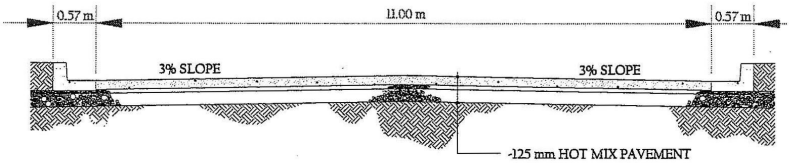
-100 mm HOT MIX PAVEMENT
-50 mm BASE DRESSING (16 mm OR 19 mm CRUSH)
-300 mm BASE (40 mm CRUSH)
-GEOTEXTILE - NILEX GTF 200 OR AMOCO 2002 (BETWEEN BASE AND SUBGRADE)
-SHAPED AND COMPACTED SUBGRADE TO 98 % STD. PROCTOR

LOCAL RESIDENTIAL ROADS



-100 mm HOT MIX PAVEMENT
-50 mm BASE DRESSING (16 mm OR 19 mm CRUSH)
-300 mm BASE (40 mm CRUSH)
-GEOTEXTILE - NILEX GTF 200 OR AMOCO 2002 (BETWEEN BASE AND SUBGRADE)
-SHAPED AND COMPACTED SUBGRADE TO 98 % STD. PROCTOR

RESIDENTIAL COLLECTOR ROADS



-125 mm HOT MIX PAVEMENT
-50 mm BASE DRESSING (16 mm OR 19 mm CRUSH)
-300 mm BASE (40 mm CRUSH)
-GEOTEXTILE - NILEX GTF 200 OR AMOCO 2002 (BETWEEN BASE AND SUBGRADE)
-SHAPED AND COMPACTED SUBGRADE TO 98 % STD. PROCTOR

INDUSTRIAL & COMMERCIAL COLLECTOR ROADS

TOWN OF BROOKS

ENGINEERING SERVICES

ROAD CROSS SECTIONS

CONSTRUCTION DETAILS
2003

DATE : 03/03/03

CITY OF BROOKS



