TOWN OF BROOKS

SOUTH INDUSTRIAL

AREA STRUCTURE PLAN







BROOKS

BEAUTIFUL · BOUNTIFUL

TOWN OF BROOKS

BYLAW NO. 04/21

A BYLAW OF THE TOWN OF BROOKS IN THE PROVINCE OF ALBERTA TO ADOPT THE SOUTH INDUSTRIAL AREA STRUCTURE PLAN.

WHEREAS In accordance with Section 633 of the Municipal Government Act, 2000, Chap. M-26-1, the Council of the Town of Brooks deems it advisable to adopt an area structure plan to provide a framework for subsequent subdivision and development of the South Industrial Park.

AND WHEREAS, the area structure plan will control the following:

a) The sequence of development proposed for the area,
b) The land uses proposed for the area, either generally or with respect to specific parts of the area,
c) The density of population proposed for the area either generally or with respect to specific parts of the area, and
d) The general location of transportation routes and public utilities, and
e) Other matters the council considers necessary.

AND WHEREAS a Public Hearing, as required by Section 692 of the Municipal Government Act, will be held on September 7, 2004, prior to second and third readings of this bylaw.

NOW THEREFORE, the Council of the Town of Brooks duly assembled, enacts as follows:

1. That Bylaw No. 87/614 and amendments thereto are hereby repealed.

2. That the South Industrial Area Structure Plan, indicating sequence of development, proposed land use, population density and location of major transportation routes and utilities be adopted by the Council of the Town of Brooks.

3. That the South Industrial Area Structure Plan shall contain an area as follows:

   a) That part of the Town of Brooks located south of the Canadian Pacific Railway's mainline as shown in Schedule "A", and is comprised of that portion of Section 32 south of the Canadian Pacific Railway's mainline and all of Section 29 in Township 18, Range 14.

b) The Plan Area is bounded by Secondary Road 873 on the east, Young Road on the west, Silver Sage Road on the south, and is approximately 346 ha (854 acres) in size, including water surfaces.

4. That the South Industrial Area Structure Plan attached hereto as Schedule "A" forms part of this Bylaw.

5. That this Bylaw shall take effect upon final passing thereof.

Read a first time this 3rd day of August, 2004.
Read a second time this 7th day of September, 2004.
Read a third time and finally passed this 7th day of September, 2004.

Mayor

Manager of Administrative Services

PREFACE

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

This statutory plan repeals the existing one adopted by bylaw in 1987 as well as amendments thereto.

PUBLISHING INFORMATION

Title:	South Industrial Area Structure Plan
Author:	Town of Brooks, Planning Services & Economic Development Department
Status:	Adopted
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Additional Copies:	The Town of Brooks 201 – 1st Avenue West Bag 880 Brooks, AB T1R 0Z6 Ph#: (403) 362-3333 Fax#: (403) 362-4787 E-mail: eng@town.brooks.ab.ca

EXECUTIVE SUMMARY

The South Industrial Area Structure Plan (ASP) provides a policy framework to support the existing development in the South Industrial Park and to ensure the orderly development of those portions of the Plan Area that are undeveloped. The purpose is also to ensure the effective integration of existing with future development. The South Industrial Area Structure Plan repeals an earlier statutory plan for this area.

This Plan envisions that the industrial park will be developed in a manner that balances economic sustainability with protection of the natural environment. This Plan provides for a variety of industrial land uses ranging from service-oriented industrial uses on relatively small lots to heavy industrial uses requiring larger sized parcels. Infilling of existing vacant lots and subdivision of the large tracts of vacant land are also contemplated through this Plan.

The Brooks Growth Study (2003) identified that there was a sufficient land base to accommodate up to an additional forty years of development within the industrial park. This is well beyond the lifetime of this area structure plan. Statutory plans should generally be reviewed every five to ten years, so it is possible this Plan may be reviewed several times before the land supply is exhausted. In future years, it may be beneficial to review the use of land within the South Industrial Park and formulate a strategy to identify additional lands that would be suitable for industrial use elsewhere inside/outside of the community.

The Plan contains several policies pertaining to subdivision and development. These policies are designed to address issues that have occurred in the past with industrial development within the community. They serve also to provide guidelines to either subdivision or development proposals within this area of the community.

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.

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Table 1 Major Landowners in the Plan Area

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1.0 INTRODUCTION

1.1 Purpose

The intent of this area structure plan is to provide a policy framework that supports existing development and guides future subdivision and development proposals within the South Industrial Park. More specifically, the purpose of this Plan includes the following: (1) To encourage more efficient use of the land resource, (2) To protect environmentally sensitive areas, (3) To minimize conflicts between land uses within and/or outside the Plan Area, (4) To facilitate efficient provision and extension of transportation and utilities infrastructure, (5) To provide for a sequence of subdivision and development, (6) To provide for environmentally sound and economically efficient development guidelines, (7) To allow for flexibility in land uses in order to facilitate industrial development.

This Plan outlines, in general, the future pattern of subdivision and development by defining: (1) Land use types, size and location, (2) The transportation network, (3) The servicing requirements, (4) The sequencing of subdivision and development, and (5) Other development issues specific to the Plan Area.

This Plan repeals the Bylaw No. 87/614 adopted by the municipality in 1987 which has guided development in this area of the community. Bylaw No. 87/614 has not been reviewed since its adoption but has had site-specific amendments to it. A review of that plan was conducted to ensure conformity to the Town's Municipal Development Plan.

This Plan has been prepared in conformity with Section 633 of the Municipal Government Act.

1.2 Proposed Changes

The following summarizes the changes between the 1987 Plan and this one:

- Establishes a business park site in the Plan Area.
- Provides for polices for industrial, business park and institutional land development.
- Provides for policies to protect environmentally sensitive areas.
- Provides for policies to ensure the proper maintenance of well sites located within the Plan Area.
- Provides policies related to subdivision and development where pipeline rights-of-ways are located.
- Development staging that reflects the 2003 Growth Study as well as current engineering and planning standards in regard to the provision of logical and economic extension of services. It is anticipated that future growth will be in the form of infill until services are extended to those areas south of Industrial Road or Carp Avenue.

2.0 THE PLANNING CONTEXT

2.1 SITE FEATURES

2.1.1 Natural Environment

The Plan Area has been extensively disturbed since the mid-1930s. Native vegetation consists mainly of shrubs and grasses common to the Plan Area. More abundant vegetation, including mature trees and marshland, exist along the northern and southern boundaries, within environmentally significant areas.

The land is generally rolling, gradually sloping from the southwest to the north and east with an overall variation in elevation of approximately 20 metres.

Three water bodies are located within the Plan Area: (1) The Marshall Drain along the northern edge, (2) Marshlands consisting of two mid-size ponds located immediately to the north of the Eastern Irrigation District office (EID), and (3) A large slough located along the southern boundary that functions as a natural run-off collection site for surrounding lands. There is no known source of water for this slough. This area is identified as a "lake" on registered subdivision plans.

2.1.2 Existing Development

The South Industrial Park is important to the Town as it is the location where light to heavy industrial activities occur. The Plan Area is located south of the Canadian Pacific Railway's (CPR) right-of-way (Map 1).

Land uses in the Plan Area range from commercially service-oriented operations such as auto-body and paint shops, bulk fuel stations, freight and cartage services to heavy industrial such as salvage and scrap yards, oil and gas well service industries and recycling facilities. The EID's main office and yard are also located in the Plan Area. There are five private residences located in the northern half of the Plan Area, two of which are located on Veiner Road and three west of Highway 873. Most of the unsubdivided parcels in the south half of the Plan Area are vacant. A moto-cross track and facilities are located in the southwest corner of the Plan Area (SW ¼ Sec. 29-18-14-4) and occupy approximately 1.21 ha (3 acres) of leased land from the EID. A model flying club leases municipally-owned land in the SE ¼ Sec. 29-18-14-4.

Institutional uses include the municipal water reservoir and treatment plant, a municipal composting site and a concrete-asphalt recycling site.

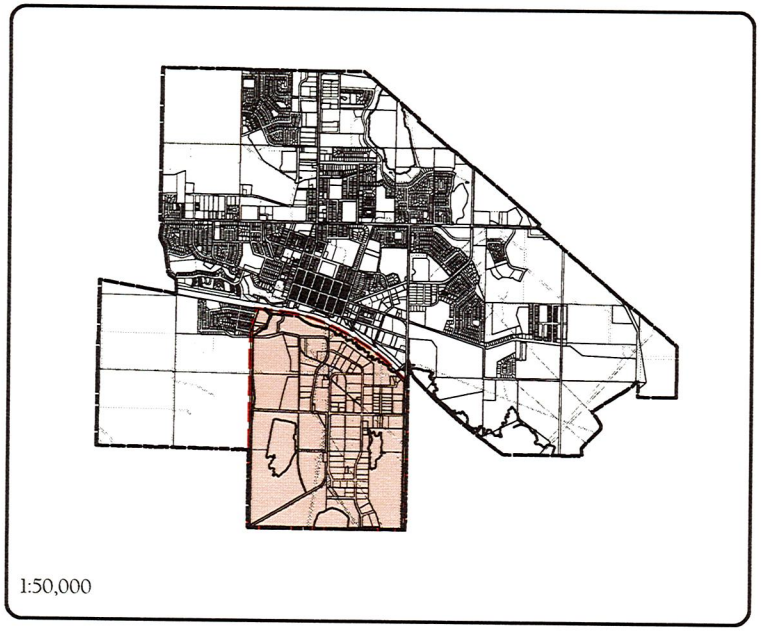
The total Plan Area comprises approximately 345.78 ha (854.41 acres), including water surfaces.

2.1.3 Site Location and Access

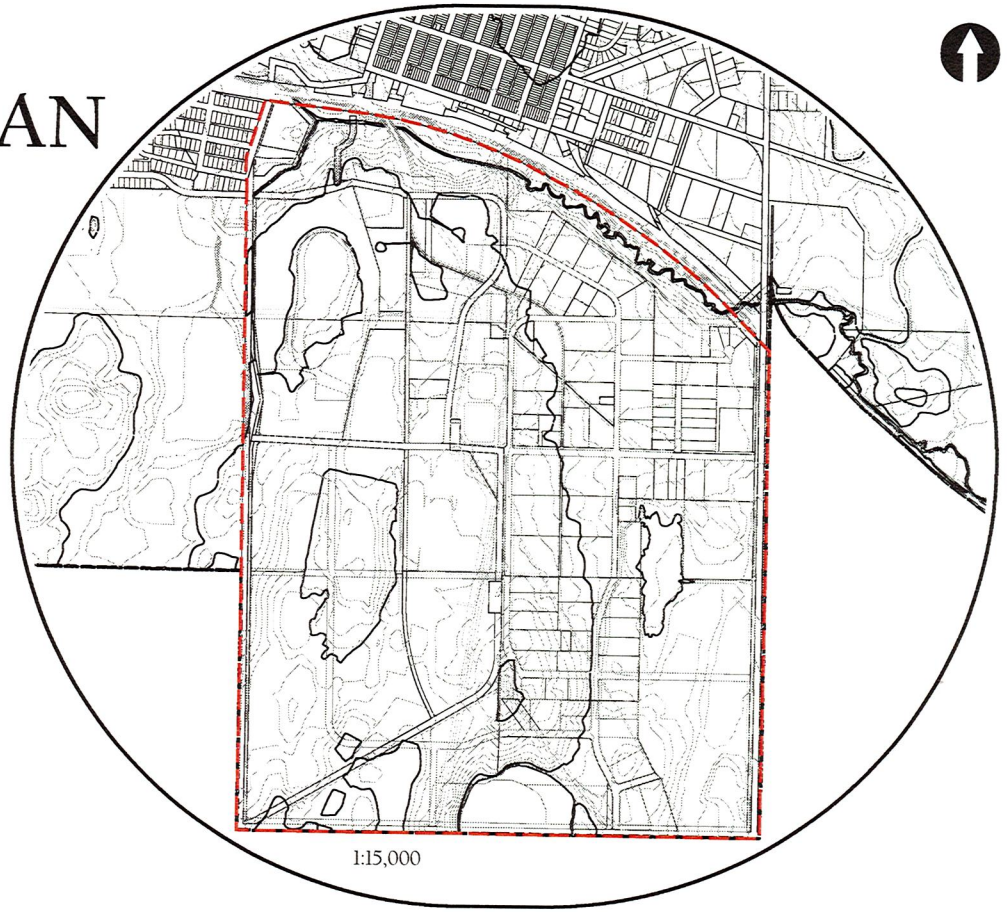
The Plan Area covers those lands south of the CPR's right-of-way to Silver Sage Road and from Young Road to Highway 873. More specifically, it comprises those lands located within Section 29-18-14-4 and the S ½ Sec. 32-18-14-4.

SOUTH INDUSTRIAL AREA STRUCTURE PLAN

Location Map



1:50,000



1:15,000

TOWN OF BROOKS

PLANNING SERVICES

MAP 1

SEPT 7, 2004

Access to the Plan Area is obtained from any of these roadways into the local road network consisting of Industrial Road, Veiner Road, Aquaduct Drive, Canal Street and Carp Avenue.

2.1.4 Land Ownership

All of the land comprised in the Plan Area was originally owned by the CPR and was transferred to the EID in the 1930s. The majority of lands are now privately held (Map 2).

The majority of lands north of Industrial Road were subdivided in the 1970s while lands to the south of it were either subdivided after the 1970s or had not been subdivided at the time of Plan preparation.

Table one shows the major landowners in the Plan Area. The two largest landowners are the municipality and the EID. There are also several private landowners with smaller-sized parcels than that shown in Table one.

Property Owner	Ha	Acres
The Board of Trustees of Eastern Irrigation District	130.1	321.6
Town of Brooks	68.3	168.7
General Chemical Canada Ltd.	10.1	25.1
Raydan Transport	5.7	14.1
Percival & Associates Inc.	3.9	9.6
LaFarge Canada Inc.	2.9	7.2

Table 1. Major Landowners in the Plan Area.

2.2 COMPLIANCE WITH PROVINCIAL AND MUNICIPAL POLICIES

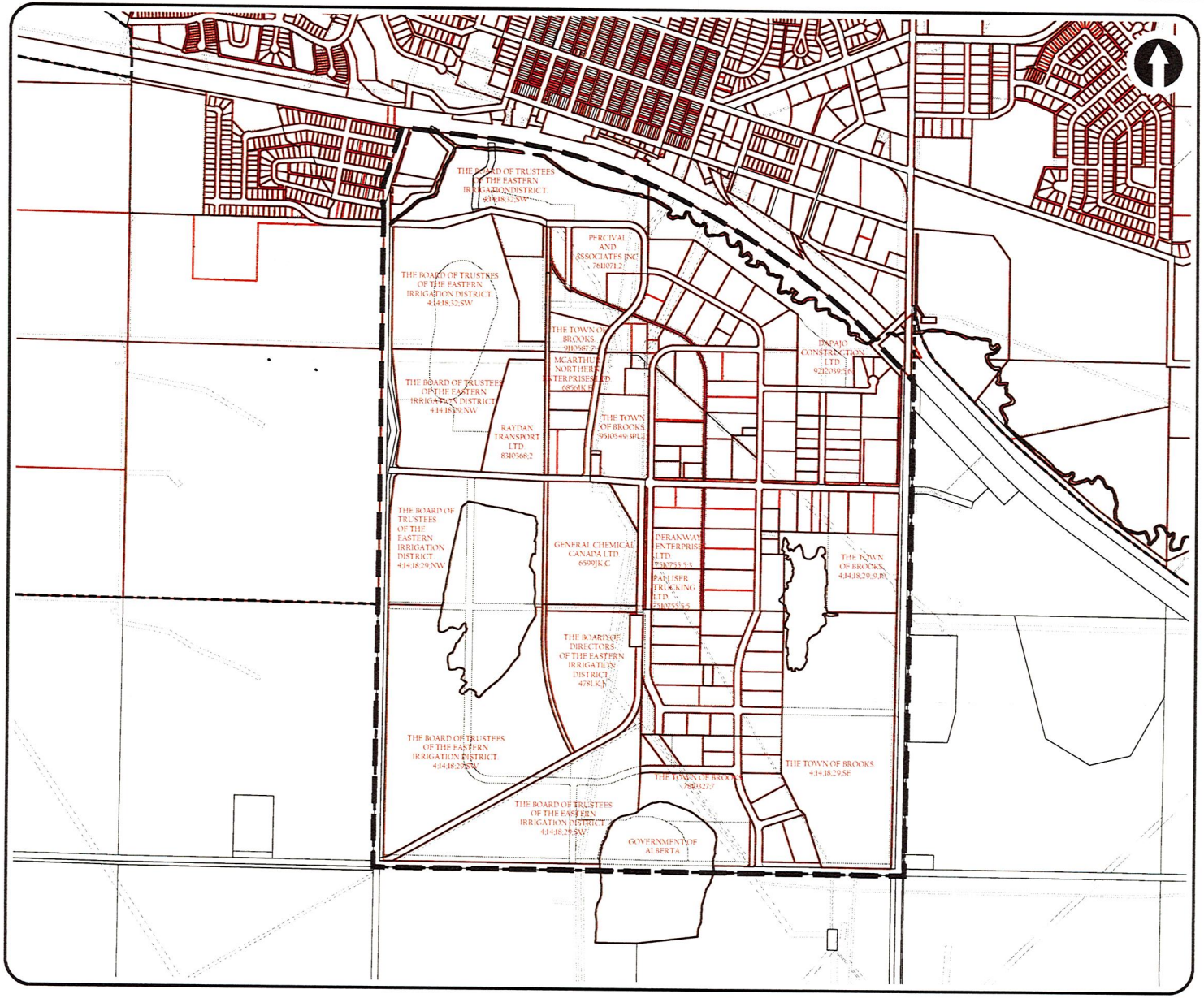
This Plan conforms to the spirit and intent of the Municipal Development Plan framework, Land Use Bylaw and other policy documents.

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

This Plan was formulated under Sec. 633(1) of the *Municipal Government Act,* which states that the main purpose of an area structure plan is to provide a land-use planning framework for subdivision and development of an area of land.

The Municipal Development Plan identifies land uses within the Plan Area primarily as industrial but also includes areas designated as business park and environmentally sensitive. This Plan refines the Municipal Development Plan concept for this area of the community.

The Land Use Bylaw designates lands within the Plan Area as either industrial or Direct Control District (DC). Industrial land use districts include the Special Light Industrial District (M-1), the General Light Industrial District (M-2), the Heavy Industrial District (M-3) and the Limited-Service Industrial District (M-4).



TOWN OF BROOKS

PLANNING SERVICES

LEGEND

Ownership Boundaries

Area Structure Plan Boundary

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

SOUTH INDUSTRIAL AREA STRUCTURE PLAN

DATE: SEPT 7, 2004

SCALE: 1:12,000

OWNERSHIP

MAP 2

Non-statutory documents consulted during the preparation of this Plan include the Provincial Land Use Policies (OIC 522/96), the Provincial Subdivision and Development Regulations (AR 43/2002), the Town of Brooks Growth Study (2003), the Industrial Subdivision Layout Design (1999) and the Town of Brooks Storm Sewer Drainage Study (1991), both prepared by UMA Engineering Ltd. on behalf of the Town, and a Phase I Environmental Assessment of The Industrial Development Property on Subdivision Plan 0210378 (2002) prepared by Envirotech Services.

2.3 PLANNING CONSTRAINTS

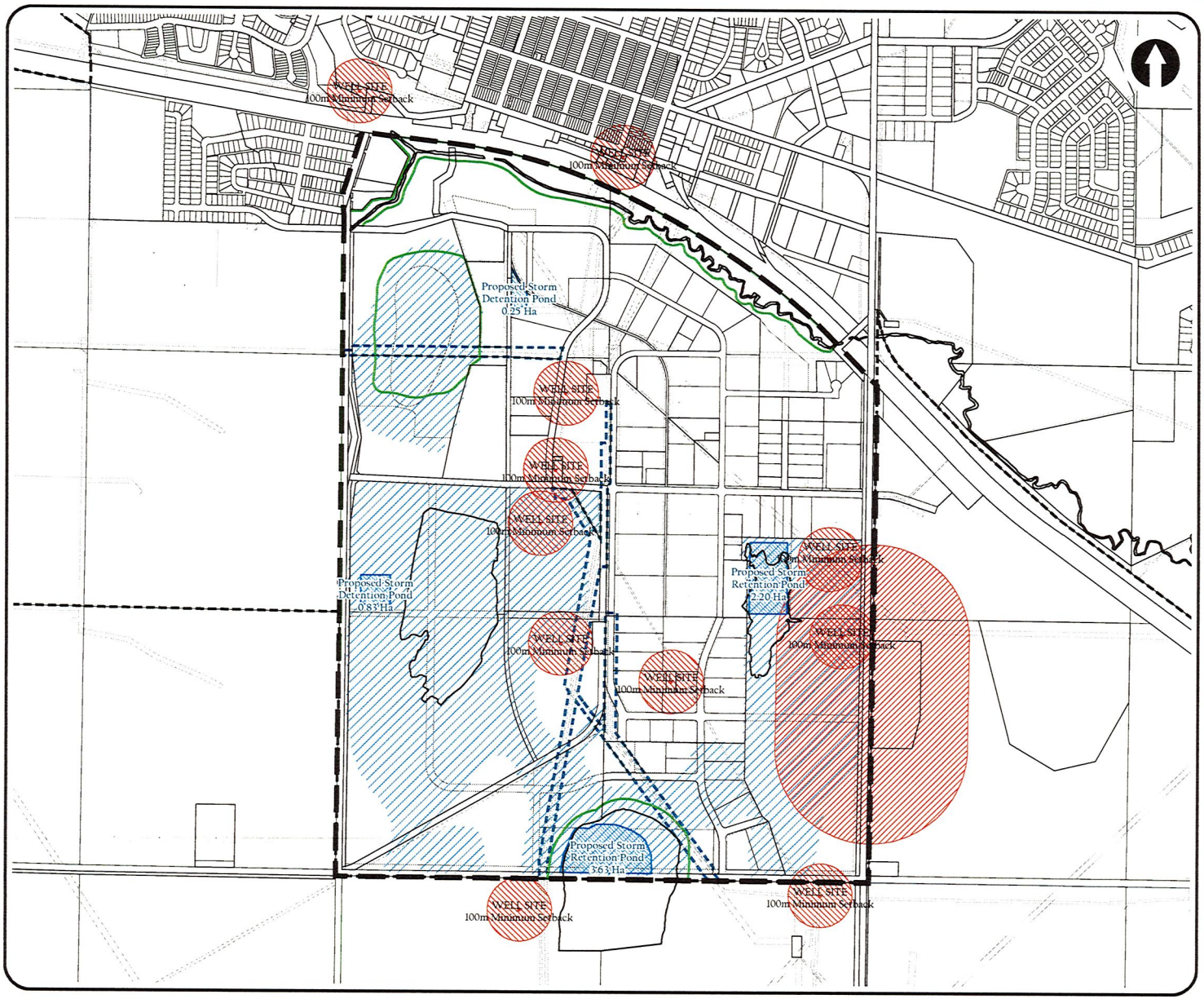
There are several constraints within the Plan Area (Map 3). These include:

1. Topographical differences affect servicing of land in the southeast corner of the Plan Area.
2. Seven (7) well sites are located within the Plan Area with an additional two (2) adjacent to it. Each well site requires a minimum setback of 100 m unless as otherwise varied by the Alberta Energy and Utility Board.
3. The current location of the municipal compost site affects the types of uses around it.
4. Three environmentally sensitive areas are located in the Plan Area:
    (i) The Marshall Drain,
    (ii) Marshlands north of the EID Office; and,
    (iii) A slough located along the Plan's southerly boundary.
5. An electrical transmission station affects land development in the Veiner Street area.
6. Various rights-of-ways related to transmission of electricity or gas affect the development potential of subdivided and vacant lands.
7. A former nuisance grounds located within the County of Newell affects lands along the easterly boundary of the Plan Area.
8. The slough located along the southerly boundary is designated as a "lake" on subdivision plans and is under the jurisdiction of a Provincial Authority.

2.4 PLAN APPROVAL

The formulation of this Plan included consultation with area landowners, adjacent landowners, stakeholders and referral agencies. From 2002 through 2004, Administration and Council met with land owners and interested parties to identify preferred land uses.

The Plan was given three readings and a public hearing in accordance with provincial legislation.



TOWN OF BROOKS

PLANNING SERVICES

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- Area Structure Plan Boundary
- Proposed Storm Ponds
- Environmentally Sensitive
- Development Constraints
- Wellsite - 100m Minimum Setback
- Utility_Corridor
- Areas of Potential High Water

NOTE: DEVELOPMENT CONSTRAINTS WITHIN THIS MAP WERE IDENTIFIED FOR THE SOUTH INDUSTRIAL AREA STRUCTURE PLAN.

DEVELOPMENT CONSTRAINTS MAY BE IDENTIFIED AT THE OUTLINE PLAN / LANDUSE AMENDMENT STAGE FOR INDIVIDUAL DEVELOPMENT CELLS.

SOUTH INDUSTRIAL AREA STRUCTURE PLAN

DATE: SEPT 7, 2004

SCALE: 1:12,000

DEVELOPMENT CONSTRAINTS

MAP 3

3.0 THE DEVELOPMENT CONCEPT

3.1 VISION

The vision of this area structure plan is to create an economically sustainable industrial park that respects the natural environment and offers amenities that complement development in this area of the community.

3.2 DEVELOPMENT OBJECTIVES

The purpose of this Plan is to establish a comprehensive land use-planning framework for future subdivision and development. The objectives of this Plan include:

- To ensure that the natural environment is protected while allowing for industrial development in a sustainable manner.
- To minimize land use conflicts by ensuring that appropriate controls are provided.
- To develop a long-term land use concept in which present and future demand for industrial land can be accommodated.
- To identify infrastructure requirements including utilities and services.
- To provide for the preparation of outline plans to guide future subdivision and development.
- To establish a logical transportation and circulation network.
- To provide opportunities for trail linkages to the larger community.
- To provide for a logical phasing of development.

3.3 DEVELOPMENT CONCEPT

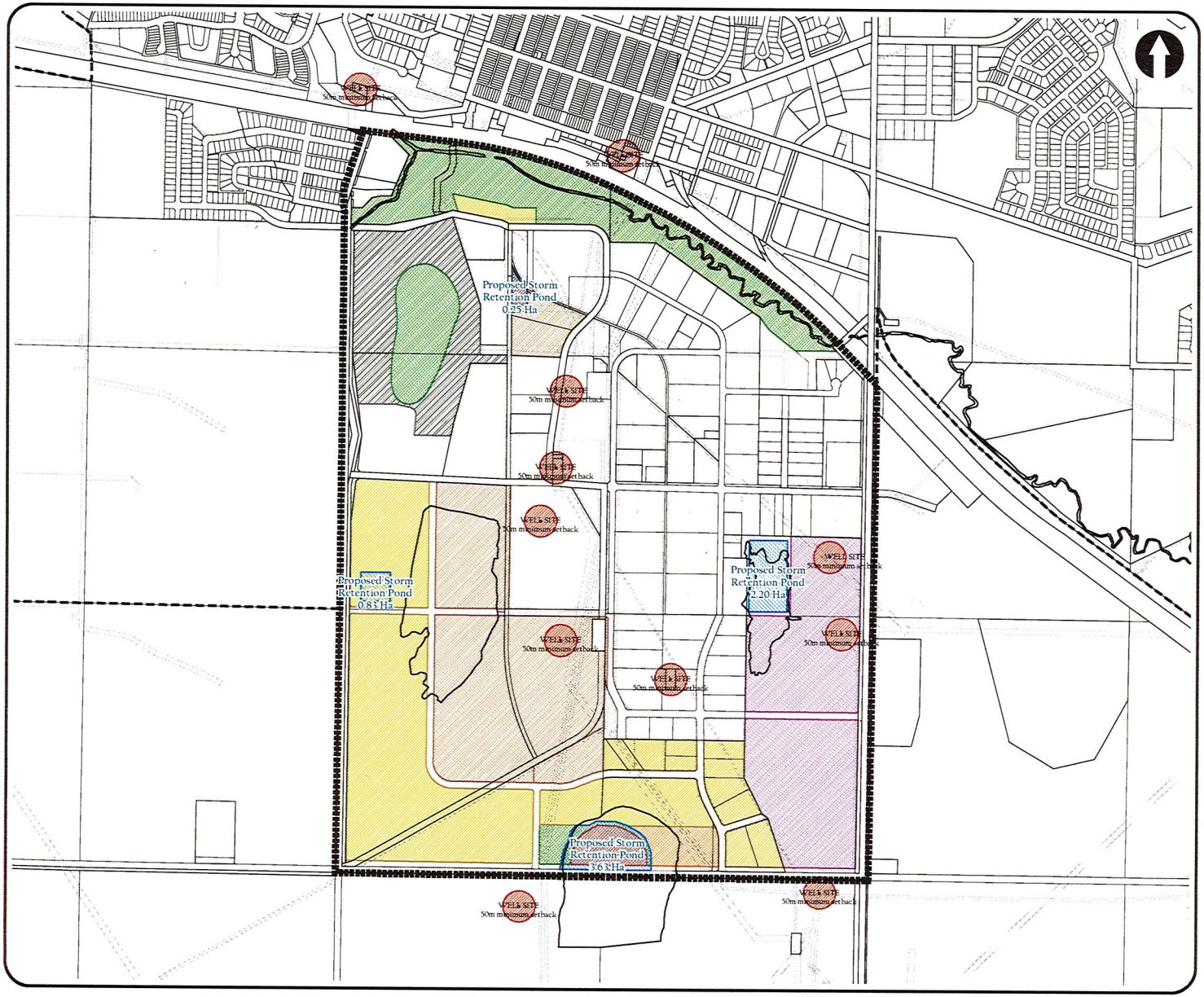
This Plan provides for a variety of industrial land uses ranging from service-oriented industrial uses on relatively small lots to heavy industrial uses requiring larger sized parcels (Map 4). Future development in the Plan Area is anticipated to include redevelopment of existing residential lots, infilling of existing vacant lots and subdivision to create new lots. New development is anticipated to occur throughout the Plan Area but primarily south and west of existing developed properties.

There are portions of the Plan Area within the NE ¼ and SE ¼ Sec. 29-18-14-4 along Highway 873 that are not serviced and would be expensive to do so. The Plan proposes that this area be developed as parcels that could accommodate uses that require limited municipal services.

Small, serviced-oriented industrial uses have been identified along major boundary roads. This type of land use separates major traffic corridors from visually detrimental heavy industrial uses.

A business park comprising approximately 14.96 ha (36.97 acres) has been identified in the Plan Area. The purpose of this business park is to promote industrial diversification as well as encouraging clean industry and high technology development within the Town.

This Plan also outlines the approximate location of recreational pathways that link this area to the larger community.



TOWN OF BROOKS

PLANNING SERVICES

LEGEND

LAND USE

- BUSINESS PARK
- COMMERCIAL - LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- INSTITUTIONAL
- LIMITED SERVICE INDUSTRIAL
- OPEN SPACE
- DEVELOPMENT CONSTRICTIONS

LAND USE	AREA (Ha)	% of Total
BUSINESS PARK	14.96	4.33%
COMMERCIAL - LIGHT INDUSTRIAL	53.10	15.36%
DEVELOPMENT CONSTRICTIONS	8.32	2.41%
HEAVY INDUSTRIAL	38.44	11.12%
INSTITUTIONAL	2.81	0.81%
LIMITED SERVICE INDUSTRIAL	28.95	8.37%
OPEN SPACE	30.75	8.89%
EXISTING	125.27	36.23%
ROADS & ROW'S	43.18	12.49%
S IND ASP TOTAL	345.78	100.00%

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 TOWN OF BROOKS LAND USE BYLAW.

SOUTH INDUSTRIAL AREA STRUCTURE PLAN

DATE: SEPT 7, 2004

SCALE: 1:12,008

LAND USE CONCEPT

MAP 4

The Plan identifies three (3) environmentally sensitive areas and provides policies to ensure development adjacent to them respects this sensitivity.

A water treatment plant and reservoir of approximately 1.01 ha (2.5 acres) is located in the central part of the Plan Area. Improvements to this facility during the preparation of this Plan included expansion of the treated water storage. This Plan provides policies to ensure compatibility of this land use with adjacent industrial uses as well as to protect the community's water quality.

Three storm water management ponds have been identified within the Plan Area in addition to one existing in the business park area. The locations of these ponds were determined based on the topographical features of the Plan Area.

The area's roadway system is partially in place. Future road expansion is anticipated to be an extension of the existing system. A proposed industrial bypass road has been identified to connect the Plan Area to the TransCanada Highway via an easterly extension of Silver Sage Road. Additional connections to each of the roads bordering the Plan Area are proposed. This Plan only identifies major collector roadways. Local roadways will be identified at the time of subdivision or preparation of an outline plan. A spur line is shown extending southerly through the proposed heavy industrial lands as an alternative to the existing or proposed road network. The benefit of this is that heavier loads can be transported to or from this area than on a roadway. The Plan contemplates that this will be explored further in the future.

3.4 PHASING

Development of the Plan Area will be restricted by the availability of infrastructure as well as market conditions. Individual development phases are shown in Map 5. This phasing follows the pattern identified in the 2003 Growth Study. It is anticipated that the next phase of development will be Phase II of municipally-owned lands south of Carp Avenue. Infilling of vacant parcels is likely to occur in addition to this development. Later phasing will be contingent upon the desires of individual landowners as well as extension of municipal and franchise services into currently undeveloped areas.

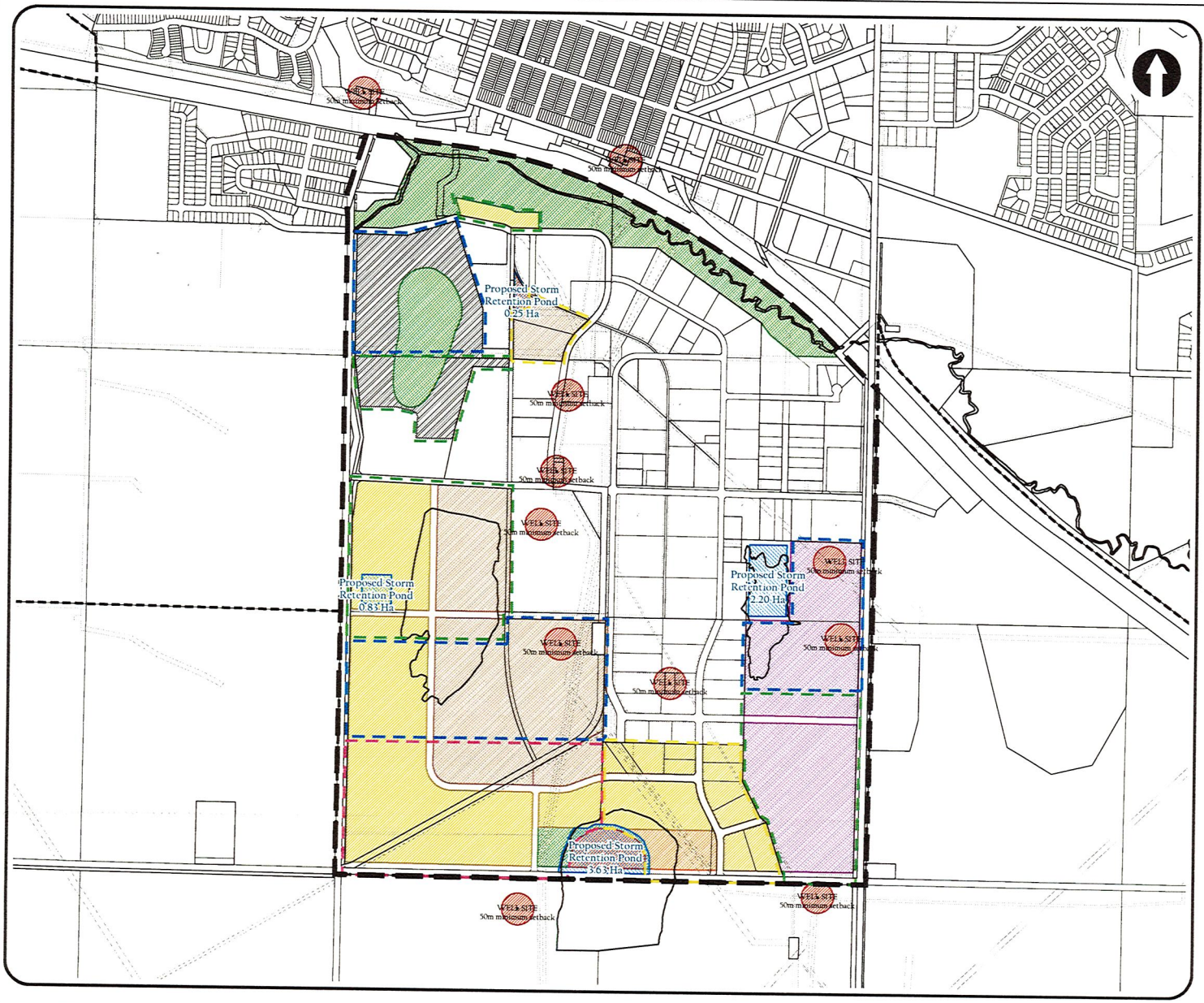
3.5 LAND USE POLICIES

3.5.1 Residential Development

Residential development is encouraged to locate elsewhere in the community in residentially designated subdivisions and not within the Plan Area. Existing residential development may continue in their present locations but will gradually be phased out as additional industrial development replaces it. Residential development elsewhere within the Plan Area will require an amendment to it.

3.5.1.1 Objectives

1. To encourage residential development to locate elsewhere in the community.
2. To allow for the maintenance of existing residential uses including any ancillary structures.



TOWN OF BROOKS
PLANNING SERVICES

LEGEND

Area Structure Plan Boundary

Development Phase

- Phase 1
- Phase 2
- Phase 3
- Phase 4

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

SOUTH INDUSTRIAL AREA STRUCTURE PLAN

DATE: SEPT 7, 2004

SCALE: 1:12,000

DEVELOPMENT PHASES

MAP 5

3.5.1.2 Policies

1. Existing residences and their ancillary structures may continue in their present locations although they will not be permitted to expand or be reconstructed if substantially destroyed.
2. Residential development is encouraged to locate outside of the Plan Area. This restriction on residential development is expected to eliminate potential conflict in the future between industrial and residential activities.

3.5.2 Industrial Development

Industrial development includes a continuum of uses ranging from light to heavy industrial as well as directly associated support service industries and limited service industrial.

Based on the rapid increase of the "clean industry sector" and "high technology development" experienced in North America in the past five years as well as current market trends, this Plan proposes that future lots in the Plan Area range from 0.4 – 2.0 ha (1.0 – 5 acres). This should promote more efficient use of the land base.

3.5.2.1 Objectives

1. To provide for the development of light, medium and heavy industrial development in an environmentally sound and economically efficient manner.
2. To ensure that industrial development in the Plan Area complies with the Town's Land Use Bylaw.
3. To ensure that the opportunity for ancillary commercial land uses is available within the Plan Area.
4. To establish future lot sizes to promote more efficient use of the land base.
5. To ensure compatibility with adjacent development and establish mitigation measures to minimize potential impacts.
6. To establish general regulations pertaining to the development of contaminated sites.

3.5.2.2 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. Commercial facilities will be allowed in the Plan Area that is compatible with adjacent industrial areas. In order to minimize land use conflicts, the municipality will ensure that commercial development adjacent to industrial areas is properly screened or separated by a landscaped buffer strip.
4. In reviewing a request for an ancillary commercial site other than those identified in this Plan, the Approving Authority will consider that the development:
    i) does not compromise the road capacity of the immediate area;
    ii) is efficiently served by the off-site road network;
    iii) is adequately serviced with municipal utilities;
    iv) is compatible with adjacent development; and
    v) does not compromise the viability or structure of the area in which it is located.

5. Future lots in the Plan Area may range from 0.4 – 2.0 ha (1.0 – 5 acres) unless the municipality determines otherwise.
6. Light and medium industrial development will be accommodated where possible along major roads in order to provide good access and exposure. Heavy industrial development abutting arterial roadways will be discouraged. Where this occurs, the municipality shall ensure that the particular development is compatible with the overall standard of development in the Plan Area, particularly in terms of landscaping, building design and screening of storage areas.
7. Direct access to boundary roads will be limited in order to ensure effective traffic movement along these corridors. Development along these corridors should have frontages along internal streets and should incorporate landscaped buffer strips to the satisfaction of the Development Authority.
8. The design of industrial buildings adjacent to a boundary road shall achieve a high quality in appearance. Building design shall enhance and be compatible with the character of the surrounding area. Design compatibility includes complementary building style, form, size, color and materials.
9. 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 boundary roads.
10. 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.
11. 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.
12. The municipality may require an Emergency Response Plan for each heavy industrial development as a condition of a development permit. This Emergency Response Plan shall include the location, safe storage and handling of hazardous chemicals and explosive materials.

3.5.3 Limited-Service Industrial Development

The area lying in the southeast corner of the Plan Area within the NE ¼ and SE ¼ Sec. 29-18-14-4 along Highway 873 is intended to accommodate industrial uses requiring large parcels of land with minimal municipal servicing requirements (Map 4). Potential land uses are generally characterized by the need for outside storage or outside processing, limited building area, generation of low traffic volumes and no significant water or sanitary sewer needs.

3.5.3.1 Objectives

1. To provide for the development of lots with minimal servicing requirements.
2. To establish general regulations pertaining to the development of these lots.
3. To ensure that this type of development in the Plan Area complies with the municipality's Land Use Bylaw.

3.5.3.2 Policies

1. Future limited-service lots shall be located within the NE ¼ and SE ¼ Sec. 29-18-14-4 as shown in Map 4. Applications to rezone, subdivide and develop these lands shall be

evaluated on their individual merits in accordance with the policies of this Plan and other factors considered appropriate by the municipality.
2. Land uses in this area will be limited to those uses deemed appropriate by the municipality.
3. Piped water services shall be available in this area so that potable water supply and proper fire suppression are provided to the satisfaction of the municipality.
4. If the limited-serviced area becomes fully serviced, amendments to this Plan shall be undertaken to reflect this change.
5. Sanitary sewer disposal shall be to the satisfaction of the municipality.
6. Limited-serviced development abutting Highway 873 or any other major roadway shall achieve a high quality appearance particularly in terms of landscaping, building design and screening of storage areas.
7. On-site storm water control measures shall be provided by the developer/applicant to the satisfaction of the municipality.
8. A deferred services agreement may be required between the municipality and the developer/applicant if deemed necessary by the municipality.

3.5.4 Business Park

The business park provides for a comprehensively designed area comprised of industrial land uses that can be conducted entirely within buildings that are compatible with surrounding development. This land use is expected to provide opportunities to businesses related to research, high technology, incubator businesses and similar industries that do not produce nuisance impacts.

3.5.4.1 Objectives

1. To ensure that business park development in the Plan Area complies with regulations as established in the Land Use Bylaw.
2. To regulate the development of a business park in the Plan Area in a manner that ensures compatibility with adjacent uses.

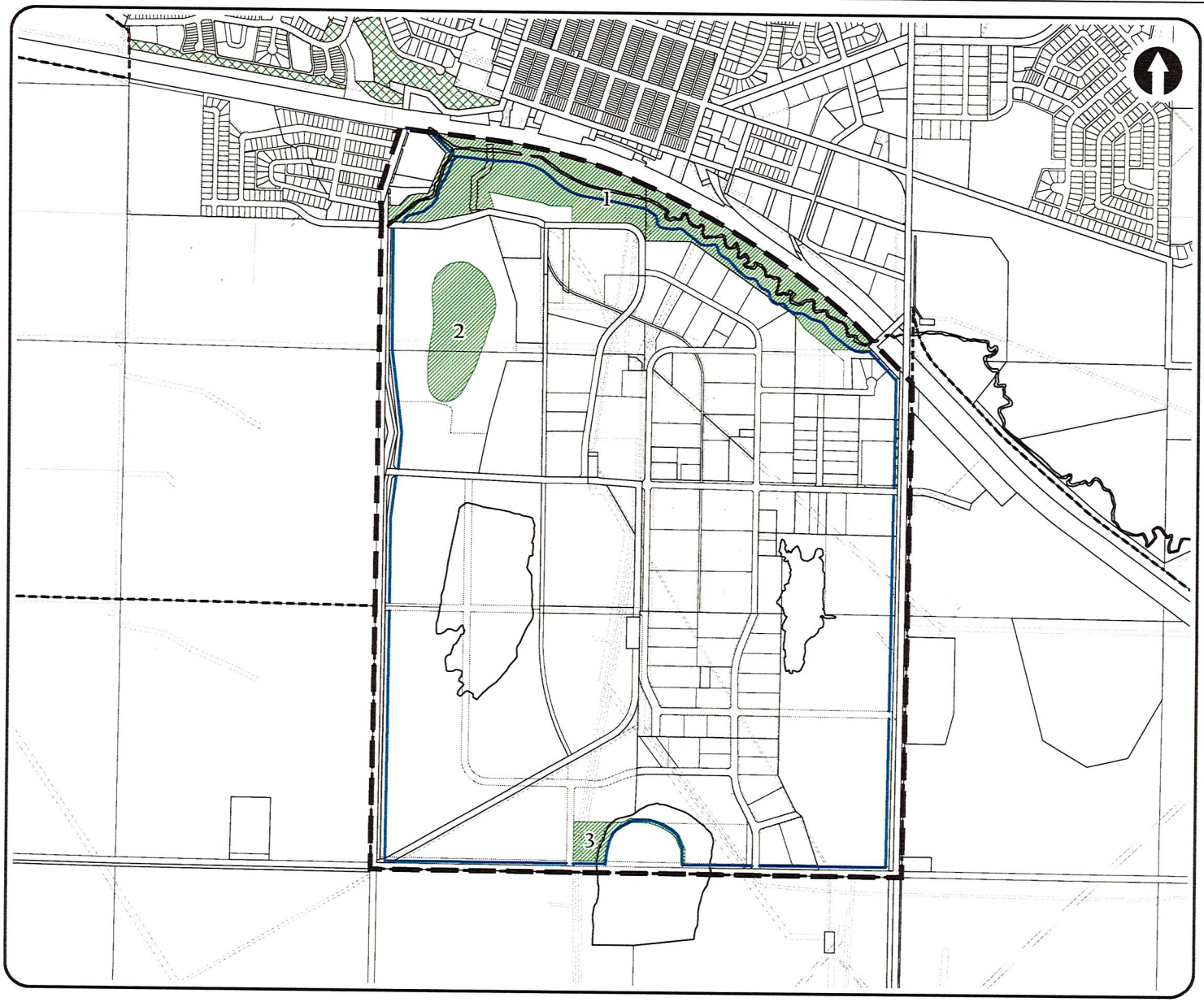
3.5.4.2 Policies

1. Business park development in the Plan Area shall be in accordance with the regulations as established in the Land Use Bylaw pertaining to this use.
2. Business park uses will be limited to such uses as business services, research and development and communications and accessory activities or other similar uses to the satisfaction of the municipality.
3. The municipality will prepare design guidelines for the business park designated within the Plan Area after adoption of it. Such guidelines will address lot configuration, traffic access and relationships to adjacent uses, pedestrian access, landscaping and parking.

3.5.5 Institutional and Environmentally Sensitive Lands

This Plan includes institutional uses as well as environmentally sensitive lands (Maps 4 & 6).

The three existing institutional facilities located within the Plan Area have been previously identified. A transfer station as well as a fire fighter's regional training facility may be located in the Plan Area in the future.



TOWN OF BROOKS
PLANNING SERVICES

LEGEND

- Area Structure Plan Boundary
- Proposed Pathways
- Environmental Reserves
- Municipal Reserves
- Proposed Open Space

PROPOSED OPEN SPACE	
Area 1	22.26 Ha
Area 2	6.67 Ha
Area 3	1.82 Ha

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

SOUTH INDUSTRIAL
AREA STRUCTURE PLAN

DATE: SEPT 7, 2004
SCALE: 1:12,000

PARK SITES &
LINEAR PATHWAYS

MAP 6

An alternative site for the municipal composting site was identified elsewhere in the community through the course of Plan preparation. This allows the lots occupied by the existing composting site to be made available for industrial use while locating a municipal use to a less desirable area of the community. The existing site will continue to operate while the proposed site is developed. The proposed site should be in operation before 2008. The Provincial Authority will need to approve the relocation of the composting facility.

Environmentally sensitive lands are deemed to be those lands that, because of their natural features, have value to society and are worth protecting. The community has identified the protection of environmentally sensitive lands and habitat through the Municipal Development Plan as an important priority in land use planning.

The Marshall Drain allows the opportunity to extend the recreational pathway system within the Plan Area through the SW ¼ Sec. 32-18-14-4 and Plan 9212039, Block 5, Lot 6 while protecting this environmentally sensitive area of the community. Further opportunities are available to link this environmentally sensitive area with the slough along the southern boundary with a pathway system along Highway 873, Silver Sage Road and Young Road.

The business park area should be carefully evaluated so potential impacts on the marshlands within this area are minimized.

The slough adjacent to the southerly boundary functions as a natural runoff catchment basin for surrounding lands. It's designation as a lake limits the development potential of lands around it. Its intermittent nature limits its effectiveness as a lake given that there are extended time periods when there is no water. Furthermore, the soils are highly alkaline and only salt-tolerant vegetation occurs within the basin. The municipality will need to discuss with the Provincial Authority the status of this lake. A change in its status may allow for the creation of a smaller, more permanent wetland environment.

3.5.5.1 Objectives

1. To ensure that proposed industrial development is compatible with existing or proposed institutional facilities or environmentally sensitive areas located in the Plan Area.
2. To encourage the relocation of the municipal composting site to a location that is not suitable for industrial development and that meets the approval of the Provincial Authority.
3. To provide for the future expansion of the water treatment plant and development of other municipal facilities.
4. To provide for a recreational pathway system that connects with the community at large and recognizes environmentally sensitive areas of the Plan.

3.5.5.2 Policies

1. No heavy industrial development will be permitted adjacent to an institutional site unless mitigating measures are provided in conformity to federal, provincial and municipal regulations.
2. New industrial development located adjacent to institutional uses will be required to establish and maintain an appropriate buffer around it to the satisfaction of the municipality. A landscaped management plan prepared by the developer/ applicant may be required at the discretion of the municipality.

3. The municipality will ensure that there is land adjacent to the water treatment plant for future possible expansion.
4. The asphalt and concrete waste-recycling site within Plan 7810327, Block 7 in the SW ¼ Sec. 29-18-14-4 will be properly maintained by the municipality to ensure the slough is not degraded by its operation.
5. An environmental reserve of six metres or more shall be provided around the slough at the time of subdivision plan registration to be retained in its natural state. If it is deemed necessary by the municipality, an environmental reserve easement may be used instead of designating land as an environmental reserve.
6. The municipality will work with the Provincial Authority and other agencies and/or organizations to improve the wetland environment of the slough to foster appropriate conservation and enhancement of habitat in this area.
7. Where possible, municipal reserve land resulting from subdivision within the Plan Area will be utilized to implement a recreational pathway system. As an alternative, the municipality should consider the purchase of land legally identified as the SW ¼ Sec. 32-18-14-4 and Plan 9212039, Block 5, Lot 6 in order to protect the environmental integrity of lands adjacent to the Marshall Drain and develop a recreational pathway system through these lands.
8. Compatible recreational activities will be encouraged in areas identified as environmentally sensitive.
9. A multipurpose pathway connected to the Town's trail network will be encouraged along the Marshall Drain. The expansion of this trail network will be subject to budgetary constraints and yearly priorities of the Parks and Recreation Department. The Town will explore the suitability of a trail network linking the Marshall Drain to the slough located at the southern boundary of the Plan Area. The alignment may follow the one shown in Figure 6. Development of such a network will be depended upon Council priorities and budgeting.
10. A 13-metre setback shall be maintained from the Marshall Drain's top-of-slope located within the areas identified as environmentally sensitive in order to protect the surrounding ecosystem and provide for a recreational pathway.
11. The Marshall Drain shall be protected from development within the Plan Area by ensuring that native vegetation will not be disturbed in areas adjacent to this water course.
12. The water quality of the Marshall Drain shall be protected so that the receiving water body, the One Tree Creek, will not have its water quality affected downstream of the Plan Area.
13. The municipality will encourage the preparation of Development Constraint and Environmental Audits (DCEA) for those properties within or adjacent to environmentally sensitive areas to be prepared by, and at the cost of, the developer/property owner. The requirements of an audit will be as identified in the Municipal Development Plan.

3.5.6 Gas Well Sites & Pipeline Rights-of-Ways

Well sites and pipeline rights-of-ways influence the development potential of the Plan Area. Policies are provided in order to ensure their compatibility with adjacent uses.

3.5.6.1 Objectives

1. To provide guidelines for the landscaping and maintenance of well sites within the Plan Area.

2. To ensure habitat restoration around well sites at the time of reclamation.
3. To ensure pipeline rights-of-ways are adequately protected from subdivision or development proposals.

3.5.6.2 Policies

1. Where possible, well site operators will be encouraged to landscape and maintain to the satisfaction of the municipality individual well sites located within the Plan Area.
2. Access roads shall be constructed and maintained in a manner to allow all weather access to a well site.
3. Future gas well locations should be situated in a manner that does not impact the development potential of adjacent lands.
4. Pipeline rights-of-ways are not to be absorbed into subdivision lots but will be on a separate utility lot created for the company's sole use. Where necessary, crossing agreements will be utilized to ensure proper treatment of pipelines where roadways occur.
5. Paved parking may not be permitted on pipeline rights-of-ways. Individual subdivision or development proposals will need to be reviewed by ATCO Pipelines and/or other pipeline companies.
6. Subdivision and development proposals will ensure that setback requirements from well sites and/or pipeline rights-of-ways are properly maintained according to provincial regulations.

3.5.7 Nuisance Grounds within the County of Newell No. 4

A landfill or nuisance ground is located within the SW ¼ Sec. 28-18-14-4 adjacent to the Plan Area. This site is located within the County of Newell but affects development within the Plan Area. This site is abandoned but was not reclaimed at the time of Plan preparation. Development in proximity to this facility must comply with the Subdivision and Development Regulations (AR 43/2002).

3.5.7.1 Objectives

1. To establish general regulations pertaining to the development of lands adjacent to the nuisance grounds located within the County of Newell No. 4 (SW ¼ Sec. 28-18-14-4).
2. To ensure that industrial development in the Plan Area complies with the Subdivision and Development Regulations (AR 43/2002).

3.5.7.2 Policies

1. Development of lands adjacent to the nuisance grounds shall comply with applicable provincial and municipal regulations.
2. Potential conflicts between industrial development and the nuisance grounds shall be minimized to the satisfaction of the municipality.
3. Consideration should be given to the proper closure of these nuisance grounds at some time in the life of this Plan. The municipality, County, landowner and Provincial Authority will need to determine the timing and most suitable method of reclaiming these nuisance grounds. Closure and reclamation shall be done in accordance with the requirements of the Provincial Authority.

3.5.8 Moto-Cross Track & Model Flying Club

A moto-cross track occupies 1.2 ha (3.0 acres) of land located within the SW ¼ Sec. 29-18-14-4. The subject property is owned by the EID and leased to the moto-cross club. This lease is renewable at the discretion of the EID. This area of the Plan is not likely to be developed for several years. As a result, this use may continue but should not expand beyond its present boundaries or construct permanent facilities.

The model flying club holds a lease on municipally-owned land in the SE ¼ Sec. 29-18-14-4. The subject area is presently vacant but parts of it were under construction for an industrial subdivision at the time of Plan preparation. The remaining area may not be developed due to its low elevation. When development occurs in this area, the existing lease will be amended.

3.5.8.1 Objectives

1. To allow for the maintenance of the existing moto-cross track and facilities within the SW ¼ Sec. 29-18-14-4 until such time as the landowner deems it appropriate to develop the land for industrial purposes.
2. To allow for the continuance of a lease on municipally-owned land for the model flying club until such time as it is required for industrial development.

3.5.8.2 Policies

1. The existing moto-cross track and facilities may continue in their present location although they will not be permitted to be expanded or reconstructed if substantially destroyed unless as otherwise provided for by the landowner.
2. The existing model flying club may continue to lease municipally-owned land until such time as it is required for industrial development. The municipality will work with the model flying club to find other lands where possible.

3.5.9 COMMUNITY SERVICES

Police Services/Fire Protection & Emergency Medical Services

All services will be provided from existing facilities elsewhere in the community.

Public Health Services

Health Services will be provided from the Brooks Hospital as well as private clinics located elsewhere in the community.

4.0 SERVICING THE PLAN

4.1 Water

Future development in the Plan Area will be serviced by extending distribution water mains from the existing municipal feeder main system (Map 7).

4.1.1 Policies

1. All water mains will be designed and constructed to Town standards. Minimum pipe size shall be 150mm.
2. 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.
3. Future development in the Plan Area will be serviced by extending distribution water mains from the existing feeder main system.
4. 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.
5. Where the municipality's raw water pipelines cross private property, the landowner shall ensure these pipelines are suitably protected against damage or interruption because of surface activity.

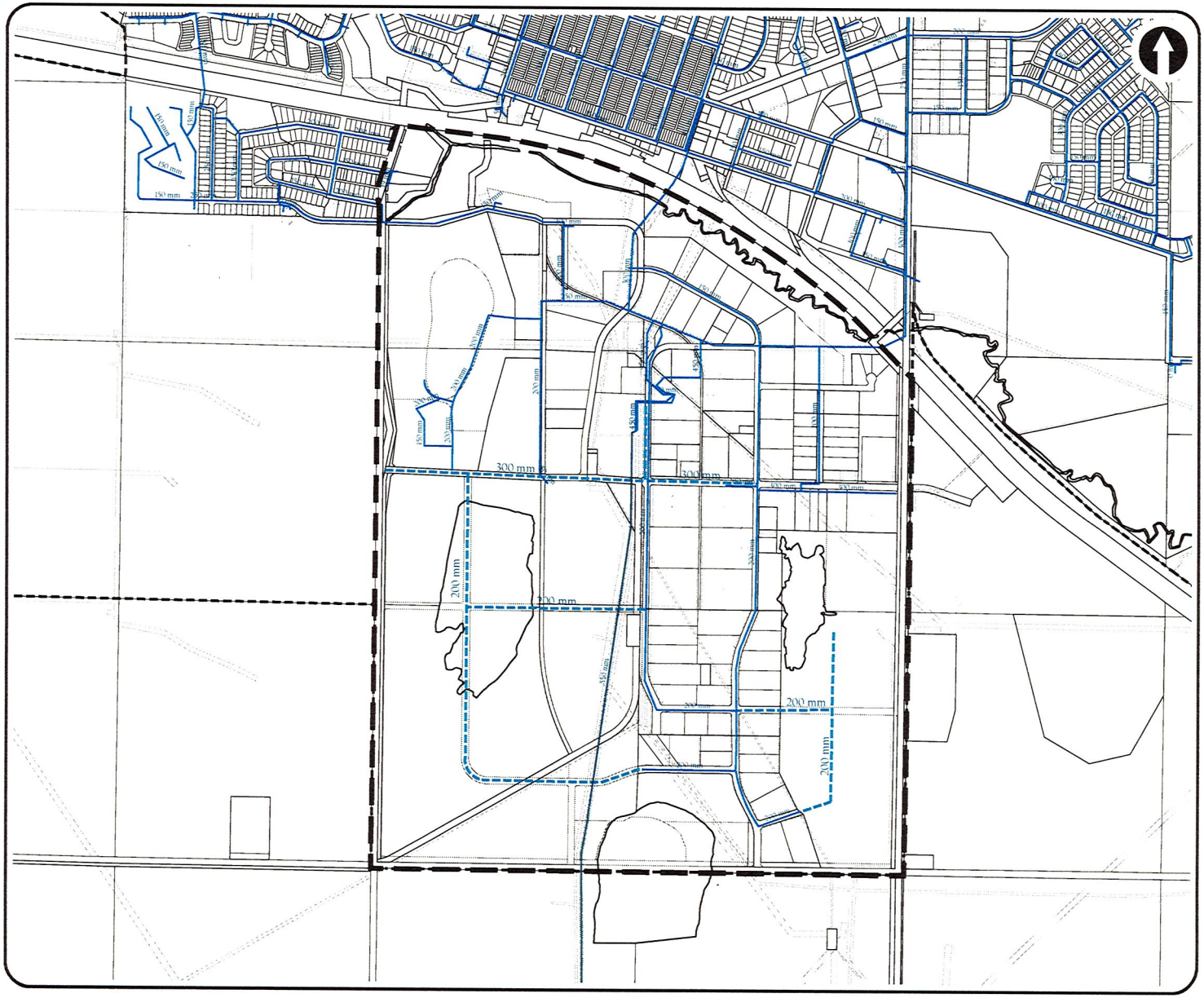
4.2 Sanitary Sewer

Properties located to the northwest and southwest of Carp Avenue can be serviced by extending existing sanitary sewer mains (Map 8). Sanitary servicing for those properties located within the NE ¼ and SE ¼ Sec. 29-18-14-4 along Highway 873 may be too expensive due to topographical constraints. As a result, lands in these areas are identified as future limited-service.

Holding/pump-out tanks may be permitted in these limited-service lands to the satisfaction of the municipality. Alternatively, a low-pressure sewage system for this area may be considered if demand for this service warrants. No on-site septic disposal fields will be permitted.

4.2.1 Policies

1. Future development in the Plan Area will be serviced by extensions to the existing and/or proposed sanitary sewer trunks as required.
2. All sanitary sewers and sewage facilities will be designed and constructed to Town standards.
3. The minimum size of sanitary sewer mains shall be 200 mm.
4. 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.
5. In areas where limited servicing occurs, site specific sewage handling plans must be submitted to the satisfaction of the municipality.



TOWN OF BROOKS
PLANNING SERVICES

LEGEND

Area Structure Plan Boundary

EXISTING WATER MAINS

- Existing Water Distribution
- Raw Water Intake
- Proposed Water Distribution

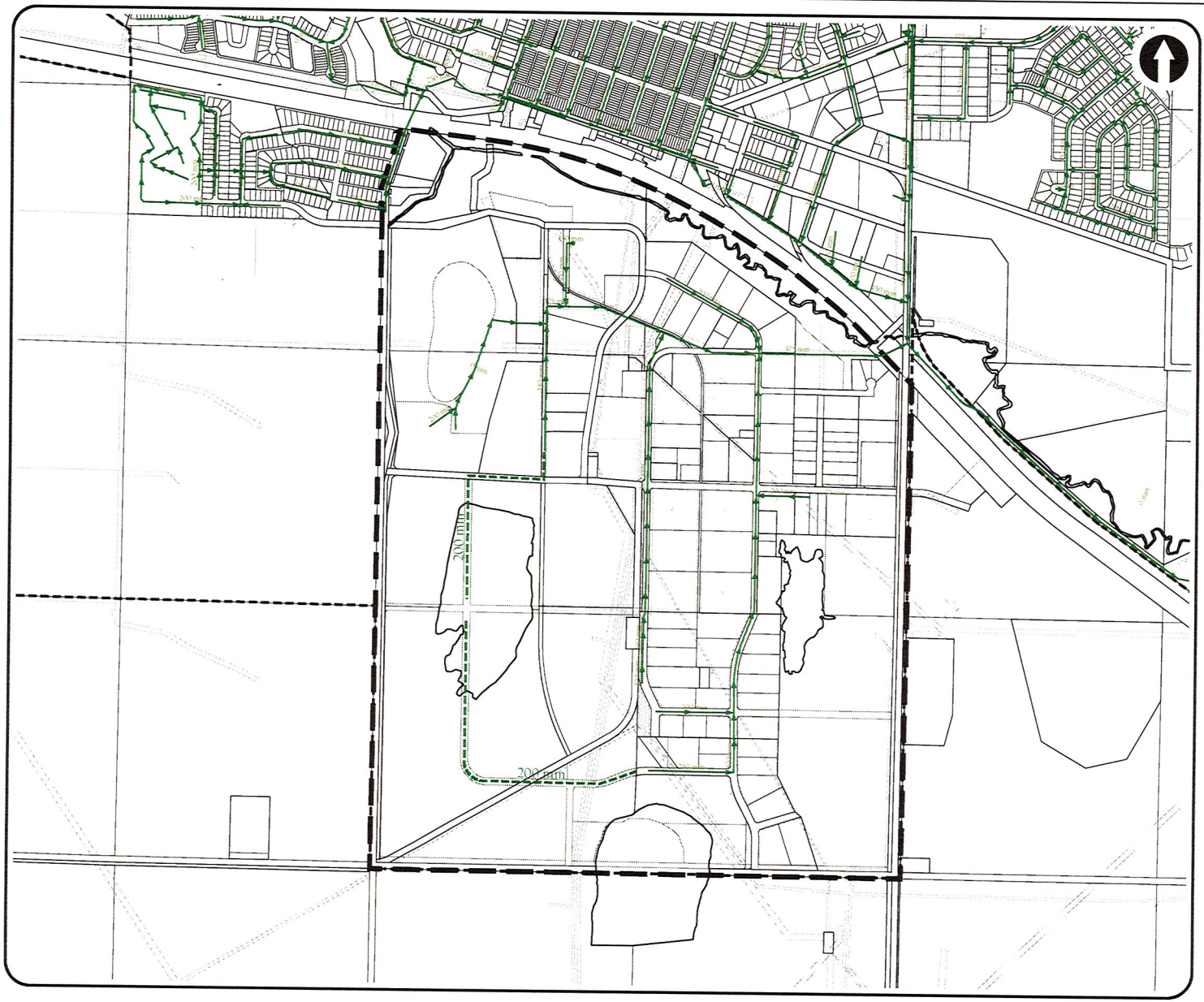
NOTE: THIS MAP IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE.

SOUTH INDUSTRIAL
AREA STRUCTURE PLAN

DATE: SEPT 7, 2004
SCALE: 1:12,000

PROPOSED WATER
DISTRIBUTION SYSTEM

MAP 7



TOWN OF BROOKS
PLANNING SERVICES

LEGEND

- Area Structure Plan Boundary
- Existing Sanitary Sewer System
- Proposed Sanitary Sewer System

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

SOUTH INDUSTRIAL
AREA STRUCTURE PLAN

DATE: SEPT 7, 2004
SCALE: 1:12,000

PROPOSED SANITARY
SEWER SYSTEM
MAP 8

4.3 Storm Water Management

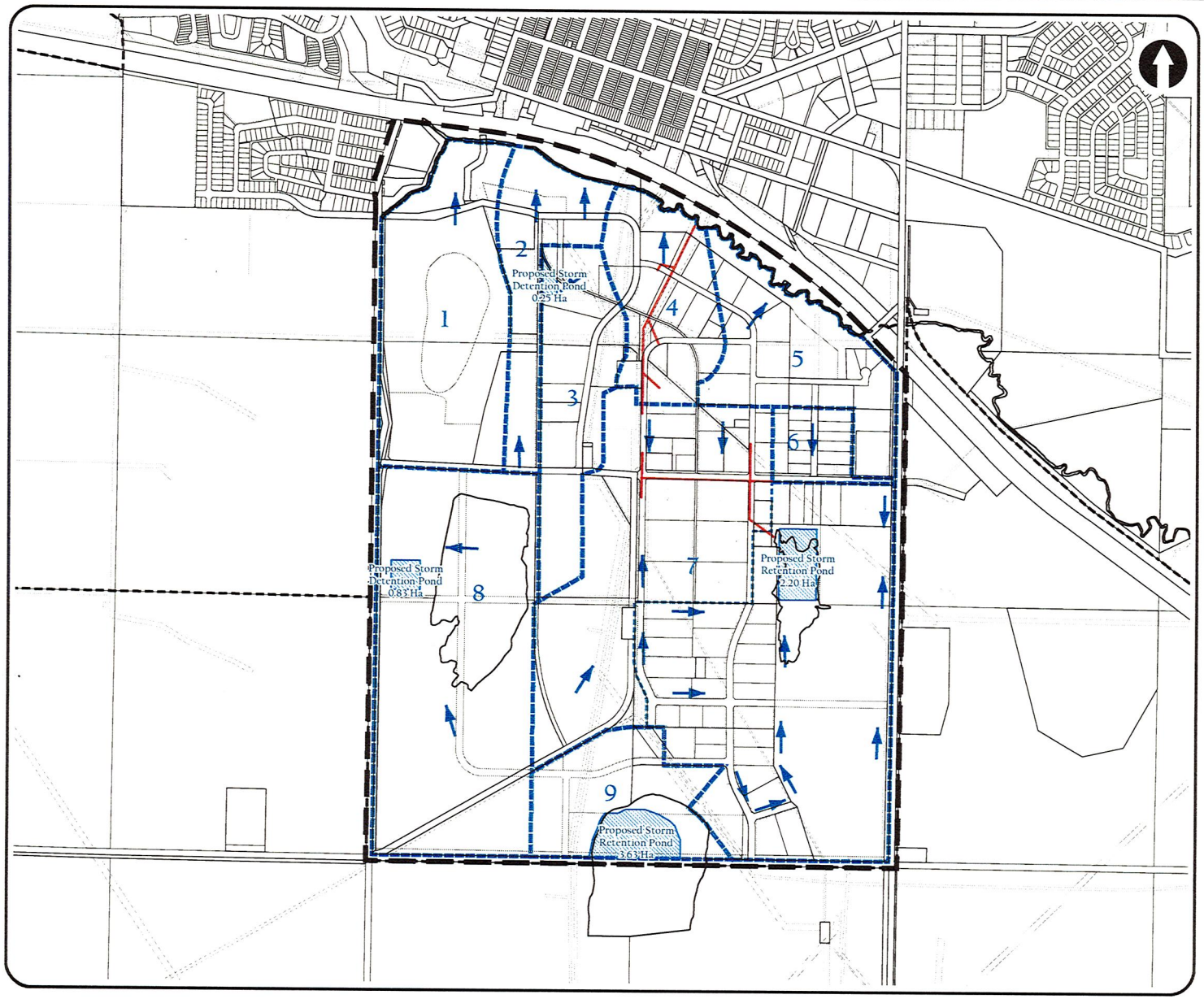
Storm water will be drained into four wet/dry ponds identified in the Plan Area (Map 9). These ponds have been identified based on the natural slope of the land as well as the existing natural drainage. Their actual size and shape will be determined at the time of development or subdivision. These areas may be dedicated as public utility lots at the time of subdivision.

- North Detention Pond: This facility is expected to service a northern portion of the Plan Area and discharge to Marshall Drain.
- South Retention Pond: This naturally occurring drainage facility is expected to service a southerly portion of the Plan Area. It is anticipated that a portion of the existing slough will be reclaimed by infilling and the remaining part enhanced to improve wetland habitat in this area of the community. This retention pond will have no outlet.
- East Retention Pond: This facility is expected to service land in the central and eastern parts of the Plan Area. This naturally occurring drainage pond will discharge to the east via a natural gully.
- West Detention Pond: This facility is expected to service part of the southwesterly half of the Plan Area and drain westerly outside of the Plan Area.

The location of individual storm water ponds shown in Map 9 is conceptual only. Detailed engineering reviews associated with subdivision or development proposal may demonstrate alternative storm water management practices that must be to the satisfaction of the municipality.

4.3.1 Policies

1. On-site storm water control measures shall be provided by the developer/applicant to the satisfaction of the municipality.
2. The location of future storm water facilities shall be determined based on the geographical features of the land itself as well as engineering principles.
3. All storm water facilities will be designed and constructed to municipal standards. The use of open ditch drainage is encouraged in this area wherever practical.
4. 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 facilities must be provided.
5. A storm water management plan must be prepared for each development cell and in accordance with 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.
6. Post-development storm run-off rates will not exceed pre-development rates.
7. The use of Best Management Practices for storm water quality will be followed.
8. Whenever a storm water pond is required, the municipality and developer will be encouraged to develop the pond on their respective properties so that the pond becomes an attractive feature within subdivisions. The municipality at the outline plan or subdivision stage will review design and operation of these facilities.
9. The development of the storm water pond at the south end of the Plan will be planned in coordination with relevant Provincial Authorities.



TOWN OF BROOKS

PLANNING SERVICES

LEGEND

- Area Structure Plan Boundary
- Storm Catchment Areas
- Storm Catchment Sub-areas
- Existing Storm Lines
- Proposed Storm Ponds

Area	Ha
1	36.94
2	16.09
3	20.73
4	18.91
5	22.51
6	6.03
7	121.38
8	60.26
9	19.29

SOURCE: TOWN OF BROOKS STORM SEWER AND DRAINAGE STUDY, 1991. PREPARED BY UMA ENGINEERING LTD ON BEHALF OF THE TOWN OF BROOKS, PLATE 2 - EXISTING DRAINAGE AREAS.

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

SOUTH INDUSTRIAL AREA STRUCTURE PLAN

DATE: SEPT 7, 2004

SCALE: 1:12,000

PROPOSED STORM WATER MANAGEMENT

MAP 9

4.4 Transportation

The road network servicing the Plan Area (Map 10) allows for accesses to major arterial routes such as Young Road, Silver Sage Road and Highway 873. The following accesses are proposed: (1) An east-west access road connecting Canal Street with Young Road, (2) Carp Avenue extending east and connecting to Highway 873, (3) Aquaduct Drive extending south and connecting to Silver Sage Road, (4) A north-south access road connecting Silver Sage Road to Industrial Road in the west half of the Plan Area.

Connections to roadways under Provincial jurisdiction shall be planned and constructed with the approval of it. The actual location of internal roads will be determined at the time of subdivision or upon the formulation of outline plans.

4.4.1 Policies

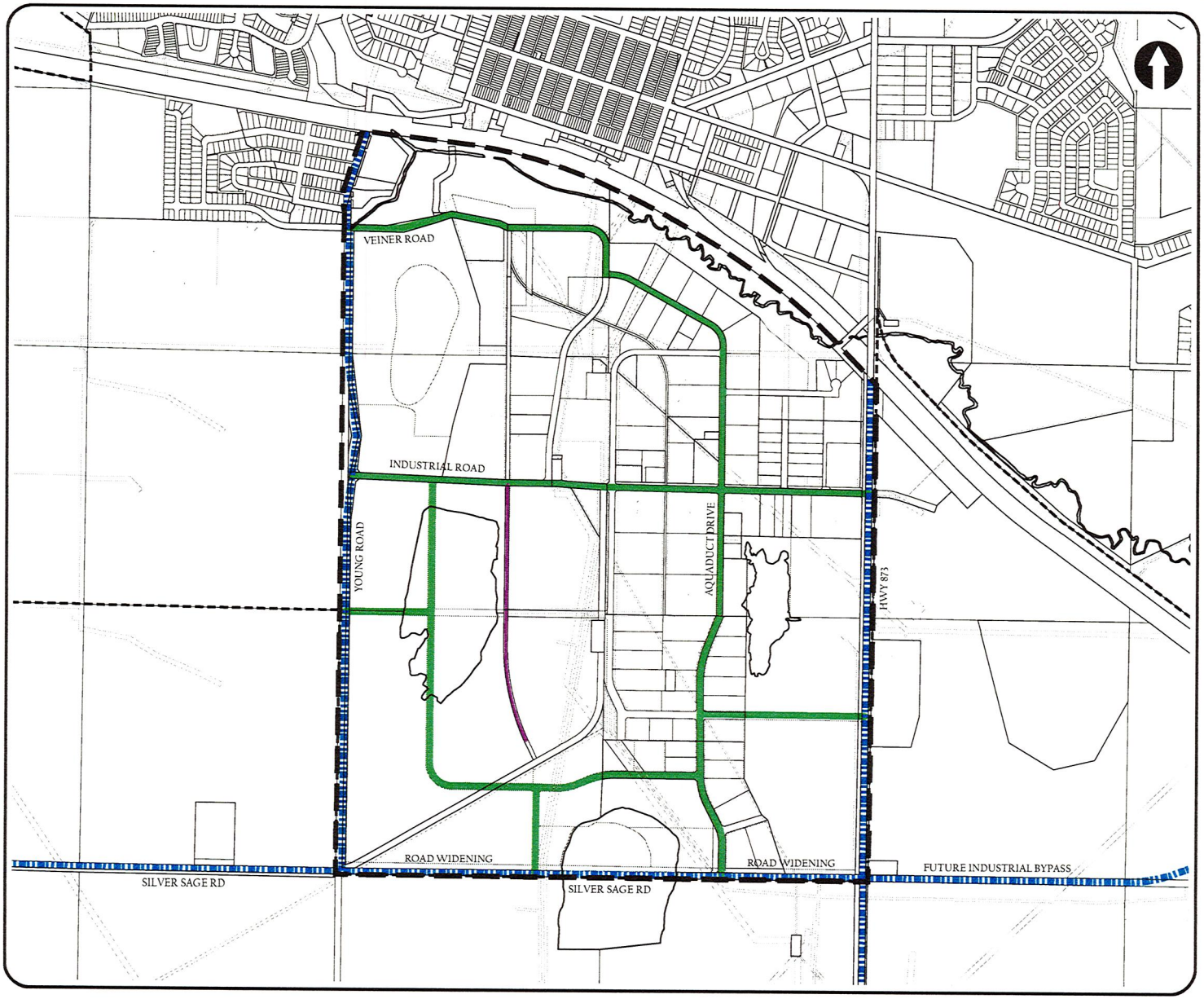
1. The road network proposed within this area structure plan is conceptual only. As individual development cells occur, there may be a need to alter the alignment location. This may be done without amending this statutory plan provided the intent of the alignment remains the same.
2. All roads shall be constructed in conformity to municipal and provincial standards. The alignment of internal roads shall be identified at the time of subdivision or upon formulation of outline plans to the satisfaction of the municipality.
3. The extension of existing major and collector standard roads into the South Industrial Park are to occur in conjunction with the phasing of development.
4. Unless otherwise specified by this Plan or within a development agreement, the road right-of-ways will conform to a rural cross section to the satisfaction of the municipality and as identified in Appendix 2 of this Plan. Road specifications may be amended without the need to amend this statutory plan.
5. The road hierarchy within the Plan Area shall facilitate a future connection to the Trans-Canada Highway. This will be planned in cooperation with the Town, County of Newell, CPR and landowners in the affected area.
6. Rail service within the Plan Area may be enhanced, where possible, to improve connections to heavy industrial-oriented lands. The municipality will work, where possible, with landowners of heavy-industrial lands to facilitate the extension of rail spur lines into areas presently not serviced by them and for the enhancement of existing ones.

4.5 Shallow Utilities

Shallow utilities consisting of power, gas, phone and cable television will be supplied directly by the franchise utilities.

4.5.1 Policies

1. All shallow utilizes shall be designed and submitted to the Town for review and approval prior to commencement of construction.
2. All work on shallow utilities involving excavation will require an excavation permit from the Town.
3. Installation of utilities must be coordinated to ensure the sequence of construction follows installation of deep utilities and finished grades are established.



TOWN OF BROOKS

PLANNING SERVICES

LEGEND

Area Structure Plan Boundary

ROAD CATEGORY

- SPUR LINE EXTENSION
- MAJOR COLLECTOR
- ARTERIAL ROAD

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

LOCATION OF FUTURE INDUSTRIAL BYPASS ROAD TO BE CONFIRMED WITH THE COUNTY OF NEWELL, AFFECTED LAND OWNERS, AND PROVINCIAL AUTHORITY FOR ROAD ALIGNMENT OUTSIDE OF THE TOWN BOUNDARY.

SOUTH INDUSTRIAL AREA STRUCTURE PLAN

DATE: SEPT 7, 2004

SCALE: 1:12,000

PROPOSED ROAD NETWORK

MAP 10

5.0 IMPLEMENTING THE PLAN

5.1 PHASING OF DEVELOPMENT

Subject to Section 5.2, the phasing of development in the Plan Area, through the outline plan/land use amendment approval process, should occur in a contiguous manner. Where non-contiguous development 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.

Where non-contiguous development occurs, this may only be permitted provided that: (1) Roadways and utilities can be extended to the area at the cost of the developer, and (2) The development "fits' into the overall land use plan context of this Plan.

5.2 COMPREHENSIVE PLANNING

In order to meet the goals and objectives established in this Plan, all proposed development should be reviewed based on a comprehensive planning framework.

The municipality may request the preparation of outline plans as well as any supporting study that addresses but is not limited to utility expansion, storm management, protection of the biophysical environment, traffic circulation patterns and aesthetics.

The Brooks Growth Study (2003) identified that there was a sufficient land base to accommodate up to an additional forty years of development within the industrial park. This is well beyond the lifetime of this Plan. It may be beneficial to review the use of land within the Plan Area to formulate a strategy to identify suitable lands for industrial use elsewhere either within or outside the municipality if it appears that land will be fully utilized before the time period identified above.

5.3 SPECIAL LAND USE REGULATIONS

Subject to future amendments to the Land Use Bylaw that will have the same effect, all or part of the Plan Area not zoned at the time this Plan was prepared, may be designated as Direct Control District (DC), or some similar zoning. As areas are developed, the land use district will be amended to a more appropriate district.

If an amendment is required to the Municipal Development Plan, the municipality will undertake to amend it within two (2) years of adoption of this Plan.

5.4 INTERMUNICIPAL REFERRALS

For the Plan Area, the Town will refer to the County of Newell No. 4 the items identified within the Municipal Development Plan or an intermunicipal development plan.

5.5 PLAN MONITORING

In order to ensure that new development trends as well as Council priorities are effectively met with 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.

6.0 SUMMARY

The South Industrial Area Structure Plan provides a policy framework to support the existing development in the South Industrial Park and to ensure the orderly subdivision and development of those portions of the Plan Area that are undeveloped. The purpose is also to ensure the effective integration of existing with future development.

This Plan envisions that the industrial park will be developed in a manner that balances economic sustainability with protection of the natural environment. The Plan also envisions the provision of amenities that complement development in other areas of this community. This Plan provides for a variety of industrial land uses ranging from service-oriented industrial uses on relatively small lots to heavy industrial uses requiring larger sized parcels. Infilling of existing vacant lots and subdivision of the large tracts of vacant land are also contemplated through this Plan.

This area structure plan fulfills the requirements of Section 633(1) of the Municipal Government Act by defining the sequence of development of the Plan Area as well as anticipated land uses and the general location of major transportation routes and public utilities. It also complies with the policies of the municipality's development guidelines and planning documents.

This area structure plan reflects evolving industrial land use trends, market conditions and community needs and preferences. It is flexible enough to allow innovative planning to accommodate a wide array of industries.

Individual development cells may be better defined at the outline plan or land use amendment stage along with internal traffic circulation patterns and servicing.

The formulation process of this document was based on community consultation in the form of meetings with land owners of large land holdings within the Plan Area, an open house, individual mailings, advertising and a public hearing to include as much public input as possible in this document.

SOUTH INDUSTRIAL AREA STRUCTURE PLAN
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9. Kevin Swanson
   Director - Fire Brooks Department
   Town of Brooks

10. Neil Hollands
    Director – Engineering & Property Services
    Town of Brooks

11. Terry Welsh
    Director – Recreation & Parks
    Town of Brooks

APPENDIX 1
LAND USE STATISTICS

LAND USE STATISTICS

Table 1. Area Structure Plan Statistics.

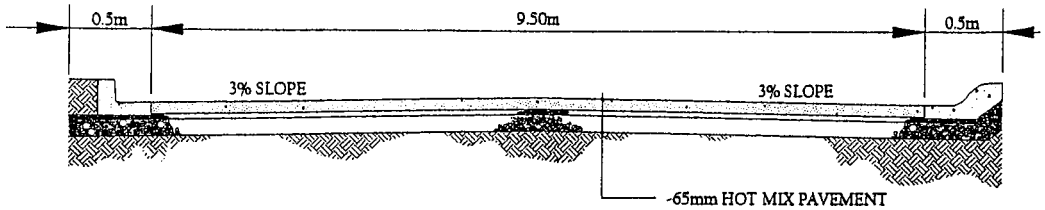
Land Use	Area		Percentage
	Hectares	Acres	
Business Park	14.96	36.97	4
Commercial-Light Industrial	53.10	131.21	15
Development Constrictions	8.32	20.56	2
Heavy Industrial	38.44	94.98	11
Institutional	2.81	6.94	1
Limited Service Industrial	28.95	71.53	8
Open Space	30.75	75.98	9
Existing Industrial	125.27	309.54	36
Roads & Rights-of-ways	43.18	106.70	13
Total	**345.78**	**854.41**	**100**

Notes:

- Institutional includes detention ponds; lift stations; areas under well site restrictions; and concrete and asphalt recycling site. Well sites consist of 5.09 ha (12.58 acres) and detention ponds consist of 6.91 ha (17.07 acres). The detention ponds are not included in the figure for Institutional Uses. The detention ponds are accounted for under the land use designation where they are to be located. Individual sizing of detention ponds will be determined through the subdivision review process. Map 4 illustrates potential locations only for such facilities.
- Some rounding has occurred to achieve 100%.

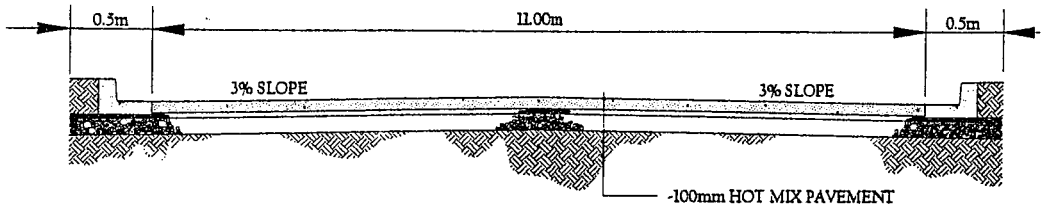
January 8, 2008

APPENDIX 2
ROAD CROSS SECTIONS



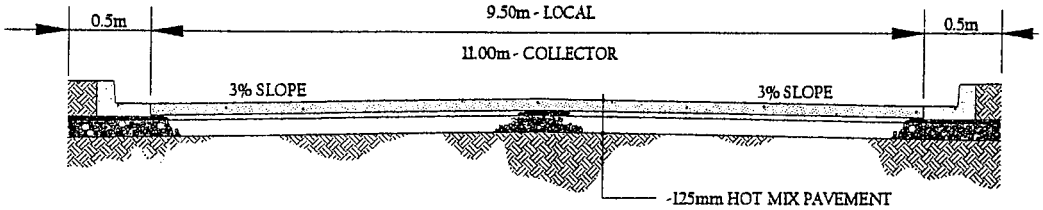
-65mm HOT MIX PAVEMENT
-50mm BASE DRESSING (16mm OR 19mm CRUSH)
-300mm BASE (40mm CRUSH)
-GEOTEXTILE - NILEX GTF 200 OR AMOCO 2002 (BETWEEN BASE AND SUBGRADE)
-SHAPED AND COMPACTED SUBGRADE TO 98% STD. PROCTOR

LOCAL RESIDENTIAL ROADS



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

RESIDENTIAL COLLECTOR ROADS



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

LOCAL & COLLECTOR - INDUSTRIAL & COMMERCIAL ROADS

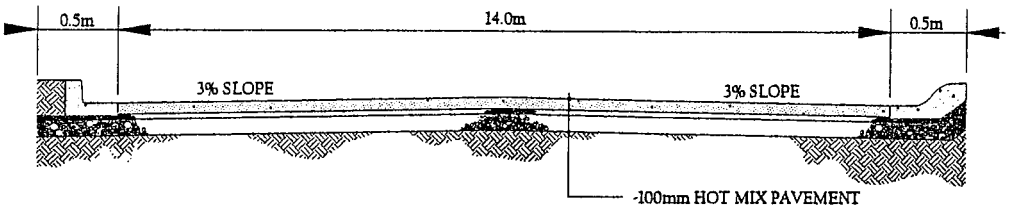
TOWN OF BROOKS

ENGINEERING SERVICES

ROAD CROSS SECTIONS

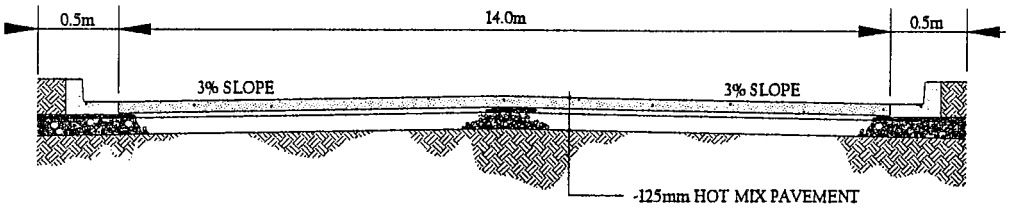
CONSTRUCTION DETAILS
2003

DATE : 03/03/03



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

MINOR ARTERIAL ROADS



-125mm HOT MIX PAVEMENT
-50mm BASE DRESSING (16mm OR 19mm CRUSH)
-400mm BASE (40mm 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

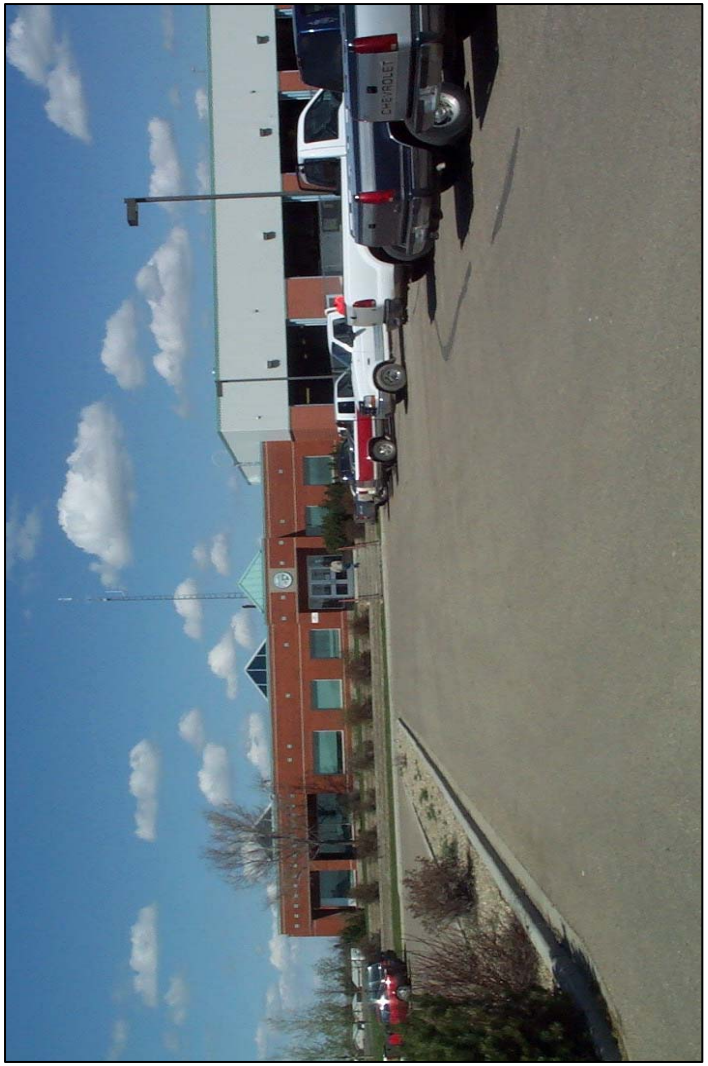
ENGINEERING SERVICES

ARTERIAL ROAD CROSS SECTIONS

CONSTRUCTION DETAILS
2003

DATE : 03/03/03

TOWN OF BROOKS





CITY OF BROOKS

BYLAW NO. 06/15

A BYLAW OF THE CITYOF BROOKS IN THE PROVINCE OF ALBERTA TO AMEND BYLAW NO. 04/21 BEING THE SOUTH INDUSTRIAL AREA STRUCTURE PLAN.

WHEREAS it is desirable to amend Bylaw No. 04/21 being the South Industrial Area Structure Plan to provide certainty of use for development within Pt. NW ¼ Sec. 29-18-14-4 and Pt. SW ¼ Sec. 29-18-14-4 as shown in Schedule "A" of this bylaw.

AND WHEREAS, amendments to the South Industrial Area Structure Plan for this parcel is necessary to ensure direction is given for its potential development to the Approving Authority.

AND WHEREAS a Public Hearing, as required by Section 692 of the Municipal Government Act, will be held on July 17, 2006, prior to second and third readings of this bylaw.

NOW THEREFORE, the Council of the City of Brooks duly assembled, enacts as follows:

1. That Bylaw No. 04/21 is hereby amended.

2. That Map 4 – Land Use Concept is amended by changing the land use designation of Pt. NW ¼ Sec. 29-18-14-4 and Pt. SW ¼ Sec. 29-18-14-4 from "Commercial – Light Industrial and Heavy Industrial" to Commercial – Light Industrial" as shown in Schedule "A" attached to and forming a part of this bylaw.

3. That this Bylaw shall take effect upon third and final reading of this bylaw.

Read a first time this 19th day of June, 2006.
Read a second time this 17th day of July, 2006.
Read a third time and finally passed this 17th day of July, 2006.

Mayor

Manager of Administrative Services

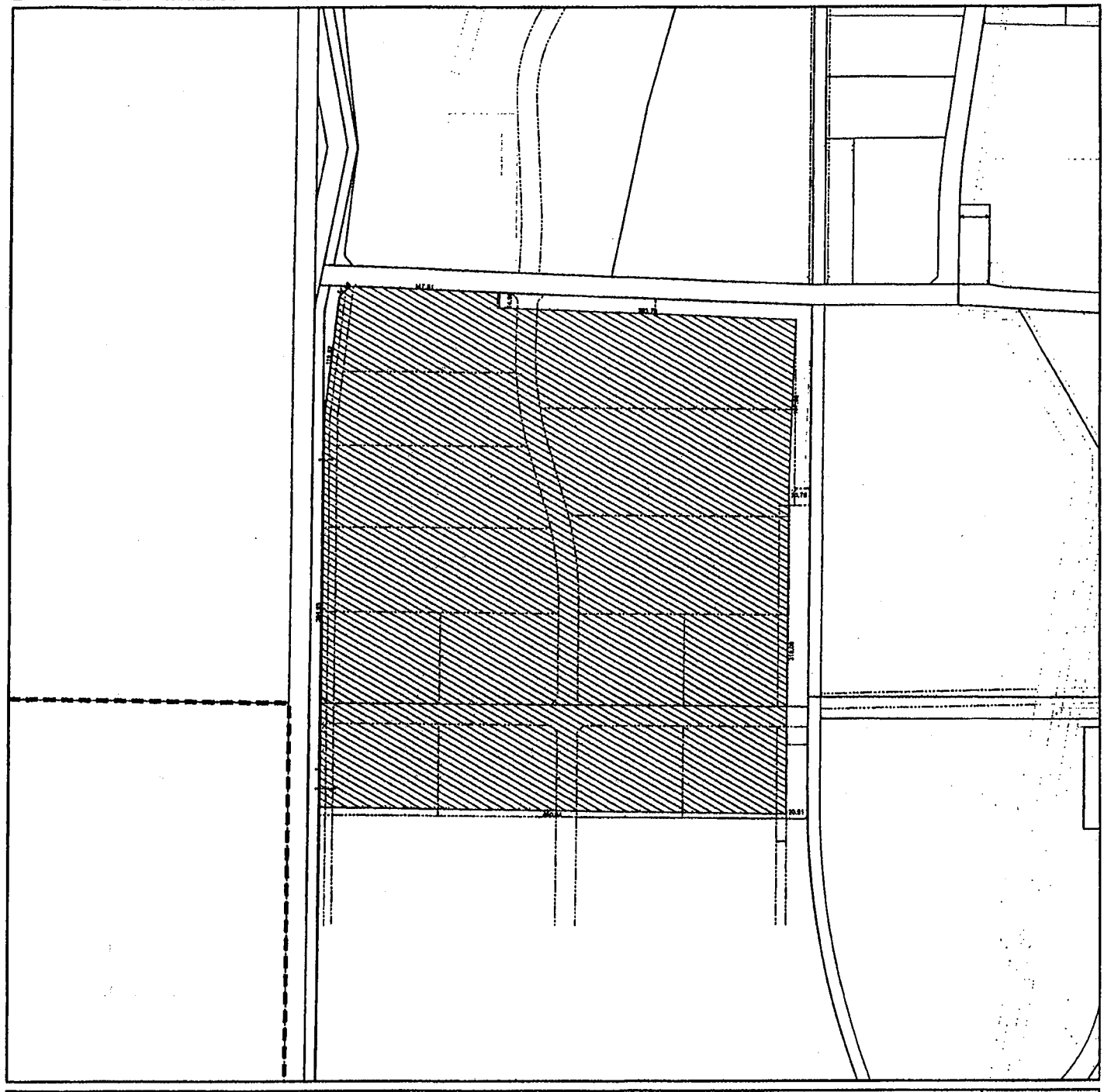
Certified
True Copy
City of Brooks

Dated July 19/06

Municipal Secretary

Schedule 'A'

Part of NW 1/4 Sec 29 - 18 - 14 - 4
and SW 1/4 Sec 29 - 18 - 14 - 4



CITY OF BROOKS
PLANNING SERVICES

AREA STRUCTURE PLAN AMENDMENT

Heavy Industrial and Commercial / Light Industrial
to
Commercial / Light Industrial

1:5,500

MAY 2006

TOWN OF BROOKS

BYLAW NO. 04/21

A BYLAW OF THE TOWN OF BROOKS IN THE PROVINCE OF ALBERTA TO ADOPT THE SOUTH INDUSTRIAL AREA STRUCTURE PLAN.

WHEREAS In accordance with Section 633 of the Municipal Government Act, 2000, Chap. M-26-1, the Council of the Town of Brooks deems it advisable to adopt an area structure plan to provide a framework for subsequent subdivision and development of the South Industrial Park.

AND WHEREAS, the area structure plan will control the following:

a) The sequence of development proposed for the area,
b) The land uses proposed for the area, either generally or with respect to specific parts of the area,
c) The density of population proposed for the area either generally or with respect to specific parts of the area, and
d) The general location of transportation routes and public utilities, and
e) Other matters the council considers necessary.

AND WHEREAS a Public Hearing, as required by Section 692 of the Municipal Government Act, will be held on September 7, 2004, prior to second and third readings of this bylaw.

NOW THEREFORE, the Council of the Town of Brooks duly assembled, enacts as follows:

1. That Bylaw No. 87/614 and amendments thereto are hereby repealed.

2. That the South Industrial Area Structure Plan, indicating sequence of development, proposed land use, population density and location of major transportation routes and utilities be adopted by the Council of the Town of Brooks.

3. That the South Industrial Area Structure Plan shall contain an area as follows:

   a) That part of the Town of Brooks located south of the Canadian Pacific Railway's mainline as shown in Schedule "A", and is comprised of that portion of Section 32 south of the Canadian Pacific Railway's mainline and all of Section 29 in Township 18, Range 14.