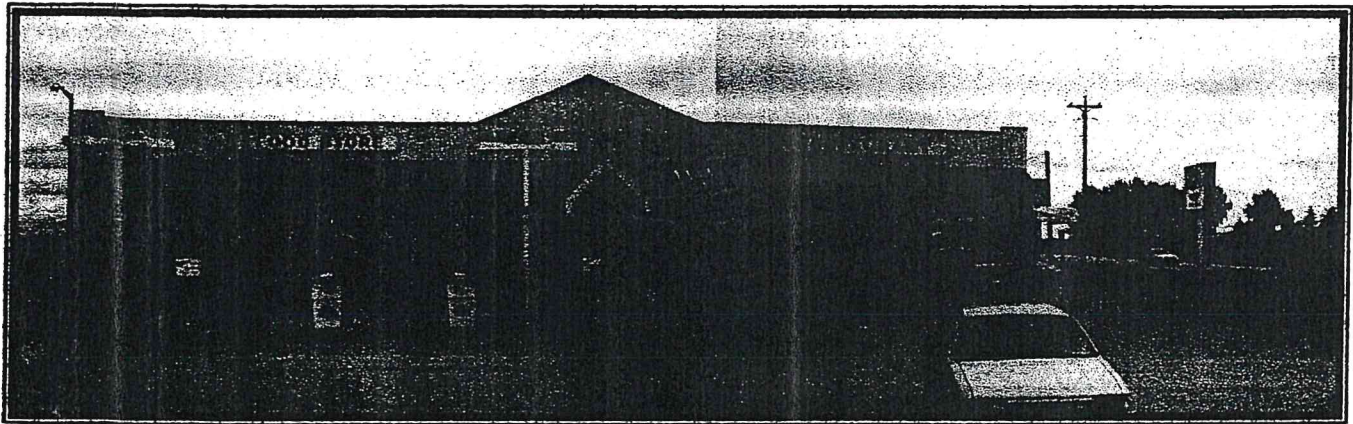
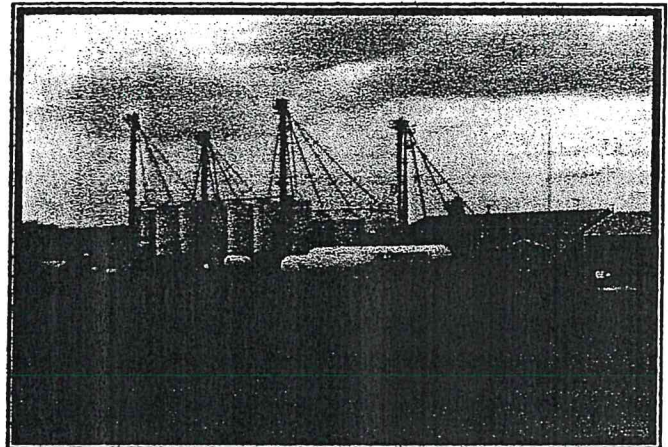
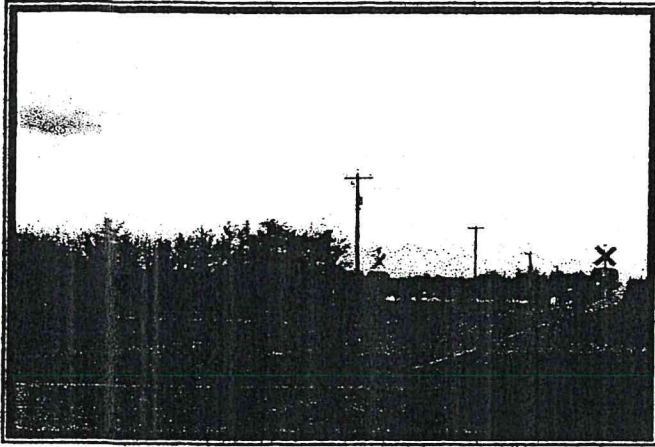


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# Legal Crossroads Area Structure Plan



*Prepared for*

**Sturgeon County  
and the  
Town of Legal**

*by*

**ARMIN A. PREIKSAITIS  
& ASSOCIATES LTD.**

April 10, 2001

## Acknowledgments

### LEGAL CROSSROADS AREA STRUCTURE PLAN

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## 1.0 INTRODUCTION

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### 1.1 Purpose

The purpose of the Legal Crossroads Area Structure Plan (ASP) is to establish a sound land use planning framework for future subdivision and development within the ASP area. The specific objectives of the ASP are to:

- develop a long term land use concept;
- identify natural and manmade constraints to development;
- enhance economic development opportunities;
- establish a logical transportation and circulation network;
- provide opportunities for community involvement; and
- provide for logical phasing of development.

The Legal Crossroads Area Structure Plan has been prepared on behalf of Sturgeon County in cooperation with the Town of Legal.

### 1.2 Duration

The ASP sets forth, in general terms; the strategic patterns for land uses, service extensions, and transportation improvements for the next 20 years. While the Legal Crossroads ASP is meant to be a long range-planning document, it is intended that regular monitoring, review and periodic amendments may be required for policies in the ASP to remain current.

A systematic review of the ASP shall be undertaken every five years from the date on which the ASP comes into effect. (see policy 5.7).

### 1.3 Plan Area

The location of the Legal Crossroads Area Structure Plan is shown in *Map 1 – ASP Area*.

It consists of approximately 329 hectares (812 acres) of land east of Highway 2, north and south of Secondary 651. The area comprises approximately 30 separate parcels ranging in size from 0.13 hectares (0.32 acres) to 62 hectares (153 acres). The Plan area is entirely within the limits of Sturgeon County and constitutes a logical planning unit for the level of detail commonly contained in a Area Structure Plan.

### 1.4 Land Ownership

Approximately twenty six (26) landowners are currently represented within the Plan area. The land ownership pattern is illustrated in *Map 2 – Land Ownership*. The following table; *Table 1 – Land Ownership* indicates the size of individual holdings.

Table 1 – Land Ownership

#	Land Owner/Leaseholder	Legal Description	Size (ha)
1	CN Real Estate	SE sec. 27 Tp 57 Rg 25 W4M	3.88
2	Champagne, A & C	SE sec 34 Tp 57 Rg 25 W4M	31.45
3	Champagne, Edition Inc.	NE sec. 27 Tp 57 Rg 25 W4M	2.02
4	Ferland, Denis & Valerie	SW sec. 27 Tp 57 Rg 25 W4M	1.23
5	Fleck, L & R	SW ¼ sec. 27 Tp 57 Rg 25 W4M	62.3
6	Hunting, Kenneth & Deborah	SE sec. 27 Tp 57 Rg 25 W4M	0.99
7	Huot, R & C	NE ¼ sec. 27 Tp 57 Rg 25 W4M	27.07
8	Jackson, James & Irene	NE sec. 27 Tp 57 Rg 25 W4M	0.90
9	Langner, Arnold	SE ¼ sec. 27 Tp 57 Rg 25 W4M	4.92
10	Legal Alfalfa Products Ltd	NE sec. 27 Tp 57 Rg 25 W4M	20.25
11	Monpetit, Lucien & Lucienne	NE sec. 27 Tp 57 Rg 25 W4M	1.23
12	Pelletier, Denis & Rachelle	NE sec. 27 Tp 57 Rg 25 W4M	1.53
13	Sczebel, W & R	SE sec. 27 Tp 57 Rg 25 W4M	30.27
14	St. Jean, Gerald	SW sec. 27 Tp 57 Rg 25 W4M	0.99
15	Sturgeon Valley Fertilizers	SE ¼ sec. 27 Tp 57 Rg 25 W4M	6.03
16	Thrithart, Lyle & DeeDee	NE ¼ sec. 27 Tp 57 Rg 25 W4M	1.21
17	Turcott, Robert & Lorraine	NE sec. 27 Tp 57 Rg 25 W4M	1.29
18	387673 Alberta Ltd.	SE sec. 27 Tp 57 Rg 25 W4M	2.01
19	677125 Alberta Ltd.	NE sec. 27 Tp 57 Rg 25 W4M	3.24
20	Richard Maurier	NW sec. 22 Tp 57 Rg 25 W4M	1.20
21	St. Denis Seed Farms	NE sec. 22 Tp 57 Rg 25 W4M	24.82
22	Co-op	SW ¼ sec. 27 Tp 57 Rg 25 W4M	1.20
23	Visscher H & J	NW ¼ sec. 22 Tp 57 Rg 25 W4M	61.7
24	Bilodeau R & C	NE sec. 22 Tp 57 Rg 25 W4M	37.21
25	Wheelers	SW sec. 27 Tp 57 Rg 25 W4M	0.24
26	Red Circle	NW sec. 22 Tp 57 Rg 25 W4M	0.41
		<b>Approximate Total</b>	<b>329 (ha)</b>

Source: 1999 Sturgeon County Land Ownership Map

### 1.5 Steering Committee

A Steering Committee was established to oversee the planning process and report to both Sturgeon County and Town of Legal Councils. Members of the Steering Committee included the following:

- (3) Representatives from Sturgeon County;
- (2) Representatives from Town of Legal;
- (2) Representatives from the Legal Economic Development Association; and
- (3) Citizens at large representing residents, landowners and business owners.

## 1.6 Community Consultation

Community consultation was an important part of the planning process. The following methods were used to involve residents, property owners and other interested parties throughout the ASP process:

### Key Person Interviews

The work program included individual interviews with key stakeholders on September 29, 2000 to provide the consultants with an insight of issues and opportunities needing to be addressed in the ASP. In total 18 people participated in the interview sessions. Key issues and opportunities identified by participants include:

#### *Issues:*

- Traffic Management
- Storm water Management
- Land Use Conflicts
- Implementation

#### *Opportunities:*

- Reduce Land Use Conflicts
- Improve Traffic Safety and Circulation
- Environmental Safe Guards
- Orderly Development

### Stakeholders' Workshop

A Stakeholders' Workshop was held at the Legal Community Hall on October 18, 2000. The Workshop involved Steering Committee members, ASP area residents, landowners and other interested persons. The Workshop helped build a consensus on a preferred land use concept for the ASP area and some key strategies for achieving the vision. A summary of the Workshop was prepared and distributed to all the participants.

### Open House

An Open House meeting was held on November 21, 2000 at the Legal Community Hall to give interested parties an opportunity to review the draft ASP and talk with project representatives and provide feedback on the draft ASP by completing a comment sheet.

Key comments received on the Draft Plan during the Open House included:

- Change the name of the Plan to "Legal Crossroads Area Structure Plan".
- Provide for more industrial land east of Champagne Edition.
- Provide for more Country Residential east of CN rail tracks.
- Provide reassurance that the agricultural land west of Leomar Ravine and east of CN rail tracks will not be used for industrial purposes.
- Internal road layout be revised for improved circulation.

## Public Hearing

A formal public hearing will be held so that interested parties can make final representations on the ASP prior to Council approval of the Legal Crossroads Area Structure Plan.

Results of the Interviews, Stakeholders' Workshop and Open House Comment Sheet are summarized as a separate Technical Appendix.



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## 2.0 POLICY CONTEXT

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### 2.1 Enabling Legislation

The Legal Crossroads Area Structure Plan (ASP) has been prepared in accordance with the Municipal Government Act (MGA) (Statutes of Alberta, 1994, Chapter M-26.1). The Act enables municipalities to adopt area structure plans to provide a framework for future subdivision and development of an area. Sections 633, 636, 638 and 692 of the Act relate specifically to ASP's. The requirements of the Municipal Government Act have been followed in the preparation of the Legal Crossroads Area Structure Plan.

### 2.2 Compliance with Sturgeon County Municipal Development Plan Bylaw #818/96

The Sturgeon County Municipal Development Plan Bylaw #818/96 (MDP), governs overall growth and development in the community and establishes policies governing land use planning, transportation and other infrastructure and community development.

In the MDP the "Future Land Use" map designates land within the Area Structure Plan area as Country Residential and Secondary Urban Fringe. The Secondary Urban Fringe designation does not specify preferred land uses. It is an area of approximately ½ mile wide adjacent the Corporate limits of the Town of Legal in which applications for development, subdivision and Statutory Plan Amendments must be referred to the Town of Legal by Sturgeon County.

### 2.3 Sturgeon County Land Use Bylaw #819/96

The Sturgeon County Land Use Bylaw #819/96 (LUB) regulates and controls the use and development of land and buildings within the County. Refer to *Map 4 – Existing Land Uses and Land Use Districts*.

Existing Land Use Bylaw Districts within the ASP area include the following:

**AG – Agricultural:** *"the purpose of this district is to accommodate agricultural land uses while having regard for the rural, agricultural character of the area."*

**CR-1 - Country Residential One:** *"the purpose of this district is to provide for development of residential uses at rural densities."*

**HWYC - Highway Commercial:** *"the general purpose of this district is to accommodate small-scale retail commercial or service uses to serve the surrounding rural community and/or traveling public."*

**I-R - Industrial Rural:** *"the purpose of this district is to provide for light to medium, rural industries that require large areas of land. These uses may be individual sites or in a rural industrial park."*

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## 3.0 PLAN AREA CONTEXT AND DEVELOPMENT CONSIDERATIONS

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### 3.1 Topography and Vegetation

In general the Area Structure Plan area is level to undulating. Within the watershed, the unnamed drainage course is an important local recharge area, collecting surface drainage and maintaining hydrological balance. Participants in the interview sessions and consensus workshop raised concerns about improper storm water management and the potential for pollutants to enter nearby watercourses. In generalized terms the watershed drains east to the unnamed drainage course with the northern section of the Plan area, draining north via various minor natural gullies and ditches.

The Legal Crossroads Area Structure Plan area is located within the Central Parkland sub region. *"True parkland vegetation with continuous aspen forest broken by grassland is now rare due to large scale clearing and agricultural development."* (Achuff, 1994).

There are no Environmentally Sensitive Areas (ESA's) identified within the Area Structure Plan area. However, a natural drainage course which flows in a north-east to south-west direction through the Plan area is of local significance as it forms a natural buffer between existing industrial uses and country residential uses. (Refer to *Map-3 Development Constraints*). The watercourse is well treed and appears to be moderately incised. Alberta Environment have advised that pursuant to Section 3 of the Public Lands Act, the Crown in right of Alberta claims ownership of the naturally occurring bed and shore of the watercourse.

Areas of remnant natural vegetation tend to be located as a border around the unnamed drainage course to the east of the CN spur line and in SW 27-57-25-W4 east of Highway 2. Dominant native vegetation in these areas includes aspen poplar (*Populus tremuloides*), balsam poplar (*Populus balsamifera*), beaked hazelnut (*Corylus comuta*), sedges (*Carex spp*) and cattails (*Typha latifolia*).

The Canada Land Inventory for Agricultural rates the land as Class 2 and 3 capability, meaning it has moderate to moderately severe limitations for crop production. The lands are also given a sub class of S, meaning that soil limitations exist in the area.

### 3.2 Existing Land Use

A land use survey was conducted on September 21, 2000. Existing land uses are shown by *Map 4 – Existing Land Use and Land Use Districts*.

Existing land uses within the Plan area may be grouped into four (4) broad categories: industrial, highway commercial, country residential and agricultural.

Industrial uses consist of Sturgeon Valley Fertilizer Plant, St. Denis Seed – Pea Plant, Alfalfa Processing Plant, Agricore grain elevators, and Champagne Edition, which produces recycled rubber flooring. The industrial uses are centered along the CN Rail spur for access to bulk transportation of goods. Champagne Edition is located on the western boundary of the Plan area and has access to Highway 2 via a service road.

Highway commercial uses have congregated around the intersection of Highway 2 and Secondary Highway 651. Specific uses include: Red Circle Gas Station, Wheeler's Gas Station and Diner, Legal Motors and Co-op Diesel Cardlock. These uses are typical for land located adjacent to highways and major entrances



to towns. Those uses with frontage to Highway 2 are provided access via a service road, however, the standard of the service road does not satisfy current Alberta Infrastructure requirements.

Residential uses consist of a small pocket of country residential, known locally as Leomar Subdivision and is located in the northeastern corner of the Plan area. A number of farmsteads are also scattered throughout the remainder of the area.

In terms of land area the predominant use is agricultural. Crop production and some grazing, of both domestic and exotic animals, are the main forms of agriculture.

### **3.3 Surrounding Land Uses**

Surrounding land uses are illustrated by *Map 4 – Existing Land Use and Land Use Districts*. For the purpose of this Plan, surrounding land uses are defined as that land within 1 mile (1.6k) of the Plan area boundary.

Surrounding land use was found to be predominantly agricultural. Numerous farmsteads associated with the agricultural land uses were located adjacent to the Plan area. The Town of Legal is located 1/2 mile to the east of the Plan area along Secondary Highway 651.

### **3.4 Development Constraints**

Contact with the AEUB indicates the ASP area is not affected by any oil and gas facilities such as wells or pipelines.

No significant land uses, such as intensive livestock operations, which may constrain future development of the Area Structure Plan area, were identified. A number of features within the ASP area may constrain development, refer to *Map 3 - Development Constraints*.

The most significant features of the ASP are the CN Rail line and the ravine. While both of these lineal features may be deemed constraints they have potential to act as logical buffers between conflicting land uses.

### **3.5 Transportation**

The existing transportation network within the Area Structure Plan area includes Provincial Highways (Highway 2 and Secondary Highway 651), County Roads (Range Road 252, Cyr Road and Leomar Ravine Road).

Highway 2 forms the western boundary of the Plan area and is the main traffic route for accessing the Town of Legal and other townships further north. At this point Highway 2 is a two lane undivided road. As with all primary highways, access management for Highway 2 is controlled by Alberta Infrastructure. Discussions with Alberta Infrastructure indicate that the long-term plans for Highway 2 in the vicinity of the Plan area include:

- Widening/twinning of Highway 2 north from Morinville to Highway 18. This would require realignment of the section of Highway 2 in the vicinity of the intersection with Secondary Highway 651.

- Construction of an interchange at the intersection of Highway 2 and Secondary Highway 651.
- Access management restrictions would apply as follows: Highway 2 access every 1 mile (1.6km), Secondary Highway 651 access every half mile (800m) with provision for a service road.

Secondary Highway 651 extends west of Highway 2 to Highway 33 and east through the Town of Legal onto Lily Lake Road. It is a two lane undivided road. Sturgeon County currently controls access management however, Alberta Infrastructure will assume responsibility for access management after September 2001.

County roads (Range Road 252, Cyr Road and Leomar Ravine Road) are 2 lane-unpaved roads serving the access needs of country residential uses, local farmsteads, and industrial uses in the Plan area. Both Range Road 252 and Cyr Road have direct access to Secondary Highway 651.

The area is also served by a CN Rail spur line, formerly known as the Athabasca Subdivision Line. This line offers direct rail access south to Morinville and on to Edmonton. Discussions with CNR representatives reveal that the line is now abandoned north of the Plan area with the tracks having been removed some time ago. However the line is used on a weekly basis for the purpose of transporting grain and other agricultural products from the alfalfa processing plant and the three-grain elevators in the Plan area. When questioned on the expected longevity of the line CNR advised that there were no plans at present to eliminate the service as long as the demand for grain hauling was still apparent.

### **3.6 Municipal Services**

#### **3.6.1 Water Distribution**

The Plan area is currently partially serviced with a piped water distribution system. A supply main connected to the Town of Legal supply, carries water west along Secondary Highway 651 to existing highway commercial uses adjacent to Highway 2. A branch line runs north near Sturgeon Valley Fertilizers to service existing industrial uses and the country residential area in the vicinity of Loemar Ravine Subdivision. Developments not serviced with piped water need to rely on trucked in water with cisterns or private wells.

#### **3.6.2 Sewage Disposal**

The area is not serviced with a piped sewage collection system so private sewage disposal systems are being used.

#### **3.6.3 Stormwater Management**

Stormwater management is primarily through the use of drainage ditches and culverts, which divert surface run-off toward the east. As further development occurs, the need for a comprehensive storm water management plan may be required. Sturgeon County will need to assess each development to ensure that the increase in run-off will not adversely affect the existing developed areas and natural areas.

#### **3.6.4 Franchise Utilities**

Franchise utilities currently available include telecommunications (Telus), power (Transalta) and gas (Alta gas). Discussions with franchise operators indicate that extension of their respective services does not appear to be problematic.



### 3.7 Historical and Archeological Resources

Alberta Community Development was contacted and they advise that there are no significant historical or archeological resources within the ASP area.

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## 4.0 DEVELOPMENT CONCEPT

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### 4.1 Development Concept

*Map 5 – Future Development Concept* illustrates the preferred future land uses for the Plan area. The Development Concept establishes areas where future land uses should be located. The following briefly describes the proposed Development Concept:

- Country residential uses have been limited to that area east of Leomar Ravine to reduce potential future conflict as the industrial area develops. The ravine and associated treed area form a natural buffer to protect the residential amenity of the country residential lands.
- Highway commercial uses have been located adjacent to major thoroughfares. Expansion of these uses north and south of Secondary Highway 651 and along Highway 2 is proposed.
- A new Business/Industrial district is proposed for the land abutting the highway commercial uses. It is proposed that business/industrial uses would be those uses consistent with what is defined as a Type II Industrial Uses.
- The Development Concept also indicates access management and circulation improvements required to support the land use pattern. Alberta Infrastructure access points are indicated by double arrows. The internal roadways form a simple grid and are proposed to be developed to an appropriate standard, which includes paving. Appendix A of this Plan contains an extract from the MD of Sturgeon No. 90 Development Guidelines and Minimum Servicing Standards which details the standards for design and construction.
- The majority of the land is proposed to remain designated agriculture. This will help to mitigate land use conflicts between residential and industrial and commercial, while allowing the land to remain in agricultural production. This is consistent with Sturgeon County's policy to preserve productive agricultural land when possible.
- Industrial Development standards have been recommended to minimize conflict between industrial and adjacent land uses.

### 4.2 Land Use

**Goal: To ensure the development of orderly, efficient, environmentally sound and compatible land uses in the ASP area.**

#### Objectives

Objectives related to Land Use include to:

- Allow for Highway Commercial and Industrial development.
- Minimize land use conflicts.
- Prevent premature subdivision of productive agricultural lands.

## Policies

Sturgeon County will:

### Highway Commercial

- 4.2.1 Location of Highway Commercial Development** Direct Highway Commercial land uses to areas designated for this purpose on *Map 5 – Future Development Concept*.

### Business/Industrial

- 4.2.3 Location of Business / Industrial Development** Direct Industrial development to areas designated BI – Business/Industrial on *Map 5 – Future Development Concept*.
- 4.2.4 Creation of a New Business/Industrial District in the Land Use Bylaw** Amend the Land Use Bylaw to create a new Business/Industrial District to allow for medium to Type II industrial uses within an industrial park setting. Type II industrial uses are defined as:
- “General Industrial Type II means those developments in which all or a portion of the activities and uses are carried on outdoors, without any significant nuisance factor such as noise, appearance, or odour, extending beyond the boundaries of the site. Any development where the risk of interfering with the safety and amenity of adjacent or nearby sites, because of the nature of the site, materials or processes, cannot be successfully mitigated, shall be considered General Industrial Type III.”*
- 4.2.5 Industrial Development Standards** Require Industrial uses through the provisions of the Land Use Bylaw and other municipal bylaws, to ensure quality developments through the siting and design of buildings, landscape treatment, location and screening of storage and parking areas and the appropriate scale and design of signing that recognizes the surrounding natural and/or industrial setting.
- 4.2.6 Buffers with adjoining lands** Require developers to establish 10 metre (32.8 feet) wide buffers along all common boundaries with SE 27 57-25-4 for the purpose of reducing the impact of industrial uses to neighbouring residential uses.

### Country Residential

- 4.2.6 Country Residential Development** Restrict country residential development to those areas designated for that purpose on *Map 5 – Future Development Concept*.

### Agricultural

- 4.2.7 Preservation of Agricultural Lands** Leave blocks of agricultural land designated as Agricultural as shown conceptually on *Map 5 – Future Development Concept* to avoid

premature subdivision and loss of productive agricultural land consistent with policies contained in Sturgeon County's Municipal Development Plan.

### 4.3 Environmental Management

**Goal: Protect natural areas and promote environmentally responsible development.**

**Objectives:**

Objectives related to Environmental Management include to:

- Protect natural areas.
- Protect wildlife habitat and wildlife corridors.
- Protect the integrity of the County's natural drainage systems.

**Policies:**

Sturgeon County will:

- |  |  |
|--|--|
| <b>4.3.1 Environmental Reserve</b>   | Require applications for subdivision within the Plan area to dedicate as environmental reserve, all lands in the area to be subdivided as environmental reserve as described in Section 664 of the Municipal Government Act. |
| <b>4.3.2 Setbacks from Permanent Water Bodies</b>                            | Require a 30m (98 feet) wide setback from the lot line of the shorelands of permanent water bodies within the Plan area at the time of development.  |
| <b>4.3.3 Preservation of Natural Areas Designated in Development Concept</b> | Work cooperatively with landowners and Alberta Environment to discourage inappropriate use and management of natural areas as designated on <i>Map 5 – Future Development Concept</i> .                                      |

### 4.4 Transportation and Access

**Goal: To ensure that an effective transportation network is developed that considers local and regional needs.**

**Objectives:**

Objectives related to Transportation and Access include to:

- Plan and manage transportation improvements in cooperation with Alberta Infrastructure and neighbouring municipalities.
- Improve safety and circulation of the Plan area's transportation network.



Policies:

Sturgeon County will:

- 4.4.1 Internal Roadways** Require future subdivision and development to be consistent with conceptual roadway system as shown on *Map 5 – Future Development Concept*. This roadway system will serve as a framework for the design of an internal roadway network to County standards as shown in Appendix A - Development Standards for Rural Industrial Subdivisions as may be amended from time to time. The alignments shown are meant to be approximate.
- 4.4.2 Roadway Widening** Require where Alberta Infrastructure and Utilities determines that additional land for widening of Highway 2 and or future interchanges, as conditions of subdivision approval to ensure that these requirements are accommodated prior to, or concurrent with endorsement of the final plan of subdivision.
- 4.4.3 Access Management** Review with Alberta Infrastructure its position and grant variance of the requirement of Section 14 of the Subdivision and Development Regulation, once it receives written assurance from Sturgeon County that it will cause construction of intersection improvements to occur when required by and to standards approved by Alberta Infrastructure. This will allow developments to occur on site prior to the requirement for intersection improvements to occur.
- 4.4.4 Service Roads** Require construction of a service road in accordance with the terms of a development agreement with the developer to the County's satisfaction. Rear service roads would be preferred.
- 4.4.5 Roadway Standards** Require roadways to be designed and constructed to a standard acceptable to the County as taken from the M.D. of Sturgeon No. 90 Development Guidelines and Minimum Servicing Standards Manual as amended from time to time. Current roadway standards for Industrial Subdivisions are attached as Appendix A .
- 4.4.6 Aesthetics and Gateway Function of Highway 2 and Secondary Highway 651** Require a landscaped setback of 10 metres (32.8 feet); and open storage and parking areas should be located at the rear of buildings wherever possible; or ensure that storage and parking areas are properly fenced or screened to avoid unsightly viewing from the Highway given the importance of Highway 2 and 651 as the Gateway to the Town of Legal.
- 4.4.7 Alberta Infrastructure Approvals** Refer all applications proposing re-designation and/or subdivision of lands adjacent to Highway 2 and Secondary Highway 651 to Alberta Infrastructure. The requirements of the Municipal Government Act Subdivision and Development regulation shall apply.
- 4.4.8 Traffic Impact Assessment** Require a Traffic Impact Assessment to accompany all applications proposing re-designation and / or subdivision of lands adjacent to Highway 2 and Secondary Highway 651. The developer(s) shall bear

the cost of carrying out the Traffic Impact Assessment and any road upgrading and /or construction required as a result of the Traffic Impact Assessment.

#### 4.5 Municipal Services and Standards

Goal: Ensure the Plan area is adequately serviced to a County standard.

##### Objective

Objectives related to Municipal Services and Standards include to:

- To ensure the area is serviced to a County standard in an orderly, efficient, economical and environmentally sound manner.

##### Policies

Sturgeon County will:

- |  |  |
|--|--|
| <b>4.5.1 Potable Water Supply</b>      | Require; notwithstanding Policy 4.7.2, that potable water be made available to future development through trucked-in water or private wells. If private wells are used, these must comply with County and Provincial standards.  |
| <b>4.5.2 Water Distribution System</b> | Pursue upgrades to the existing water distribution system if desired at the sole cost to the developer(s). This will require the cooperation of the Town of Legal and further engineering studies beyond the scope of this Plan.   |
| <b>4.5.3 Sewage Disposal</b>           | Require private sewage disposal systems be either in the form of pump-out septic tanks or if soil conditions permit, as proven through percolation tests, a sewage disposal field may be permitted. Any proposed sewage disposal field must comply with County and Provincial standards. Development of a piped sewage collection system is deemed to be uneconomical. |
| <b>4.5.4 Stormwater Management</b>     | Require in accordance with Provincial standards, that post development rates do not exceed predevelopment rates to the satisfaction of the County and/or Alberta Environment. Stormwater collection can be accomplished through collection in roadside ditches and surface ditches to convey water to natural drainage courses.  |
| <b>4.7.5 Franchise Utilities</b>       | Require individual developments to determine provision of shallow utilities at the subdivision stage based upon capacities and right-of-ways required. Franchise utilities that service the Plan area include telecommunications, electricity, gas, and water.   |
| <b>4.7.6 Fire Protection</b>           | Enhance and maintain the naturally occurring drainage basin in quarter section SW 27 57-25-4 for use as an emergency fire fighting resource. Also review provisions for fire protection for specific uses at the development application stage.  |



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## 5.0 IMPLEMENTATION

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This ASP will guide Sturgeon County regarding growth and development within the Legal Crossroads area. Once adopted, amendments will be necessary to the Land Use Bylaw and Municipal Development Plan. Further studies may be required in order to implement improvements.

**Goal: To effectively implement the goals, objectives and policies contained in the Legal Crossroads Area Structure Plan.**

### Objectives

Objectives related to Implementation include:

- to implement policies contained in the ASP to guide decision-making regarding subdivision and development within the ASP area.
- maintain the ASP as a current tool, updating it as required through an orderly amendment procedure.
- utilize the ASP as a marketing tool to attract new industrial and commercial development to the area.

### Policies

Sturgeon County will:

#### 5.1 *Phasing*

Require phasing of subdivision and development based upon market demand and logical extension of roadways and services. Several areas can be developed concurrently. A logical sequence for development is generally from the west, along Highway 2, in an eastward direction. A logical phasing sequence is shown on *Map 5 – Future Development Concept*.

#### 5.2 *Outline Plan Requirements*

Encourage applicants to prepare and submit to the County an outline plan prior to submitting a tentative plan of subdivision to facilitate the approval process. Outline plans should include the following:

- a) proposed land uses;
- b) proposed accesses and internal roadway system;
- c) site servicing details for water, sewer, storm, power, natural gas and telephone, and any required external upgrading;
- d) proposed location for municipal and/or environmental reserves and buffers;
- e) proposed phasing; and
- f) any other matters identified by the County.



- 5.3 Municipal Reserves Dedication** Require the developer to dedicate 10% of the gross developable area as municipal reserve, or cash-in-lieu of land or a combination of both. Land provided as buffers may be credited towards the municipal reserve dedication.
- 5.4 Amendments to the Land Use Bylaw** Amend the Land Use Bylaw to create a new Business/Industrial District. Other amendments to the Land Use Bylaw will need to be initiated by the developer at the time of subdivision.
- 5.5 Finance** Require financing of on-site and off-site costs of servicing and roadway improvements for developments through local improvement taxes for existing development and development and servicing agreements for new developments.
- 5.6 Plan Amendment** Provide for an orderly amendment process that includes community consultation for any proposed changes. In considering amendments to the ASP, Council will give due regard to the proposed use considering:
- a) consistency of the proposal to goals and objectives of the Legal Crossroads ASP;
  - b) the extent to which existing areas designated for the proposed use are available for development;
  - c) the cumulative effects the proposed amendment and related development will have on the natural environment and surrounding land uses;
  - d) the cumulative effect the proposed use will have on transportation, water, sewer and other services; and
  - e) potential impacts on adjacent lands.
- 5.7 Review and Update to the ASP** Undertake a review and if necessary update the ASP at five year intervals to maintain the document as a current planning tool. The review should give consideration to the demand and absorption of lands for highway commercial and industrial development and whether it would be desirable to have additional lands designated for those land use purposes.
- 5.8 Developing a Marketing Prospectus** Work with the Town of Legal should jointly develop a prospectus to market lands within the Legal Crossroads ASP to prospective developers and businesses.

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## 6.0 GLOSSARY OF TERMS

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All the terms and meanings in this Area Structure Plan shall carry their normal definitions unless otherwise defined herein.

**“adjacent municipality”** means a municipality that shares a common boundary with any other municipality.

**“agricultural land use”** means the use of lands, buildings or structures for the raising of non-domestic animals and/or the growing of plants for food or other production.

**“area structure plan”** means a statutory plan, adopted by by-law, which provides a policy framework for subsequent re-designation, subdivision and development of a specified area of land in the Municipality pursuant to Section 663 of the Municipal Government Act.

**“business/ industrial”** means an area of land primarily developed for light/medium industrial uses with possibly office and retail sales as ancillary uses.

**“councils”** means the Municipal Councils of Sturgeon County and the Town of Legal.

**“country residential”** means the use of a relatively small lot, principally as a site for a private single detached dwelling or manufactured home, where permitted in a rural setting and in respect of which the Land Use Bylaw may allow other accessory uses of the dwelling or the lot to be made.

**“developer”** means an owner, agent, or any person, firm, or company required to obtain or who has obtained, a development permit.

**“development”** as defined pursuant to Section 616 of the Municipal Government Act, specifically:

- a) an excavation or stockpile and the creation of either of them;
- b) a building or an addition to or replacement or repair of a building and the construction or placing of any of them in, on, over, or under land;
- c) a change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building; or
- d) a change in the intensity of use of land or a building or an act done in relation to land or a building that changes or is likely to change the intensity of use of the land or building.

**“development permit”** means a document that is issued under a Land Use Bylaw and authorises a specific development pursuant to Section 616 of the Municipal Government Act.

**“environmental reserve”** means land dedicated (given) to a municipality during the subdivision process because it is considered un-developable for environmental reasons in accordance with Section 664 of the Municipal Government Act. This may include areas such as wetlands, ravines, drainage courses, steep slopes, etc.

**“farmstead”** means a dwelling which is used in connection with the raising and production of crops, livestock or poultry and is situated in connection with such farming operations. A farmstead may include a

single detached dwelling, modular unit or a mobile home unit.

**"historic resource"** means a building, work, relic, tree or place which has historic, scientific, cultural, social, architectural, archaeological, natural or aesthetic significance.

**"highway commercial"** means an area along a major highway for the sale of goods and services to the community and surrounding region

**"industrial arterial"** means a facility primarily intended for through traffic, usually on a continuous route.

**"industrial collector"** means a facility that provides for traffic movements between arterials and local streets, with some direct access to adjacent property.

**"local road"** means a street or road primarily for access to residences, businesses or other abutting property.

**"municipal development plan"** means the plan adopted by Council as a Municipal Development Plan pursuant to Section 632 of the Municipal Government Act.

**"municipal reserve"** means land provided as part of a subdivision by the developer without compensation for park and school purposes pursuant to Section 616 of the Municipal Government Act.

**"natural area"** includes landscapes which are found in their natural state and may be remnant, undisturbed, diverse or contain unique environmental characteristics. Natural areas may also be disturbed.

**"serviced land"** means land that has been serviced with municipal sewer and/or water services.

**"service road"** means a frontage road but necessarily contiguous with the through road.

**"setback"** means the perpendicular distance as measured between that part of a building nearest to the front, side, or rear property line of the building site.

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## 7.0 REFERENCES

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Achuff, P., *Natural Regions and Natural History Themes of Alberta. A Classification for Protected Areas Management*. Alberta Environment Protection, 1994.

Brocke, L.K., *The Canada Land Inventory: Soil Capability for Agriculture in Alberta*, Alberta Environment, 1977.

InfoTech Services and Associates, *Environmentally Sensitive Areas Study Phase Three Report: Executive Summary*, Submitted to Edmonton Metropolitan Regional Planning Committee, 1989.  
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Province of Alberta, *Subdivision and Development Regulations*, 1998.

Stewart Weir & Co, *M.D. of Sturgeon No. 90, Development Standards guidelines & Servicing Standards for Residential and Industrial Subdivisions*



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## 8.0 PERSONAL COMMUNICATIONS

---

Murray Armitage, Development and Planning Technologist, Alberta Infrastructure.

Barry Newton, Resource Management Planner, Community Heritage Services, Alberta Community Development

Dave Dmytryshyn, Director of Public Services, Sturgeon County

Alan Grayston, Manager of Planning and Development, Sturgeon County

Shannyn Berling, Planning Technician, Sturgeon County

Wilma Weiss, CAO, Town of Legal

Bob Turcott, Resident of Sturgeon County

Daniel Gades, Information Officer, Alberta Energy and Utilities Board

George Fularz, Land Research and Analysis, Alberta Environment

Jim Newman, Manger Community Services and Economic Development, Sturgeon County

## LIST OF MAPS





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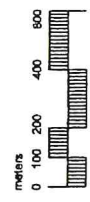
MAP 1	ASP Area
MAP 2	Land Ownership
MAP 3	Development Constraints
MAP 4	Existing Land Uses and Land Use Districts
MAP 5	Future Development Concept
MAP 6	Transportation & Access

**Legal Crossroads  
Area Structure Plan**

Map 1  
Plan Area

Legend

-  Highway 2
-  Secondary Hwy 651
-  ASP Boundary
-  Legal Town Limits



ARMIN A. PREIKSAITIS  
ASSOCIATES LTD.

Date: March 2001

STURGEON  
COUNTY

RD 252

TOWN OF LEGAL



SW 34 57-25-4

NE27 57-25-4

NW 27 57-25-4

SW 27 57-25-4

SE27 57-25-4



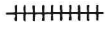

NE23 57-25-4

NW 22 57-25-4

# Legal Crossroads Area Structure Plan

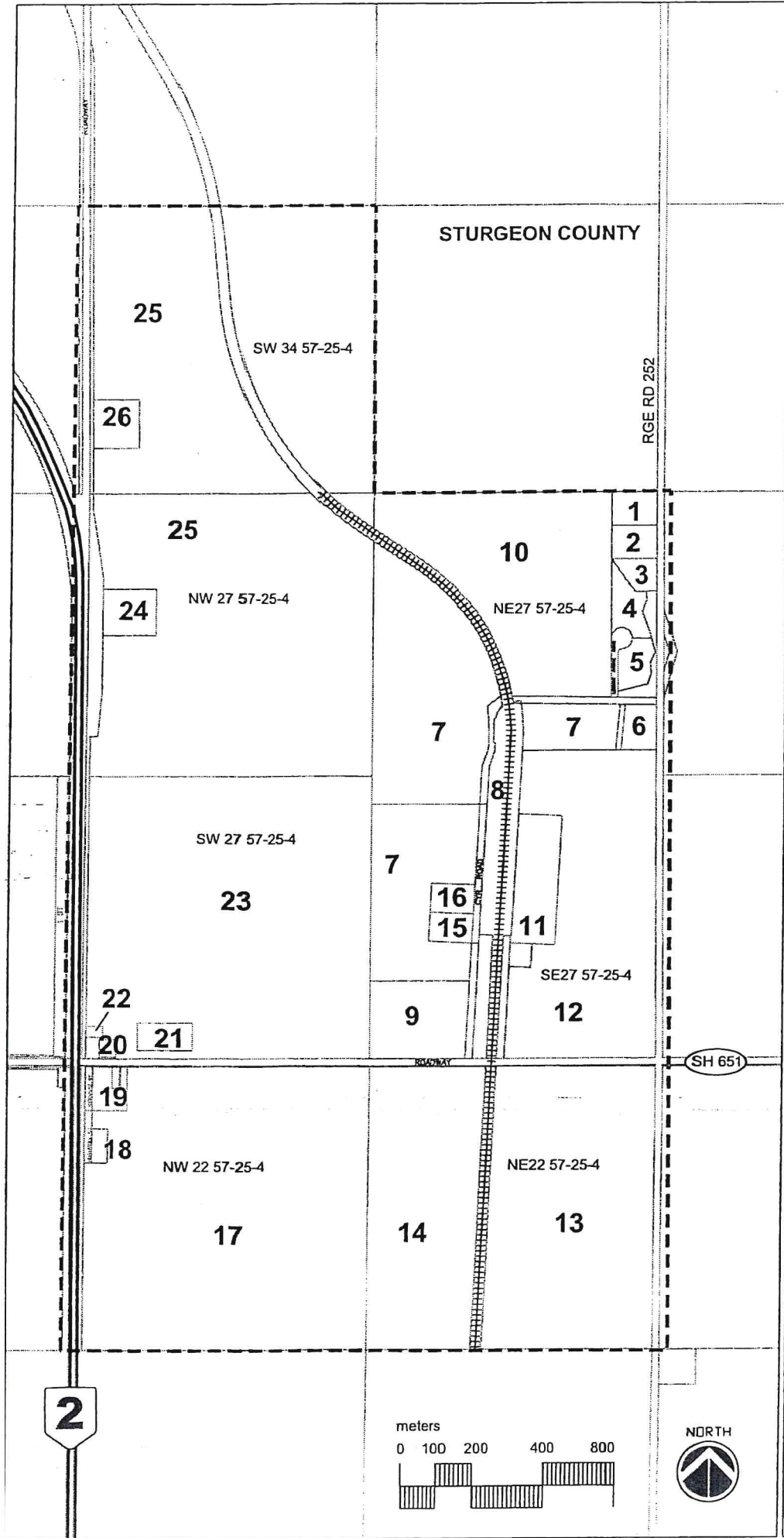
## Map 2 Land Ownership

### Legend

-  Highway 2
-  Secondary Hwy 651
-  Railway
-  ASP Boundary

### Landowners

- 1 D & V Ferland
- 2 L & L Monpetit
- 3 J & I Jackson
- 4 D & R Pelletier
- 5 R & L Turcott
- 6 L & D Trilhart
- 7 Legal Alfalfa
- 8 Agricore
- 9 Sturgeon Valley Fertilizers
- 10 R & C Huot
- 11 A Langner
- 12 W & R Sczebel
- 13 R & C Bilodeau
- 14 St. Denis Seed Farm Inc.
- 15 Gerald St. Jean
- 16 K & D Hunting
- 17 S & V Visscher
- 18 Red Circle
- 19 Richard Maurier
- 20 Wheelers
- 21 Co-op
- 22 Legal Motors
- 23 L & R Fleck
- 24 Champagne Edition
- 25 A & C Champagne
- 26 G Carlson



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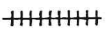

Date: March 2001

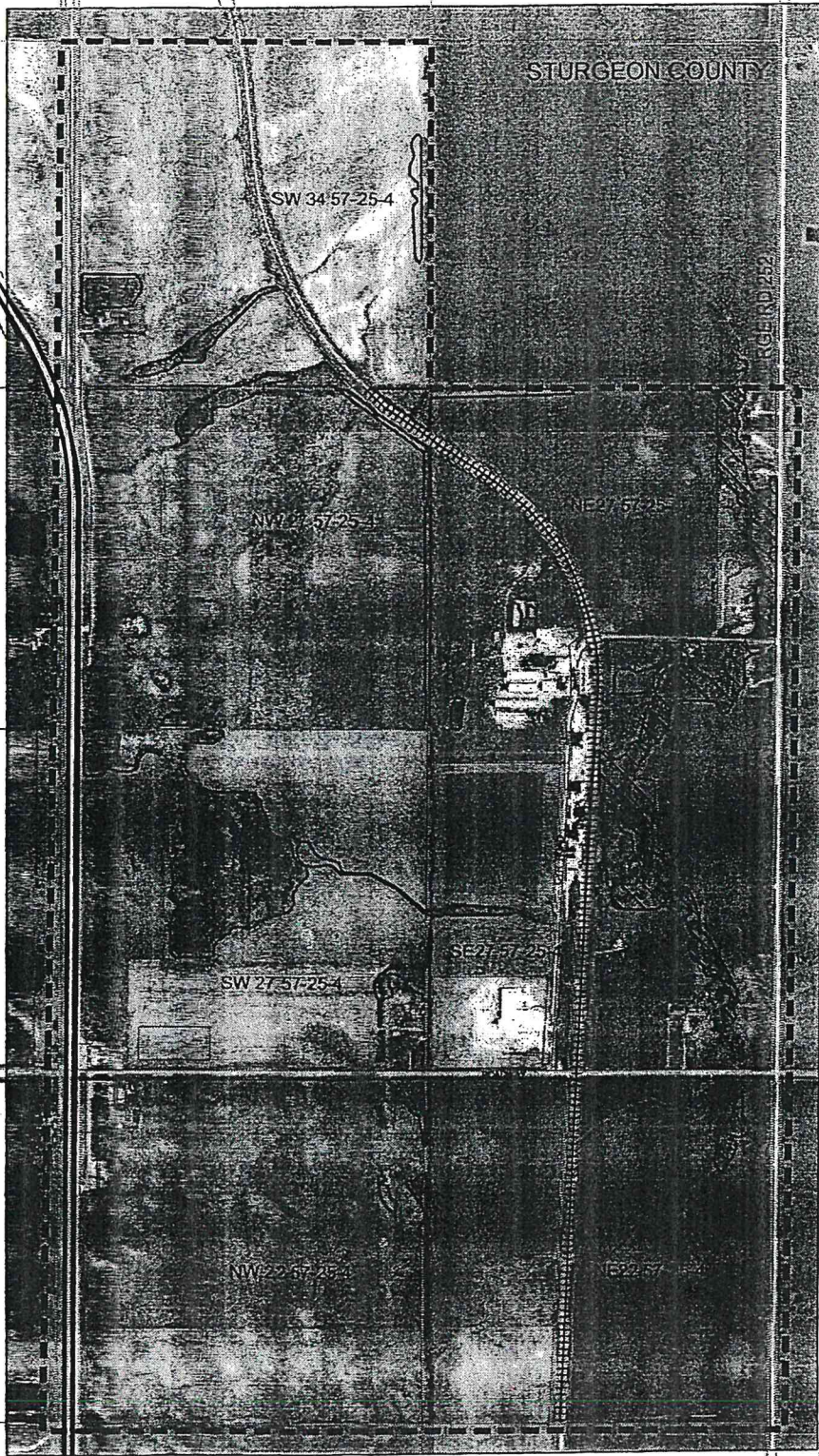


# Legal Crossroads Area Structure Plan

## Map 3 Development Constraints

### Legend

-  Treed Area
-  Drainage Course
-  Highway 2
-  Secondary Hwy 651
-  Railway
-  ASP Boundary



SH 651

2



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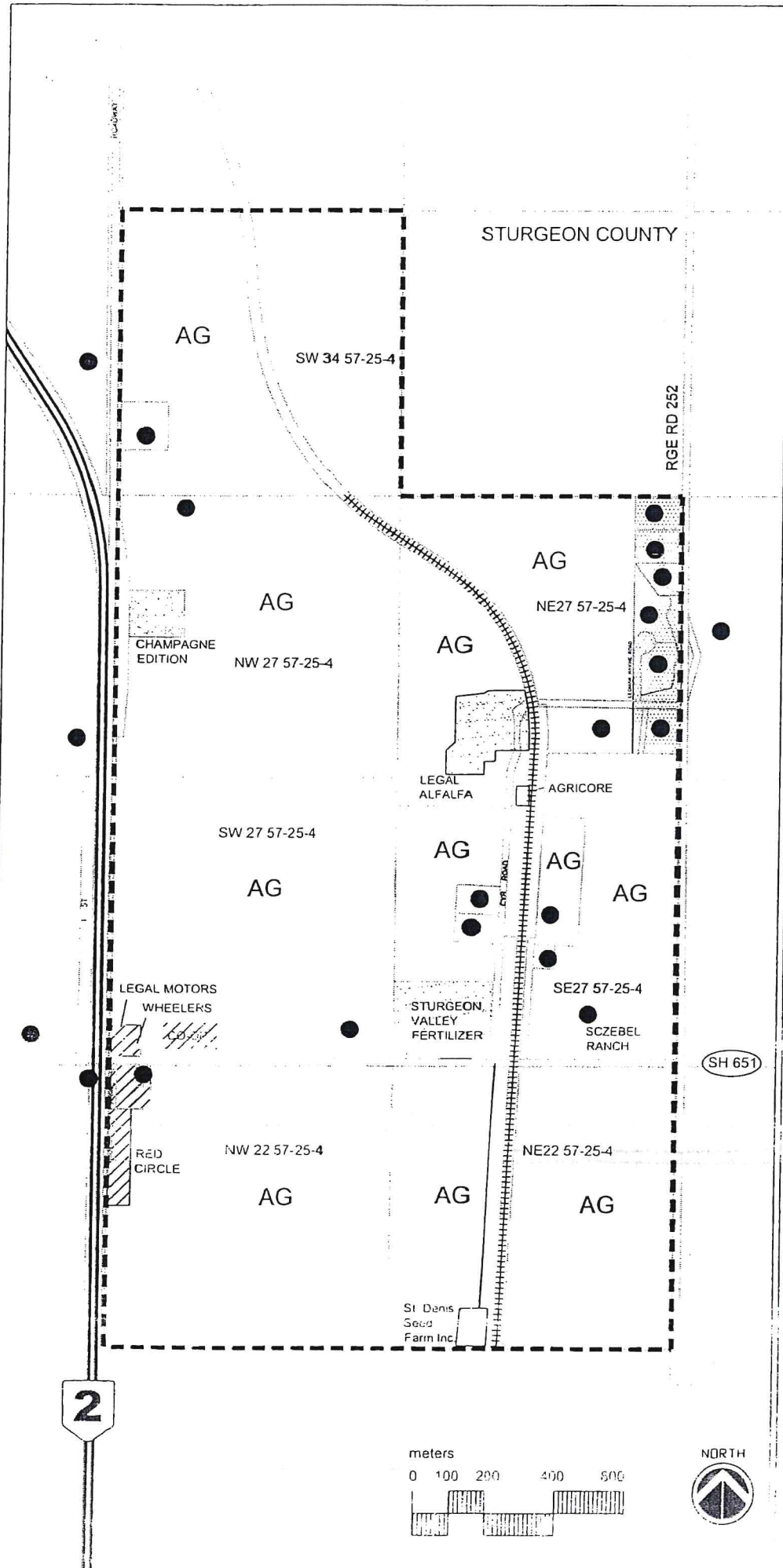


# Legal Crossroads Area Structure Plan

## Map 4 Existing Land Use and Districting

### Legend

- Existing Homes
- CR Country Residential
- HC Highway Commercial
- IR Industrial-Rural
- AG Agricultural
- 2 Highway 2
- SH 651 Secondary Hwy 651
- ++++ Railway
- - - - ASP Boundary



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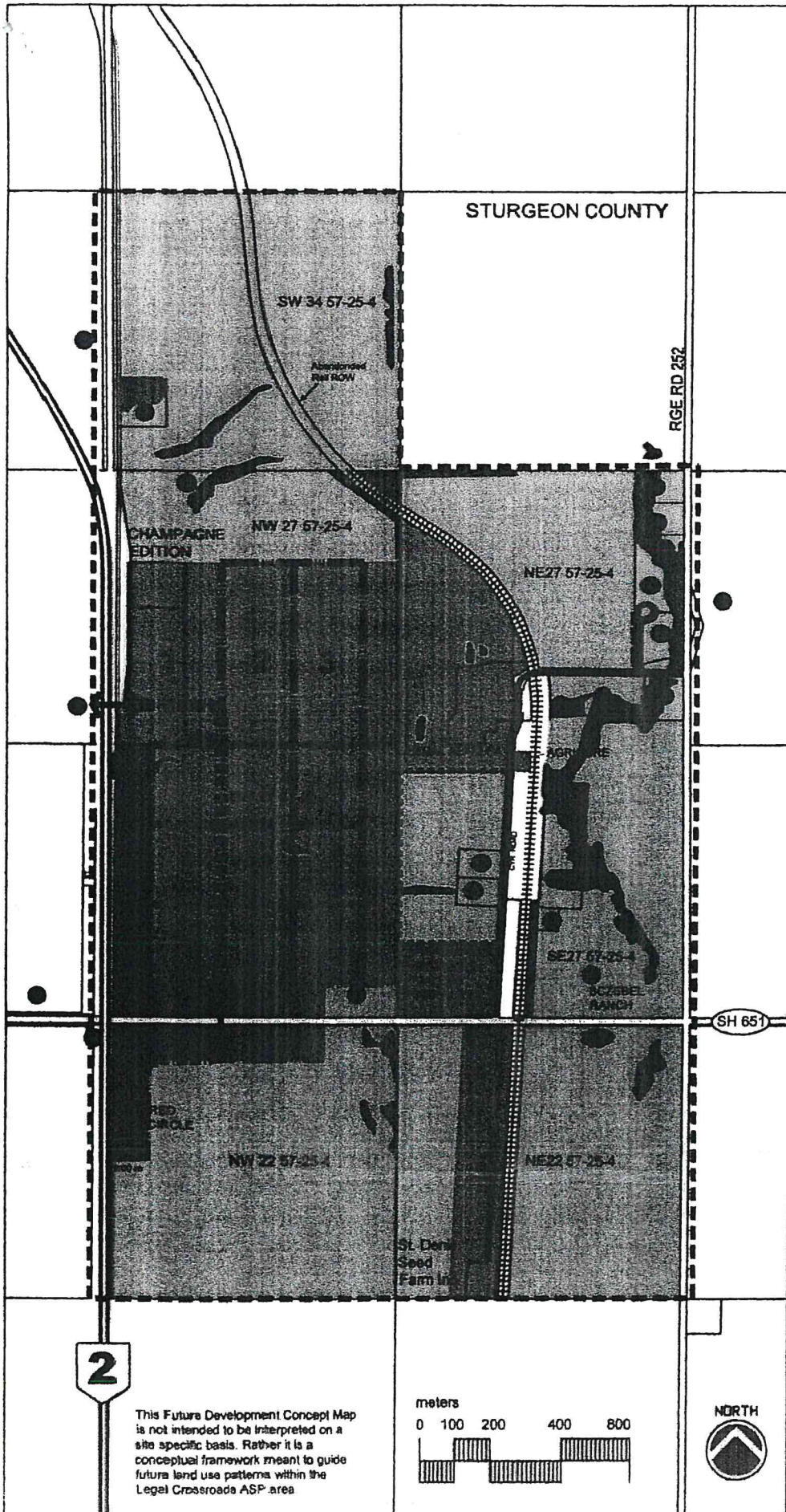
# Legal Crossroads Area Structure Plan

## Map 5

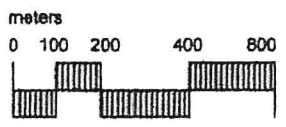
### Future Development Concept

#### Legend

- Existing Homes
-  Country Residential
-  Highway Commercial
-  Business Industrial
-  Agricultural
-  Natural Areas
-  Wetlands
-  Proposed Access Points
-  Highway 2
-  Secondary Hwy 651
-  Proposed Collector
-  Proposed Local Roads
-  Existing Local Roads
-  Buffer
-  Railway
- 1** Phasing
-  ASP Boundary



This Future Development Concept Map is not intended to be interpreted on a site specific basis. Rather it is a conceptual framework meant to guide future land use patterns within the Legal Crossroads ASP area.



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ASSOCIATES LTD.

Date: March 2001



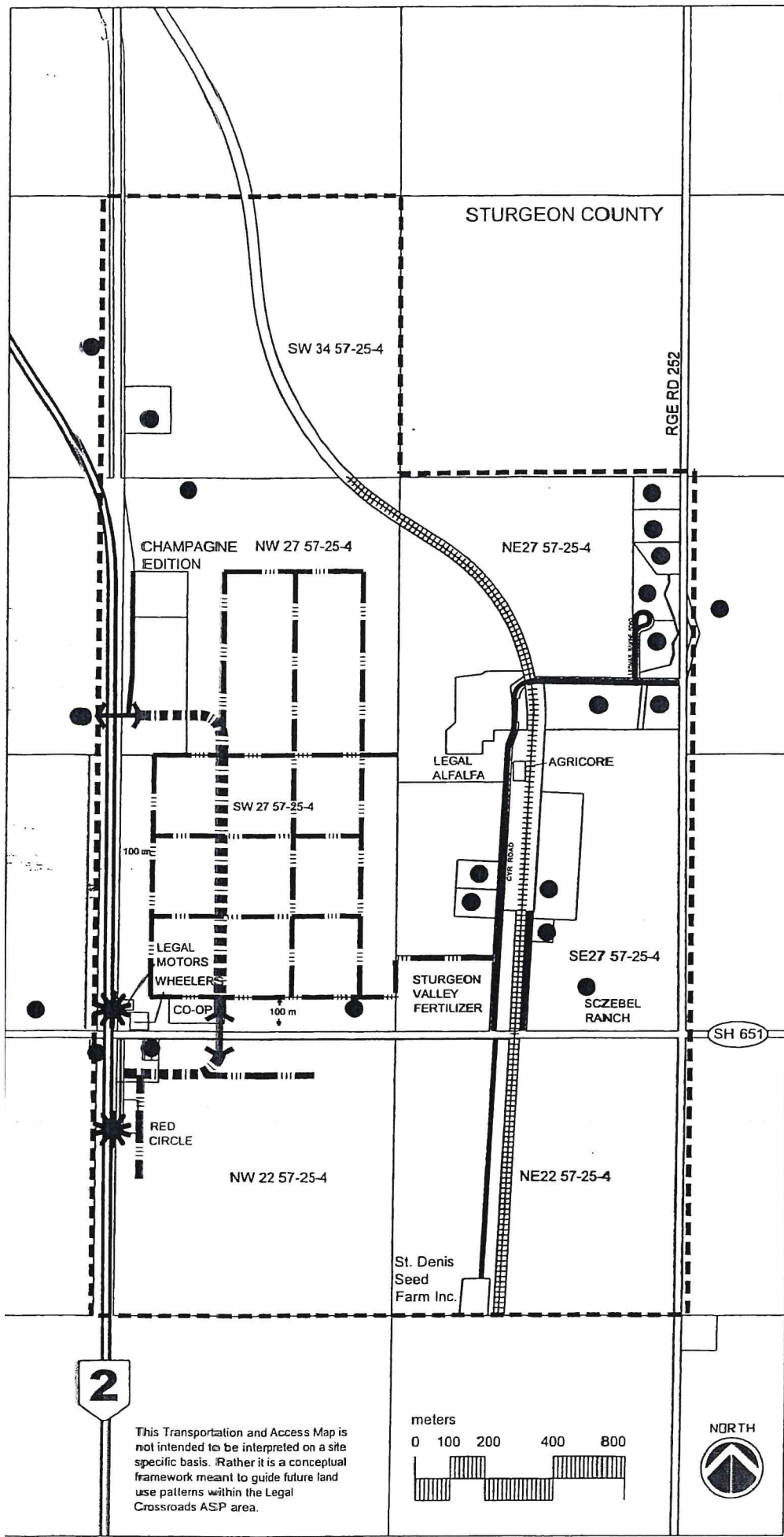
# Legal Crossroads Area Structure Plan

## Map 6

### Transportation and Access

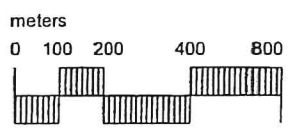
#### Legend

- Existing Homes
- ✱ Existing Access Points
- ↔ Proposed Access Points
- Highway 2
- Secondary Hwy 651
- Proposed Collector
- Proposed Local Roads
- Existing Local Roads
- Railway
- ASP Boundary



2

This Transportation and Access Map is not intended to be interpreted on a site specific basis. Rather it is a conceptual framework meant to guide future land use patterns within the Legal Crossroads ASP area.



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& ASSOCIATES LTD.

Date: March 2001



**APPENDIX A**

**Development Standards for  
Rural Industrial Subdivisions**

Source: Stewart Weir & Co  
*Development Standards Guidelines  
for Residential and Industrial  
Subdivisions*

INDUSTRIAL SUBDIVISION - RURAL STANDARD

A. SERVICING REQUIREMENTS

The Developer shall be responsible for installing the following municipal services:-

1. Roads (with Full Depth Asphalt pavement or equivalent, if required).
2. Drainage Works.
3. Water works, if required\* (see Section 2 Industrial Subdivision - Urban Standard).
4. Sanitary Sewers, if required\* (see Section 2, Industrial Subdivision - Urban Standard).
5. Utilities - electricity, gas and telephone.
6. Traffic signs, Subdivision signs and lot posts.
7. Any other works necessary for the satisfactory development of the subdivision.

Note: \*Standards prepared by Podmore Engineering Ltd.

INDUSTRIAL SUBDIVISION - RURAL STANDARD

B. RECOMMENDED STANDARDS

1. Road Works

1.1. General

Work shall include grading, subgrade preparation, asphalt paving and construction of lot entrance. The Municipality may require, upon the recommendation of the Engineer, the Developer to provide improvement of existing road allowance in conjunction with the proposed subdivision.

1.2. Classification

The following roadway classifications are equivalent to those classified by Roads and Transportation Association of Canada (RTAC).

	<u>RTAC Classification</u>
(a) Local Industrial	RCU 80
(b) Industrial Collector	RCU 80
(c) Minor Arterial Industrial	RAU 100
(d) Major Arterial Industrial	RAD 100

1.3. Cross-Section Elements

The cross-section elements of roadways shall conform to the appended illustrations.

1.4. Gradient

The grades at intersection shall not exceed 2% for a minimum distance of 60 meters.

Allowable maximum grades on the road shall not exceed 5% and minimum grades 0.5%.

1.5. Embankment Slope

Sideslopes and backslopes shall not be steeper than 4:1. Where, in the opinion of the Engineer, such slopes are not sufficient for the native soil condition, the Developer shall provide a suitable slope satisfactory to the Engineer.

1.6. Subgrade Compaction

The subgrade shall be compacted to provide a minimum of 95% of Standard Proctor Density with the exception of the upper 300 mm of which a 100% of Standard Proctor Density shall be achieved.

## 1.7 Asphalt Pavement (if required)

The pavement structure shall be designed to carry the anticipated loadings and traffic capacity for a 20-year life. All roadways shall be paved with Full Depth Asphalt or a structure with an equivalent strength.

Asphalt Concrete Mix Designs shall be prepared by a recognized testing laboratory. Mix designs shall be forwarded to the Municipality for approval.

No paving shall be allowed until the subgrade has been tested, inspected and approved by the Municipality.

Asphalt materials, mixing, spreading and rolling shall conform to good construction practice.

## 1.8 Lot Entrance

### (a) Light Industry

- i) Geometric requirements
  - minimum turning radius 12 - 15m
  - minimum road surface width 11.5m

- ii) Culvert
  - 600 mm diameter (minimum)
  - Concrete reinforced Class III or equivalent
  - bevelled, flared end section
  - rip-rapped with poured-in-place concrete
  - 6 m. offset from edge of road surface
  - minimum earth cover 600 mm

### (b) Heavy Industry

- i) Geometric requirements
  - minimum turning radius 15 m.
  - minimum road surface width 15 m.
  - minimum offset from edge of road surface 6 m.
- ii) Culvert
  - minimum 600 mm diameter
  - reinforced concrete Class III or equivalent
  - bevelled, flared end section
  - rip-rapped with poured-in-place concrete
  - 6 m. off-set from edge of road surface
  - minimum earth cover 600 mm

If pavement is required on road surface entrances shall be paved with Full Depth Asphalt or equivalent also.



1.9 Road Graveling

Same as Section 1.8 of the Residential Subdivision - Rural Standards, except the rate of application, which shall be as follows:-

Rate of Application (cubic Metres per Kilometre)

	<u>Local Industrial RCU 80</u>	<u>Industrial Collector RCU 80</u>	<u>Minor Arterial RAU 100</u>	<u>Major Arterial RAD 100</u>
<u>Widths</u>	<u>11.5 m</u>	<u>13.5 m</u>	<u>17.0 m</u>	<u>10.5X2 - 21 m</u>
1st lift	600	700	900	1100
2nd lift	500	600	800	950

All lot entrances shall be gravelled at a rate of 16 cubic metres per entrance.

## INDUSTRIAL SUBDIVISION - RURAL STANDARD

### 2. Drainage Works

#### 2.1 General

The Developer shall be responsible for the surface drainage improvement. Drainage works shall include the constructions of ditches, berms, ditch checks, culverts, rip-raps, underground pipings (if required), storm holding ponds (if required) and any other pertinent improvements.

The Developer shall be responsible not only for the drainages within his Development but also for the adjoining properties which would be affected by his Development. Any type of drainage diversion shall be approved and licensed by Alberta Environment.

The Developer shall provide right-of-way easements for drainages and have these easements registered in the name of the Municipality thus future maintenance may be provided.

#### 2.2 Cross-section elements

Backslope of channels or ditches shall be 4:1 minimum.

For flat-bottom ditch, the minimum width shall be 3.7 metres unless otherwise approved by the Engineer.

#### 2.3 Erosion Control

Any drainage channels and road ditches shall be provided with adequate means of erosion control acceptable to the Municipality. All drainage channels shall be seeded. In channels which are highly susceptible to erosion, sodding shall be provided.

#### 2.4 Culverts

Minimum size of roadway culvert shall be 600 mm (wall thickness 20 mm or equivalent).

Minimum size of entrance culvert shall be 600 mm (reinforced concrete, Class III or equivalent).

Minimum earth cover shall be 600 mm.

#### 2.5 Underground Storm Drainage

See Section 3 Storm Sewers, Industrial Subdivision Urban Standard.

2.6 Storm Holding Pond

See Section 3 Storm Sewers, Industrial Subdivision Urban Standard.



INDUSTRIAL SUBDIVISION - RURAL STANDARD

3. Utilities

The Developer shall be responsible for the installation of power, street lighting, natural gas and telephone services in the subdivision.

Any other utilities that may be required by the Council shall be provided at the sole expense of the Developer.

The Developer of the proposed subdivision is responsible for all arrangements with the utility companies as to the locating and moving of all existing utilities such as power poles, pipelines, telephone poles, buried cables, etc. The Developer shall bear all expenses resulting from any damage done to utilities during road and drainage construction.

The Developer is responsible for obtaining approval of the layouts of utility alignment from the utility companies and the Engineer.



MAJOR ARTERIAL  
INDUSTRIAL RAD 100

INDUSTRIAL COLLECTOR  
RCU 80

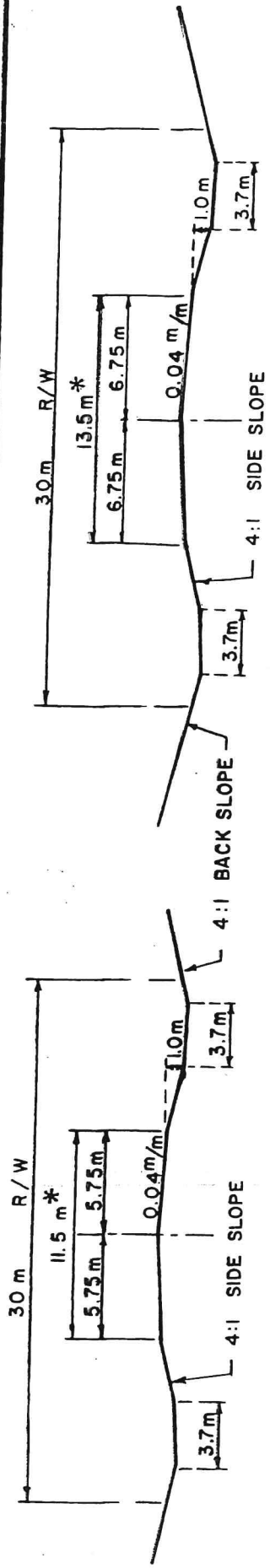
INDUSTRIAL COLLECTOR  
RCU 80

LOCAL INDUSTRIAL  
RCU 80

MINOR ARTERIAL  
INDUSTRIAL RAU 100

ROAD CLASSIFICATION  
INDUSTRIAL SUBDIVISION  
RURAL STANDARD

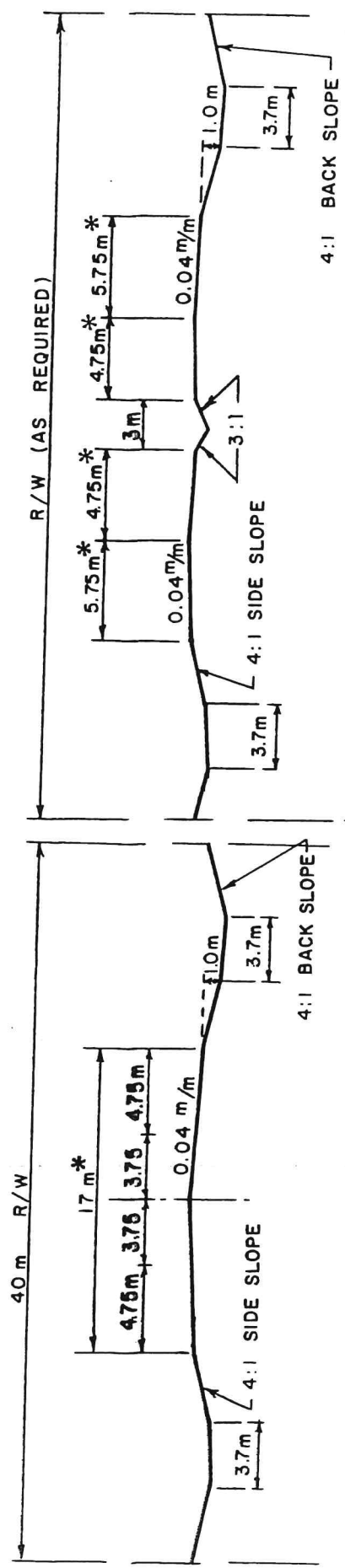




LOCAL INDUSTRIAL RCU 80

INDUSTRIAL COLLECTOR RCU 80

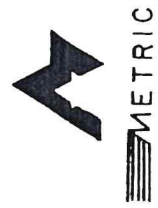
\* DIMENSIONS SHOWN ARE FINISHED PAVED WIDTHS.

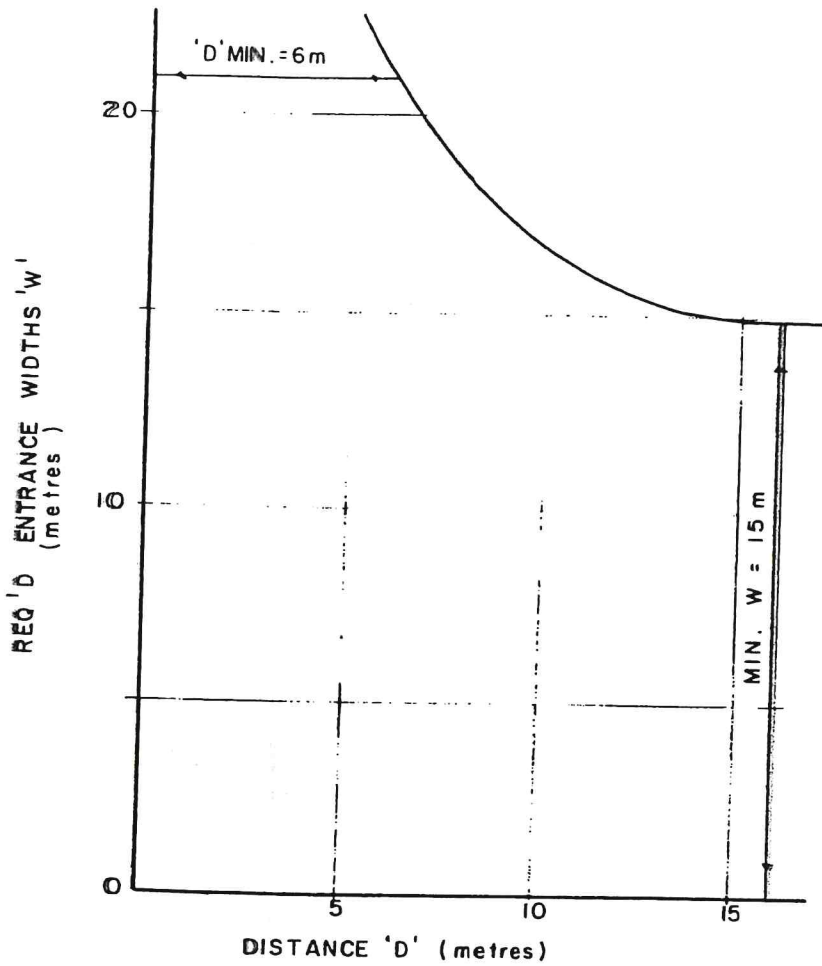


MINOR ARTERIAL INDUSTRIAL RAU 100

MAJOR ARTERIAL INDUSTRIAL RAD 100

# CROSS-SECTION ELEMENTS INDUSTRIAL - RURAL STANDARD



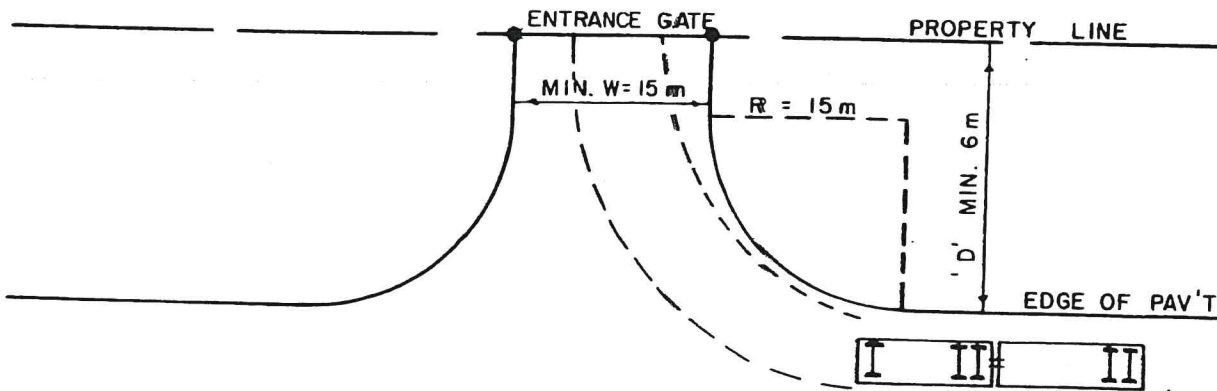


DISTANCE 'D' (metres)	REQUIRED WIDTH AT PROPERTY LINE (metres)
6.0	21.00
7.0	19.62
8.0	18.46
9.0	17.56
10.0	16.72
11.0	16.08
12.0	15.60
13.0	15.26
14.0	15.06
15 & OVER	15.00

TURNING RADIUS = 15 m  
 MIN. ENTRANCE WIDTH = 15 m  
 MINIMUM 'D' = 6 m

ENTRANCE WIDTH Vs DISTANCE

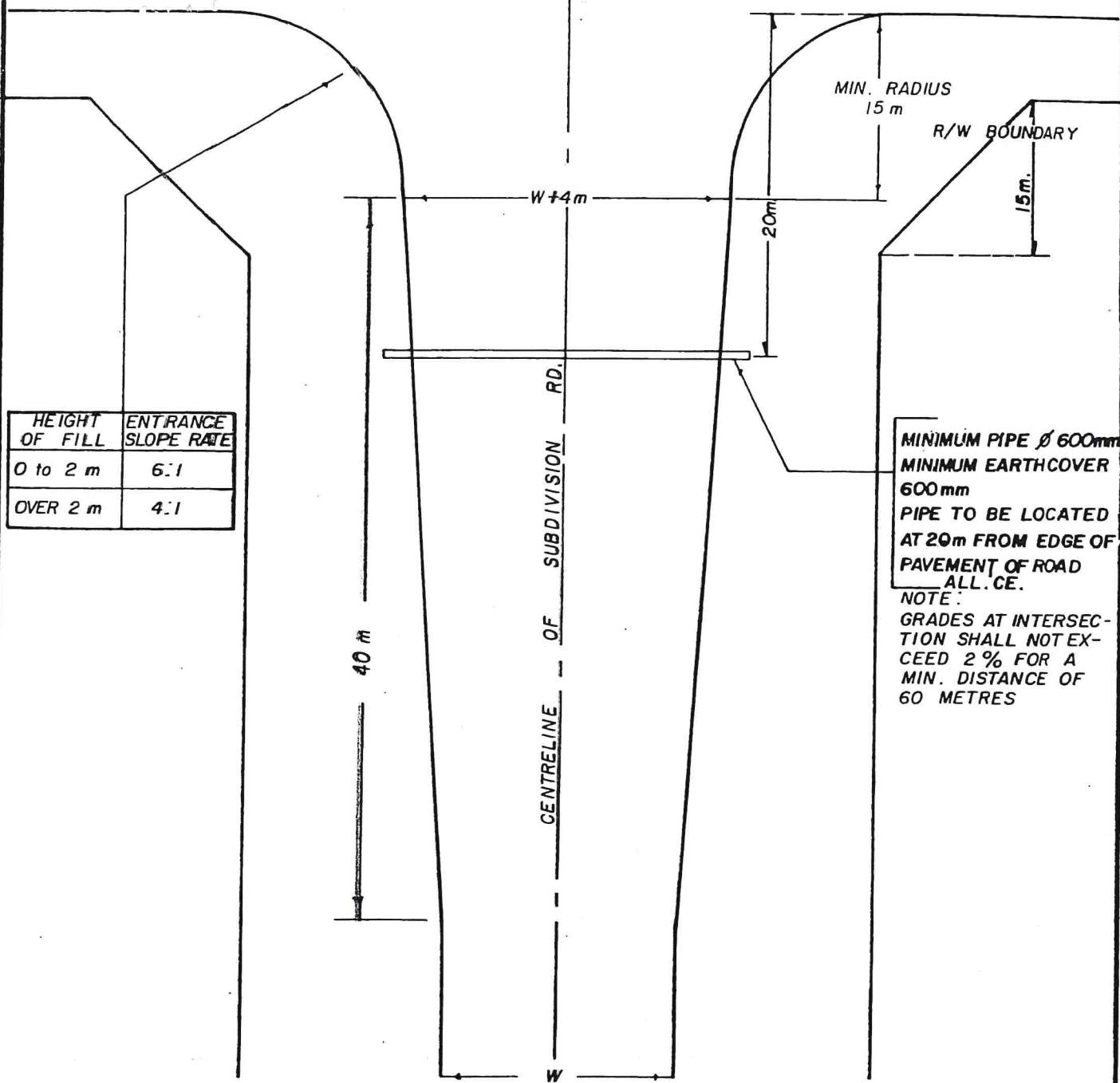
\* DISTANCE MEASURED FROM EDGE OF PAVEMENT TO PROPERTY LINE



WIDTHS  
 FOR

HEAVY INDUSTRIAL TRUCK ENT.





HEIGHT OF FILL	ENTRANCE SLOPE RATE
0 to 2 m	6:1
OVER 2 m	4:1

MINIMUM PIPE  $\phi$  600mm  
 MINIMUM EARTHCOVER 600mm  
 PIPE TO BE LOCATED AT 20m FROM EDGE OF PAVEMENT OF ROAD ALL.CE.  
 NOTE: GRADES AT INTERSECTION SHALL NOT EXCEED 2% FOR A MIN. DISTANCE OF 60 METRES

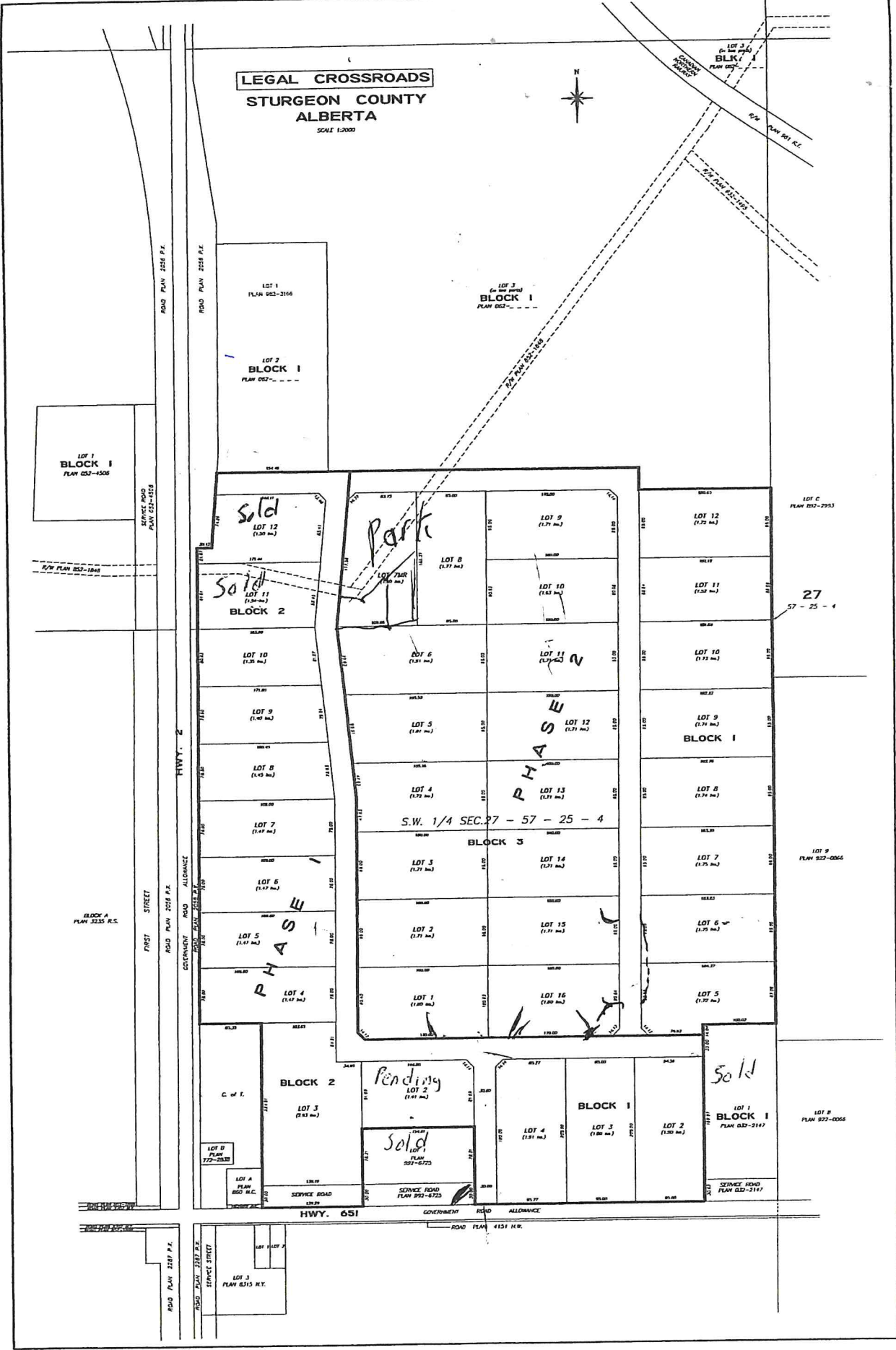
W = FINISHED PAVED WIDTH

# MAJOR INTERSECTION LAYOUT INDUSTRIAL - RURAL STANDARD





LEGAL CROSSROADS  
STURGEON COUNTY  
ALBERTA  
SCALE 1:2000



LOT 1  
PLAN 982-2166

LOT 3  
PLAN 082-1100  
BLOCK 1

LOT 2  
BLOCK 1  
PLAN 082-1100

LOT 1  
BLOCK 1  
PLAN 082-1100

SOLD  
LOT 12  
(1.38 ac.)

PARK

SOLD  
LOT 11  
(1.38 ac.)  
BLOCK 2

LOT 8  
(1.77 ac.)

LOT 9  
(1.71 ac.)

LOT 12  
(1.72 ac.)

LOT 6  
PLAN 082-2993

27  
57 - 25 - 4

LOT 10  
(1.28 ac.)

LOT 6  
(1.21 ac.)

LOT 11  
(1.71 ac.)

LOT 10  
(1.72 ac.)

LOT 9  
(1.40 ac.)

LOT 5  
(1.27 ac.)

LOT 12  
(1.71 ac.)

LOT 9  
(1.71 ac.)

BLOCK 1

LOT 8  
(1.40 ac.)

LOT 4  
(1.73 ac.)

LOT 13  
(1.71 ac.)

LOT 8  
(1.72 ac.)

LOT 7  
(1.47 ac.)

LOT 3  
(1.71 ac.)

LOT 14  
(1.71 ac.)

LOT 7  
(1.72 ac.)

LOT 9  
PLAN 022-0866

LOT 6  
(1.47 ac.)

LOT 2  
(1.71 ac.)

LOT 15  
(1.71 ac.)

LOT 6  
(1.72 ac.)

LOT 5  
(1.47 ac.)

LOT 1  
(1.28 ac.)

LOT 16  
(1.28 ac.)

LOT 5  
(1.72 ac.)

LOT 4  
(1.47 ac.)

PENDING  
LOT 2  
(1.47 ac.)

BLOCK 1

SOLD

LOT 1  
BLOCK 1  
PLAN 082-2147

LOT 8  
PLAN 022-0866

LOT 8  
PLAN 722-2838

SOLD  
LOT 1  
PLAN 082-0725

LOT 4  
(1.31 ac.)

LOT 3  
(1.30 ac.)

LOT 2  
(1.30 ac.)

LOT A  
PLAN 880 M.C.

SERVICE ROAD  
PLAN 992-8725

SERVICE ROAD  
PLAN 082-2147

HWY. 651

CONVEYANCE ROAD ALLOWANCE  
ROAD PLAN 4151 H.R.

ROAD PLAN 2281 P.E.

ROAD PLAN 2287 P.E.

SERVICE STREET

LOT 1

LOT 2

LOT 3  
PLAN 8215 H.E.

