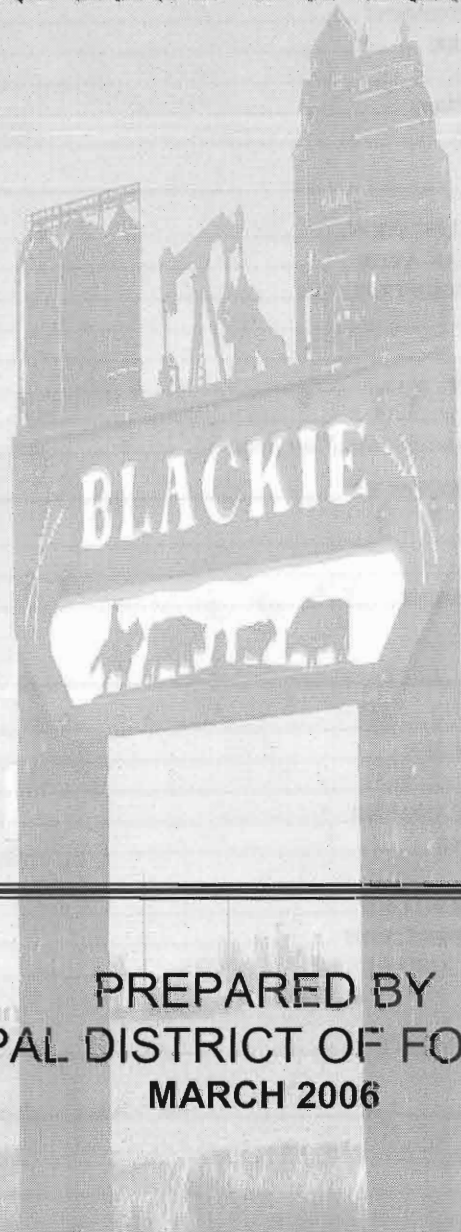


BLACKIE AREA STRUCTURE PLAN



**PREPARED BY
THE MUNICIPAL DISTRICT OF FOOTHILLS NO. 31
MARCH 2006**

Planning Officer, Coreena Carr

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1.0 INTRODUCTION

1.1 PURPOSE OF THE PLAN

The Blackie Area Structure Plan has been prepared at the request of the Council of the M.D. of Foothills No.31 pursuant to provincial legislation and the M.D. of Foothills Municipal Development Plan. The purpose of the Area Structure Plan is to provide for the orderly development of the Hamlet and lands immediately surrounding the Hamlet within the Plan Area. An Area Structure Plan is more detailed than the Municipal Development Plan (MDP) and is intended to provide a more specific municipal policy framework to guide subsequent land use redesignation, subdivision, and development decisions within the Plan Area.

1.2 HISTORICAL OVERVIEW

The passage of time has a way of defining a community. The Hamlet of Blackie has a rich past. Many of the decisions of the community's predecessors with respect to the layout and design of the settlement are still evident and valued by the community today.

The community of Blackie was named after John Stuart Blackie, as were many of the streets within it.

The community surrounding the present hamlet began attracting its earliest settlers in 1903, the days of the horse and buggy and bald headed prairie. With the construction of the CPR railway bed in 1910, the community quickly emerged as businesses moved from settlements to the rail towns. Originally, many of the buildings were moved to Blackie from "Old Brant" bringing with it merchants and businessmen. A drug store and hardware store was the first businesses moved into Blackie. Development of the community continued that year with a Drug store, Poolroom and Barber shop, two Banks, Blackie Trading Company, Blackie Hardware Ltd., a Livery Stable, a boarding house and a Furnishings store.

In 1911, CPR started laying the steel on the railroad and the village underwent rapid growth. By 1913, a large three story Hotel, a new school was erected, a Union Bank of Canada, Postmaster, more businesses evolved, and more livery barns were built to meet the expanding requirements. The railway also brought with it many elevator companies to meet the demands of the farming community as early as 1912. From 1912 to 1955, at least six grain elevators had been constructed and were under operation along the south side of the railway. Population reached a peak of 300 in the early twenties

The prosperity and growth of Blackie during its early years was not to continue. Unfortunately, there were several misfortunes that took place within the community that led to a decline in growth and prosperity. In 1911, a serious

typhoid epidemic came to Blackie resulting in several deaths and many very ill people.

The dirty thirties wrought many changes to the village. Four major fires altered the trend of business:

- Starting in 1921 with a general store, Chinese café and the Blackie Hardware Co. store. These businesses were rebuilt into a block of brick buildings.
- In 1926 the Blackie Co-op Lumberyard and two livery barns also burned down with a modern lumberyard being built again.
- In 1941, one entire block on Main Street was devastated with fire. Eight business premises were involved and this set the village back considerably, as only three were eventually replaced.
- In December 1954, the King George Hotel, general store and barbershop burned down.

Several other fires occurred within the community;

- In 1935, the Arnold Garage burned down;
- In the late twenties the Pioneer Elevator burned down;
- The Southgate garage burned in the forties;
- The Butcher shop burned down in the early sixties.

In earlier years the CPR freight and passenger service was extensive but was widely curtailed in more recent years. In the mid forties, with mechanization of the agricultural industry and improved transportation networks, trucks began to take over and the need for the railway lessened resulting in a gradual decline in the community. By 1969, the population had declined to 150. As of the most recent Census conducted in 2003, the population had grown to 333.

August 31, 1997, the Village of Blackie dissolved and became part of the M.D. of Foothills No. 31. Accordingly, the M.D. of Foothills Council requested the preparation of an Area Structure Plan for the Hamlet of Blackie and surrounding. It is intended that this Plan will respond to the impending growth and establish a future for the Hamlet of Blackie that is sustainable, planned, and ensures that the characteristics that give Blackie its distinction as a community are not lost and/or compromised, but built on and improved upon.

1.3 BACKGROUND TO THE AREA STRUCTURE PLAN

In 1997, the former Village of Blackie became part of the M.D. of Foothills No. 31. As required by the Municipal Government Act, the M.D. of Foothills No. 31 adopted its current Land Use Bylaw in 1999 as well as a Municipal Development Plan in 1998. In adopting the 1999 Land Use Bylaw, the Municipality moved to rescind the former Village of Blackie Land Use Bylaw.

Consistent with the Municipal Development Plan and Land Use Bylaw of the Municipality, the Council of the M.D. of Foothills No. 31 is now proceeding with

the preparation of an Area Structure Plan for Blackie and surrounding area, in effort to best represent the present and future interests of the area. The Area Structure Plan is proposed as an additional measure beyond the Municipal Development Plan and Land Use Bylaw of the Municipality to address long-term concerns specific to the Plan Area. It is intended to provide Blackie and surrounding area and the M.D. of Foothills No. 31 with a current planning document, adopted by Bylaw, to direct decision making related to the Plan Area.

1.4 TERMS OF REFERENCE

Council approved the Hamlet of Blackie Area Structure Plan Terms of Reference by resolution on June 30, 2005.

1.5 THE APPROVAL PROCESS

The M.D. of Foothills requires Municipal Council approval of an Area Structure Plan as a prerequisite to future development.

An Area Structure Plan can only be successful if it is truly reflective of the vision and values of the community it reflects. Council appointed an Advisory Committee September 22, 2005 to consult with in the preparation of the Area Structure Plan for the Hamlet of Blackie and surrounding area. The Advisory Committee consisted of:

- Mike Jenkins, Chairperson
- Teresa Phelan
- Glenn Michell
- Ted Elliott
- Don Young
- Tom Gilliss, Municipal Engineer
- Ralph Nelson, Councilor Division 1
- Pat Stier, Councilor Division 6
- Coreena Carr, Planning Officer

The Advisory Committee initiated preparation of the Blackie Area Structure Plan through mailing of a resident survey to gather input from the area residents on preferences for development and growth in the Plan Area. An open house meeting was held on February 1, 2006 in Blackie to review intent and purpose of the Plan, introduce the process and encourage the importance of community input. Further to the open house, the advisory committee conducted a review of landowner feedback, planning considerations, development constraints and servicing information and drafted some future land use area and subsequent policies. A second open house was then held March 22, 2006 in Blackie to review the draft Plan Area, future land use areas and policies and provide an additional opportunity for comments and concerns from the community. A final draft plan was then prepared for circulation and discussion with the M.D. of Foothills Council March 30, 2006.

A formal public hearing was held April 20, 2006. Further to the public hearing, three readings were given to Bylaw _____ on _____ day of _____, adopting the Plan as a statutory document.

1.6 PLAN IMPLEMENTATION

The Blackie Area Structure Plan will be adopted by bylaw in accordance with Part 633 of the Municipal Government Act, and will become a statutory document of the Municipal District of Foothills No. 31. The Area Structure Plan does not supersede, repeal, replace, regulate, or otherwise diminish the M.D. of Foothills Municipal Development Plan or other statutory plans in effect in the Plan Area. To be fully implemented, the Area Structure Plan may have to be incorporated into other municipal planning documents. These documents include the M.D. of Foothills Municipal Development Plan, and the M.D. of Foothills Land Use Bylaw.

1.7 PLAN REVIEW AND AMENDMENT

Changing considerations may necessitate periodic review and occasional amendments to the Area Structure Plan. Council, through monitoring of subdivision and development approvals, may initiate amendment of the Area Structure Plan in accordance with the Municipal Government Act. In addition, the landowners or the landowners' agents may request amendment to the Area Structure Plan in accordance with application requirements and procedures of the same Act.

1.8 LEGISLATIVE FRAMEWORK

Municipal Government Act

Pursuant to Part 633 of the Municipal Government Act (MGA), the Council of a municipality is permitted via by-law to adopt an Area Structure Plan as a statutory document. Section 633 of the MGA states that:

- 1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an Area Structure Plan
- 2) An Area Structure Plan

Must describe

- i. The sequence of development proposed for the area,*
- ii. the land uses proposed for the area, either generally or with respect to specific parts of the area,*
- iii. the density of population proposed for the area either generally or with respect to specific parts of the area, and*

- iv. the general location of major transportation routes and public utilities, and*

May contain any other matters the council considers necessary.

The Municipal Development Plan

The M.D. of Foothills adopted a new Municipal Development Plan (MDP) in 1998 to guide future growth throughout the municipality. The MDP establishes long-range goals, objectives, and policies that summarize the M.D.'s intentions respecting this growth and development. The Blackie Area Structure Plan has been prepared to be consistent with, and conform to the policies of the Municipal Development Plan.

The MDP defines an Area Structure Plan as:

“A statutory plan, adopted by bylaw, which provides a land use strategy for subsequent redesignation, subdivision and development of a specific area of land in the municipality.”

Pursuant to Section 6.3.13 of the MDP,

“An Area Structure Plan should be completed for each Hamlet prior to significant development taking place within or adjoining the Hamlet,”

Pursuant to Section 6.3.15 of the MGA,

“A major review of the planning documents for Blackie and Cayley should take place prior to any expansion of the boundaries of these Hamlets.”

1.9 INTERPRETATION OF TERMS

In this Area Structure Plan, the following interpretations shall apply:

“General Agriculture” and **“Intensive Agriculture”** means those agricultural uses as defined in Section 10.13.1 of the M.D. of Foothills Land Use Bylaw.

“Area Structure Plan” or **“Plan”** means the Blackie Area Structure Plan.

“Business Land Uses” - the use of land, buildings or structures in which the provision of goods and services for sale is the primary function and may include commercial and/or industrial uses;

“Conceptual Scheme” – A plan which relates a proposed development to future and existing development of the subject lands and adjacent lands. A Conceptual Scheme is a proposal for the development of lands over time that may include, but is not limited to: a detailed site plan, topographic information, geophysical assessment, hydrological assessment, traffic impact analysis, environmental overview, phasing, community impact assessment and an archaeological and historical impact assessment.

“Council” means the Council of the Municipal District of Foothills No. 31.

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“Commercial” is as defined by the M.D. of Foothills No. 31 Land Use Bylaw.

“**Developer**” means the registered owner of lands within the Area Structure Plan boundary.

“**Environmental Reserve**” (ER) means land dedicated as defined by Section 664(1) of the Municipal Government Act.

“**Industrial District**” is as defined by the M.D. of Foothills Land Use Bylaw;

“**Institutional Land Use**” – Refers to the use of land, buildings or structures for a public or non-public purpose and may include places of worship, community centers and government uses.

“**LSD**” – Legal subdivision system referenced to determine location within a section.

“**Landowner**” means the registered owner of lands within the Area Structure Plan boundary.

“**Land Use Bylaw**” means the Land Use Bylaw of the M.D. of Foothills No.31.

”**Land Use District**” – One or more division of the Land Use Bylaw establishing permitted and discretionary uses of land or buildings with attendant regulations.

”**Low Density Residential Land Use**” – Refers to land use comprising single-family dwelling units.

“**M.D.**” means the Municipal District of Foothills No. 31.

“**MDP**” means the Municipal District of Foothills No. 31 Municipal Development Plan.

“**MGA**” means the Municipal Government Act.

“**Medium Density Residential Land Use**” – Refers to land use that may comprise semi-detached, apartment, or townhouse dwelling units.

”**Mixed Land Use**” – Refers to land use comprising of a mix of business and residential development.

“**Municipal Reserve**” (MR) means land dedicated to the Municipal District of Foothills pursuant to Section 666(1) of the Municipal Government Act.

“**Non-Operating Landfill or Waste Site**” – as defined under Section 13 of the Subdivision and Development regulations.

“**Plan**” means the Blackie Area Structure Plan.

“**Plan Area**” refers to the area of land contained within the Blackie Area Structure Plan as defined by Section 2.0 of this document.

“**Public and Quasi Public Use**” - use refers to the use of land, buildings or structure for a public or non-public purpose including uses such as community centers, government uses, fire hall, school, cemetery, public utility facilities, etc.

“**Qualified Professional**” means a professional engineer, geologist, or geophysicist licensed to practice in the Province of Alberta.

“**Residential Land Use**” is as defined by the Municipal District of Foothills No. 31 Land Use Bylaw.

“**Subdivision Approving Authority**” means the Council of the Municipal District of Foothills No. 31.

“**Tentative Plan Preparation Stage**” means that stage of the land development process in which detailed site analysis is undertaken, local planning needs and development philosophy are identified, and site-specific subdivision design is prepared.

“**Tentative Plan**” means a detailed proposal for development of the lands or of any portion thereof, which may form the basis for an application for subdivision.

“**Wastewater Treatment Plant**” – has the same meaning as in the Environmental Protection and Enhancement Act and Subdivision and Development Regulations.

2.0 THE PLAN AREA

2.1 REGIONAL / MUNICIPAL LOCATION

Figure 1 “*Regional/Municipal Location*” illustrates the location of the Plan Area within the broader context of the area.

The Plan Area lies approximately 10 miles east of the Town of High River and two miles North of Highway #23. This location is approximately 5 miles from the East boundary of the Municipality.

The level topography and landscape provide an ideal setting for Hamlet/rural residential lifestyles while Secondary Highway 799 and Highway 23 provide convenient access west to the Town of High River and East to the Town of Vulcan.

2.2 BOUNDARIES OF THE PLAN AREA

Detailed boundaries of the Plan Area are illustrated in Figure 2 “*Plan Area*”. The Plan Area generally consists of all lands within the current Hamlet boundaries and one half mile radius outside.

The following lands are contained within the Plan Area:

- All lands within the existing Hamlet of Blackie boundaries;
- All Section 13-19-27-W4;
- N ½ 12-19-27-W4
- NE 11-19-27-W4
- E ½ 14-19-27-W4

- W ½ 18-19-26-W4
- NW 07-19-26-W4

2.3 GENERAL PHYSICAL DESCRIPTION

Current Land Use

Figure 3 “*Current Land Use*” shows the current land use designations within the Plan Area. The following land uses currently existing within the Plan Area:

- Agricultural (A)
- Country Residential (CR)
- Residential (R)
- Commercial Rural (CMR)
- Commercial Hamlet (CMH)
- Industrial Hamlet District (INH)
- Municipal Reserve (MR)

Existing Access

Figure 2 “*Plan Area*” shows the current transportation system within the Plan Area.

The primary access to the Plan Area is Secondary Highway 799. This highway runs in a north-south direction along the west side of the existing Hamlet boundary. This Secondary Highway connects with Highway 23 that runs west to the Town of High River and East to the Town of Vulcan.

Two main collector roads extend east off Secondary Highway 799 accessing the Hamlet:

498 Ave. on the south boundary of the Hamlet

Railway Avenue on the north boundary of the Hamlet.

The areas outside the Hamlet boundary within the Plan Area are serviced primarily by the Secondary Highway 799, 498th Ave. extending both east and west from the Hamlet boundary, and off 272 St. E. that runs in a north-south direction on the east end of the Hamlet boundary.

Soil Capability for Agriculture

Figure 6 “*Soil Classification*” illustrates the soil classification based on the Canada Land Inventory mapping, for the Plan Area.

The majority of the Plan Area is classified as Class 2 soils (Moderate Limitations) under the Canada Land Inventory (CLI) Capability for Agriculture rating system. A small portion of the land along the seasonal drainage course running through

the Plan Area is comprised of Class 4T soil (Severe Limitations with Topographical Constraints) under the Canada Land Inventory (CLI) Capability.

Topography and Vegetation

Figure 2 “*Plan Area*” illustrates an aerial view of the Plan Area.

The Plan Area is located within the prairie domain of the Municipality.

There is a seasonal drainage course that runs through the east portion of the Plan Area from N.W. 18-19-26-W4 south through N.W. 12-19-27-W4.

Opportunities and Constraints within the Plan Area

A number of issues and technical considerations were evaluated as part of the plan process and the following opportunities and constraints were identified:

Constraints:

- Wastewater Treatment Facility (WWTF) – Under Section 12 of the Subdivision and Development regulations, a subdivision and development authority must not approve an application, nor may a residential building be constructed within 300 meters of the working area of an operating wastewater treatment plant. Location of the WWTF and the area that is restricted for development as per the Subdivision and Development regulations; is shown on Figure 5 “*Development Constraints*”.
- Non-Operating Landfill or Waste Site – Under Section 13 of the Subdivision and Development regulations, a subdivision and development authority must not approve an application, nor may a residential building be constructed within 300 meters of the disposal area of an operating or non-operating sanitary landfill, modified sanitary landfill or dry waste site. The location of the old non-operating landfill and the area that is restricted for development as per the Subdivision and Development regulations is shown on Figure 5 “*Development Constraints*”;
- Gas wells & Pipelines – There are some gas wells or pipelines located in areas within one half mile of the Hamlet boundaries. These wells and pipelines may have setback requirements which may restrict development in close proximity. Exact sites and the setback requirements are not confirmed. Figure 5 “*Development Constraints*” shows the location of known well sites within the Plan Area.
- Natural Fragmentation by Rail line – This is an active CPR rail line with an average of 6 to 8 trains a day that pass through the Hamlet. Accesses crossing the rail line is limited making it circuitous moving from the north side of the tracks to the south. There are some restrictions on particular types of development such as residential uses in close proximity to the tracks. CPR shall be circulated on all application for information pertaining to the recommended setbacks of different land uses from the rail line. Environmental Site Assessments is encouraged for development of any lots adjacent to the railway.

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- Drainage Course - There is a tributary or seasonal drainage way that runs from North to South along the east boundary of the Hamlet within the Plan Area. A setback requirement may be necessary for development in proximity to this feature to allow for protection of the water bodies environmental integrity. A minimum 6 meter Environmental Reserve dedication is encouraged adjacent to seasonal drainage courses in this area of the Plan Area when development or subdivision occurs. This area is shown on Figure 5 "*Development Constraints*."
- Explosive Operations - There are currently two explosives manufacturing sites located in proximity of the Hamlet of Blackie within S.E. 07-19-26-W4 and S ½ 08-19-26-W4. The Explosives Regulatory Division administers the Explosives Act and Regulations and these operations are both licensed under such. Under the licensing requirements, there are minimum separation distance requirements from the operations to specific types of development. Both operations meet and exceed the minimum recommended separation distance. It is the licensee's responsibility to meet and maintain this separation distances required by the license. These facilities and the recommended separation distance are considered when looking at future growth within the Plan Area.
- Stormwater - Careful consideration must be given when looking at Stormwater Management throughout the Plan Area and any impacts new development may have on drainage both in the Plan Area and on adjacent lands.
- Differing lifestyle/livelihood – Agricultural landholders may have difficulties in continuing their farming operations, while hamlet residents and existing country residential land owners wish to retain the "country charm" of their rural surroundings;

Opportunities:

- Secondary Highway 799 and Highway 23– proximity to these primary transportation routes allow for easier access to the area, added opportunities and more flexibility in considering a wide range of uses.
- Rail line - Proximity to an active rail line can allow for opportunities for a broader range of business uses in proximity to the rail. The rail line also has some historical significance to the community that can be built upon or enhanced.
- Availability of Land – There is a large amount of land located with the Hamlet boundaries that is both vacant and that which has additional potential for infill development.
- Availability of Services – Availability of water supply and the potential for sewage disposal once the upgrades are completed allows for a great deal of potential growth to the community.

- Proximity – Growth pressures will continue due to the proximity of the Hamlet to the Town of High River, Town of Okotoks, Town of Vulcan and City of Calgary. Proximity to these larger urban centers make the Hamlet a desirable place to live within reasonable commuting distance to allow for a larger range of employment opportunities to residents.
- Established Community Base – The community is already serviced with its own public school, recreational hockey rink, churches, post office, businesses, community hall, volunteer fire department and other amenities. This is a strong base with which the community can attract new residents and businesses to allow for ongoing growth.
- Agricultural Support - There is a strong rural support from the surrounding area residents for the community. This is very advantageous in sustainability of a community.

3.0 PLAN GOALS AND PRINCIPLES

3.1 PLAN VISION

The committee has established a community vision that highlights the values that we believe are important to the community for the present and into the future.

“The Hamlet of Blackie is presently a small rural community with residential, commercial, industrial and institutional uses. Growth of the Hamlet is encouraged but it should be in keeping with the present character of the community and servicing limits. The plan should provide clear policy guidance, with appropriate flexibility, to ensure that the Plan Area remains a desirable place to live, work, and play.”

Our community vision includes:

- Growth of the Hamlet is encouraged through new development, infill and redevelopment where appropriate. However, growth should be in keeping with the present small rural character of the community and within servicing limits.
- Enhancement of long term economic health of the community is encouraged through growth of a variety and balance of residential, commercial, and industrial uses.
- The community is committed to respecting, preserving, and enhancing the history and connections to the past.
- Appropriate development of transportation routes are encouraged to adequately access both existing and proposed development in a safe and efficient manner.
- Commitment to sustainable, well planned, well managed community;
- Importance of safe family oriented community for all ages and generations;

- The plan shall provide clear policy guidance, with appropriate flexibility, to ensure that the Plan Area remains a desirable place to live, work, and play.

3.2 PLAN GOALS

The following goals provide the focus for the plan and build on the vision:

- To provide for orderly and efficient development of the Hamlet of Blackie and surrounding lands within the Plan Area that is consistent with the existing development and compatible with the anticipated land use and transportation patterns for the area;
- To act as a guide under which the Municipal District can review and evaluate specific development and subdivision proposals;
- To establish policies which will direct proposed land use, open space, population density, location of transportation routes, location and methods of utility servicing, phasing of development, and other such matters as Council deems necessary;
- To provide residents of the Hamlet of Blackie and surrounding area with a specific planning tool that will form the basis for future applications for development within the Plan Area, and, a comprehensive study of Area Structure Plan needs and goals.
- To allow for growth of the community while maintaining the small community character of the Plan Area.

3.3 PRINCIPLES OF DEVELOPMENT

The major objectives of this plan are as follows:

- To ensure all development is in accordance with statutory policy and municipal standards in effect at the time development is approved.
- To provide for a variety of residential land uses in a manner sensitive to the existing Hamlet development, the existing surrounding land uses, and the natural environment.
- To address existing land use issues and constraints, as well as, identify potential future land uses for specific areas of the Hamlet
- To encourage diversity within the community by providing a choice of housing to accommodate a variety of household types;
- To allow for residential growth that encourages affordable housing to attract young families yet maintain the quality of housing in the area;
- To encourage increased number of students attending Blackie School and increased use of the school outside regular hours.
- To encourage young families to move to the community through increased services such as daycare and job opportunities;

- To encourage new commercial/industrial development to create jobs, amenities, and conveniences within the community;
- To encourage inclusion of additional lands for recreational development that are complimentary with the existing recreational facilities in the Hamlet, the rural surroundings, and the natural features of the Plan Area.
- To encourage the protection, preservation, and/or enhancement of all Historic sites within the Plan Area.
- To provide for an efficient and safe road network which addresses existing traffic issues and accommodates future growth;
- To promote a sense of civic pride and identity in the community through retaining the heritage of Blackie
- To allow for development that can be supported by existing utility structures, or, addresses the need for necessary improvement to existing utility structures (i.e. the sewage lagoon)

4.0 PLAN POLICIES

4.1 THE PLAN CONCEPT

This section of the plan discusses the implementation of the Area Structure Plan objectives and the principles of development identified in Section 3.0 of the Plan.

The plan provides the Municipal District of Foothills No. 31 with a framework on which to evaluate future development, redesignation and subdivision applications within the Plan Area and will act as a guide to the development of the Plan Area in a manner consistent with the interests of the residents of the Hamlet of Blackie and surrounding lands within the Plan Area.

Key considerations that have been built into the plan include the following:

- Location of existing transportation routes to adequately access existing and proposed development of the Plan Area in a safe and efficient, and economically viable manner;
- The provision of water supply and sewage treatment and disposal by way of a municipal system for the Plan Area;
- Designation of residential lands consistent with the community vision and based on the desired growth and density for the Plan Area.
- A need for a more diverse range of housing types in the community;
- A plan that provides for phased development based on the availability of services.
- Consideration of increased economic viability of the community through encouragement of a more diverse land use by allowing for a wide variety of business uses (commercial and light industrial) that are compatible and appropriate for the community.

- Need for additional Municipal Reserve land in the community to allow for additional park space and opportunity for future recreational amenities that will complement the community and surrounding area.

The plan provides for the future expansion of the Hamlet's boundaries to accommodate anticipated growth as well as a reasonable degree of flexibility. Figure 4 "Future Land Use Concept" illustrates the future land use areas where growth is encouraged within the Plan Area.

The overall theme of the concept is to coordinate future development without compromising the existing development and small character of the existing Hamlet. This includes recognition of the noise and light levels, and, spatial separation of existing development.

4.2 PLAN CONCEPT POLICIES

- 4.2.1 When considering applications for redesignation, subdivision, or development, the Municipality will confirm that such applications conform to the plan and are compatible with the policies of this Plan.
- 4.2.2 Any application in the Plan Area that is contrary to the future land use concept and policies shall require a formal amendment to this Plan.

4.3 RESIDENTIAL LAND USE

Figure 4 "*Future Land Use Concept*" accommodates residential development both on existing parcels of land currently designated for Residential and Country Residential land use within the Hamlet and some areas outside of the Hamlet boundary currently designated for Country Residential and Agricultural land uses.

Public input during the planning process indicated the general acceptance of future residential growth provided that the land use change is sustainable and well planned.

New residential development should be sensitive to the rural community character of the Hamlet and surrounding lands while still providing for continued growth of the community.

Residential development is to proceed in a logical and efficient manner based on the availability of services and market conditions. Availability of servicing will be determined relative to population and usage. *Appendix A – "Existing and Projected Servicing Needs"* will act as a guide with regard to potential capacity of servicing facilities. This guideline shall be followed when reviewing proposed development.

Single family housing shall be the housing type generally encouraged on Residential lots however; the plan allows some flexibility in the variety of housing types to attract a greater diversity of families to the community.

There is an existing Mobile Home Park located in the northwest corner of the Hamlet boundary. This use may continue as a conforming use on a site specific basis, however, no future additional development of mobile homes outside of this designated area or new mobile home parks shall be permitted within the Plan Area.

Figure 4 “*Future Land Use Concept*” accommodates residential development in two sectors within the Plan Area:

Within the Existing Hamlet Boundary

Lands within the existing Hamlet boundary that are currently designated for Residential and Country Residential land use are considered suitable for future Residential use.

- Many of these existing residential areas have not achieved maximum density to date and have the potential for further subdivision and development.
- Residential Infill on vacant parcels or development of underutilized parcels is strongly encouraged in order to maximize the use of existing roads, utilities, parks and other community services.
- Some areas within the Hamlet boundaries are currently designated for Country Residential uses. These areas have been shown as future residential land use to accommodate additional residential development.
- There is a great deal of commercial zoned land intermixed with the residential lands extending south along Aberdeen St. and within two Blocks south of Railway Ave. This area is encouraged as primarily residential use land. All existing commercial uses currently located in this area are considered conforming and can continue to operate however if the operations cease in the future, a transition to residential use of these sites is strongly encouraged.

Areas outside of the existing Hamlet boundary

Some lands outside of the existing Hamlet boundary that are currently designated as both Country Residential and Agricultural land use are considered suitable for future Residential use.

- Residential land uses outside of the existing Hamlet boundaries are provided for within N ½ 12-19-27-W4, South of 498th Ave. in the area identified on Figure 4 “*Future Land Use Concept*”.
- There is a 300 meter setback from the existing Wastewater Treatment Facility located in the southwest corner of NE 12-19-27-W4 as

identified on Figure 5 of the Plan “*Development Constraints*”. The Municipality plans to relocate this facility in the immediate future to a location further away from the Hamlet boundaries. Any future residential uses until such time as the facility is relocated will be subject to this setback.

- Generally, the residential development in this area should occur in an orderly pattern, supported by a Conceptual Scheme approved by Council.

RESIDENTIAL POLICIES

- 4.3.1 Residential land uses shall be considered appropriate within areas identified as such on Figure 4 “*Future Land Use Concept*”.
- 4.3.2 All residential development shall conform to provisions of the Municipal Development Plan and the Land Use Bylaw including the general and specific setback requirements from highways, property lines and municipal roads;
- 4.3.2 All residential subdivision and development shall be in conformity with the provisions of the Municipal Government Act, the Subdivision and Development regulations and all other applicable Provincial regulations;
- 4.3.4 Low density residential land uses (Single Family dwellings) will be the housing type generally encouraged on Residential lots;
- 4.3.5 The minimum lot size for low density residential land use (single family dwelling) shall be 464 sq. m. (0.11 acre);
- 4.3.6 Minimum density for low density residential land use within the Plan Area shall be 4 units per gross acre;
- 4.3.7 Maximum density for low density residential land use within the Plan Area shall be 6 units per gross acre;
- 4.3.8 Medium density residential land uses (semi-detached single family, duplex, and apartments) may be permitted within residential land use areas on a site-specific basis. Applications for medium density residential land uses shall include a conceptual scheme.
- 4.3.9 The design of the residential development and housing type within the Plan Area shall take into account the existing development and the existing adjacent land uses.
- 4.3.10 New subdivision and development in residential areas should be consistent with existing neighboring developments and be of a form and character that leads to the development of a consistent visual landscape.
- 4.3.11 All new developments within the residential land use areas will be required to use the municipal servicing system for water supply and sewage disposal.
- 4.3.12 A Conceptual Scheme may be required in support of redesignation and/or subdivision proposals to provide the rationale and support for

implementing residential land use changes within the Plan Area. A conceptual scheme, shall:

- Establish the suitability of land for residential uses;
- Identify development issues and assess impacts on surrounding land uses including measure for the mitigation of impacts;
- Facilitate the phasing of subdivision and development;
- Facilitate efficient and comprehensive development by encouraging innovative subdivision design that maximizes lot yields, servicing efficiencies and development opportunities; and
- Facilitate and accommodate community input;
- Consider internal road linkages with neighboring landowners in support of a comprehensive and efficient road network.
- Consider opportunities to provide pedestrian linkages through the residential areas with possible connections to existing open space systems.

4.3.13 Phasing of the residential development shall be based on the availability of services relative to population and usage. Appendix A – “Existing and Projected Servicing Needs” goes into detail with regard to potential capacity of servicing facilities based on population. This guideline shall be followed when looking at proposed development. Appendix A may be amended from time to time as the servicing upgrades are completed or amended.

4.3.14 Water conservation measures are encouraged in all residential developments and shall comply with Section 7.0 “*Utility Servicing*” of the Plan and be developed to the satisfaction of Council and the Municipal Engineer;

4.3.15 A detailed Stormwater management plan and/or comprehensive site drainage plan shall be prepared and submitted by the developer and approved by the Municipal Engineer as a prerequisite to third reading of a Land Use Bylaw amendment or redesignation allowing the creation of all new residential lots.

4.3.16 A geotechnical report proving the suitability of building sites in accordance with municipal policies shall be prepared and submitted to the Municipality by the developer, as a prerequisite to third reading of a Land Use Bylaw amendment or redesignation allowing the creation of any new residential lots.

4.3.17 Consideration and sensitivity shall be given to issues such as view, noise attenuation, visual aesthetics, and existing infrastructure.

4.3.18 Home Occupations are encouraged within the residential areas;

4.4 COUNTRY RESIDENTIAL LAND USE

There are currently two country residential parcels located in the Plan Area just outside of the existing Hamlet boundary. These parcels will continue to be zoned as country residential. Existing country residential areas are currently serviced through private services consisting of individual wells and standards septic tank and field systems.

The 15-acre Country Residential parcel located in Ptn. N.W. 13-19-27-W4 referenced as Plan 9712550, Lot 1 has been identified as a future Hamlet Commercial area. This parcel is encouraged to transition to a Hamlet Commercial use to be more compatible and consistent with future uses north of and in close proximity to the CPR rail line.

Lands within N.E. 11 and S.E. 14-19-27-W4 are identified as Agricultural Use areas within the Plan. However, flexibility has been provided to allow for some transition of these lands from Agricultural Use to Country Residential Use at the discretion of Council. This type of development could be considered appropriate as a transition from the higher density Residential development areas to the outlying Agricultural lands outside of the Plan Area.

The identification of potential Country Residential development in this area is intended to allow for a more diverse selection of uses and parcel sizes in immediate proximity of the Hamlet of Blackie to encourage additional growth. This area is considered appropriate for Country Residential Development as it is well removed from any development constraints and/or incompatible uses within the Plan Area, and is less suitable for residential growth due to the separation of the lands by the Provincial Highway. These lands could potentially be serviced either by way of the existing Hamlet services or by way of conventional servicing as deemed appropriate by Council.

A detailed public consultation process would be required with the community prior to country residential development of these areas. Any approval of such uses by Council would require special consideration to the existing land uses around them, servicing capabilities, and to development within the hamlet boundaries.

COUNTRY RESIDENTIAL POLICIES

- 4.4.1 All Country Residential development shall conform to provisions of the Municipal Development Plan and the Land Use Bylaw including the general and specific setback requirements from highways, property lines and municipal roads;
- 4.4.2 Proposals for Country Residential subdivision will be evaluated by Council on a site by site basis at the time of application for redesignation and/or land use amendment.

4.4.3 Country Residential areas may further develop at the discretion of Council and shall be compatible with the adjoining uses. (I.e. restrictions on livestock).

4.5 AGRICULTURAL LAND USE

The majority of the lands outside of the existing Hamlet boundary are currently zoned for Agricultural use. Most of these lands are productive farmlands with annual crop, hay production and grazing lands. Figure 6 “*Canada Land Inventory Rating*” identifies the soil classification for all lands within the Plan Area.

Agriculture is important the area and has historically been a very active asset to the viability of the community. Therefore, Agricultural land should be protected from premature and inappropriate development, which may negatively affect existing agricultural operations in the immediate area where possible.

Figure 4 “*Future Land Use Concept*” identifies the areas where the lands are considered suitable as future agricultural use. Future transition to non-agricultural uses on these lands in the immediate future is not anticipated. Due to the proximity of these Agricultural lands to the Hamlet these lands have been maintained in their Agricultural nature for a number of reasons:

- Only a limited future growth area has been chosen based on servicing capacity and reasonable projected growth for the Hamlet leaving the majority of the Plan Area as Agricultural lands.
- The agricultural land allows for a buffer around the existing Hamlet to prevent incompatible issues from arising in close proximity to the Hamlet that could potentially limit future growth within the Plan Area in the future.
- The Agricultural land use maintains the current agricultural character of the area that was expressed as an importance to the community in the questionnaire responses and has acted as part of the viability of community to date.
- Limiting other land uses around the Hamlet boundary at this time encourages Infill development to occur within the Hamlet boundary

Lands within N.E. 11 and S.E. 14-19-27-W4 are identified as Agricultural Use areas within the Plan. However, flexibility may be considered to allow for some transition of these lands from Agricultural Use to Country Residential Use at the discretion of Council. This type of development could be considered appropriate as a transition from the Residential development areas to the outlying Agricultural lands outside of the Plan Area

A detailed public consultation process would be required with the community prior to country residential development of these areas. Any approval of such uses by Council would require special consideration to the existing land uses

around them, servicing capabilities, and to development within the hamlet boundaries. The intent of the plan is to encourage infill within the hamlet boundaries therefore maximizing efficient use of existing infrastructure and lands.

AGRICULTURAL POLICIES

- 4.5.1 Agricultural lands should be protected from premature conversion to other uses where possible;
- 4.5.2 All agricultural development shall conform to provisions of the Municipal Development Plan and the Land Use Bylaw including the general and specific setback requirements from highways, property lines and municipal roads;
- 4.5.3 Subdivision, in accordance with the Municipal Development Plan, Land Use Bylaw, and other applicable Provincial regulation may continue to be permitted at the discretion of Council.
- 4.5.4 All agricultural subdivision and development shall be in conformity with the provisions of the Municipal Government Act, the Subdivision and Development regulations and all other applicable Provincial regulations;
- 4.5.5 Agricultural lands shall continue with their current agricultural land uses. Any non-agricultural uses not provided for under the Agricultural land use rules in the Land Use Bylaw will require an amendment to this Area Structure Plan prior to conversion.
- 4.5.6 Appropriate agricultural uses shall be limited to non-intensive uses. Intensive agricultural uses on lands within the Plan Area will be discouraged due to proximity to the Hamlet.

4.6 BUSINESS

The diversification of business within the Plan Area is encouraged. Business activities provide essential goods and services to the community and can offer valuable employment opportunities for Blackie and area residents. Further, the location of business within the community's structure can directly contribute to the success of a business venture as well as create the potential for land use conflict with non-business land use.

Historically a mix of commercial and industrial uses have been provided for along the entire length of Railway Avenue and some commercial and public and quasi public uses extend South primarily on Aberdeen St. The lands situated directly south of Railway Avenue consist of predominantly commercial uses although there are some industrial uses adjacent to Scott St. and Railway Ave.

The community response to the questionnaire indicated a strong acceptance of business growth; both within the Hamlet and in growth areas within the Plan Area provided such growth is effectively planned.

Commercial and Industrial uses should be facilitated at a scale and character that is sensitive to the existing community and surrounding lands. The plan supports home based businesses as another method of diversification within the Plan Area. Home-based businesses provide opportunity for live-work relationships and support community based economies.

Accordingly, Figure 4 “*Future Land Use Concept*” has identified areas of the community, which are considered appropriate locations for business development within the Plan Area. These include:

A. Commercial Business

Future commercial land use is encouraged on the lands available on both sides of Railway Ave. This area is anticipated to function as the central business area of the Hamlet accommodating a range of business activities providing goods and services to the community. All existing industrial uses currently located in this area are considered conforming and can continue to operate however if the operations cease in the future, commercial use of these sites is encouraged.

Existing commercial uses located south of the unnamed Avenue one block south of Railway Ave. can continue to exist however, this area is encouraged to transition to residential development in the future.

A strip of land in S1/2 13-19-27-W4, North of the existing rail line has also been identified as an appropriate area for future commercial uses. This area has been provided as commercial land use to provide as a buffer from the existing Hamlet area to any future industrial uses.

Commercial uses that require large areas of outdoor storage, and/or any uses that create visual, noise, or air quality concerns are discouraged from the commercial business area.

Limited light industrial uses may be considered within the commercial business area adjacent to the rail line on a site-specific basis if considered appropriate by Council without an amendment to the Plan. A detailed public consultation process would be required with the community prior to any approvals. Any approval of such would require special consideration to the existing land uses around them and any impact they may have on the existing uses with respect to visual aesthetics, noise attenuation, view, and any other matters deemed important to the community. The intent of this special provision is to allow for potential industrial business that may require rail access to be located in proximity to the rail line if it can be proven that there will be no negative impact to the community.

There is a 15-acre parcel located in Ptn. N.W. 13-19-27-W4, referenced as Plan 9712550, Lot 1, which is currently zoned for Country Residential land use. This use may continue as a conforming use however, this land has been identified as a future Hamlet Commercial use area and is encouraged to transition to a Hamlet Commercial use to remain consistent and compatible with the surrounding land uses north of and in that close proximity to the existing CRP Rail line.

B. Highway Commercial Business

Future Highway Commercial uses are encouraged on the west half of LSD 12 & 13 in NW 12-19-27-W4, on the Eastside of Secondary Highway 799, south of 498th Ave.

This area is not intended to take away commercial development from the central business core. Infill of the central business core is a priority in the plan. This area is described as a suitable area to accommodate business developments accessible from a service road paralleling the Secondary Highway that provide goods and services to the local community and the traveling public. Careful consideration should be taken when locating businesses in the Highway Commercial use area to ensure that uses are appropriate to the area.

C. Industrial Business

An area has been provided for future Industrial uses on S ½ 13-19-27-W4, north of the existing Rail line, north of the commercial area.

This area is intended to accommodate “clean” industrial land uses that may require larger site areas and/or require extensive outside storage. Uses such as heavy industry, rendering plants, or industry that create large visual, noise, or air quality concerns are discouraged from Industrial Business area due to proximity to the Hamlet.

Industrial development should be restricted to light industrial uses such as light manufacturing, warehousing and storage facilities, agricultural equipment sales, automotive dealerships and accessory shops (sales, service, and repair).

BUSINESS POLICIES

- 4.6.1 All business development shall conform to provisions of the Municipal Development Plan and the Land Use Bylaw
- 4.6.2 All business subdivision and development shall be in conformance with the provisions of the Municipal Government Act, the Subdivision and Development regulations and all other applicable Provincial regulations;

- 4.6.3 Figure 4 “*Future Land Use Concept*” identifies the areas within the Plan Area considered for the Commercial Business, Highway Commercial Business, and Industrial Business.
- 4.6.4 Industrial development shall be separated screened and buffered from adjacent non-industrial land use and roads.
- 4.6.5 Residential land uses are not considered appropriate uses within the Highway Commercial Business or Industrial Business areas;
- 4.6.6 The design of business development within the Plan Area shall take into account the existing development and the existing adjacent land uses.
- 4.6.7 Consideration and sensitivity shall be given to issues such as environmental impact, view, noise attenuation, visual aesthetics, and existing infrastructure.
- 4.6.8 When considering the appropriateness of redesignation proposals and/or application for subdivision to accommodate business land uses within the Plan Area, the Municipality may require (prior to undertaking an amendment to the Land Use Bylaw to accommodate the proposed use) the proponent of the proposal to prepare all or some of the following:
- a Comprehensive Site Development Plan for the proposed site;
 - an assessment of the potential impact on surrounding land uses including, but not limited to, traffic, noise, dust, safety, and visual impact;
 - the availability and adequacy of on-site and off-site municipal services, private and or public utilities necessary to support the business development;
 - the operational plan for the commercial use (i.e. proposed days and hours of operation, number of employees);
 - a landscaping and buffering plan;
 - an Environmental Overview or Impact Assessment and or Audit;
 - an Archaeological/Historical impact Overview and or Assessment;
 - A storm water management plan in accordance with the requirements of this plan; and
 - Any other matters the Municipality deems necessary;
- 4.6.9 Technical reports proving the suitability of sites for the proposed uses in accordance with municipal policies shall be prepared and submitted to the Municipality by the developer, as a prerequisite to third reading of a Land Use Bylaw amendment or redesignation allowing the creation of commercial lots or future development of existing sites;

4.7 PUBLIC & QUASI PUBLIC USE

Public and Quasi Public land use refers to the use of land, buildings or structure for a public or non-public purpose including uses such as community centers, government uses, fire hall, school, cemetery, public utility facilities, etc.

There are several sites within the Plan Area that currently contain Public and Quasi Public uses. These lands are presently zoned Commercial Hamlet and Commercial Rural under the municipal Land Use Bylaw. These areas have been separated from the commercial business use in the Plan and identified as Public and Quasi Public uses for clarification purposes.

The existing Wastewater Treatment Facility located in NE 12-19-27-W4 has been identified as a Public and Quasi Public use within the Plan Area. The Municipality is in the process of purchasing land to relocate and upgrade the existing facility. At such time as this site is relocated, the designation of this land will likely be transferred to Municipal Reserve lands as park space.

It is difficult to predict location of future Public and Quasi-Public land uses within the Plan Area. New development of these uses within the Plan Area will require the input of community organizations and residents. Future Public and Quasi Public uses should be compatible with the surrounding land uses, and designed in such a manner, which compliment the surrounding landscape.

The existing recreational facility and the lands directly to the south have been identified as a Public & Quasi Public use area. The area south of the existing recreation facility has been identified as such to allow for future expansion of the community's recreational facilities and related amenities on site should it be deemed necessary. Other uses such as Highway Commercial Business could be approved on this site in the future if it is determined that the land is not required for the intended purpose noted above, if considered appropriate by Council, without an amendment to the Plan. A detailed public consultation process would be required with the community prior to any approvals. Any approval of such would require special consideration to the existing land uses around them and any impact this may have on the existing uses in the area.

Lands within the Plan Area will need to go through the appropriate redesignation and/or land use amendment process to allow for future Public and Quasi Public uses in the Plan Area.

PUBLIC AND QUASI PUBLIC POLICIES

- 4.7.1 Public and Quasi Public uses may be considered appropriate within the Plan Area and shall be approved on a site-specific basis.
- 4.7.2 Public consultation with the area landowners shall be completed as part of applications for redesignation, subdivision and/or development for Public and Quasi Public uses.
- 4.7.3 Redesignation, subdivision and development application for Public and Quasi Public uses shall address the following:
 - Analysis of potential impact on surrounding lands;

- Operational characteristic (i.e. hours of operation, number of employees, parking, screening measures, buffering, landscaping, servicing requirements, other special requirements, etc.);
 - Any other matter deemed necessary by the Municipality;
- 4.7.4 The design of the new Public and Quasi-Public uses within the Plan Area shall take into account the existing development and the existing adjacent land uses.
- 4.7.5 Technical reports proving the suitability of sites for the proposed Public and Quasi Public uses in accordance with municipal policies shall be prepared and submitted to the Municipality by the developer, as a prerequisite to third reading of a Land Use Bylaw amendment or redesignation allowing the creation of Public and Quasi Public sites or future development of existing sites;

4.8 ENVIRONMENTAL CONSIDERATIONS

The MD of Foothills Municipal Development Plan contains policies that encourage the preservation of unique or significant natural environments, water supplies, rivers and streams, and wildlife habitat and corridors.

A natural seasonal drainage area runs from northeast corner of the Plan Area in W ½ 18-19-26-W4 through to the south portion of the Plan Area through NE 12-19-27-W4. This area is shown on Figure 5 “*Development Constraints*” with a minimum 6 meter Environmental Reserve dedication and should be given special consideration when allowing any subdivision or development within close proximity.

Any future development within the Plan Area will be subject to completing a Stormwater Management Plan and/or detailed comprehensive site drainage plan.

ENVIRONMENTAL CONSIDERATION POLICIES

- 4.8.1 The natural drainage areas running through the Plan Area identified on Figure 5 “*Development Constraints*” shall be given special consideration when looking at application for subdivision and/or development;
- 4.8.2 Additional lands or features within the Plan Area may be noted and given consideration upon application for redesignation, subdivision, and/or development;
- 4.8.3 The Municipality may require the proponent, in support of a proposal for redesignation, subdivision, or development, and at their sole expense, prepare, and submit additional studies or reports prepared by a qualified professional. These reports should address, but not be limited to:
- A detailed Stormwater Management Plan and site drainage plan of any site approved by the Municipal Engineer;

- Appointment of sites considered Environmentally Significant and the specific details of the significance;
- Proposed Designation of the lands for protection if deemed necessary by Council. (I.e. Environmental Reserve, Environmental Protection District zoning, etc.)
- Environmental initiatives within the immediate and surrounding area;
- Management initiatives to ensure that human use of these sensitive areas are limited to a level compatible with the intended primary function of the area.
- A Geotechnical report pursuant to the provisions of the Municipal Development Plan if deemed necessary by Council.
- An Archaeological and/or Historical Resources Impact Assessment pursuant to the provisions of the Municipal Development Plan and to the satisfaction of Alberta Culture.
- Any other information deemed necessary by Council;

4.9 OPEN SPACE, PARKS, AND RESERVE LANDS

Areas of Open Space, Parks, and Reserve lands within a community can exist in many different forms and function in different ways:

- Provide for both active and passive recreation for residents and visitors of the community.
- Can be used to enhance or create views and vistas within the built environment.
- Act as a buffer from one land use to another.
- Allow for protection of areas that have environmentally significant features or require special environmental consideration.
- Provide for habitat for birds and wildlife.

Figure 4 “*Future Land Use Concept*” identifies the existing Open Space, Parks, and Reserve lands within the Plan Area.

Future Open Space, Parks, and Reserve lands will be encouraged when future development occurs within the Plan Area.

A. Municipal Reserve

Open Space and parks in the community currently consist largely of Municipal Reserve (MR) land that has been dedicated to the Municipality.

There are currently four Municipal Reserve parcels located within the Plan Area. These areas can be identified on Figure 4 “*Future Land Use Concept*” and described as follows:

BLACKIE AREA STRUCTURE PLAN

- 3.88 acre parcel located on the East side of Scott Street described as Plan 9411786, Block 1, Lot 8MR. This parcel contains the existing Lions Campground and a Ball Diamond.
- 0.33 acre parcel located on the west side of Scott Street adjacent to the above noted Municipal Reserve described as Plan 7614JK, Block 13, Lot R13. This parcel is used for parking during events such as ball games.
- 2.39 acre parcel located on the corner of Marschal Street and Mountain Avenue described as Plan 7614JK, Block R12. This parcel has a ball diamond, playground, camp cook facility, and gun club building currently situated on the site.
- A 1.86 acre area consisting of 13 lots on the north side of Railway Ave. just East of Secondary Highway 799 described as Plan 801001a, Block 14, Lot 15 through 28. Currently this land is vacant. The plan encourages this site be developed as a community space for passive recreation, as a historical enhancement information area, or open space with visual facade welcoming you to the community due to the site's proximity to one of the Hamlet's main entrances.

Public input during the planning process indicated a general desire for more linear park systems and passive recreation areas. Concentration should also be placed on maintenance and further development or landscaping on the existing Municipal Reserve sites within the community.

Future open space and park areas should be conceived, developed, and maintained by the community in collaboration with the municipality and development proponents.

Future dedication of Municipal Reserve, either by physical dedication of land, cash in lieu of land or both shall be determined by the municipality in accordance with the municipal public reserve policy and Section 666 of the Municipal Government Act;

The municipality may consider linear Municipal Reserve parcels dedicated adjacent to Environmental Reserve and throughout the Plan Area in support of a linear park system.

The existing Wastewater Treatment Facility located in NE 12-19-27-W4 has currently been identified as a Public and Quasi Public use within the Plan Area. The Municipality is in the process of purchasing land to relocate and upgrade the existing facility. At such time as this site is relocated, the designation of this land will likely be transferred to Municipal Reserve lands for future park space.

Through the development process, the retention and enhancement of open space and park areas in the Plan Area is encouraged.

The municipality encourages pedestrian linkages from residential and business development areas to open space area and park spaces and/or residential areas to school sites;

Linear pathways should be established in new residential areas or areas undergoing in-filling that promote linkages between residential development and these public areas.

B. Environmental Reserve

There is currently no Environmental Reserve land dedicated within the Plan Area.

Figure 4 “*Future Land Use Concept*” identifies one future area where Environmental Reserve dedication is encouraged:

- A minimum 6 meter Environmental Reserve dedication is encourage on both sides of the seasonal drainage area that runs throughout the east side of the Plan Area on W1/2 18-19-26-W4, Ptn. E1/2 13-19-27-W4 and N1/2 12-19-27-W4.

Consideration for future Environmental Reserve dedication or registration of an Environmental Reserve Easement shall be given to any site within the Plan Area that may be considered environmentally significant upon application for redesignation or land use amendment.

OPEN SPACE, PARK SPACE, AND RESERVE POLICIES

- 4.9.1 Dedication of Municipal reserve within the Plan Area shall be determined by Council at the time of redesignation and/or land use amendment in accordance with the municipal public reserve policy and Section 666 of the Municipal Government Act;
- 4.9.2 New developments are encourage to include additional lands for passive and active recreation that is compatible with the existing open space and park spaces in the Hamlet, the rural surroundings, and the natural features of the Plan Area
- 4.9.3 Municipal Reserve lands shall be maintained by a Community association formed to undertake post-development operations of specific facilities where possible;
- 4.9.4 Dedication of Environmental Reserve within the Plan Area shall be determined by Council at the time of redesignation and/or land use amendment in accordance with Section 664 of the Municipal Government Act

5.0 PHASING OF DEVELOPMENT

Phasing of development shall take place in a logical and efficient manner based on the availability of services. Appendix A – “Existing and projected Servicing Needs” shall act as a guide with respect to the availability of servicing relative to population and usage.

New development is encouraged to proceed on the lands within the existing Hamlet boundary prior to other lands outside of the Hamlet within the Plan Area. Infill within the Hamlet boundary is important to the viability and sustainability of the community.

PHASING POLICIES

- 5.1.1 Phasing of the residential development shall be based on the availability of servicing relative to population and usage as described in Appendix A – Existing and Projected Servicing Needs. Appendix A may be amended from time to time as the servicing upgrades are completed or amended.
- 5.1.2 Subdivision and/or Development of the lands within the Hamlet boundaries are encouraged prior to subdivision and/or development of the outlying lands within the Plan Area. Council may consider lands outside the Hamlet boundaries, within the Plan Area prior to subdivision and/or development within the Hamlet boundaries at their discretion.

6.0 TRANSPORTATION

Figure 2 “*Plan Area*” shows the current transportation system within the Plan Area.

External Roads

The primary access to the Plan Area is Secondary Highway 799. This highway runs in a north-south direction along the west side of the existing Hamlet boundary. This Secondary Highway connects with Highway 23 that runs west to the Town of High River and East to the Town of Vulcan.

Two primary collector roads extend east off Secondary Highway 799 accessing the Hamlet:

- 498 Ave. on the south boundary of the Hamlet
- Railway Avenue on the north boundary of the Hamlet.

The areas outside the Hamlet boundary within the Plan Area are serviced primarily by the Secondary Highway 799, 498th Ave. extending both east and west from the Hamlet boundary, and off 272 St. E. that runs in a north-south direction on the east end of the Hamlet boundary.

Internal Hamlet Roads

The existing road system within the Hamlet boundaries can be identified on Figure 2. Historically, Aberdeen St. was Main Street Blackie. Currently, Railway Ave. on the north side of the Hamlet and 498th Ave. to Aberdeen St. access the Business core within the Hamlet of Blackie. 498th Ave. extending east of Secondary Highway 799 serves as access to the south side of the Hamlet.

New internal roads will be required to service new subdivision and/or development in some areas. Where possible, access should be obtained off existing internal access roads. Access to individual lots should be maintained off internal subdivision roads rather than primary collector roads accessing the community.

Special attention may be required when considering future subdivision and/or development in proximity to the intersection of Secondary Highway 799 and 498 Ave. with Aberdeen St. Concerns have been noted with respect to site visibility in this area due to the angle of the access points in this area. Future intersection revisions shall be reviewed and the necessary transportation studies completed prior to any addition subdivision and/or development adding traffic to this intersection.

Future land uses to the west of this realignment shall be determined at the discretion of Council subject to appropriate public consultation.

TRANSPORTATION POLICIES

- 6.1.1 All roadways required to give access to the development shall be designed and built to M.D. of Foothills standards and to the satisfaction of Council and the Municipal Engineer.
- 6.1.2 Access directly off Secondary Highway 799 shall be discouraged and will require approval from Alberta Transportation.
- 6.1.3 Access to the Highway Commercial use area shown on Figure 4 "*Future Land Use Concept*" shall obtain access of a service road paralleling the Secondary Highway as per the Municipal Engineer and Alberta Transportations recommendations.
- 6.1.4 Access directly off the primary collector roads (498th Ave and Railway Ave.) shall be discouraged. Access to all residential lots shall access onto residential subdivision roads;
- 6.1.5 The developer will enter into a Developers Agreement with the M.D. of Foothills for construction of road required to give access to the development;
- 6.1.6 The need for additional highway noise and/or visual buffering for residential lots shall be assessed at the land use redesignation and subdivision phase.
- 6.1.7 The M.D. of Foothills may require the preparation of an infrastructure assessment by a qualified professional when considering a redesignation, subdivision, or development application. Where local roadways are to be

dedicated as public roads, the Municipality will assume long-term maintenance of the roadway upon issuance of a Final Acceptance Certificate to the developer.

- 6.1.8 The developer will be required to make a contribution toward maintenance and upkeep of external roads through payment of an infrastructure levy fee at the time of land use bylaw redesignation for each new lot. Infrastructure levy fees shall be paid in accordance with the standard fee schedule in effect at the time of redesignation.

7.0 UTILITY SERVICING

The Hamlet of Blackie is currently serviced by way of a municipality owned water system. The Municipality currently has two production wells that are licensed for diversion of water for Municipal use, a treatment plant, and distribution system.

A municipally owned wastewater collection system currently servicing the Hamlet of Blackie is located in NE 12-19-27-W4. Figure 5 “*Development Constraints*” shows the location of these facilities within the Plan Area. The Municipality is in the process of obtaining land to relocate the existing wastewater facility and make upgrades to the existing system to allow for future growth of the community.

Appendix A “Existing and Projected Servicing Needs” references the availability of water and wastewater servicing relative to population. This appendix gives details with respect to proposed servicing upgrades and limitations based on usage and population.

The areas within the Plan Area, outside of the existing Hamlet boundaries, are all currently serviced by way of individual wells and individual septic systems.

New developments within the Hamlet will be required to use the municipal servicing system. Any single parcels and smaller developments outside of the Hamlet and future growth areas may be serviced by individual water and sewage disposal if deemed appropriate by Council.

SERVICING AND UTILITIES POLICIES

- 7.1.1 Servicing shall be in accordance with Appendix A, “Existing and Project Servicing Needs” and any amendments thereto, unless otherwise approved by Council;
- 7.1.2 All utilities necessary to service each lot will be provided to Provincial and Municipal standards at the expense of the developer or builder;
- 7.1.3 The developer shall enter into a Developers Agreement with the M.D. of Foothills for installation or construction of public utilities required to service the development;

- 7.1.4 The developer will be required to submit an off-site levy contribution toward new or expanded water system, sewage disposal system, and or Stormwater system, at the time of land use bylaw amendment or redesignation;
- 7.1.5 Applications for new parcels and/or development will require proof of suitable utility services to the satisfaction of MD of Foothills Council.
- 7.1.6 The MD of Foothills may request a Storm Water Management Plan (SMP) or comprehensive site drainage plan be prepared at the time of development, redesignation or subdivision. The SMP shall be prepared by a qualified engineer, at the sole expense of the applicant and approved by the Municipal Engineer;
- 7.1.7 Developers are encouraged to register a Restrictive Covenant, administered by the developer or homeowners against all new lots and developments requiring services, to provide for the water conservation methods within their development such as low flow toilets;
- 7.1.8 Installation of underground power, gas, telephone and cable service shall be completed at the developer's expense to all lots in accordance with the utility companies designs and standards

8.0 PROTECTIVE SERVICES

A 911 Emergency Service covers development within the Plan Area. Fire fighting response is provided from the Blackie Station with necessary back up from the High River Station. The Royal Canadian Mounted Police, High River detachment, and the M.D. of Foothills Special Constables will provide police services to the Plan Area.

PROTECTIVE SERVICES POLICIES

- 8.1.1 Applications for redesignation, subdivision, and development shall demonstrate that proper emergency vehicle access is provided to MD of Foothills standards and the satisfaction of Council.
- 8.1.2 New subdivisions shall meet MD of Foothills standards for on-site fire fighting measures.

9.0 PLAN IMPLEMENTATION

9.1 APPROVAL PROCESS

Adoption of the Blackie Area Structure Plan by bylaw is the first step toward implementation of a development plan for the Plan Area. The Area Structure Plan provides a framework of land use policies that must be met prior to approval of subsequent land use redesignation (zoning) bylaws and subdivision plans for specific lots within the area.

BLACKIE AREA STRUCTURE PLAN

The Blackie Area Structure Plan is adopted only after a statutory public hearing of MD of Foothills Council and appropriate consultation with key stakeholders including residents of the Blackie, area landowners and municipal staff.

All development within the Plan Area must be consistent with the policies of the approved Area Structure Plan.

At the time of land use redesignation, additional technical information may be required in order to confirm the technical feasibility and design of the proposed land uses. Details of infrastructure, water supply and sewage disposal for specific subdivisions would be provided in accordance with MD policies and requirements, including the policies and requirements of this Area Structure Plan.

A legal subdivision application will be submitted to the MD of Foothills Council after appropriate land use bylaw amendments are in place to accommodate the planned land uses. Subdivision approval may be phased over time to correspond with a logical and efficient sequencing of infrastructure and development.

APPROVAL PROCESS POLICIES

9.1.1 The policies contained within this Area Structure Plan shall be reviewed and implemented by the Municipal District of Foothills Council at its discretion.

APPENDIX A

***BLACKIE
AREA STRUCTURE
PLAN***

Existing and Projected
Servicing Needs

EXISTING SERVICING PROVISIONS

Current Population in Blackie Approximately 333 as per last Census

WATER

Diversion

- License's to Divert 99,915.5 cubic meters water from Production Wells 2 &3 per year;
 - Water supply suitable to serve 622 people and beyond the 20 yr growth projection.
 - Preliminary certificate held for an additional 46,000 cubic meters per year diversion which is enough for an additional 286 people.

Treatment Plant

Well Water supply – Pumping suitable to provide for 1436 people with 100% back-up well and pumping.

Water Treatment Plant – Treatment Capacity at 490 cubic meters per day;
Capacity for 557 people at present assuming 100% back-up and beyond the 20 yr growth projection.

Treated Distribution and Storage

Treated water distribution capacity will be 1311 cubic meters per day not including fire flows;

Enough for 715 people with 100% back-up of 7.5 HP pump and beyond the 20 yr growth projection.

Treated water storage capacity is 675 cubic meters and is well beyond the 20 yr growth projection assuming the fire pump is not upgraded in capacity.

Water distribution system in need of repairs/replacement.

Fire Protection

Fire pump capacity of 2722 liters per minute with a 2 hour supply of water from plant. Additional flow of 1311 liters per minute available with distribution pumps running as well for a total available flow of 4033 liters per minute.

Matches new Fire pumper capacity of 4000 liters per minute.

SEWAGE DISPOSAL

Sewage Collection

Existing collection system capable of servicing 653 people or beyond the 20 yr horizon. Collection system in need of repairs.

Sewage Pumping

Main lift station sized to service 622 people or beyond the 20 yr horizon.

Sewage Lagoon

Currently undersized and does not meet current Alberta Environment guidelines.
In need of replacement.

PROJECTED FUTURE SERVICING NEEDS

SEWAGE COLLECTION AND DISPOSAL

Present

Existing sewage lagoon does not meet Alberta Environment standards and is in need of replacement.

Grant applied for through the Alberta Water/Wastewater Assistance Partnership in January 23, 2003.

Waiting for grant funding to proceed with the project.

Subdivision development in Blackie on hold until new lagoon is built.

The following upgrades to the water system are projected at particular population milestones:

Current Population Figures – 333

Table 1: Future Servicing Requirements

Population Milestone	Project
Present	Construct new sewage lagoon for 20 yr horizon.
557	Evaluate and upgrade Water Plant Filtration capacity.
622	Increase Water Well Diversion capacity.
630	Sewage Lift Station pumping upgrade.
660	Evaluation of Sewage System pipe capacity.
715	Upgrade water plant distribution pumping capacity.

The timing of the above water projects are dependent upon population growth within Blackie. The following table shows the timing based on population growth projections.

BLACKIE AREA STRUCTURE PLAN

Table 2: Population Growth Forecast

Year	Population 0.5% Growth	Population 1.0% Growth	Population 2% Growth	Population 4% Growth
2005	333	333	333	333
2006	335	336	340	346
2007	336	340	346	360
2008	338	343	353	375
2009	340	347	360	390
2010	341	350	368	405
2011	343	353	375	421
2012	345	357	383	438
2013	347	361	390	456
2014	348	364	398	474
2015	350	368	406	493
2016	352	372	414	513
2017	354	375	422	533
2018	355	379	431	554
2019	357	383	439	577
2020	359	387	448	600
2021	361	390	457	624
2022	362	394	466	649
2023	364	398	476	675
2024	366	402	485	702
2025	368	406	495	730

Milestone 1: Construct new sewage lagoon for minimum 20 yrs in future.

Milestone 2: Increase in WTP Filtration Capacity, 557 people

Milestone 3: Increase well water diversion from wells 2&3, 622 people.

Milestone 4: Lift Station pump upgrade, 630 people

Milestone 5: Review capacity of sanitary sewage collection system capacity, 660 people.

Milestone 6: Increase in Distribution pumping capacity, 715 people, assumes a 100% back-up.

Assumes a per capita water usage of 440 liters per day which includes bulk fill. Should the fire pump be upgraded, existing potable water storage capacity to be reviewed.

Drilling of 4th production well may be required depending upon future evaluations.

Water Filtration Plant Capacity to be evaluated as milestone is approached.

Well water supply, Distribution pumping, Water Plant Filters, Lift Station all assumed to maintain 100% back-up at all times.

ROADS AND SIDEWALKS

ROADS:

Roads may be upgraded once the water and sewer utilities are replaced such as Aberdeen and Stuart Street. Future work on existing road network will be dependent upon public consultation, traffic volumes, development and budget. New roads will be subject to the M.D. of Foothills No.31 road construction standards.

SIDEWALKS:

The sidewalks throughout Blackie are generally in good condition. Various lengths of sidewalk/curb and gutter have been repaired or replaced over the past 5 years. Assuming grant availability, the sidewalk replacement program will continue in 2005.

FINANCING - BLACKIE OFF-SITE LEVY

Due to development, funding will be required to provide the increased level of water and sewer infrastructure. Council passed an off-site levy bylaw in 2002 outlining the cost to subdivide lots within Blackie. This off-site levy bylaw will ensure that funding for infrastructure upgrades are available. ***In addition, the cost to expand infrastructure is borne by the developers not the existing residents of Blackie.*** This levy is based upon the following:

Expanding the Blackie population to 800 people,

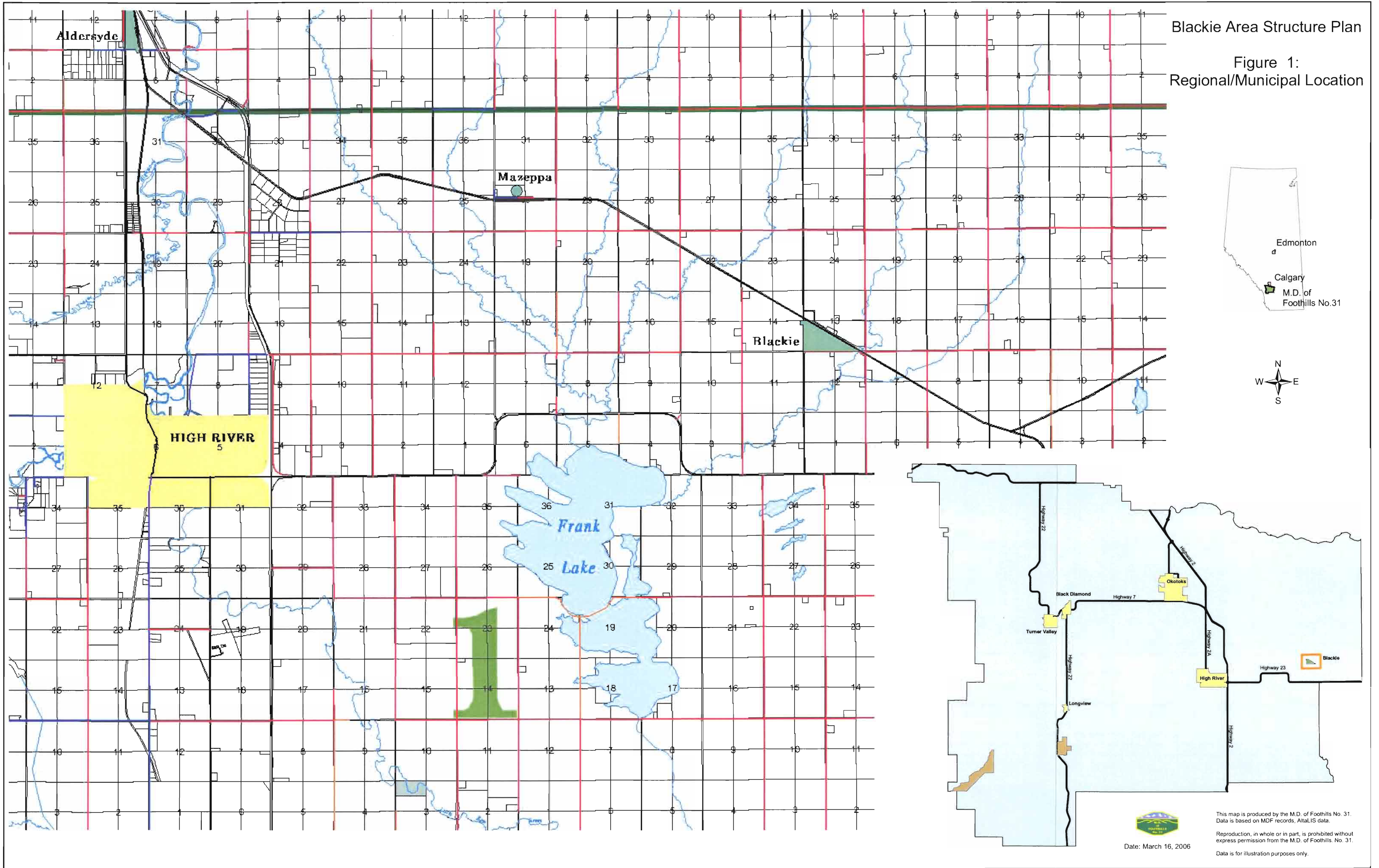
An average of 2.63 people per household or an additional 178 lots to reach 800 people,

Estimated future costs to meet increased water and sewer capacities of \$623,000,

Off-site levy is the estimated cost for infrastructure divided by the total number of lots or $\$623,000/178 \text{ lots} = \$3,500$ per lot levy.

Blackie Area Structure Plan

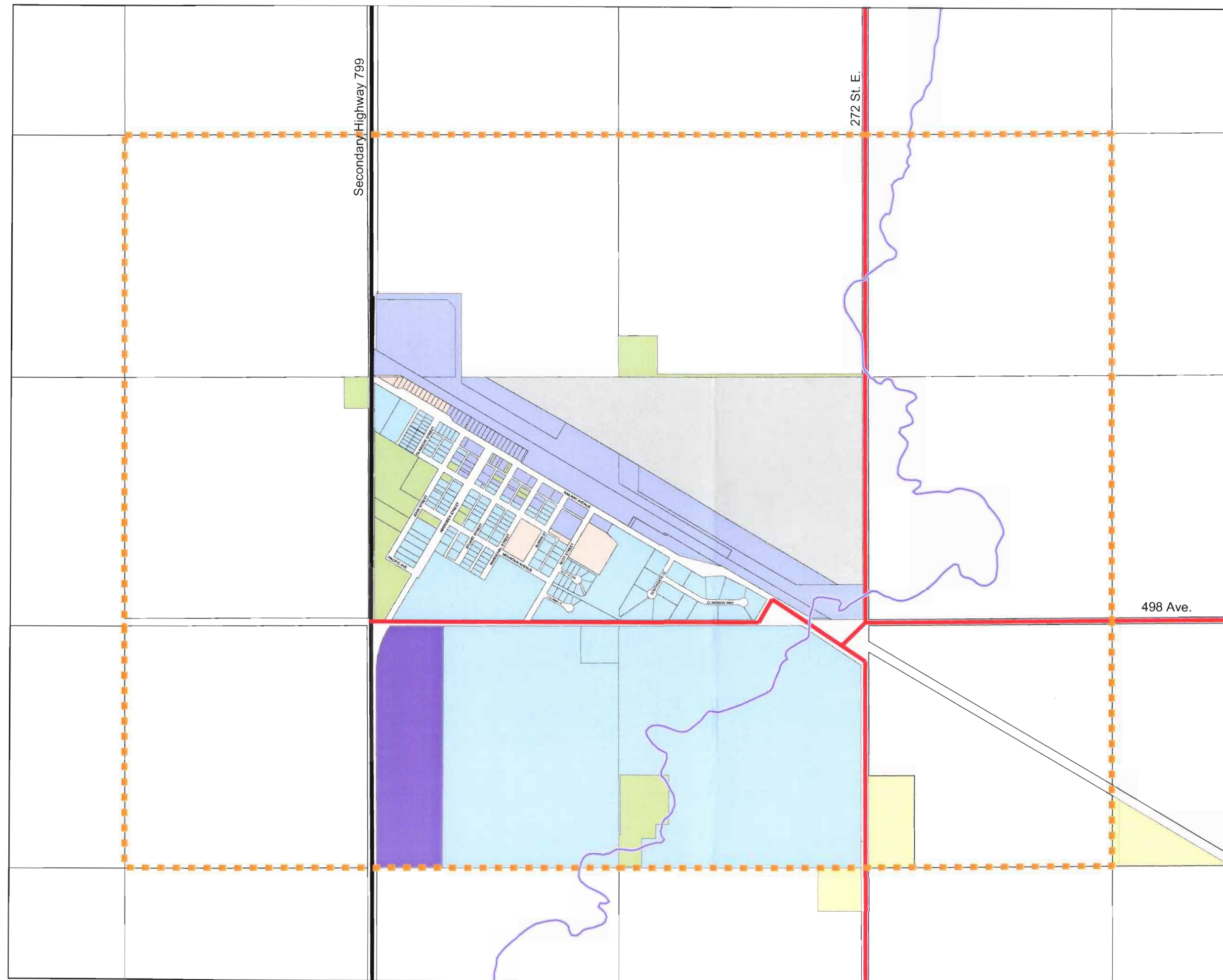
Figure 1:
Regional/Municipal Location



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Figure 4:
Future Land Use Concept



Legend

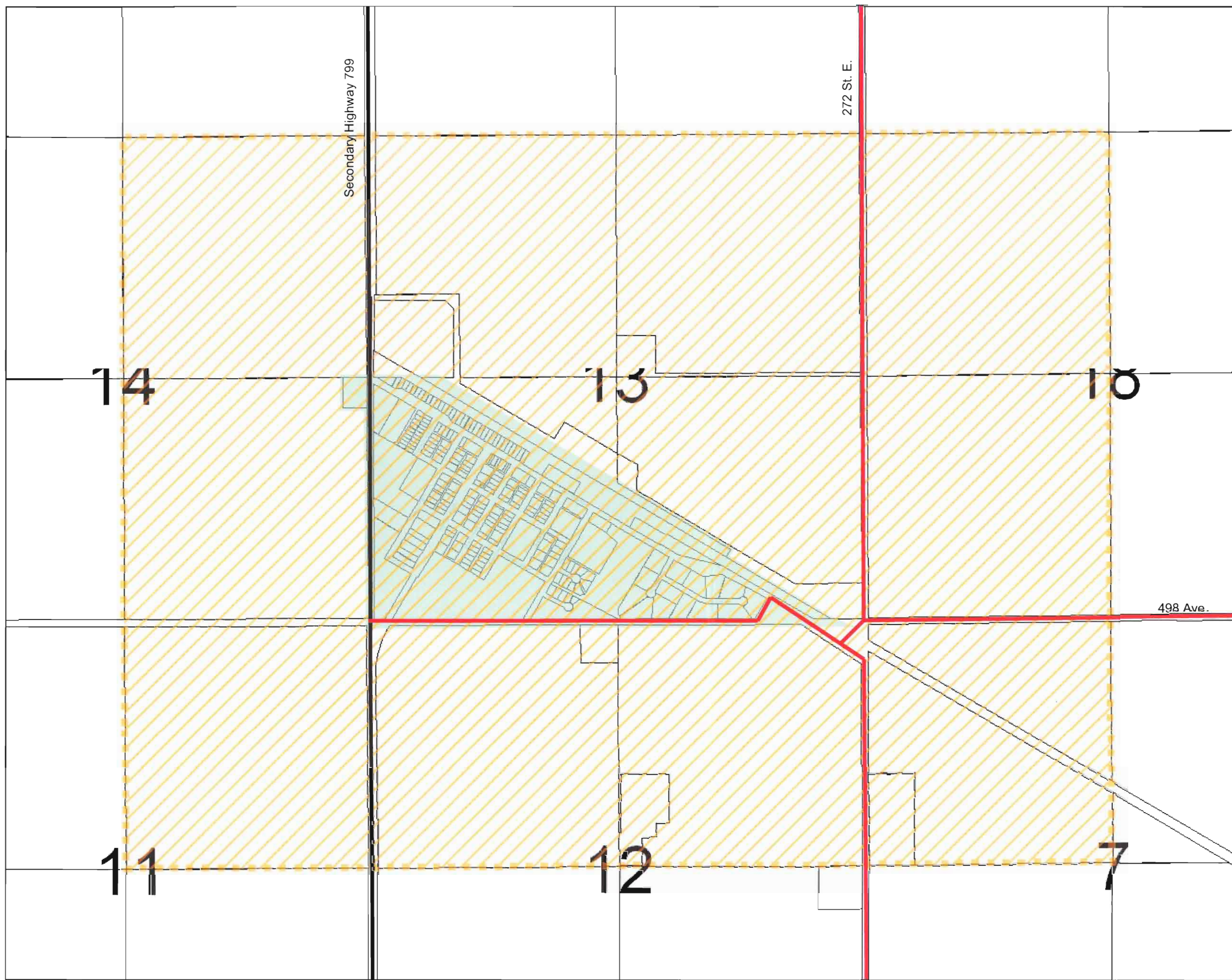
- Agricultural
- Commercial Hamlet
- Commercial Highway
- Country Residential
- Industrial Hamlet
- Public and Quasi Public Use
- MR/ER
- Residential
- 6m Stream Buffer
- Plan Area

Scale 1:12,000



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Figure 2:
Plan Area Map



Legend

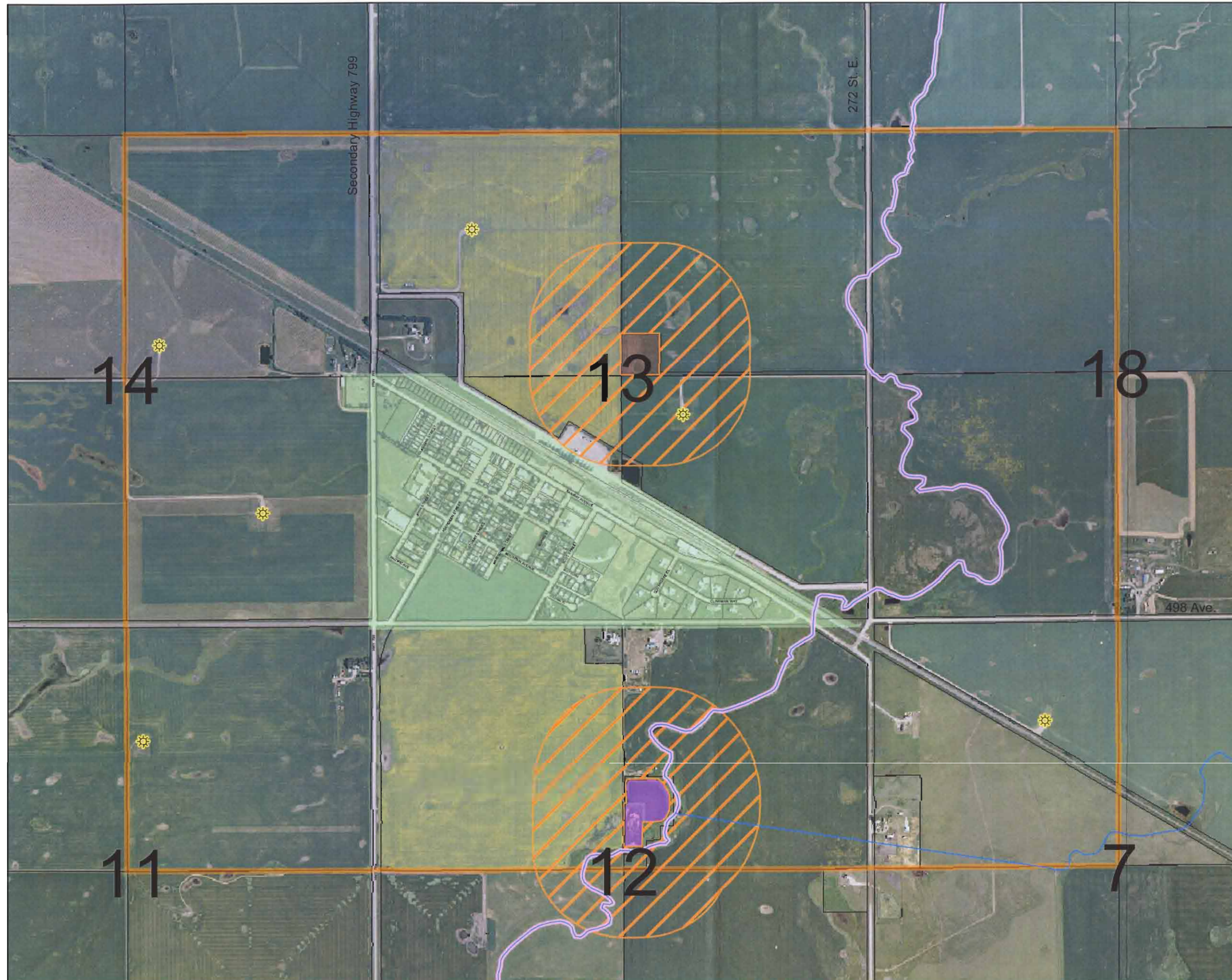
- Plan Area
- Hamlet

Scale 1:12,000



This plan is a preliminary document and is subject to change without notice. It is not intended to be used for any other purpose.

Figure 5:
Development Constraints



Legend

-  Plan Area
-  Hamlet of Blackie
-  Wastewater Treatment Facility
-  Non-operating Sanitary Landfill
-  300m Development Constraint Buffer
-  Gas Well
-  6m Stream Buffer

Scale 1:12,000



Date: February 27, 2006

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