

Gasoline Alley Area Structure Plan

Cypress County, AB



August 2020

wsp

CYPRESS COUNTY

BYLAW 2020/06

A Bylaw of Cypress County in the Province of Alberta to adopt the Gasoline Alley Area Structure Plan and Area.

PURSUANT TO the provisions of the Municipal Government Act, being Chapter M-26 of the Revised Statutes of Alberta, 2000, and amendments thereto, the Council of Cypress County in the Province of Alberta, duly assembled, ENACTS AS FOLLOWS:

1. Having prepared an Area Structure Plan for the Gasoline Alley area in the Hamlet of Dunmore, which will serve as a guide for future development and growth within the Plan area boundary.
2. Having held a public hearing on the document, the Area Structure Plan is hereby adopted as the Gasoline Alley Area Structure Plan, as shown in the attached Schedule "A".
3. This bylaw shall take effect upon final passage thereof.

Read a first time this 7th day of April, 2020.

Read a second time this 18th day of August, 2020..

Read a third time and finally passed this 18th day of August, 2020..



Reeve



Chief Administrative Officer

The image shows two circular official seals of Cypress County. The top seal is partially obscured by a signature and the word 'Reeve'. The bottom seal is partially obscured by a signature and the words 'Chief Administrative Officer'. Both seals contain the text 'CYPRESS COUNTY' and 'SEAL'.

BYLAW 2020/06

SCHEDULE "A"

GASOLINE ALLEY AREA STRUCTURE PLAN

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1 INTRODUCTION

1.1 VISION

The Gasoline Alley Area Structure Plan (ASP) is envisioned to be a fully serviced hub of highway industrial, Hamlet commercial and public and semi-public uses, intended to expand and diversify industry, and stimulate commerce and trade activity in the Hamlet of Dunmore and the Medicine Hat Region. The purpose of this plan aligns with the intent for the land as outlined in the Tri-Area Intermunicipal Development Plan (IDP), Cypress County Municipal Development Plan (MDP), the Dunmore Master Area Structure Plan and the Cypress County Land Use Bylaw.

The Tri-Area IDP defines the area as the Dunmore Urban Services Area. The MDP (Policies 3.5-3.7) identifies locations to encourage industrial and commercial development and identifies the Hamlet of Dunmore as a location to promote residential and commercial/industrial services.

The Gasoline Alley ASP is intended to guide the development of a range of diverse and complementary land uses within the planning area:

- The lands directly adjacent to Highway 1, east of Eagle Butte Road/Charles Street are envisioned to be developed as a logical and orderly expansion of commercial development.
- The lands north of Highway 1 and east of Eagle Butte Road/Charles Street and extending about east 360m past Highway 41, are envisioned to contain a mixture of commercial and industrial land uses.
- The lands along 3rd Avenue are envisioned to be a combination of commercial and industrial, and will provide a land use transition from the existing and proposed residential neighborhood to the south.
- Lands in these areas will be serviced by private, onsite septic fields for the interim, and water, storm and future sanitary sewer services that will meet the needs of the Hamlet of Dunmore and surrounding communities. Both areas will provide an opportunity for development of a vehicle-oriented highway commercial development adjacent to Highway 1.

Development of the Plan area will serve as a catalyst to support commercial and industrial development and provide employment opportunities to residents of Dunmore and areas in close-proximity. The future Highway 1 re-alignment is planned south of the Plan area boundary, and will not create any short-term impacts on the Plan area.

The eastern boundary of the Plan area was determined to extend about 360m east of Highway 41 and the Hamlet of Dunmore Boundary. This eastern boundary may extend further east in the future as demand for Commercial and Light industrial sites increases. An amendment showing the extension to the boundary of the Hamlet of Dunmore will be required as future development progresses.

Vision:

“To provide for the orderly expansion of Dunmore’s commercial and industrial areas in a manner that takes advantage of the locational attributes of Highway 1 and Highway 41, promotes growth and development, and effectively integrates with existing and proposed residential areas of the Hamlet of Dunmore.”

1.2 PURPOSE

The Gasoline Alley ASP describes how 98.65 ha (243.77 acres) of farmland and existing hamlet commercial uses, located south and north of Highway 1 and east of the Eagle Butte Road/Charles Street intersection will be developed into an efficient and orderly commercial, business and industrial park. The Gasoline Alley ASP has been prepared on behalf of Cypress County (the County).

This document is designed to provide a framework to guide the development of The Gasoline Alley plan area. This Plan will address planning issues in a comprehensive manner to effectively coordinate servicing and transportation infrastructure with the spatial organization of land uses. Additionally, this Plan seeks to introduce policy and guidelines that together, will create a successful and sustainable development.

1.3 INTERPRETATION

The following definitions may be used to interpret the policies in the Gasoline Alley ASP:

Area Structure Plan (ASP)	A statutory plan, adopted by bylaw, which provides a policy framework for subsequent land use reclassifications, subdivision and development of a specified area of land in the municipality.
Conceptual Scheme	A Plan that relates a subdivision application to future subdivision and development of adjacent areas that may or may not be approved by the subdivision and Development Authority of established as a Bylaw Approved by a Municipal Council.
May	“May” in policies indicate support in principle with the required level of compliance to be determined by the applicable authority.
Shall & Will	Indicates that a policy is mandatory and must be complied with; however, where quantities or numerical standards form part of a policy, they may be varied at the discretion of the Development Authority, provided that the intent of the policy is still achieved and the variance is necessary to address unique circumstances that would otherwise render compliance with the policy impractical or impossible.
Should	Indicates that a policy is strongly encouraged, but can be varied where unique circumstances require other actions that would still satisfy the general intent of the policy and ASP.

1.4 PLAN OBJECTIVES

The following development objectives have been created to help guide and strengthen the overall direction of the Plan and policies contained within the Gasoline Alley ASP:

1. **To create** a flexible development concept that will assist in stimulating investment while continuing to respond to changing market conditions.
2. **To provide** investment security and land use predictability for landowners, existing business owners and potential developers.
3. **To sensitively integrate** development with surrounding land uses and the natural environment.
4. **To promote** development with appropriate building, site and landscaping standards.
5. **To recognize** the importance of agriculture in the region and to support the continuing use of agricultural lands within the planning area until it is needed for development.
6. **To provide** opportunities for commercial and industrial development to serve the community's needs and diversify the County's economic base.
7. **To fulfill** legislative requirements for Municipal Reserve within the Plan area, and contribute to the acquisition and development of parks and open spaces.
8. **To efficiently and safely move** people and goods to, from and within the Plan area.
9. **To provide** efficient and economical services to meet the needs of future development.
10. **To provide** efficient and environmentally suitable storm water management facilities.
11. **To provide** utility services to meet the needs of future development.
12. **To allow** for an efficient, economical and logical phasing of development.

1.5 BACKGROUND INFORMATION

The Gasoline Alley ASP lands are located on the north and south sides of the Trans Canada Highway 1 between Eagle Butte Road/Charles Street and 360m east of Highway 41 in and adjacent to the Hamlet of Dunmore, strategically situated between Medicine Hat, AB and the Alberta/Saskatchewan border. The area is within the Dunmore Master Area Structure Plan, which was completed in 2012. The Gasoline Alley ASP comprises approximately 98.65 ha (243.77 ac) of land, within the Dunmore Master Plan area.

Highway 1 currently bisects the Hamlet of Dunmore. The DMASP notes that in 2009 a functional study was undertaken by Alberta Transportation. This Plan noted:

“Currently, Highways 1 and 3 passing through the Town of Redcliff and the City of Medicine Hat do not meet Transportation Canada’s National Highway System (NHS) standards. It was determined that upgrading the existing highways to meet NHS standards would be extremely disruptive and costly due to the amount of existing adjacent development and infrastructure. With highway realignment being the best option, the Realignment Plan was prepared for the purpose of developing future realignment paths for Highways 1 and 3 through the Tri-Area region. The future Highway 1 road right-of-way defines the south and east boundary of the Dunmore Master ASP and represents significant development constraints and opportunities for the Plan area.”

The present alignment of Highway 1 influences and highlights the potential of the Plan area to stimulate local business by providing a goods and services transportation corridor, and services to the travelling public. As Highway 1 is realigned in the future, this will have an influence on development, providing additional locations for commercial and industrial growth.

The Plan area is situated in such a way that it is a logical expansion of existing commercial/industrial uses within the Hamlet of Dunmore. In addition to the extension of existing uses, the commercial and industrial business area will assist in stimulating the local economy and serve as a hub for the region and the travelling public.

At present residential development is planned south of the Gasoline Alley Plan area. A Concept Plan for the Wilde Properties Group's Eagle Ridge Community has been prepared for the area south of the Gasoline Alley ASP. This Concept Plan identifies this area for future residential uses. The effective integration of residential development with commercial and industrial uses will be required in accordance with approved plans of the County including the Dunmore Master Area Structure Plan. Transition elements including land uses, streets, trails, drainage courses, berms and/or fences can serve this function. In addition, plans for storm pond management in the area must address the requirements of multiple land owners and Alberta Environment. Storm pond design must address the commercial/industrial and residential areas, and should be designed to ensure compatibility between existing and planned land uses.

1.6 ECONOMIC GROWTH

The development of the Gasoline Alley ASP will assist the County by promoting commercial and industrial development in the hamlet of Dunmore. The Plan area is situated on both sides of Highway 1, providing a highly visible location to site highway related commercial and industrial opportunities.

The development of the Gasoline Alley ASP will have positive impact on economic development in Dunmore and the County as a whole, as the Plan assists in:

- Potentially stimulating commercial and industrial activities by developing a plan to facilitate development and allow for the development approval process to be easily undertaken in accordance with the directions of the plan;
- Creating additional employment opportunities for residents; and,
- Prioritizing infrastructure investment in the region by identifying and clarifying the future infrastructure needs to support development in the ASP area.

2 PLAN AREA

2.1 LOCATION AND CONTEXT

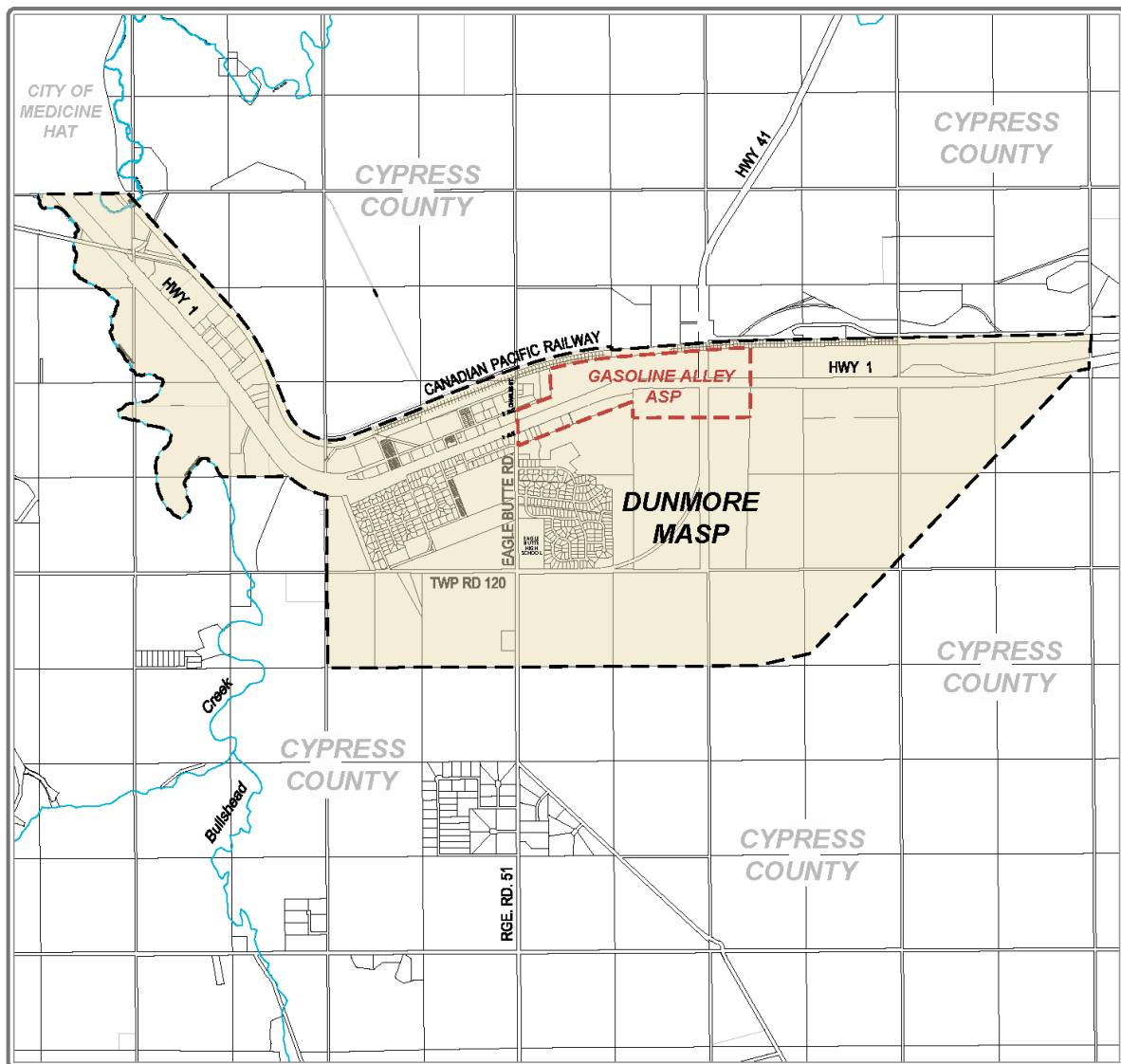
The Gasoline Alley ASP is located adjacent Highway 1, approximately 5 km east of Medicine Hat. Dunmore is located within a regional market area along the Highway 1 corridor which extends east from Medicine Hat (Figure 1 - Area Structure Plan Boundary). This corridor connects Medicine Hat to the Hamlets of Dunmore, Irvine and Walsh and the Alberta Saskatchewan Border extending to Maple Creek, Swift Current and Regina SK.

The Plan area is bisected by Highway 41 which runs north to south. Proposed transportation upgrades include the future alignment of Highway 1, which will run east to west, adjacent to the southern boundary of the DMASP Plan area. The opportunities and constraints of the Plan area have been identified on Figure 3 - Opportunities and Constraints Map.

The lands surrounding the Plan area are described as:

- North – rural agricultural grazing and cultivated land with gravel extraction operations further to the north and east;
- East – rural agricultural grazing and cultivated lands and some natural areas (steep slopes south);
- South – agriculturally cultivated lands and residential development (established and proposed development); and,
- West – existing commercial/industrial, institutional and residential uses (established development).

Figure 1 - Area Structure Plan Boundary



2.2 LEGAL DESCRIPTIONS AND OWNERSHIP

Lands within the ± 98-hectare (244 ac) Plan area are owned by several different property owners, as identified in Figure 2 - Ownership Plan, on the following page. All parcels are owned by private owners or corporations.

A summary of property ownership is provided in Table 1 - Property Ownership Within the Plan Area, below:

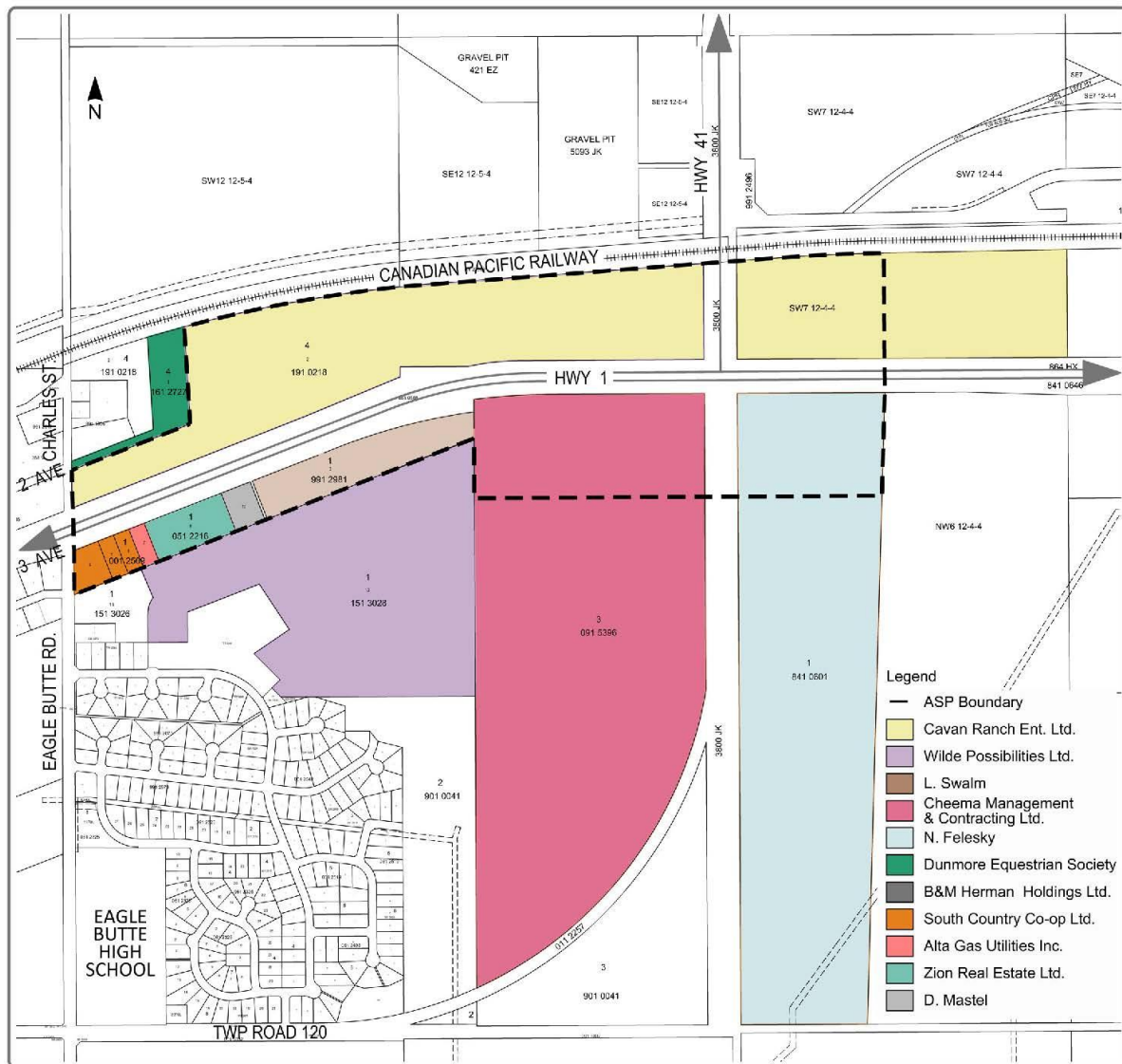
Table 1 - Property Ownership Within the Plan Area

	Legal Description	Owner	Certificate of Title	Area (ha)
1	Bk4: Lot 1 Plan 161 2727	Dunmore Equestrian Society	161284515	2.63
2	Bk4: Lot 2 Plan 191 0218	Cavan Ranch Ent. Ltd.	191052974	35.47
	4-4-12-SW7	Cavan Ranch Ent. Ltd	191069665+1	64.7
3	BK:1 Plan 841 0601	Felesky (N,T,W)	191176686	51.6
4	BK:3 Plan 091 5396	Cheema Management and Contracting Ltd.	061318207	86.9
5	Bk:1 Lot 3 Plan 991 2981	Lorne Swalm	121108775	5.16
6	Bk:1 Lot 10 Plan 051 2216	B&M Herman Holdings Ltd.	171223344	2.27
7	Bk:1 Lot 12 Plan 151 3028	1588375 AB;1758312 AB; Wilde Possibilities Ltd.	191027534+25	40.39
8	Bk: 1 Lot 19 Plan 051 2216	Zion Realty Ltd.	081241983	2.02
9	Bk: 1 Lot 7 Plan 001 2509	Alta Gas Utilities Inc.	021398812	
10	Bk: 1 Lots 4-6 Plan 001 2509	South Country Co-op Ltd.	081316821 031289057, 8, 9	0.817
11	Bk: 1 Lot 11 Plan 151 3026	CAR Realty Inc.	161158803	2.27
12	Bk: 1 Lot 9 Plan 031 1570	1838955 Alberta Ltd.	041069347	0.465
13	4-4-12-SW6	Dwight Mastel	141263268	64.7
Total				359.4

(Total areas exclude Highways)

The Plan area is approximately 98.65 ha (243.77 ac), all within portions of the total titled land identified in Table 1 - Property Ownership Within the Plan Area (359.4 ha) and Figure 2 - Ownership Plan. Eagle Butte Road and Charles Street have been used to form the western limits of the Plan area. The eastern limits extend 360m east of Highway 41. It is expected that minor adjustments may be made to this boundary as detailed planning and engineering is undertaken.

Figure 2 - Ownership Plan



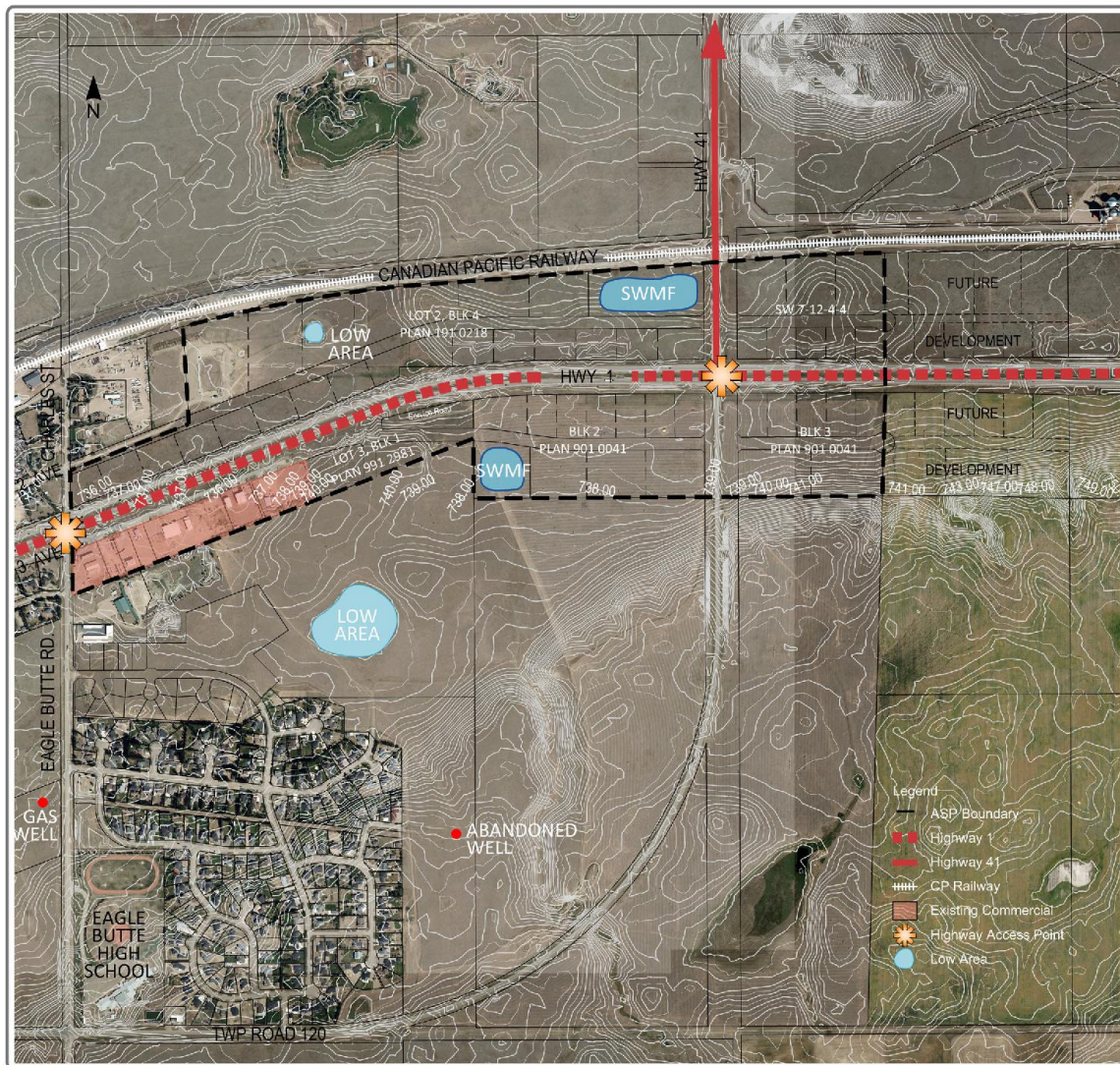
2.3 RIGHT-OF-WAY AGREEMENTS

The land within the Plan area is currently utilized mainly for agricultural purposes. Several rights-of-way exist and are identified in *Table 2 - Right-of-Way Agreements within the Plan Area Boundary*. No setbacks are required from identified rights-of-way.

Table 2 - Right-of-Way Agreements within the Plan Area Boundary

	Description	DOC #	Status	Set-Back
1	URW (Altagas Utilities Inc.)	911114382	Operating	Not Required
2	URW (The City of Medicine Hat)	851200043	Discharged	NA
3	URW (Alphabow Energy Ltd.)	071526332	Discharged (except Plan portion 12121738)	Not Required
4	URW (Telus Communications Inc.)	151288759	Affects parts of Plan area	Not Required
5	URW (Wilde Possibilities)	151288762	As to portion: 1513027	Not Required
6	URW (Altagas Utilities Ltd)	831182180	Affects part of title	Not Required
7	URW (Altalink Management Ltd.)	161042498	Affects part of title	Not Required
8	URW (The City of Medicine Hat)	171271200	As to portion of Plan: 1712354	Not Required
9	URW (Altalink Management Ltd.)	161042490	Affects 4-4-12-SE7	Not Required
10	URW (Altalink Management Ltd.)	161042678	Discharged except Plan/Portion: 1712450	NA
11	NAL Resources Ltd.	071526333	Partial Discharge except for Plan: 121278	NA

Figure 3 - Opportunities and Constraints Map



2.4 HIGHWAY 1 IMPROVEMENTS

In conjunction with Alberta Transportation (AT), the County has initiated plans to complete the Highway 1/Eagle Butte Road/Charles Street intersection. Current plans are limited to making improvements by way of intersection signalization and turning radius improvements on all turns of the highway intersection.

The intersection of Highway 1 and Highway 41 maintains deceleration and accelerations lanes to access Highway 41 from Highway 1. Presently there are no immediate plans to upgrade the Highway 1 and Highway 41 intersection.

Alberta Transportation also undertook a study in 2013, which looked at a future Highway 1 by-pass. This would see Highway 1 routed to the south of Township Rd 120 connecting at a point east of Highway 41 south. The timeline for this by-pass is likely many years out (20 + years). Improvements associated with Highway 1 and Eagle Butte Road (Range Road 51), and Highway 1 and Highway 41 will be development driven. Any cost associated with the Improvements will be the responsibility of the County and Developer.

2.5 TRAFFIC IMPACT ASSESSMENT

The current traffic patterns on Highway 1 and Eagle Butte Road (Range Road 51), and Highway 1 and Highway 41 see approximately 6500 vehicles per day (vpd). A detailed Traffic Impact Assessment was not completed as part of this ASP.

It is recommended that a detailed traffic impact assessment be conducted for the Plan area to confirm any required upgrades that will be driven by development.

2.6 TOPOGRAPHY AND VEGETATION

The land within the Gasoline Alley ASP area is described as gently undulating with mild topographical relief. The area has a slope variation across the Plan area of about 2.5 m from the south west (737.5m) to the highest point in the south east (740m). The area is situated in the Dry Mixed grasses sub region of the Grassland natural region. This sub region is characterized by gently rolling to hummocky terrain, underlain by glacial till deposits with more local occurrences of glacio-lacustrine and outwash deposits.

2.7 SOILS AND GROUNDWATER

Lands within the Gasoline Alley ASP area are currently used for agricultural purposes. As such, pasturelands (grazing) and cultivated fields constitute most of land in the area. An environmental overview of the area was conducted in 2007-09 by WSP for the access improvements of the intersection of Highway 1 and Highway 41. This overview noted that while soil characteristics in the area were generally classified as Brown Chernozemic Soils, based on the Canadian Soils Classification System, variation in types exists due to varying degrees of disturbance for road construction of the Highway 1 and Service Roads. The Historical Overview conducted for this ASP, also noted that “*major soils in the area are Orthic Brown Chernozems, with significant areas of Brown Solonetz developing under more saline conditions. The climate is typically warm and dry in the summer, and cold in the winter.*” This report, also notes that “*Native vegetation within the Dry Mixed grass sub region is characterized by blue grama and needle and thread grasslands, with shrublands present in moister locations.*”

Further soil analysis in the area projected for future roadways, services construction and commercial and industrial development should be undertaken to ensure appropriate soil structures are in place to accommodate development.

It is recommended that a geotechnical investigation be conducted for the Plan area to confirm any issuance of soil disturbance, and confirm appropriate soil structures and provide recommendations for site preparation, grading, excavations, buildings, stormwater management and underground/surface utilities are provided in accordance with the findings.

2.8 ENVIRONMENTAL SITE ASSESSMENT (ESA)

A Phase I Environmental Site Assessment (ESA) has not been undertaken for the lands in question. The purpose of a Phase I ESA is to identify actual and/or potential negative environmental conditions on and within 300m of the property and whether any additional investigation is required. Areas of Potential Environmental Concern (APEC) would be addressed within an ESA, and would determine whether any impacts should be addressed as a precondition to development.

It is recommended that an Environment Site Assessment (Phase 1) be undertaken prior to any further changes in Land Use, Subdivision and/or the issuance of Development permits in the area.

2.9 BIOPHYSICAL SIGNIFICANCE

A Biophysical Impact Assessment (BIA) of the lands within the Plan area has not been conducted at the time of the preparation of the Gasoline Alley ASP. The Environmental Overview identified that few permanent watercourses exist within the area. It is noted that based on historic orthophoto analyses low lying and periodic wet areas do exist within and adjacent to the Plan area. These areas may be suitable for future stormwater pond construction as they appear to be non-permanent and ephemeral lows. Water drains from the south to the northeast and stormwater drainage should generally follow this direction, which is consistent with the Master stormwater Drainage Plan conducted for the Dunmore area in 2016.

There are no mapped wetlands or watercourses identified within the Plan area as per the Alberta Merged Wetland Inventory (alberta.geodiscover.alberta.ca). The Plan area is not within any known environmentally significant areas and no historical records of rare plant species or rare ecological communities are noted. The Plan area likely has low ecological value as it has been used for various agricultural purposes for many years and does not contain any natural features. However, prior to development taking place, a BIA that verifies this should be undertaken. In addition, while no wetlands are present in the area, there are natural lows outside the area that likely would be subject to regulatory approval under the Alberta Water Act. As these areas may influence storm management practices in the Gasoline Alley ASP area, communication with adjacent Plan area landowners will be required.

It is recommended that prior to further land use resignations, subdivision and/or development that a Biophysical Impact Assessment (BIA) be prepared for the area to verify whether any significant vegetation and or wildlife species are present that would be affected by proposed development.

2.10 ARCHAEOLOGICAL SIGNIFICANCE

As a component of the Gasoline Alley ASP, WSP was contracted to complete a Historical Resources Overview (HRO) of the Property (see Appendix A), to support the planning of optimal land use by outlining potential historical resources constraints on development. The Historic Resources Overview (October 2019) concluded that “there are no known historical resources constraints on the Project as currently proposed”. However, it also noted that “portions of the Property have been assigned an HRV of 5a for high

archaeological resource sensitivity.” The Overview identified locations that had at least “*moderate potential for containing intact archaeological sites*”. Two archaeological sites were previously identified in the Property boundaries: DIOp-9 and DIOp-10. These sites suggest an increased potential for encountering archaeological matters in the surrounding area.

Given this fact WSP has made an application, on behalf of the County, for regulatory review and feedback through the Historical Resources Management Branch (HRMB) Online Permitting and Clearance system for incorporation into the ASP.

Should the HRMB identify any areas of potential concern that may trigger a requirement for Historical Resources Impact Assessment in the future, this will be identified and development impacts to such areas can then be avoided or otherwise mitigated.

3 POLICY CONTEXT

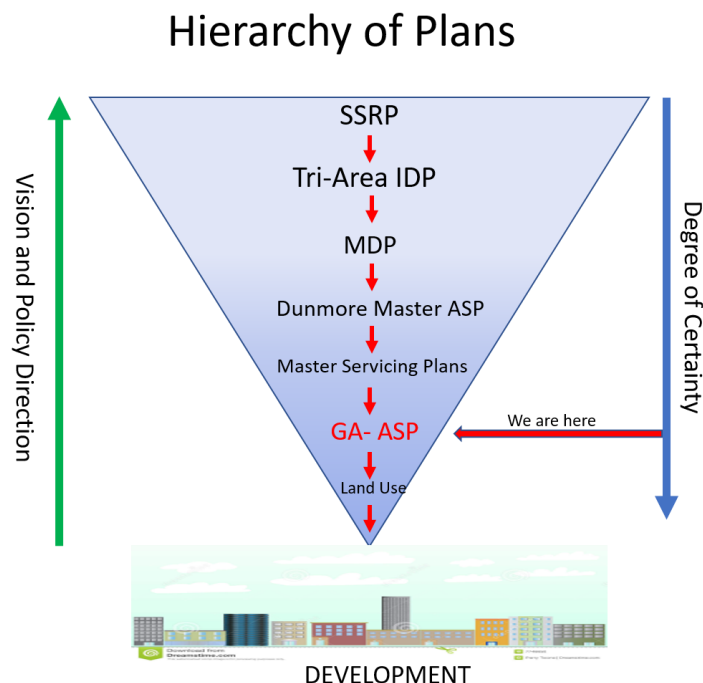
3.1 GENERAL POLICY CONTEXT

The Gasoline Alley ASP has considered applicable legislation and has achieved consistency with the regulations outlined in applicable Municipal and Provincial policies, explored in greater detail in the sections following.

3.2 MUNICIPAL GOVERNMENT ACT

Area Structure Plans are regulated under Section 633 of the Municipal Government Act (MGA), which states that an Area Structure Plan must consider: proposed land uses and densities; general location of public utilities and transportation systems and staging of development as well as any other factors deemed necessary by Council. An ASP is considered a statutory document, and must be consistent with all higher-order plans, including the South Saskatchewan Regional Plan (SSRP), Tri-Area Intermunicipal Development Plan, Municipal Development Plan (MDP) and the Land Use Bylaw (LUB). The Gasoline Alley ASP is nested within the larger Dunmore Master Area Structure Plan (DMASP) and must be consistent with that plan.

Figure 4 – Hierarchy of Plans



3.3 TRI-AREA INTERMUNICIPAL DEVELOPMENT PLAN

The Tri-Area IDP was prepared for the City of Medicine Hat, Cypress County and the Town of Redcliff in 2010 and was amended in 2020. The purpose of the plan is to “establish a regional framework for attracting and coordinating economic opportunities and managing land use, subdivision and development in the IDP area.”. Goals of the Tri-Area IDP included: outlining future land uses that may develop over time in the area, maintaining and enhancing mutually beneficial policies and the sharing of services among the County, the Town and the City, providing more certainty of development potential in the County, the Town and the City,

continuing to strengthen lines of communication to better address problems, and opportunities for mutual benefit, and outlining a framework for the more detailed implementation of land development, economic development, transportation systems, municipal infrastructure and timing of development and infrastructure.

The plan recognized that the County, the City and the Town want to improve opportunities to secure a robust and durable economic base, improve consistency in land development and enhance intermunicipal efficiency and communication.

With respect to the County, the plan acknowledges that the County is in the business of growing its non-residential tax base and growing Dunmore eventually as a fully serviced residential community.

The Dunmore Urban Services (DUS) area (See Figure 5) is noted as containing 3,585 acres (1,451 ha) and is *“an alternative residential, commercial and industrial option in which to live and work in the Region”*. While the area is currently serviced with individual on-site sewage systems, the plan acknowledges that *“a piped sewage disposal system will likely be required”* for its full potential growth. A study to assess the costs and potential for a sewage collection and centralized treatment system within a regional service delivery model may need to be prepared.

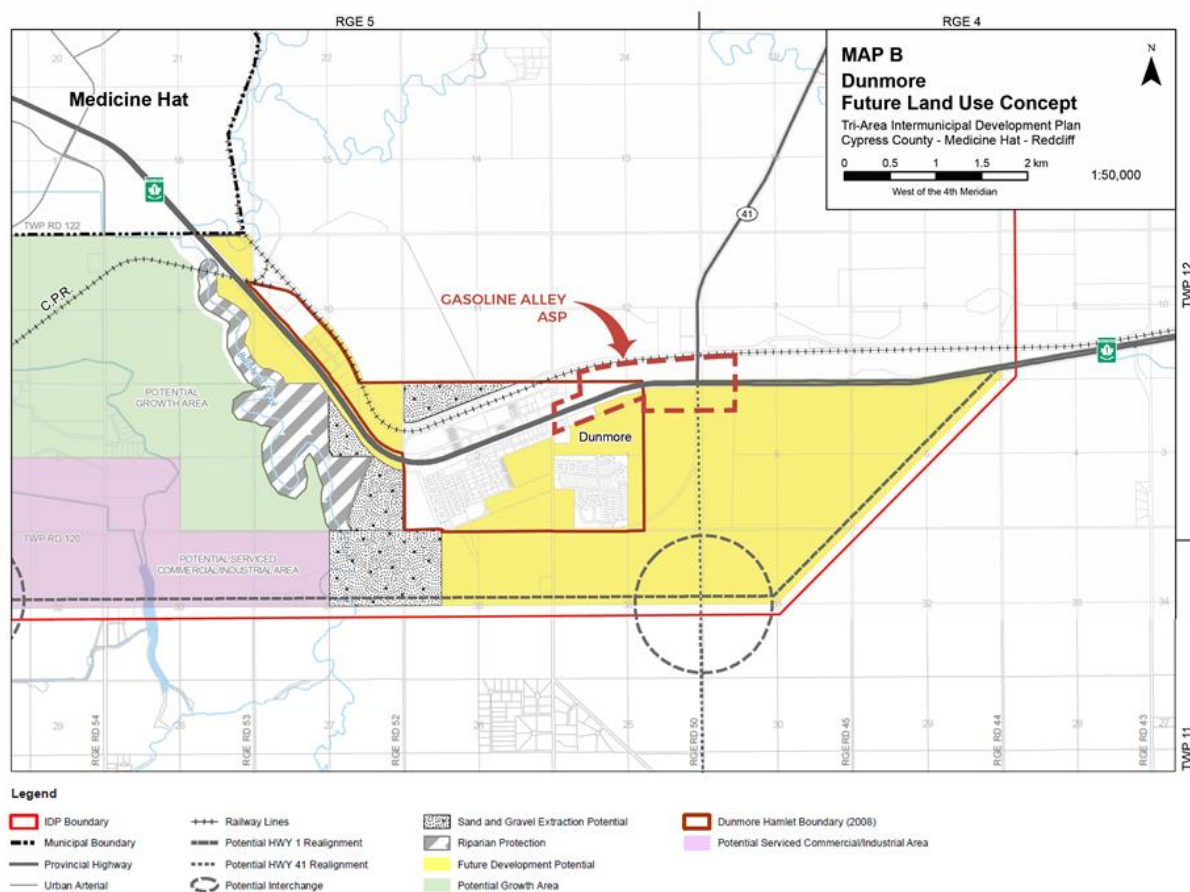
The intent of the Dunmore Urban Services area is to provide a secure future land base for the orderly expansion of the Hamlet of Dunmore. The Hamlet is considered an alternative regional option to for the development of a fully serviced community in the long term.

The relevant policies in the Tri-Area IDP (Policy 2.7.2) are identifies as the following:

- b) Proposed development shall adhere to the Dunmore Master ASP for lands within the DUS area. In the event of a conflict or inconsistency between the Dunmore Master ASP and the IDP, the IDP shall take precedence.
- c) Future applications for subdivision and development within the DUS area, that create more than six lots, may be required to prepare an amendment to the Dunmore Master ASP or a Conceptual Scheme.
- f) The County may prepare a comprehensive sewage disposal study for the Hamlet of Dunmore and include the larger Dunmore Urban Services Area as part of the study area.

The Gasoline Alley ASP is being prepared to address the Policy 2.7.2.c) requirement.

Figure 5 – Tri-Area IDP Dunmore Urban Services Area



Source of the base map: Tri-Area Inter-municipal Development Plan (2020)

3.4 CYPRESS COUNTY MUNICIPAL DEVELOPMENT PLAN

The Cypress County Municipal Development Plan (MDP) Bylaw 2015/26, adopted in 2015 and amended in 2018, provides guidelines for the orderly and economic development of the Municipality and assists in the administration of the Land Use Bylaw. It outlines the goals, objectives and policies of the County as it relates to the future growth and development of the County. Relevant considerations of the MDP that relate to this plan are bolded and highlighted below:

The **goals** of the Municipal Development Plan are:

- To protect better agricultural land and preserve it for agricultural purposes;
- To promote the expansion of agriculture within the municipality;
- To ensure the orderly development of non-agricultural land uses within the municipality;**
- To provide a safe, efficient, and economical rural road system;
- To preserve unique natural, and historical features within the municipality.

The **objectives** of the MDP are:

- To give the priority to agriculture as the most important economic activity in the municipality;
- To minimize the fragmentation of agricultural land, and reduce the amount of land that is taken up by permanent development;

- c) To promote the expansion of irrigation within the municipality;
- d) To minimize encroachment of incompatible land uses near confined feeding operations in order to ensure their continued operation and viability;
- e) To encourage efficient use to be made of occupied or abandoned farmsteads and/or small parcels isolated by existing natural and/or man-made features without restricting the agricultural use of the remainder of the larger parcel;
- f) **To locate country residential, industrial, and commercial development where appropriate;**
- g) **To encourage industrial and commercial development to locate in the municipality;**
- h) To plan for the orderly expansion of the corporate boundaries or urban municipalities within the municipality,
- i) **To promote the continued existence of major hamlets as residential communities and local service centres;**
- j) To ensure rural development is appropriately serviced;
- k) To ensure that the municipal road network is developed to a standard consistent with traffic volume and the needs of local residence for all-weather access;
- l) To promote development of the recreation potential of the municipality;
- m) To conserve the natural environment of the municipality, especially the river valleys and coulee areas, and protect existing wetlands and riparian areas;
- n) To preserve and protect identified historical resources within the municipality.

In addition to the general goals and objectives of the MDP specific policies related to the area that is the subject of the Gasoline Alley ASP include:

Policy 3.5 Commercial and Industrial

- a) Commercial and Industrial development will be encouraged in existing hamlets where the appropriate land use districts are present, and as identified within the Tri-Area Intermunicipal Development Plan.
- c) Industrial development within the County will be encouraged. The Tri-Area Intermunicipal Development Plan also specified locations where Rural Industrial uses are appropriate at varying levels of servicing capabilities.

Policy 3.6 Tri-Area Intermunicipal Development Plan

- a) The Council acknowledges the need for growth and development of the urban communities within the Municipality. To that end, the Tri-Area Intermunicipal Development Plan will be considered the primary policy document within the Tri-Area IDP boundaries.

Policy 3.7 Hamlets

- a) The Municipality supports the growth of existing hamlets as residential communities and local service centres for surrounding agricultural areas.
- b) The Hamlets of Dunmore, Hilda, Schuler, Seven Persons, Suffield, Irvine, and Walsh may be permitted to develop as large a variety of land uses as is necessary to accommodate the needs of residents and the surrounding rural communities.
- c) The Council may authorize the preparation of an Area Structure Plan for hamlets experiencing growth or highway redevelopment.
- d) The future growth pattern for the Hamlet of Dunmore is specifically addressed in the Tri-Area Intermunicipal Development Plan (IDP). The IDP is the primary reference document for applications for land use, subdivision, and development.

The provisions which identify proposed land use within this Area Structure Plan comply generally with the land use provisions identified within the Municipal Development Plan. It is encouraged that the MDP be

updated to bring additional clarity to the growth and development objectives of the municipality and to bring this Bylaw into greater conformity with the South Saskatchewan Regional Plan and the Tri-Area Intermunicipal Development Plan. This ASP is, however, in alignment with the current MDP as approved.

3.5 DUNMORE MASTER AREA STRUCTURE PLAN

The Gasoline Alley ASP is a minor ASP that falls within the Context of the Dunmore Master Area Structure Plan (DMASP) adopted in 2013. Contextually, and for future consideration, the municipality may wish to more detailed policy and servicing plans, within larger ASPs, are required by the Municipality to provide greater details to proposed development prior to land use and subdivision. This is consistent with the practice of many jurisdictions in Alberta.

The purpose of the DMASP is to provide a framework for future subdivision, servicing, and development of the Dunmore Urban Services Area. The DMASP includes consideration of:

- Future land uses,
- Population projections
- The natural environment and resources,
- Recreation and community services,
- Major transportation routes,
- Major servicing and utilities,
- Phasing of development, and
- Policies accommodating interim development.

The vision of the DMASP is to promote the area for growth and development to an 'urban' level of services for its residents while maintaining desirable aspects of the existing hamlet lifestyle.

The objectives of the plan include:

- Provide for the orderly expansion of the Hamlet of Dunmore.
- Provide a Plan that is consistent with existing municipal, provincial, and federal policies, regulations and plans for the area.
- Create a 'Complete Community' where individuals can live, work, learn, play and meet.
- Provide development policies to guide and accommodate interim and long-term growth.
- Provide efficient conceptual servicing concepts.
- Provide an efficient conceptual transportation network.
- Outline requirements for development of sand and gravel resources.
- Provide pedestrian connectivity and spaces for formal and informal recreation opportunities (i.e. trails, parks, and open space).
- Provide protection of natural areas (i.e. riparian areas, creek banks, and slopes).

In the preparation of the DMASP, the area along present Highway 1 was noted as an area for industrial/commercial development. It anticipated that uses would include a combination of commercial (truck stops, restaurants, hotels, etc.) and industrial uses (e.g. oil/gas shops, yards, warehousing, offices etc.) would occur at this location. This area includes the lands that are subject to the Gasoline Alley ASP and includes a strip of industrial lands south of the Plan area that must be integrated with future residential development that is further planned to the south (see Figure 6).

The Plan further identified that storm water management facilities (SWMF) would be required and dedicated as public utility lots (Figure 6). It is anticipated in the Gasoline Alley ASP that areas above the highwater mark of these ponds may be dedicated as Municipal Reserve (MR) and maintained as park features in the area to serve as rest and respite areas for the travelling public (Figure 6).

The Plan identifies certain policies that specifically pertain to the area covered by the Gasoline Alley ASP. These include, but are not limited to:

5.8.8 Applications for development within the Commercial/Industrial District shall consider potential land use conflicts and long-term implications of the proposal on existing and future adjacent uses.

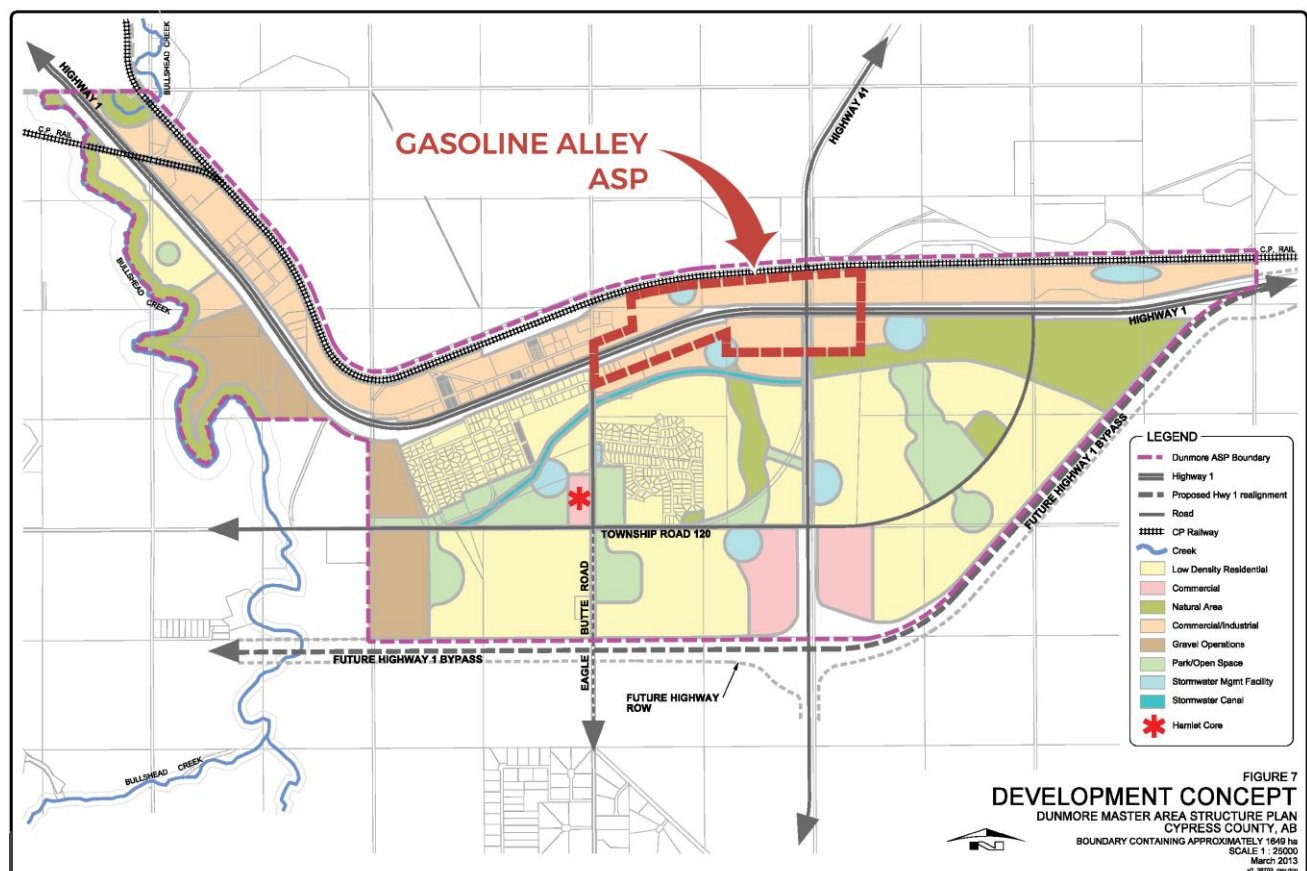
5.8.10 Development within the Commercial/Industrial Districts shall be a mix of compatible and complimentary commercial and industrial uses.

5.8.27 Stormwater management facilities that include recreational/amenity opportunities, to the satisfaction of the County, shall receive municipal reserve credit for areas above the high water mark of the stormwater management facility.

The Plan also notes that water will continue to be provided through the City of Medicine Hat and in accordance with existing agreements. Sanitary servicing will be via on site systems (septic tanks and Fields) with the intention that the area would be served by full urban services in the future. Currently Master Servicing work is being undertaken by the County to ascertain the potential options for sanitary systems development throughout the County. The Gasoline Alley Plan has identified the required spacing for future sanitary lines and required lift stations.

The DMASP notes that “the City of Medicine Hat has franchise rights to provide power to the majority of existing developed areas in Dunmore. The remaining undeveloped areas of the Plan are currently within the Fortis Alberta franchise area. AltaGas has the franchise rights for distribution of natural gas service within the Plan area.”

Figure 6 – Dunmore Master Area Structure Plan Land Use Concept



Source of the base map: Dunmore Master Area Structure Plan (2013)

3.6 LAND USE BYLAW NO. 2018/04

Land Use Bylaws provide legal means for local governments to implement a community vision and policies. The vision and policies of the Gasoline Alley ASP will be implemented through the Cypress County Land Use Bylaw (LUB) No 2018/04. The Gasoline Alley ASP provides conceptual land uses, and formal amendments to the LUB may be required prior to development to establish the appropriate LUB district and achieve consistency between the two documents. An application to amend the Land Use Bylaw can formally be made through the County.

This Plan anticipates that the most likely land use districts to be applied to these lands include:

- Hamlet Commercial (HC)
- Hamlet Industrial (HI)
- Public and Semi-Public Service District (PS)

4 DEVELOPMENT CONCEPTS

The Gasoline Alley ASP provides a design concept and framework for future development of the planning area. The development concept encompasses a variety of uses, including commercial and industrial land uses while addressing development constraints within the planning area. The policies set forth in this ASP will define the location and types of anticipated development and provide guidance for how the planning area will develop over time.

Given the large geographical size of this ASP, as well as the historically modest local growth rate within the County and the ongoing development in the region, it is anticipated that the Gasoline Alley ASP planning area will not be fully developed for several decades. However, the impending need for new development lands has driven the creation of a logical framework within which, planning for future growth can begin, and from which, decision-makers can be guided and informed.

The Gasoline Alley ASP has been crafted to best suit the characteristics of the planning area and future demands for commercial, industrial development on the eastern side of the Hamlet of Dunmore. The Gasoline Alley ASP is intended to facilitate responsible development that is compatible with surrounding land uses and provides a positive contribution to the Hamlet of Dunmore by:

1. Providing guidance and direction for a logical and efficient pattern of development and land uses within the planning area;
2. Providing efficient, economical and staged servicing, transportation and stormwater management solutions to meet the needs of future developers, business owners and customers;
3. Respecting the natural environment and conditions of the site and responsibly adjusting to the opportunities and constraints that exist in the planning area; and
4. Providing for staging of development in an economical and efficient manner.

By doing so, the Gasoline Alley ASP will also serve to restrict non-compatible land uses from establishment within the Plan area; a consequence that could result in unnecessary hardship and disruption for future planned growth.

The proposed Gasoline Alley ASP Development Concept is illustrated in Figure 7 – Gasoline Alley Land Use Concept Plan, and land use statistics shown in Table 3 – Development Statistics. It incorporates the development principles and objectives for each applicable land use within the Plan area. A staging concept has been included in Figure 11, in which general locations and timing have been explored.

4.1 LAND USE

The Gasoline Alley ASP intends to capitalize on the locational advantage of the lands by providing opportunities for industrial, commercial and employment-driven land uses, while recognizing the future realignment of Highway 1, including a focus on;

- A mix of business and industrial lot sizes;
- High visibility business exposure;
- Excellent commercial access;
- Adequate transitions between existing non-industrial uses;
- Addressing and planning for stormwater management requirements;

- Maintaining existing natural topography and drainage; and,
- Servicing with water and on-site septic storage with potential for full urban servicing.

Distribution of Land Uses

The Gasoline Alley ASP is planned as an industrial and commercial area, consisting of 98.65 hectares (243.77 ac). A statistical summary of the proposed land uses is explored in Table 3 - Development Statistics.

Table 3 - Development Statistics

	Area (ha)	Area (ac)	GDA (%)
Gross Area	98.65	243.77	
Highway 1	18.80	46.46	
Highway 41	3.90	9.64	
Gross Developable Area (GDA)	75.95	187.68	100.0
Municipal Reserve*	0.00	0.00	0.00
Stormwater Management Facilities	5.17	12.76	6.8
Institutional	0.00	0.00	0.0
Circulation (roads)	9.23	22.81	12.2
Net Developable Area	61.55	152.1	81.1
Commercial	33.85	83.65	44.6
Industrial	27.70	68.45	36.5
Total	61.55	159.88	

* denotes that Municipal Reserve percentages are subject to confirmation at the time of subdivision

The Gasoline Alley ASP area has been divided into two general use categories: Industrial, and Commercial. Given that the Plan area is intersected by Highway 1 and the future service roads of 2nd Avenue and 3rd Avenue, the Highway Commercial land uses are identified as extending along Highway 1 for visibility and access potential for the traveling public. The remainder of the Plan area will be a mix of industrial uses backing on to the CPR rail line ROW on the north and additional industrial and residential areas to the south. Appropriate buffering of residential areas from commercial/industrial areas, to be achieved through berms, linear corridors, and fences, will be required. The land use concept is intended to allow for a range of lot sizes, with smaller lots adjacent to the Highway, and larger lots in the north and south. Unenclosed non-accessory outside storage will only be permitted in accordance with the regulations of the Land Use Bylaw.

Aesthetics will be a major consideration associated with development in The Gasoline Alley ASP area. Both Highway 1 and Highway 41 will provide an important visual gateway for the Hamlet of Dunmore. Outdoor activities, including storage areas, are a necessity for business operations, but should not be created so as to detract from the overall aesthetic appearance of the area. Visual screening and buffering techniques shall be used to facilitate the screening, including: building placement, screen fencing, landscaping and site grading. Details of the specific aesthetic requirements will be established through the Land Use Bylaw to protect the integrity of the Hamlet of Dunmore and Highway 1.

The Gasoline Alley ASP has been developed to align with the following general development objectives and policies:

Objective 1: *To create a flexible development concept that could help to stimulate investment while continuing to respond to changing market conditions.*

Policy 4.1.1 All future subdivision, development and land uses within The Gasoline Alley planning area shall occur in general accordance with the Development Concept and policies of this Area Structure Plan.

Policy 4.1.2 The land use designations and lot boundaries depicted in this Area Structure Plan are graphical representations only. The exact location, size and shape of individual lots within the Gasoline Alley Area Structure Plan shall be determined at the subdivision stage, in general accordance with the policies and guidance established in this Area Structure Plan.

Objective 2: *To provide investment security and land use predictability for land owners, business owners and potential developers.*

Policy 4.2.1 Development shall comply with applicable Cypress County policies and regulations current at the time of development.

Policy 4.2.2 Where possible, development and subdivision should follow existing property lines to reduce conflicts during development and phasing.

Objective 3: *To sensitively integrate development with surrounding land uses and the natural environment.*

Policy 4.3.1 Where permanent bodies of water or wetlands are present, a determination as to the Crown's interest under the Province of Alberta Public Lands Act shall be required prior to subdivision.

Policy 4.3.2 Where damage or loss of a wetland is contemplated by future development, approval under the Water Act and an approved wetland compensation plan shall be obtained prior to subdivision approval.

Policy 4.3.3 Development adjacent to pipelines or wellheads within or adjacent to the planning area shall conform to the setbacks required by the Alberta Energy Regulator and the Development Authority.

Policy 4.3.4 Appropriate erosion and sediment control techniques shall be utilized during construction and development activities to minimize impacts on adjacent bodies of water.

Policy 4.3.5 Development within areas designated for commercial/industrial uses shall not produce nuisance factors that extend beyond the limits of the building.

Policy 4.3.6 The future commercial and industrial development within this Plan area should be required to provide proper landscaping buffer or screening method to the satisfaction of the County when it is back into residential development.

Objective 4: *To promote development with appropriate site, building and landscaping standards.*

Policy 4.4.1 All land uses and buildings in high visibility locations within the Gasoline Alley Area Structure Plan shall maintain a high aesthetic appearance, and may be required to be screened from view at the discretion of the development authority. Architectural Design Guidelines may be implemented by a developer to identify and maintain the aesthetic quality and appearance standards.

Policy 4.4.2 Heavy industrial land uses or activities shall not be permitted within the planning area. Heavy industrial activities include those capable of having detrimental effects on humans

or the natural environment through the discharge of emissions or other nuisance factors that may extend beyond the boundaries of the development site.

Objective 5: *To recognize the importance of agriculture in the region and to support the continuing use of agricultural lands within the planning area until it is needed for development.*

Policy 4.5.1 Prior to development activity taking place within the Plan area agricultural use of the lands will continue to be encouraged.

4.2 LAND USE CATEGORIES

The spatial organization of land uses within the planning area has been designed in accordance with the objectives of this ASP and the policies outlined below.

This ASP has been developed to accommodate anticipated future demand for industrial and commercial development, and is intended to facilitate responsible development that is compatible with surrounding land uses and contributes positively to the growth of the Hamlet of Dunmore, County and the region.

The 98.65-hectare planning area is a large tract of land. Within the planning area boundary, there are two distinct and somewhat separate land uses proposed for the area. These land uses should be staged so as to not require significant investments in construction and staging ahead of overall demand. As such it is recommended that two major districts (north and south) and eight different stages be promoted for these lands as shown in Figure 11. These stages can be modified as market demand determines but are intended to suggest a logical sequencing of development to maximize investments made in development. For clarity and ease of reference, ASP objectives and the corresponding policies have been categorized in accordance with these two districts. While commercial uses may precede industrial uses, the staging plan contemplates growth occurring from west to east.

4.2.1 Commercial/Industrial (District 1 – South; Stages 1A-3, 6)

Approximately 28.11 ha of land in the southern portion of the Plan area has been dedicated to Commercial (19.14 ha) and Industrial (8.97 ha) uses (Figure 7 – Gasoline Alley Land Use Concept Plan). This area is intended to provide commercial uses and general services to the travelling public that require easy access to the Highway and quality, plentiful parking. Adjacent to the residential areas going from Stage 1A to 2-3 and 6 are industrial businesses that carry out their operations such that no nuisance is created or apparent outside an enclosed building. These uses are intended to be compatible with any adjacent non-industrial district, namely the residential land uses proposed south of the ASP area. Cypress County will consider uses compatible with residential parcels when processing development permit applications. Appropriate screening will also be required to buffer between residential uses and commercial/industrial uses.

4.2.2 Commercial/Industrial (District 2 – North; Stages 1B,4,5,7)

Approximately 37.73 ha of land has been designated in the northern portion of the Plan area as Commercial (19 ha) and Industrial (18.73 ha) uses (Figure 7 – Gasoline Alley Land Use Concept Plan). This area is intended to follow logically after the south area in terms of sequencing with development commencing west to east. Storm management facilities will likely be required as development proceeds east, thereby leaving stages 6 and 7, east of Highway 41 to develop last. The intent of the Highway Commercial area is to provide vehicle oriented commercial uses that will benefit the travelling public.

Objective 6: *To provide opportunities for commercial and industrial development to serve the community's needs and diversify the County's economic base*

Policy 4.6.1 All hamlet commercial land uses will be focused adjacent to Highway 1 and will create a gateway into the Hamlet creating an identity and maintaining aesthetic quality and appearance standards.

Policy 4.6.2 Hamlet commercial land uses will be developed in conjunction with Figure 6 – Dunmore Master Area Structure Plan Land Use Concept

, which will incorporate a linear greenspace to provide pedestrian connections and where appropriate, benches and/or other infrastructure which create a quality pedestrian space.

4.2.3 Parks and Open Space

Section 666(1) of the Municipal Government Act permits municipalities to require up to 10 percent of the developable area (or the cash equivalent) of a proposed subdivision to be dedicated as Municipal Reserve.

Specifically, Section 666(1) states that a subdivision authority may require the owner of a parcel of land that is the subject of a proposed subdivision:

- to provide part of that parcel of land as municipal reserve, school reserve or municipal and school reserve;
- to provide money in place of municipal reserve, school reserve, or municipal and school reserve, or;
- to provide any combination of land or money referred to in clauses a) and b).

Parks and Open spaces are to be located generally in conformity with the Development Concept, and the total percentage will be dedicated through a combination of land and Cash in Lieu of land. The design and size of Municipal Reserve park space will be determined in detail at the subdivision stage.

At this ASP stage it is noted that areas around the SWMF can be set aside for Parks and Open Space areas, intended to provide an area of public land for active and passive recreational uses. Future linear corridors connecting storm ponds and providing for transition space between hamlet industrial and residential area may also be appropriate for reserve dedication. Parks and Open spaces will provide pathway connections with trails constructed surrounding stormwater retention ponds, in attempt to provide contiguous pedestrian and cycle networks. The balance of reserves will be provided as cash-in-lieu of reserves if applicable.

Hamlet industrial areas to the south of the Gasoline Alley ASP that will interface with residential areas will need to consider the use of extended width roads with berms and/or linear green space and fences adjacent to provide visual screening of incompatible uses.

Objective 7: *To fulfil legislative requirements for Municipal Reserve will contribute to the acquisition and development of parks, open spaces and recreational facilities within the planning area.*

Policy 4.7.1 A minimum of 10% of the gross developable area within the Gasoline Alley ASP area, less Environmental Reserve areas, shall be dedicated as a combination of land for Municipal Reserve or cash-in-lieu of land in accordance with the provisions of the Municipal Government Act.

Policy 4.7.2 The precise size, location and configuration of Municipal Reserves, parks and open spaces shall be determined at the time of subdivision, in general accordance with the Development Concept in Figure 7.

- Policy 4.7.3 Lands dedicated as municipal reserve shall be located generally in accordance with the areas delineated in Figure 7.
- Policy 4.7.4 Pedestrian/cycle connectivity should consider existing pathways, demonstrated desire lines and recognized destination areas for the public to navigate the area on foot or cycle
- Policy 4.7.5 Stormwater management facilities should incorporate walkways and landscaping to enhance these lands as open space or park areas.

Figure 7 – Gasoline Alley Land Use Concept Plan



5 TRANSPORTATION

5.1 CIRCULATION, ACCESS AND ROADWAYS

The Gasoline Alley ASP is uniquely situated at the intersection of two significant Provincial Highways, being Highway 1 and Highway 41. These two highways provide increased exposure to the Plan area and have excellent vehicle capacity. A Traffic Impact Assessment for the entire ASP area has not been prepared, however, Traffic Impact Assessments were completed for the intersections of Highway 1 and Highway 41 and Eagle Butte Road/Charles Street prior to the adoption of this Plan.

In general, minimum **setback** for all development indicated by Alberta Transportation is 70 metres from the highway centre-line and no closer than 40 metres from the highway right-of-way boundary except where these distances must be increased to allow for highway widening.

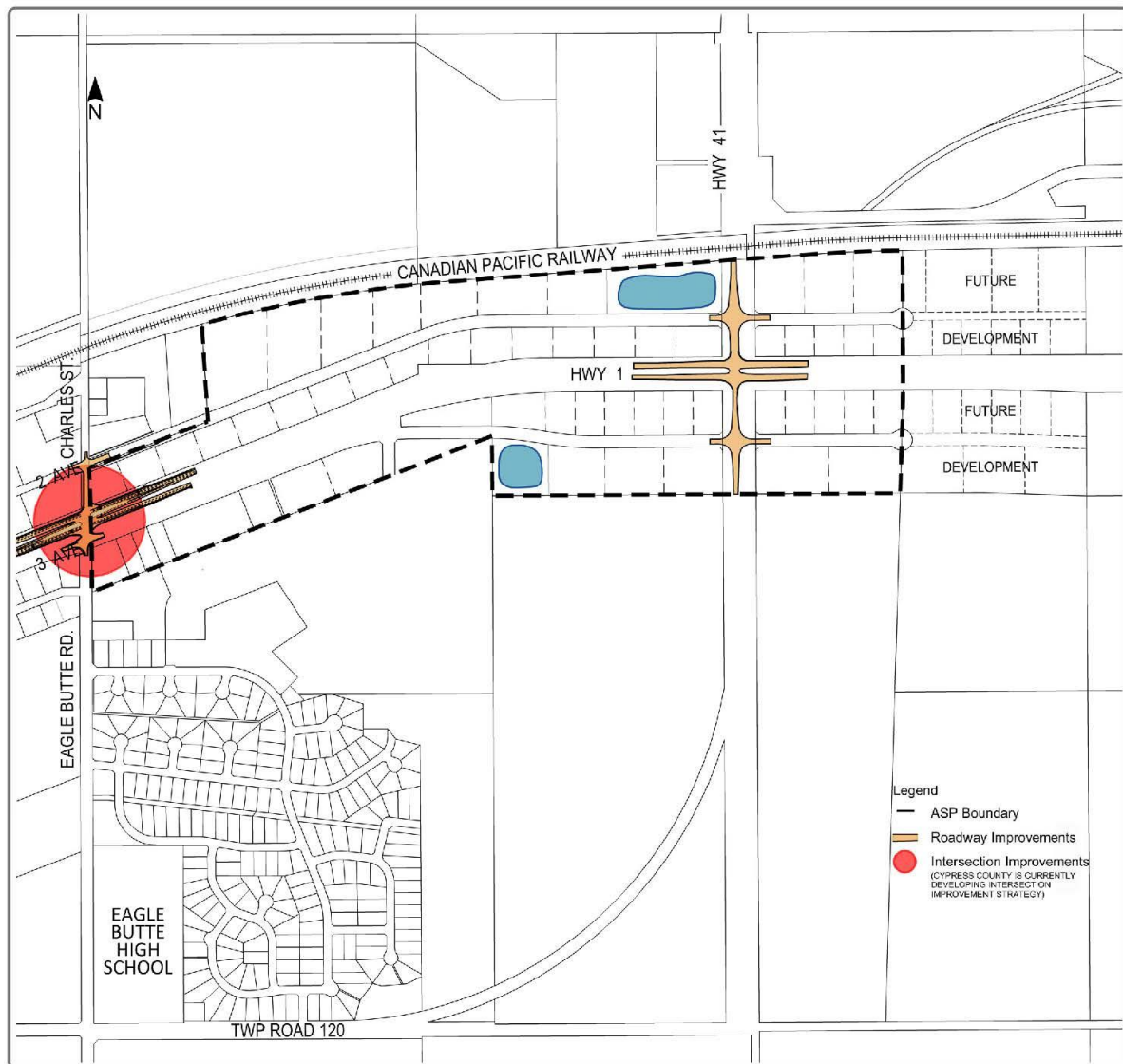
It should be anticipated that the Highway 41 Right-of-Way south of the development area will require widening to accommodate the incorporation of acceleration and deceleration lanes. The design of required roadway widenings will be determined at the time of subdivision, and designed in accordance with Alberta Transportation and Cypress County Design Guidelines and Construction Standards. The internal road network will act to service proposed land uses and will allow for ease of circulation and property access.

A factor that should be considered during the completion of the traffic Impact assessment for the Gasoline Alley Plan Area is the coordination of traffic flows from Highway 1 to the north on Highway 41 with the existing Canadian Pacific Railway crossing of Highway 41 north.

Objective 8: *To efficiently and safely move people and goods to, from and within the planning area*

- Policy 5.8.1 Roadways within the Gasoline Alley ASP will be developed in accordance with the designs identified in this plan, and with the County's Design Guidelines and Construction Standards (2012).
- Policy 5.8.2 The Plan area shall be accessed by several access points distributed along 2nd and 3rd Avenues, in accordance with *Figure 8 – Gasoline Alley Transportation Plan*.
- Policy 5.8.3 All-directional accesses are provided at the intersections of Eagle Butte Road/Charles Street and Highway 41/Twp Rd 120 *Figure 8 – Gasoline Alley Transportation Plan*.
- Policy 5.8.4 The Highway 1 Right-of-Way and Highway 41 Right-of-Way will be widened to provide turning lanes to accommodate increased traffic flow.
- Policy 5.8.5 Prior to any further changes in land use, approval of subdivision and/or the issuance of development permits in the Plan area, a traffic impact assessment should be conducted to confirm any required transportation infrastructure updates driven by development.

Figure 8 – Gasoline Alley Transportation Plan



6 SERVICING

Servicing of the Gasoline Alley ASP will consist of water, storm and on-site sanitary infrastructure as well as utilities such as power, natural gas, phone, cable and fibre optic. Extensions or connections to municipally provided water must be confirmed by the County. Should capacity not exist in current agreements (gate-agreements) then the County would need to request a new gate agreement with the City of Medicine Hat to extend piped water to the area.

At present all sewage in the area is handled via on-site septic tanks and fields. The County is presently undertaking a feasibility study to address the future of the provision of sanitary sewage in the region. This study may identify the timelines associated for the provision of a future sanitary trunk line to the area.

Garbage disposal services is provided by land owners who may hire private operators. The Dunmore Transfer Site is the current location for disposal of waste with ultimate disposal going to the Redcliff Cypress Regional Landfill. This section depicts the general servicing concepts for the Gasoline Alley ASP. The details of these concepts will be further defined through subsequent reports and detailed engineering design in the future.

Stormwater management facilities are situated in areas where natural topographical lows exist to take advantage of natural drainage courses. Park spaces will provide connectivity to existing pathway networks.

Objective 9: *To provide efficient and economical services to meet the needs of future development.*

- Policy 6.9.1 All developments shall connect to the municipal water system in the Gasoline Alley ASP.
- Policy 6.9.2 Water system infrastructure will be provided in accordance with the approved Water Distribution Servicing Plan to the satisfaction of the Subdivision Authority and to Cypress County standards.
- Policy 6.9.3 On-site sanitary sewer infrastructure will be provided in accordance with the approved Sanitary Servicing Plan to the satisfaction of the Subdivision Authority and in accordance with Alberta Private Sewage Systems Standard of Practice (2015).
- Policy 6.9.4 All developments within the Gasoline Alley ASP area shall connect to a municipal sanitary sewer system when made available and in accordance with Rates and Levies approved by the County.
- Policy 6.9.5 Waste removal services shall be provided by development applicants within the Plan area, and all receptacles shall be screened from view with the use of fencing, landscaping or other methods of screening deemed appropriate by the Approving Authority.

6.1 WATER DISTRIBUTION SERVICING PLAN

Municipal water servicing will be achieved through tie-ins which currently terminate at Eagle Butt Road and 3rd Avenue. A proposed waterline will run along 2nd Avenue and 3rd Avenue and will act as the feeder for all water service within the Plan area. Water distribution servicing for fire protection and potable use will be provided through existing water mains. This new 250 mm diameter feeder main will complete looping of the existing distribution network and will serve as a servicing connection point for the on-site watermain network. Highway crossings of Highway 1 have been explored at the Highway 41 and Eagle Butte Road intersection.

As development progresses a detailed water model will need to be completed for the Plan area. In order to provide adequate fire flows to the proposed Gasoline Alley Development upgrades recommended in the County's Fire Suppression Study (2019) will need to be explored and implemented.

6.2 SANITARY SEWER SERVICING PLAN

Sanitary sewage collection will be provided via onsite septic tanks or fields until gravity sewer mains are installed or required to be installed by Alberta Environment. A gravity sanitary sewer system is envisioned along 2nd and 3rd Avenues with connections to a future lift station. Given the topography in the area it is anticipated that two sewage lift stations will be required in the Plan area as per Figure 9 – Gasoline Alley Water and Sanitary Plan.

The precise timing of the Upgrades to the sewage collection in this area are currently unknown. Implementation strategies and timing of the overall sewage collection system were not part of the scope of the ASP.

6.3 STORMWATER SERVICING PLAN

Two stormwater management facilities have been proposed to manage stormwater runoff from the development lands. These facilities will provide attenuation storage to prevent downstream flooding as well as treatment to meet Alberta Environment Standards and Guidelines.

Wet Ponds – Stormwater Management Facilities `A` and `B` will be wet ponds and are planned to be built at the locations within the Plan area, such that all stormwater runoff from the ASP will be routed through one of these two facilities. For being direct to the north from the Stormwater Management Facility, the release rate shall not exceed the pre-development rate of the area, or as indicated in the Dunmore Master Stormwater Management Plan.

A detailed stormwater management plan will be required as the Gasoline Alley ASP lands are developed. This will provide release rates for each parcel depending on the storage available in downstream stormwater management facilities. Such plan will also be submitted to Alberta Transportation for review.

Figure 10 shows the stormwater servicing plan for the Gasoline Alley ASP lands.

Objective 10: *To provide efficient and environmentally suitable storm water management facilities.*

- Policy 6.10.1 Development of parcels will be required to manage on-site grading and depression storage to ensure that stormwater drainage is discharged away from buildings and towards public road rights-of-way.
- Policy 6.10.2 Stormwater runoff from the development land is to be managed to meet Alberta Environment Standards and Guidelines. A detailed stormwater management analysis will be prepared to provide direction to site developers.
- Policy 6.10.3 Storm water from the adjacent development will not be permitted in Highway ditches.

Figure 9 – Gasoline Alley Water and Sanitary Plan

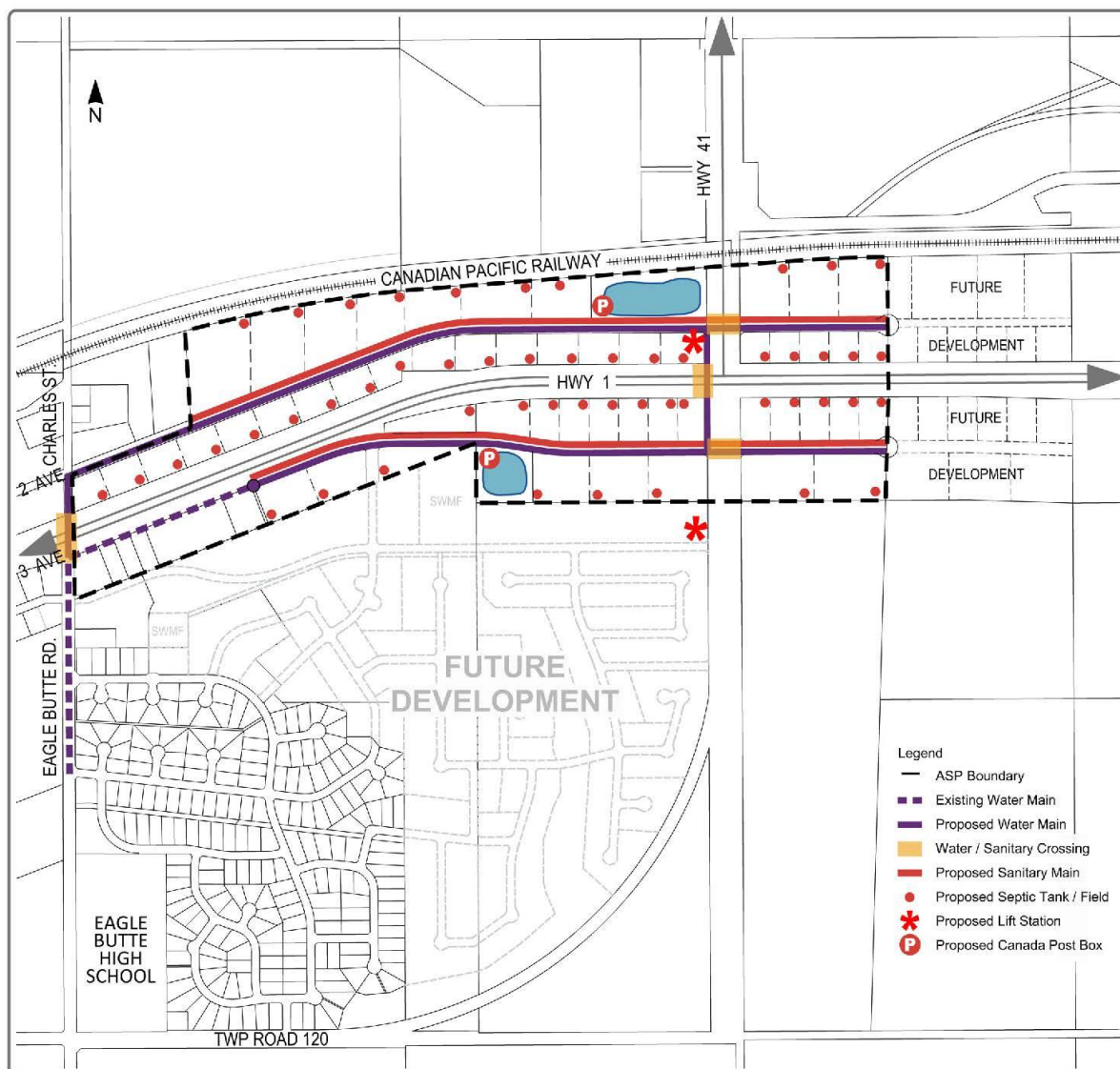
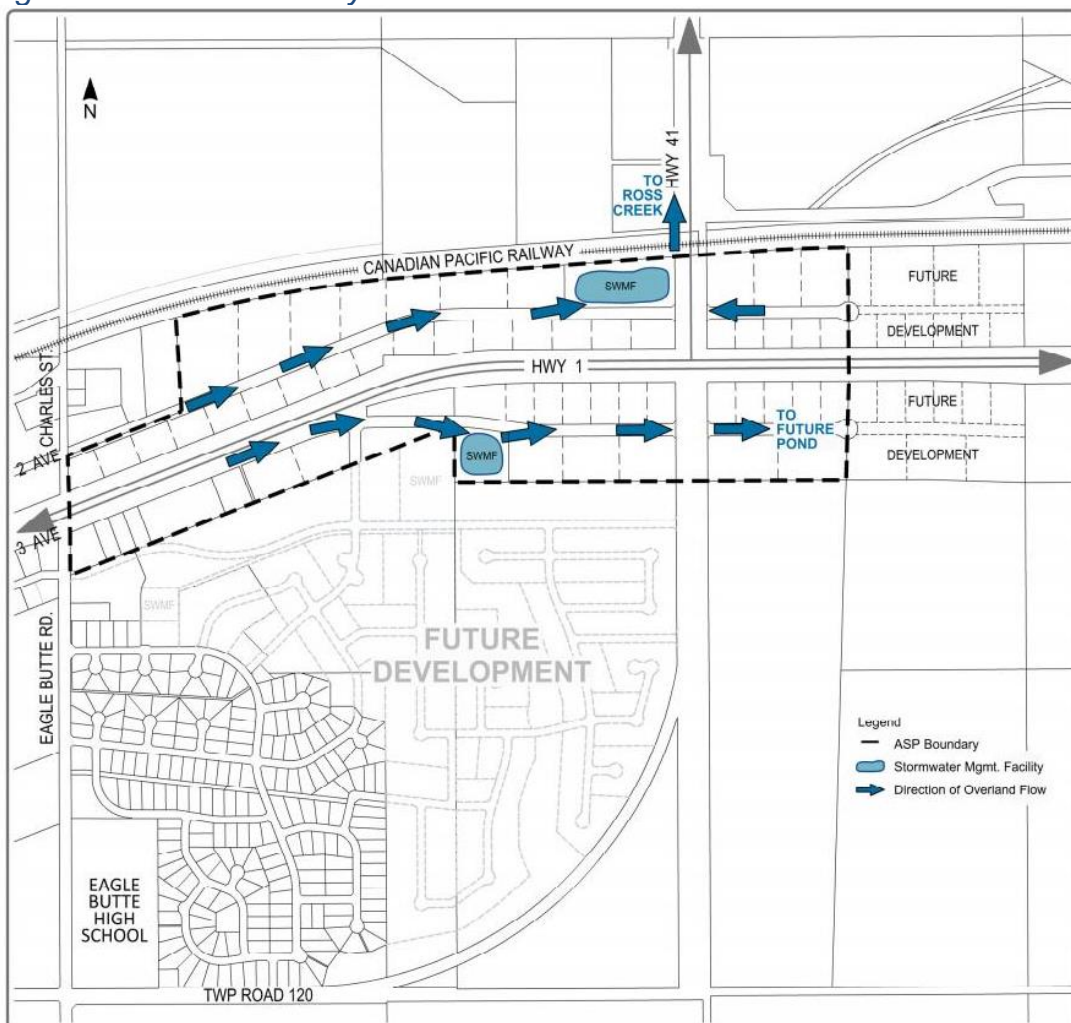


Figure 10 – Gasoline Alley Stormwater Plan



6.4 SHALLOW UTILITIES

Shallow utilities including natural gas, power, street lighting, phone and cable are available in the area adjacent to the site. Utilities will be extended by the respective franchise utility companies from their major trunk services. Utilities will be placed within road rights-of-way or within easements registered to lands within the Plan area. Fibre optic technology should be utilized wherever possible and available.

Objective 11 *To provide utility services to meet the needs of future development.*

Policy 6.11.1 All shallow utility infrastructure required to provide service to development will be located underground, with an exception to power.

Policy 6.11.2 Notwithstanding policy 6.11.1 above, aerial power distribution facilities may be installed provided that road crossings are underground.

6.5 EMERGENCY RESPONSE SERVICES

Development within the Gasoline Alley ASP will be designed to accommodate emergency services. Ambulatory services for the Gasoline Alley ASP will be provided by Alberta Health Services. Policing within the Gasoline Alley ASP will be managed by the RCMP from the detachment in Redcliff. Fire protection services within the Gasoline Alley ASP will be covered by the Cypress County Emergency Services Department.

7 IMPLEMENTATIONS

7.1 IMPLEMENTATION STRATEGY

The Gasoline Alley ASP provides a policy framework for development. Once adopted, policies contained within the Plan will be binding and will direct the manner in which development occurs within the Plan area. There are a number of studies, approvals and infrastructure improvements that will directly influence the ability of the Gasoline Alley ASP to function as envisioned within this Plan, such as:

- Biophysical Impact Assessment (BIA) Geotechnical Evaluation, Environment Site Assessment (ESA) Phase 1;
- Upgrades to major infrastructure on Highway 1 and 41;
- Servicing funding and payback methodology; and,
- Favourable market conditions, and ability to capitalize on opportunities.

Minor improvements to Highway 1 (acceleration and deceleration lanes) are expected to occur adjacent to the Plan area during detailed design and construction phases. This Plan recognizes that development is subject to market conditions and has sought to provide flexibility to facilitate development under a range of conditions. This Plan should be understood to be a living document as it can be adapted to accommodate for changes in areas such as technology, stormwater management techniques, etc. The Plan should be interpreted in a manner that considers the importance of these activities and allows for modification of the Plan through approval processes as required.

Objective 12 *To facilitate responsible development by undertaking thorough due diligence investigations*

- Policy 7.12.1 Prior to any further changes in land use, approval of subdivision and/or the issuance of development permits in the Plan area, a geotechnical investigation should be conducted for the Plan area to confirm any soil disturbance areas and appropriate soil structures, and provide recommendations for site preparation, grading, excavations, buildings, stormwater management and underground/surface utilities in accordance with the findings.
- Policy 7.12.2 Prior to any further changes in land use, approval of subdivision and/or the issuance of development permits in the Plan area, an Environmental Assessment (Phase 1) should be undertaken.
- Policy 7.12.3 Prior to any further changes in land use, approval of subdivision and/or the issuance of development permits in the Plan area, a Biophysical Impact Assessment (BIA) be prepared for the area to verify whether any significant vegetation and or wild life species are present that would be affected by proposed development.

7.2 LAND USE DISTRICTS

Lands within the Gasoline Alley ASP boundaries are currently districted Agricultural IDP by the Cypress County Land Use Bylaw (2018/04). The purpose of the Agricultural IDP District 1 (A-1 IDP) is to regulate and control Urban, Non-Agricultural Land Uses within the Tri-Area IDP Area. There exists some Hamlet Commercial (HC) on the south side of the Highway and a few Hamlet Industrial and Public Service lots on the north side of the Highway. Lands designated for Hamlet Commercial, Hamlet Industrial and Public and Semi-Public Service District uses within this Plan will require a land use reclassification to an appropriate land use district within the Cypress County Land Use Bylaw.

7.3 DEVELOPMENT STAGING

Staging has been planned to optimize costs with development revenue in a reasonable and cost-effective manner, while utilizing existing infrastructure as much as possible prior to investment in major upgrades are triggered (Figure 11 – Gasoline Alley Development Staging). Development is expected to commence adjacent to existing development along 3rd Avenue and then east. Development could also proceed east along 2nd Avenue east from Charles Street. In either case servicing should address both sides of the service road to maximize any infrastructure investments made.

Stormwater management facilities on the south of the highway will likely be required prior to any substantial development being constructed, and this should be coordinated between landowners that will benefit from the construction of the pond, in the absence of any policy with respect to regional pond cost sharing. The second larger pond on the north side of the Highway at the Corner of Highway 41 and 2nd Avenue will be required to accommodate development on the north side of the Highway including existing development west of Charles Street, future development east of Charles Street, and connecting to the pond on the south of the Highway prior to discharging at a set release rate into drainage channels heading north on Highway 41 to an outfall located at Ross Creek.

Build-out is expected to occur in two distinct stages (South and North) with these stages have been divided further to address various economic cycles of growth. Stage 1a will commence along 3rd Avenue on the south side of Highway 1 with Stage 1B being along 2nd Avenue. Stage 2 and 3 will continue east adjacent to Stage 1a and further stages will take place subsequent to these will include the remainder of the southern portion of the Plan area abutting the Highway 1. Stage 1B will build out in the NW corner of the northern portion of the Plan area followed by Stages 4 and 5. Generally, the final stages of development (Stages 6 and 7) will commence adjacent to and east of Highway 41.

Interim sanitary septic tanks and fields will be used to service lots. However, at some point the development of trunk infrastructure along 2nd and 3rd Avenues will be required to service the ASP lands. Since this is a major up-front investment it is envisioned that this will be staged in a logical west to east direction as development proceeds. This is a fiscally prudent approach to balance the cost of major infrastructure with the benefit that it provides to the adjacent land. Should particular development stage proceed in advance of the adjacent infrastructure being available, it will be the developer's responsibility to extend the necessary infrastructure. Financing considerations including the current Off site Levies Bylaw (2016/27) for Dunmore should be re-evaluated once the Master Servicing Plan is completed.

Objective 12 *To allow for an efficient, economical and logical phasing of development.*

Policy 7.12.5 Development will proceed from west to east on both sides of Highway 1, in general accordance with the Development Staging Plan (Figure 11 – Gasoline Alley Development Staging) in this ASP.

Policy 7.12.6 Prior to developing the first subdivision, lands shall be reclassified to the appropriate land use districts in accordance with the County's land use bylaw.

- Policy 7.12.7 Development shall be generally in accordance with the land use concept in Figure 7 – Gasoline Alley Land Use Concept Plan. Minor variations of land use boundaries and roadway alignments are expected and will not require amendments to the Plan.
- Policy 7.12.8 Development within the Plan area shall be undertaken in general accordance with the staging concept outlined in Figure 11 – Gasoline Alley Development Staging, which provides a general pattern for development and deviation from what is proposed will be permitted where appropriate.

Figure 11 – Gasoline Alley Development Staging



7.4 COST SHARING

Investing in infrastructure to service non-residential development has been very challenging to most municipalities as the large front-end amounts affect municipal borrowing limits, and recovering infrastructure investment can take a long time, especially for non-residential development. There are a few options that can be considered to facilitate the future development within the Plan area from a cost recovery perspective.

OFF-SITE LEVIES

The County's Off-site Levy Bylaw may be updated to incorporate the infrastructure required by the Gasoline Alley ASP. Off-site levies are charges that developers pay to the County to fund their share of the costs required to develop off-site infrastructure, including water, wastewater and stormwater facilities, roads and recreation facilities. The infrastructure included in the Bylaw requires the County to front-end the construction costs, and recovers costs through levy charges at the subdivision or development permit stage.

ENDEAVOR TO ASSIST AGREEMENT

An Endeavor to Assist Agreement between a municipality and a developer can be used for the construction and/or installation of required infrastructure for a subdivision or development. This applies to a situation where the municipality requires a developer or specific development to provide infrastructure that benefits lands other than the land being developed. The beneficiary lands of such infrastructure are owned by multiple landowners/developers, and each landowner/developer will pay their share of the construction if and when they develop these lands. The municipality would assist the developer who front-ends the costs to support such infrastructure, to recover their costs from the other beneficiary lands upon development.

TAX INCREMENT FINANCING (TIF)

Tax increment financing is a public finance tool that is often used to fund public infrastructure from an incremental increase in assessment base. The additional tax revenue is used to fund neighbourhood improvements. Traditionally, the method adopted is as follows:

- Establish a baseline property assessment for defined area
- Forecast growth in assessment
- Estimate tax growth and cashflows
- Determine improvement budget
- Borrow capital and build improvements

The benefits of this method include:

- Provision of investment capital without impacting existing revenue streams
- It can stimulate desired development by attracting private investment
- The risks of this method include:
 - If predicted development does not occur, debt servicing becomes a burden on base revenues
 - Impact can be shifting in development from other areas so no net gain in development

Tax Increment Financing in the form of a Community Revitalization Levy (CRL) has been used several times in Alberta in partnership with Provincial Government. In particular, division 4.1 of the Alberta Municipal Government Act contains CRL provisions including:

- TIF project including budget submitted for provincial approval
- Provincial share of property tax revenue ("Education") is also contributed so there is a net benefit in terms of overall revenue to the municipality

The Community Revitalization Levy program was suspended in Alberta in 2014 when the province advised they were not accepting any new applications

MUNICIPAL GOVERNMENT ACT – AS AMENDED IN 2019

When considering the Municipal Government Act, a 2019 amendment added provisions to allow a municipality to consider tax incentives for non-residential property (Section 364.2) including tax deferral, full or partial exemptions for up to 15 consecutive years (with possible extensions).

- Division 4.1 Section 381.1 – 381.5 of the MGA allows a municipality to pass a community revitalization levy bylaw (but it has no effect unless it is approved by the Lieutenant Governor in Council – and the Province put a moratorium on new ones)
- Division 5 of the MGA allows a municipality to impose a special tax to pay for a specific service for water, sewer, roads or other listed services

7.5 AMENDMENTS TO THE PLAN

Amendments to the Gasoline Alley ASP may be initiated by person(s) with interest in the Plan area. In this event, the proponent must follow all County procedures for statutory plan amendment.



APPENDIX

Public Participation and
Stakeholder Information

APPENDIX A - PUBLIC CONSULTATION AND STAKEHOLDER INFORMATION

A public open house to review progress to date on the Gasoline Alley ASP was held between 4PM and 7PM on Thursday November 21, 2019 at the Cypress County Hall Council Chambers. The County retained professional services consultant WSP Canada Group Ltd. to undertake the work associated with the preparation of this ASP.

An open invite was advertised to all members of the public in the local newspaper. Approximately 40 attendees were noted as attending the open house; and several members of Council also attended. The feedback received related to the Gasoline Alley ASP was mainly positive. Generally, attendees agreed that the County could benefit from more Industrial land opportunities to provide employment and stimulate the County's tax base.

The following topics, questions, and comments were received at the meeting or subsequent to the meeting, and are noted below:

Highway 1 @ EBR Intersection

It is quite difficult for truck to make the 180 degrees turn from the service station onto Highway 1 to go east, will this be addressed with an on ramp?

- *The County has retained an Engineering Consultant to review the immediate needs of the intersection of Highway 1 at EBR.*

Will there be a right-out access to Highway 1 from the development?

- *For the purposes of the ASP a right-out access to Highway 1 will not be explored. With the current layout vehicles will be able to access Highway 1 via Highway 41 or EBR at full buildout.*

3rd Ave -HWY 1-EBR is a busy intersection, has any consideration be given to closing 3rd Ave to through traffic?

- *There may need to be additional traffic impact studies completed prior to construction to determine the feasibility.*

How will this development increase the traffic counts in the area, in particular to the north of Highway 1 @ EBR/ Charles St?

- *The development will cause an increase in traffic entering the Gasoline Alley development. At this time traffic studies have not been completed to determine the full impact.*

With the addition of Traffic lights what will be done to protect the asphalt from wear and failure with the stopping traffic?

- *This ASP will not go into that much detail. Should it be warranted it will be determined at the time of design.*

Access issues at Eagle Butte Road and the intersection with Highway 1 are problematic. Has consideration ever been given to makes this a full interchange?

- *No. Traffic in and out of the area likely would not justify the substantial capital cost to put in a full interchange; this would be a matter for Alberta Transportation and provincial capital priorities.*

The Coop has morphed from a gas station to a Truck Stop over time. As a resident we have to put up with the sound of airbrakes (Jake Brakes), which will get worse with lights. Shouldn't the Country provide noise attenuation (Berm) to address noise?

- *Consideration of Noise Attenuation measures would require noise analysis to determine whether sound attenuation is warranted and by when. This would have to be investigated by the County.*

- When accidents or traffic has backed up at these intersections then vehicles use our Avenue as a bypass at high rates of speed disregarding the posted speed limit of 50 km/hr and the “children playing” sign. RCMP have ticketed one driver at 95 Km/Hr.
- Would it be possible to discuss our concerns as rate payers and residents on Eagle Butte Ave to arrive at a solution for our continued safety as a community?

Highway 1 @ Highway 41 / TWP120

Will there be traffic lights at the intersection?

- *This ASP will not determine the need for traffic lights. There will be a need for additional study during the design phase of the project as it progresses.*

If there will be traffic lights how will they work with the rail crossing?

- *If traffic lights are warranted there will need to be synchronization between the highway lights and the rail crossing.*

Are you looking at major improvements to the intersection?

- *Presently we are considering implementing acceleration and deceleration lanes on Highway 41 into the proposed development.*

Water Distribution

Have you considered the availability of water licenses to complete the development?

- *For the purposes of the ASP we will not be obtaining water licenses at this time. Since this site will be development driven it is hard to predict how many licenses will be required.*

How far west will the water be extended?

- *Currently we are limiting the extents of the water to the boundary of the ASP.*

Is the water system connected to any water coops in the area?

- *At this time, we have assumed that the water system will connect to the existing County water supply in Dunmore.*

Sanitary Sewer

When will the county get a sanitary sewer system?

- *That will be determined outside of this ASP as a matter of both capacity and financial considerations.*

Where will sewage go that is collected, will it be a lagoon or connect to the City of Medicine Hat?

- *The ASP will not go into this level of detail. Design and analysis will be required to determine the best option available to the County.*

Are the septic locations shown as final locations?

- *These locations were determined based on the hypothetical lot sizes shown.*
Outline

Is there a point where septic fields will no longer be allowed in the area?

- *Yes, Alberta Environment has regulations in place. Analysis will also have to be completed outside this ASP to review the underlying soils conditions as well as the Alberta Environmental Regulations.*

Storm Sewer

Where is overland drainage going?

- *Within the ASP boundary we are looking to have the overland drainage conveyed through the ditch networks to the designated storage facilities.*

What does SWMF mean?

- *SWMF stands for storm water management facility, this will be where storm water is stored temporarily.*

Runoff from lots goes into ditches and then east then to Transcanada. I am concerned about additional storm water management.

- *A Storm Management system will be designed to ensure that water drains first from lots , to ditches and drainage channels, to storm facilities and ultimately to Ross Creek.*

Lots Size / Land Usage

Is the lot size shown final?

- *No, these are hypothetical lot sizes, this area will be development driven. That being said developers will identify lot sizes that they require.*

What size are the lots that are shown?

- *Lot sizes shown vary between 2-10 Acres.*

What land use is anticipated?

- *Currently commercial / industrial lots are anticipated. Similar to those along the 2nd Ave corridor.*

How will the development transition from commercial / industrial to residential?

- *Currently the transition from commercial / industrial to residential is outside the boundary of this ASP. However, WSP has examined what the transition may look like. At this level a future road, fencing and green space/drainage courses could be used to separate non-residential uses from future residential properties. This would be consistent with the Dunmore Master Area Structure Plan.*

I am concerned with “who will want to build residential next to an industrial area” (south of the Coop)

- *See answer above*

Why is it called Gasoline Alley? Will there be lots of gas stations like Gasoline Alley in Red Deer?

- *The name Gasoline Alley has been with this proposed development since the early 1990's. At this time the development is not being marketed to gas stations specifically.*

What is owned by the Equestrian Society – it seems to show a larger area?

- *This is a map representation and the area currently used by the equestrian centre is shown in Green on the Land ownership map.*

Isn't there a low spot east of the equestrian centre for storm?

- *Yes. Ultimately storm water needs to be collected and then discharged to Ross Creek so it makes more design sense to include a larger pond closer to the area it needs to be conveyed from.*

Open House



Feed Back Loop Open House

The second public Open House to review the draft Gasoline Alley ASP was held between 5PM and 7:30PM on February 12, 2019 at the Cypress County Hall Council Chambers. A formal presentation of the draft ASP started at 6pm and followed by the question period. Approximately 30-40 residents and several members of Council attended. There was no major concern received from this Open House event.



APPENDIX



Historic Resources Overview

Historical Resources Act Approval

Proponent: Cypress County
816 2nd Avenue, Dunmore, AB T1B 0K3

Contact: Kaylene Simpson

Agent: WSP Canada Inc.

Contact: Jordyce Malasiuk

Project Name: Gasoline Alley Area Structure Plan

Project Components: Area Structure Plan / Outline Plan

Application Purpose: Requesting HRA Approval / Requirements

Historical Resources Act approval is granted for the activities described in this application and its attached plan(s)/sketch(es) subject to Section 31, "a person who discovers an historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery." The chance discovery of historical resources is to be reported to the contacts identified within [Standard Requirements under the Historical Resources Act: Reporting the Discovery of Historic Resources](#).



Martina Purdon
Manager, Regulatory Approvals
and Information Management
Alberta Culture, Multiculturalism
and Status of Women

Lands Affected: All New Lands

Proposed Development Area:

MER	RGE	TWP	SEC	LSD List
4	4	12	7	3-4
4	4	12	6	13-14
4	5	12	12	1-4
4	5	12	1	12-16

Documents Attached:

Document Name	Document Type
Project Area: Aerial View	Illustrative Material



STANDARD REQUIREMENTS UNDER THE *HISTORICAL RESOURCES ACT*: REPORTING THE DISCOVERY OF HISTORIC RESOURCES

If development proponents and/or their agents become aware of historic resources during the course of development activities, they are required, under Section 31 of the *Historical Resources Act*, to report these discoveries to the Heritage Division of Alberta Culture, Multiculturalism and Status of Women. This requirement applies to all activities in the Province of Alberta.

1.0 REPORTING THE DISCOVERY OF ARCHAEOLOGICAL RESOURCES

The discovery of archaeological resources is to be reported to Darryl Bereziuk, Director, Archaeological Survey, at 780-431-2316 (toll-free by first dialing 310-0000) or darryl.bereziuk@gov.ab.ca.

2.0 REPORTING THE DISCOVERY OF PALAEOONTOLOGICAL RESOURCES

The discovery of palaeontological resources is to be reported to Dan Spivak, Head, Resource Management, Royal Tyrrell Museum of Palaeontology, at 403-820-6210 (toll-free by first dialing 310-0000) or dan.spivak@gov.ab.ca.

3.0 REPORTING THE DISCOVERY OF HISTORIC PERIOD SITES

The discovery of historic structures to be reported to Rebecca Goodenough, Manager, Historic Places Research and Designation Program, at 780-431-2309 (toll-free by first dialing 310-0000) or rebecca.goodenough@gov.ab.ca. Please note that some historic structure sites may also be considered Aboriginal traditional use sites.

4.0 REPORTING THE DISCOVERY OF ABORIGINAL TRADITIONAL USE SITES

The discovery of any Aboriginal traditional use site that is of a type listed below is to be reported to Valerie Knaga, Director, Aboriginal Heritage Section, at 780-431-2371 (toll-free by first dialing 310-0000) or valerie.k.knaga@gov.ab.ca.

Aboriginal Traditional Use sites considered by Alberta Culture, Multiculturalism and Status of Women to be historic resources under the *Historical Resources Act* include:

Historic cabin remains;
Historic cabins (unoccupied);
Cultural or historical community camp sites;

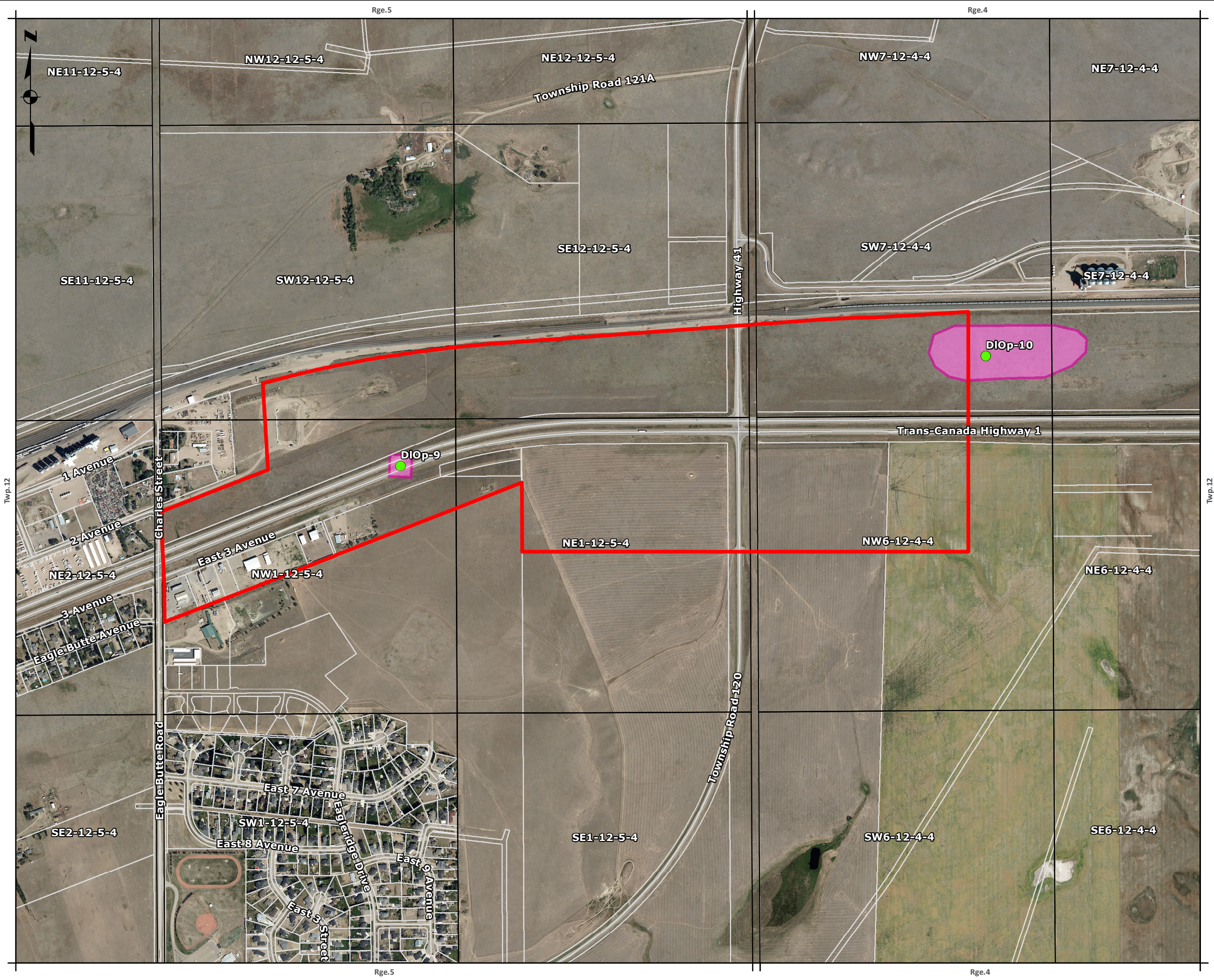


STANDARD REQUIREMENTS UNDER THE *HISTORICAL RESOURCES ACT*: REPORTING THE DISCOVERY OF HISTORIC RESOURCES

Ceremonial sites/Spiritual sites;
Gravesites;
Historic settlements/Homesteads;
Historic sites;
Oral history sites;
Ceremonial plant or mineral gathering sites;
Historical Trail Features; and,
Sweat/Thirst/Fasting Lodge sites

5.0 FURTHER SALVAGE, PRESERVATIVE OR PROTECTIVE MEASURES

If previously unrecorded historic resources are discovered, proponents may be ordered to undertake further salvage, preservative or protective measures or take any other actions that the Minister of Alberta Culture, Multiculturalism and Status of Women considers necessary.



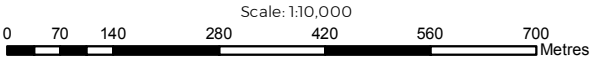
- Legend**
- Gasline Alley ASP Boundary
 - Archeological Sites - Boundary
 - Archeological Site (HRV 0)



**Gasline Alley ASP -
Historical Resources**

Figure 2: Project Area – Aerial View

**Gasline Alley ASP
Dunmore, Alberta**



Universal Transverse Mercator (Zone 12)
North American Datum (1983)



Report By: JM
Drawn by: AN
Reviewed By: JC

WSP Job #: 19M-01384-00
Date: October 16, 2019
Office: Calgary

Notes: Data provided by Altalis; Natural Resource Canada; ESRI