

ERICKSON AREA STRUCTURE PLAN



NE 17-49-7-W5M (APEX COMMON) TOWN OF DRAYTON VALLEY

Adopted: July 14, 2004 by Bylaw 2003/21/D
Amended: June 29, 2005 by Bylaw 2005/07/D

TOWN OF DRAYTON VALLEY

BYLAW No. 2003/21/D

A BYLAW OF THE TOWN OF DRAYTON VALLEY IN THE PROVINCE OF ALBERTA TO BE KNOWN AS THE ERICKSON AREA STRUCTURE PLAN

WHEREAS Section 633 of the Municipal Government Act, R. S.A. 2000 Chapter M-26.1 and amendments thereto allows the Council of a municipality to enact, by bylaw, an Area Structure Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act, R.S.A. 2000 Chapter M-26.1 and amendments thereto, the Council of the Town of Drayton Valley, in the Province of Alberta, duly assembled, enacts as follows:

1. That this Bylaw may be cited as the "Erickson (NE 17-49-7-W5M) Area Structure Plan".
2. That the text and accompanying maps annexed hereto as Schedule "A" become the Erickson (NE 17-49-7-W5M) Area Structure Plan.
3. This Bylaw shall come into force and have effect from and after the date of third reading thereof.

Read a first time this 10th day of December, 2003

MAYOR

TOWN MANAGER

Read a second time this 10 day of March, 2004

MAYOR

TOWN MANAGER

ACTING

Read a third time this 14 day of July, 2004

MAYOR

TOWN MANAGER

COPY

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1.0 PLANNING FRAMEWORK

1.1 Location

The area covered by the Erickson Area Structure Plan is limited to a portion of the NE 1/4 of 17-49-7-W5M, as shown on Map 1.0, and contains approximately 33.6 ha (82.9 ac±) of land. The area is located in the northwest corner of the Town of Drayton Valley on the west side of Highway 22 and adjacent to the Town of Drayton Valley / Brazeau County municipal border to the north and west.

The Plan area includes part of the growth area recently annexed to the Town of Drayton Valley, effective January 1, 2002 (*Order in Council 533/2002*).

1.2 Legislative Context

The Municipal Government Act (the Act) enables a Council of a municipality to adopt, by bylaw, an Area Structure Plan to provide a framework for the subsequent subdivision and development of an area of land. The Act prescribes in Section 633 that an Area Structure Plan must address, either generally or specifically, the proposed uses of land, the proposed sequence of development and the density of population, as well as the general location of major transportation routes and public utilities. Section 633 also allows a Council to include any other matter it considers necessary in an Area Structure Plan.

A municipality is also expected to incorporate into its planning documents the Land Use Policies pursuant to Section 622 of the Act. The provisions contained in the Land Use Policies that is expected to address include planning cooperation, land use patterns, the natural environment, resource conservation, transportation and development concepts.

The Erickson Area Structure Plan (the Plan) has been adopted in accordance with Section 633 of the Act. In adopting this plan, Council fulfilled the provisions in the Act respecting the process of adopting the Plan (Sections 187 to 189), including advertising of the bylaw (Section 606) and opportunities for making suggestions and representations (Section 636).

1.3 Statutory Plans and Consistency

The Town and Brazeau County have adopted an Intermunicipal Development Plan (IDP) to provide common and mutually acceptable land use directions for 'fringe area lands' within and adjacent to the Town of Drayton Valley. One of the objectives is to "accommodate urban growth and rural development in a manner which is mutually acceptable, orderly and efficient" while in keeping with natural environment and resources of the area. The mixture and pattern of uses generally allocated in the IDP are generally followed in the Erickson Area Structure Plan.

The Town of Drayton Valley Municipal Development Plan (MDP) governs overall growth and development in the ~~community~~ ^{Town} and establishes policies governing land use planning, transportation and other infrastructure and community development.

As the current Municipal Development Plan was adopted in 2000 and the Town's land annexation of the Plan area occurred in 2002, the Plan area has not been identified in the MDP. The Town has therefore exclusively relied on the above mentioned IDP for guidance in determining specific land uses and development concepts for the Plan area. However, the Town feels that the 'Commerce and Industry' objective and policies of the MDP would most suite the Plan area, as this is the same use identified on all adjoining lands in Town.

As such, the Municipal Government Act requires that all statutory plans adopted by a municipality to be consistent with each other. Upon adoption of the Erickson Area Structure Plan, amendments to the Municipal Development Plan may be required to meet legislative requirement for consistency.

1.4 Background

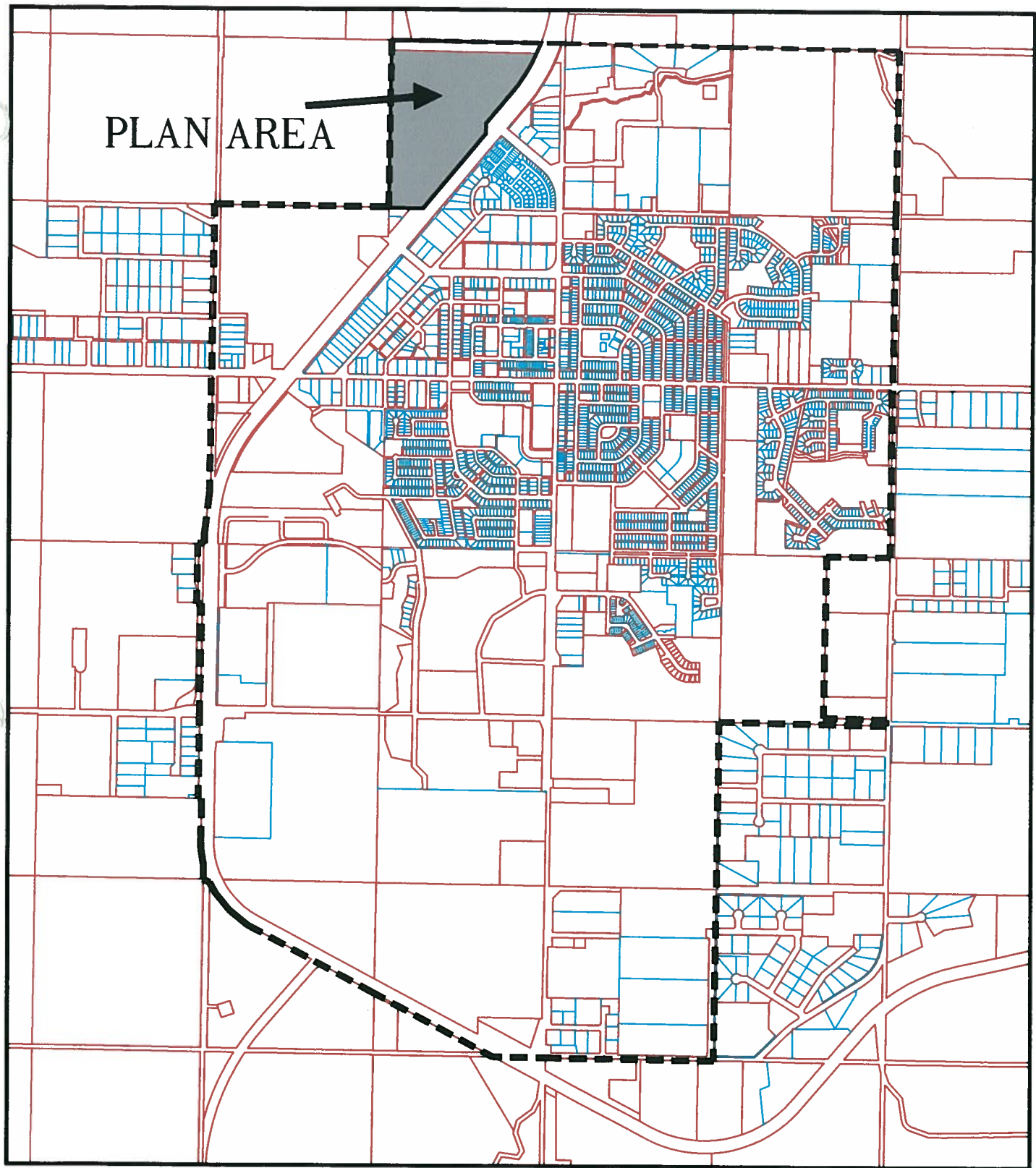
At this time, the Plan area has been used exclusively for oil and gas activity, the remaining lands remain treed and undeveloped. The Town has recently received a proposal for the subdivision of land within the Plan area, which has precipitated the need for this Area Structure Plan.

1.5 Plan Purpose and Objectives

The purpose of the Erickson Area Structure Plan is to provide a planning framework for land use development of the Plan area as shown in Map 4.0.

The objectives of the Plan are as follows:

- ensure that proposed development within the Plan area conforms to Drayton Valley's Municipal Development Plan and Drayton Valley / Brazeau County's Intermunicipal Development Plan.
- provide a framework for future subdivision and development by setting policies for transportation and utility corridors and land uses;
- outline a phasing plan through the identification of development regions, which takes into account existing development and subdivision proposals;
- to develop an efficient land use strategy which minimizes social, environmental, and infrastructure costs;
- to establish specific goals and objectives for an attractive, viable Highway Commercial Area that will incorporate the natural features of the site into the fabric of the area and will enhance the promotion of it, while conforming to the requirements of Alberta Transportation's goals of the safety and the functioning of adjacent Highway 22.



MAP 1: LOCATION

- Part of NE17-49-7-W5M
- Town of Drayton Valley

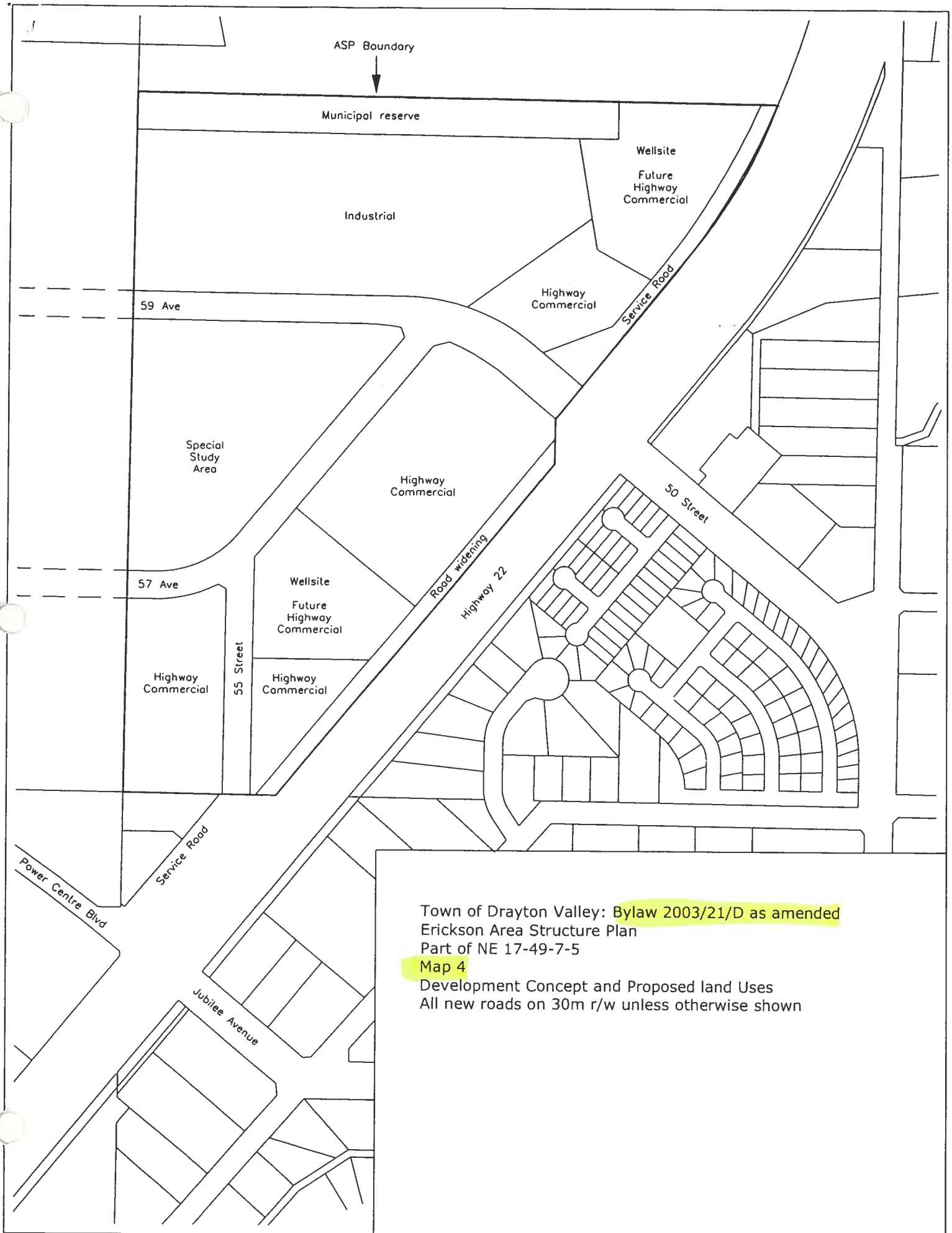
ERICKSON AREA STRUCTURE PLAN



Prepared By:

New Era
Municipal Services

2004



Town of Drayton Valley: Bylaw 2003/21/D as amended
Erickson Area Structure Plan
Part of NE 17-49-7-5

Map 4

Development Concept and Proposed land Uses
All new roads on 30m r/w unless otherwise shown

Amendments made as per Bylaw 2005/07/p

2.0 SITE ANALYSIS

2.1 Topography, Vegetation, and Soil

The land in this quarter section slopes gradually downward from west to east and averages a natural slope of 2.2%. Elevations vary from 865 to 850 m above sea level. The Plan area currently drains to the ditch that runs along the west side of Highway 22 and its related service roads at the base of the previously described gentle slope. These ditches slope downward from south to north along the Highway.

With the exception of the two oil well sites, lease roads and related pipeline rights-of-way, the remainder of the Plan area is almost entirely comprised of stands of mature trees. ~~These stands of mature trees may be construed as a development constraint but should be preserved wherever possible.~~

The Canada Land Inventory classifies the soils within the Plan area as being Class 4_D. Given the slope and soil quality of the land, development of the land should not prove to be especially prohibitive, as many other areas of Drayton Valley have been developed on similar terrain.

2.2 Existing Land Use

Existing development within the Plan area is limited, but may have a significant effect on future development (~~Map 2.0~~). The largest features are the two oil well sites located in the northeast and southeast corners of the Plan area respectively. In addition, there are a number of lease roads and various pipeline rights-of-way that criss-cross the property in various directions and locations.

2.3 Adjacent Development Plans

Brazeau County borders the Plan area directly to the north and west. These lands currently remain largely undeveloped. ~~There are no Area Structure Plans adopted on these adjoining quarter sections, although work is currently occurring on the SW17-49-7-W5M (Power Centre) ASP in the Town to the southwest.~~ *remains*

Development of the Power Centre in SW17-49-7-5 inside the Town is governed by an adopted ASP.

The Drayton Valley Regional Landfill is located on the quarter section to the north and Highway 22 is identified as the east boundary of the Plan. There is primarily a mix of highway commercial and light industrial uses located immediately adjacent to the Plan area within the Town.

DRAYTON VALLEY
REGIONAL LANDFILL

HIGHWAY 22

50A ST.

50. ST.

55 ST.

56 AVE.

JUBILEE AVE.

53 ST.

49B ST.

MAP 2.0: AIRPHOTO & DEVELOPMENT CONCEPT

LEGEND

— DEVELOPMENT CONCEPT

DELETED

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AREA STRUCTURE PLAN

design stage of development proposals. These trees should be used in buffering conflicting land uses whenever possible.

The other significant development constraint is the setback requirement from the Town Landfill located on the quarter section directly to the north of the Plan area (Map 3.0). It should be realized that the 450-metre development limitation zone affects the entire north half of the Plan area and that all-residential, school, hospital and food service development will be prohibited in this area.

2.6 Existing Transportation and Access

The existing transportation network within the Area Structure Plan area includes Provincial Highways (Highway 22), and Town Roads (50th Street, Jubilee Avenue, and Highway 22 Service Roads).

Highway 22 forms the eastern boundary of the Plan area and is the main traffic route for accessing the Town of Drayton Valley from the north. It is also the main route to Highways 16, 621 and 624 further north. At this point, Highway 22 is a two lane undivided highway. As with all primary highways, access management for Highway 22 is controlled by Alberta Transportation. Discussions with Alberta Transportation indicate that the long-term plans for Highway 22 in the vicinity of the Plan area include:

- a) Widening/twinning of Highway 22 through Drayton Valley and further north. This would require realignment of the section of Highway 22 in the vicinity of the 50th Street intersection. The same realignment would be required for the Jubilee Avenue intersection just south of the Plan area.
- b) Construction and/or realignment of service roads along the entire west side of Highway 22 through the Plan area.
- c) Access management from Highway 22 is under Alberta Transportation's jurisdiction. It is anticipated the only access to the Plan area ~~would be from either 50th Street or Jubilee Avenue intersections with provision for a west service road.~~ *from the east will be from 50 Street.*

Town roads 50th Street and Jubilee Avenue are 2 lane-paved roads and are identified as arterial roads in the Town's *Transportation Master Plan and Traffic Study*. They currently serve as the main access points into the Town of Drayton from the north.

It is anticipated based upon the Intermunicipal Development Plan (IDP) that the longer-term development of the County lands to the north of the Plan area will be municipal services (landfill) and to the west will require a Special Study Area. Highway Commercial areas will continue to be identified as the future land use of lands to the south along Highway 22.

2.4 Municipal Reserves

No environmental or municipal reserve lands are currently present within the Plan area. As the total Plan area is estimated to be 33.6 hectares, reserve lands from the Plan area owing amount to 3.36 hectares.

Where the Town deems commercial/industrial reserves unnecessary for parks, municipal reserves owing will be provided as money-in-lieu of reserves in accordance with the Municipal Development Plan.

Reserve lands ^{may} ~~shall~~ be acquired for certain landscaping and buffering features as required by the Town and as part of their walkway system. Reserves should also be provided as visual buffers and seams to separate incompatible uses (such as residential).

2.5 Development Constraints

There are a number of development constraints identified within the Plan area (~~Map 2.0~~). Contact with AEUB indicates that there are two oil well sites located in the northeast and southeast corners of the Plan area respectively. The two oil wells on the site are owned by Exxon Mobil and are both active. Exxon Mobil has no plans to discontinue use of the wells for the near future and long range plans for the sites have not been made. The two sites present a development constraint. Subdivision applicants, in accordance with the Municipal Government Act, must obtain written approval by the Alberta Energy and Utilities Board (AEUB) to allow development within 100 metres of a well head.

As well, a number of oil and gas pipelines run underground through the site. All developers should make themselves aware of the danger of damaging these pipelines. Permission from the pipeline owner is also required for excavation and/or for construction on, along, upon or under an existing pipeline or its right-of-way.

In addition to the oil well sites, the Plan area is comprised of a number of other development constraints, including various pipeline rights-of-way that criss-cross the property in various directions and locations. ~~The remainder of the Plan area is almost entirely comprised of stands of mature trees, which can be construed as a constraint, but should be preserved as much as possible at the subdivision~~

Existing Highway 22 service roads are 2 lane-unpaved roads serving the industrial uses in the Plan area and lands further to the north. In conjunction with Highway 22 improvements, it is anticipated that these existing service roads will need to be either relocated further west or upgraded. The service road south of 50th Street to the Jubilee Avenue service road remains to be dedicated and constructed.

2.7 Municipal Services

There are presently no piped water or sewage distribution systems within the Plan area, but it should be noted that, existing utility placement would partially dictate the road alignment and development strategies within the Plan area.

Stormwater management is primarily through the use of drainage ditches and culverts, which divert surface water run-off toward the east and then south along the Highway 22 ditch. As further development occurs, the need for a comprehensive storm water management plan may be required. The Town of Drayton Valley will need to assess each development to ensure that the increase in run-off will not adversely affect the existing developed areas and natural areas.






Franchise utilities currently available include telecommunications (Telus), power (Aquila) and gas (ATCO gas). Discussions with franchise operators indicate that extension of their respective service into the Plan area does not appear to be problematic.

2.8 Summary of Development Considerations

- The majority of the lands within the Plan area are suitable for an attractive and viable blend of highway commercial and light industrial development. Further studies will be required to identify future uses of those lands identified as Direct Control along the west side of the Plan area.
- Suitable buffering (100-metre setback) should be enforced for any habitable development from the two existing well heads as identified on Map ~~2.6~~ ^{3.0} of the study area.
- No habitable residential development should be permitted within the 450-metre setback from the Drayton Valley Regional Landfill, which affects the north half of the Plan area.

MAP 3.0: DEVELOPMENT CONSTRAINTS

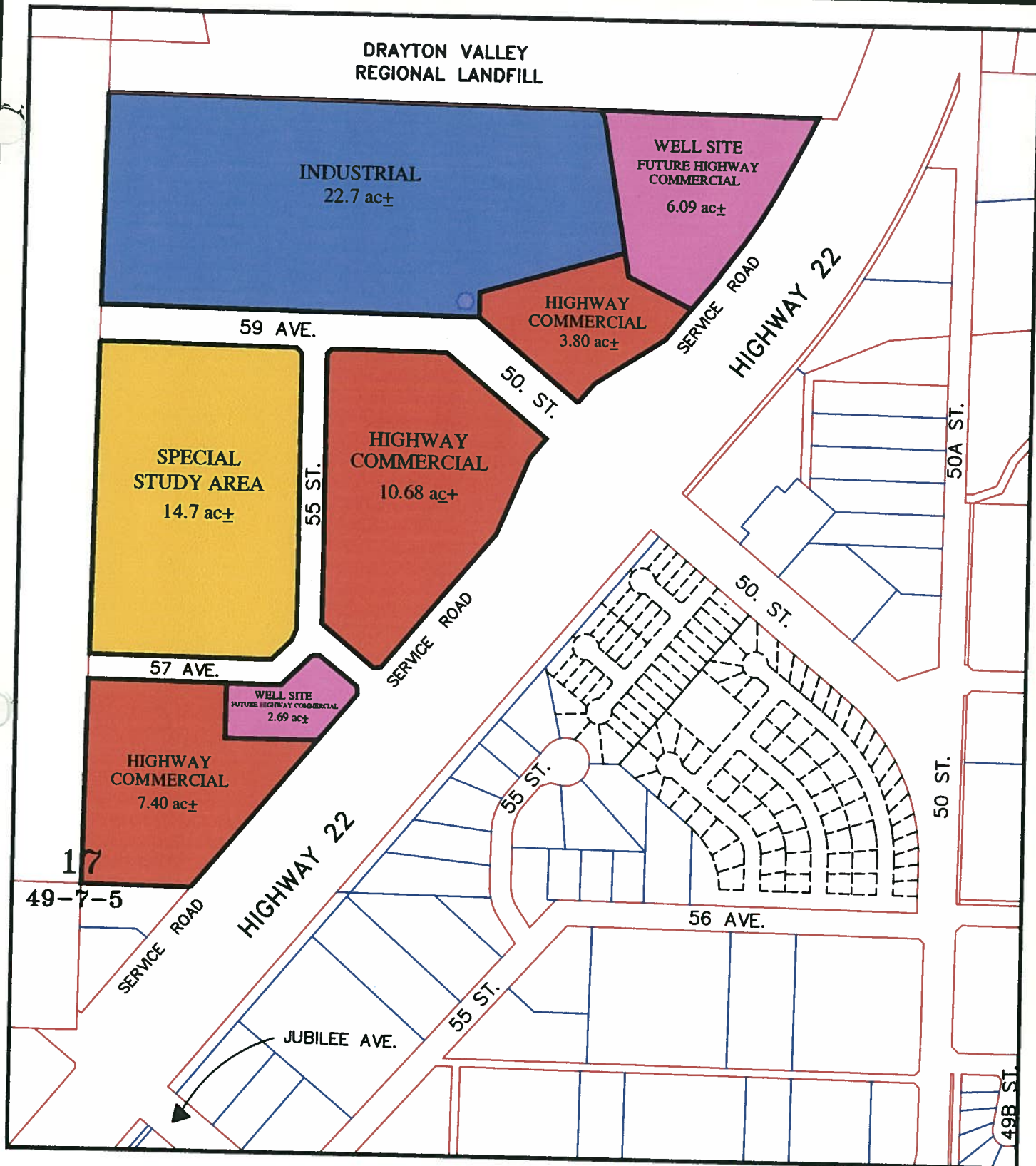
LEGEND

- | | | | |
|---|----------------------------------|---|--------------------|
| | PIPELINE RIGHT-OF-WAY |  | TREED AREA |
|  | HIGHWAY 22 OFFSET (300 m) |  | ELEVATION (A.S.L.) |
| | LAND FILL OFFSET (450 m & 300 m) |  | 1m CONTOUR |
|  | 100 m WELL BUFFER | | 5m CONTOUR |

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- Future subdivision phases should be designed to follow existing utility routes to minimize servicing requirements needed to accommodate development and to keep right-of-way constraints to corridors or edges of larger development areas. Water trunks need to be sized for adequate fire flows and looping.
- Developers must be extremely cautious of development on or adjacent to pipelines and oil leases.
- Subdivision design should take into consideration existing stands of mature trees and incorporate them into their design whenever possible.
- In order to provide for a suitable transportation flow along Highway 22, no other Highway accesses should be granted from the Plan area other than the 50th Street Intersection. All local or collector roads or Highway fronting properties should be directed onto existing or proposed service roads as identified on Map 2-5. Additional Highway access to the Plan area is available from the south through the Jubilee Avenue intersection and service road.
- Development in the vicinity of the highway must be properly oriented, buffered and controlled to ensure capability.
- Minimize the amount of roadways required to serve the Plan area.



**MAP 4.0: DEVELOPMENT CONCEPT and
PROPOSED LAND USES**

LEGEND

- HIGHWAY COMMERCIAL
- EXISTING WELL SITES - (FUTURE HIGHWAY COMMERCIAL)
- INDUSTRIAL
- SPECIAL STUDY AREA (DIRECT CONTROL)
- OPEN SPACE

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AREA STRUCTURE PLAN

3.0 DEVELOPMENT CONCEPT and POLICIES

3.1 Concept Plan

The Concept Plan is sensitive to the existing development of the area, the identified development constraints, topography/vegetation and surrounding land uses. The Plan is also sensitive to property owner aspirations and the general land use concept originally proposed in the Brazeau County / Town of Drayton Valley Intermunicipal Development Plan (IDP). The Plan recognizes the development potential of lands adjacent to the Plan area in Brazeau County. In terms of the overall concept, mixed commercial and industrial development will dominate in accordance with the policies and intent of the Town of Drayton Valley Municipal Development Plan (MDP). Vehicle - oriented commercial districting is recommended for the eastern side of the Plan area.

The Development Concept (Map 4.0) shows generalized land uses as well as a conceptual roadway network, including possible alignments for arterial and collector roadways. ~~When fully developed, the development concept would accommodate approximately 11.3± hectares of highway commercial land, 9.19± hectares of industrial land, and 5.95± hectares of special study area (direct control).~~

Map 5.0 outlines development phasing for the Plan area. The phasing is a suggestion only, and does not necessarily have to occur in this sequence. Ultimately, phasing will be dictated by the limitations associated with extending roads and services, the market demands for individual lots, and the limitations involved with the oil well and landfill setbacks.

3.2 General Development

The purpose of this section is to ensure that development will conform with existing statutory planning documents, such as the Town's Land Use Bylaw, Municipal Development Plan, and Intermunicipal Development Plan and the general development concept set forth in this Area Structure Plan. This section also requires that any proposed development will take into consideration the development constraints associated with the subject lands.

Policies:

- 3.2.1 Any subdivision and/or development activity that occurs within the Plan area shall conform to the Town of Drayton Valley's Land Use Bylaw, Municipal Development Plan, and Intermunicipal Development Plan.

- 3.2.2 Proposed development shall take into consideration existing utility infrastructure. The developer shall be responsible for any costs involved with the relocation or extension of any existing utilities.
- 3.2.3 The developer shall enter into development agreements as required by the Town of Drayton Valley for subdivisions and development permits.
- 3.2.4 No residential development shall occur within 450 metres of the Town's landfill as depicted on Map 3.0 – Development Constraints.
- 3.2.5 Subdivision, redistricting, and discretionary development permit applications in undeveloped portions of the Plan area will require referrals for comment to Brazeau County.
- 3.2.6 Development, redistricting, and subdivision proposals adjacent to Highway 22 shall be referred to Alberta Transportation for comment.
- 3.2.7 All development shall not proceed prior to the developer or his agent contacting "Alberta First Call" to inquire about possible underground hazards.
- 3.2.8 Interim uses of the land may be considered where the same will minimize the impacts on the plan layout.

3.3 Highway Commercial

Highway Commercial and Light Industrial areas shall be located along Highway 22 to provide a prominent strip of commercial activity into Drayton Valley from the north. No direct access to the highway will be available. The commercial areas will have frontage onto 50th Street and the commercial strip adjacent to the highway will have frontage on the service road running parallel to Highway 22. The staging of commercial and light industrial development should occur in the most economical fashion, in terms of the extension of services and roads into this sector.

will have visual exposure to highway traffic, but access will be from the rear service road.

Policies:

- 3.3.1 Commercial development within the Plan area shall recognize the Central Business District as being the Town's major and dominant commercial core.
- 3.3.2 Commercial development shall be of a high quality, both in terms of visual appearance and building materials, as well as quality of workmanship. Commercial development shall not be detrimental to nearby residential development.

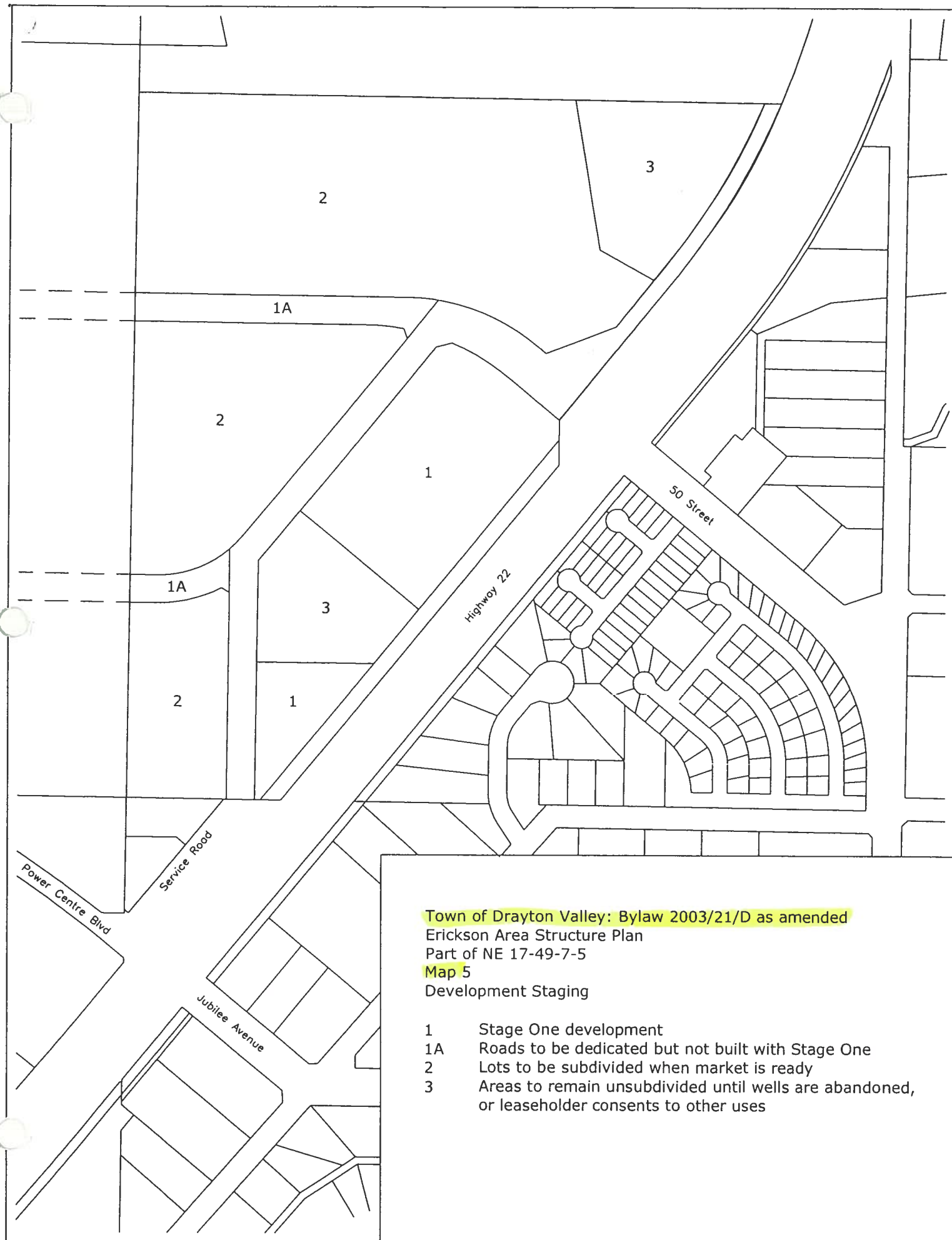
- 3.3.3 Commercial lots developed along 50th Street shall front onto 50th Street and the most prominent entrance shall be from the street facing side of the development.
- 3.3.4 Access to Commercial development along Highway 22 shall be from the service road system.
- 3.3.5 Parking, signage, and landscaping requirements in commercial districts should be strictly followed.
- 3.3.6 Any outside storage associated with Commercial land uses shall be of a high quality and appropriately screened to minimize the visual impact on adjacent areas and the highway.
- 3.3.7 Commercial development is intended for the two operational well sites should they ever be reclaimed.

3.4 Industrial

Industrial uses are to be limited as much as possible to the north of the Plan area near the existing landfill on the adjacent quarter section, so as to be buffered away from other non-complimentary uses.

Policies:

- 3.4.1 Industrial development shall accord with the regulations of the appropriate land use district in which it is sited.
- 3.4.2 Parking and loading requirements shall be strictly adhered to for all industrial development.
- 3.4.3 Landscaping requirements shall be strictly adhered to for all industrial development.
- 3.4.4 The developer shall maintain an inoffensive appearance to the site, though recognizing the industrial use of the land.



DRAYTON VALLEY
REGIONAL LANDFILL

PHASE 2

PHASE 3

PHASE 2

PHASE 2

PHASE 4

PHASE 3

PHASE 1

59 AVE.

57 AVE.

56 AVE.

JUBILEE AVE.

50 ST.

50A ST.

55 ST.

55 ST.

SERVICE ROAD

SERVICE ROAD

SERVICE ROAD

HIGHWAY 22

17

49-7-5

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PHASE 1 - SHORT TERM DEVELOPMENT
PHASE 2 - MEDIUM TERM DEVELOPMENT
PHASE 3 - LONG TERM DEVELOPMENT
PHASE 4 - OPTIONAL DEVELOPMENT

2004

3.5 Special Study Area (Direct Control)

A Special Study area (Phase 4) has been identified in this Plan that shall run along the west boundary of the subject lands south of 59th Avenue to the south Qtr. Section Boundary. The Special Study area shall be managed and developed in accordance with the policies established under the Town's Municipal Development plan and Intermunicipal Development Plan.

Phase 4 is identified as optional development and is recommended to be designated as DC – Direct Control under the Town's Land Use bylaw to act as the transition area between the Town, Brazeau County, and the Special Study area identified in the IDP.

Policies:

- 3.5.1 The land uses within the Special Study area are to be determined through special study areas as determined by Council. Land Uses in this area shall also be considered as part of any future Statutory Plans for the adjacent Qtr. Section in Brazeau County (NW17-49-7-W5M).
- 3.5.2 Interim development within the Special Study area will be limited to Agriculture or other interim uses as determined by Council until the land use of the area is determined.
- 3.5.3 All subdivision and development proposals within the Special Study area shall be considered as if the land was zoned under the DC – Direct Control designation of the Town's Land Use Bylaw. All requirements under the Direct Control district such as required referrals and Public Hearings shall be adhered to.

3.6 Open Space

No specific Open Spaces have been identified in this Plan, however, the Town shall consider Open Spaces very carefully in this quarter due at subdivision stage to protect the potential for conflicting land uses. For example, the industrial site on the northern end of the Plan area and the Landfill on the adjacent quarter may produces effects that may be minimized through the preservation of treed buffer areas.

Further development of the Open Space system / walkway system for the Plan area should be considered as part of a larger continuous open space system in future for the Town.

Policies:

- 3.6.1 Larger open spaces shall be taken at subdivision stage to protect possible conflicting land uses. Open spaces may also be considered by the Subdivision Authority when there is a necessity for utility corridors within the Plan area.
- 3.6.2 Open space connections (trails) should be dedicated or acquired in the Plan area, during subdivision, for lands which may develop in the future to the west which is currently located within Brazeau County.
- 3.6.3 Municipal reserve buffers may be taken at the edges of impacted sites.

3.7 Transportation and Access

The Erickson area and the planned traffic circulation hierarchy and pattern, as shown on Maps 6.0 and 6.1, has been developed in a manner compatible with future land use needs, existing land uses, site attributes, and in consultation with Alberta Transportation. They are also planned to be consistent with the natural and sensitive features of the area, as well as the use of surrounding lands.

The major road pattern, as depicted, will consist mainly of arterial, collector, and service roads. Local roads will not be particularly extensive due to the larger sites often necessary for industrial and vehicle-oriented highway commercial sites. As such, it is important to provide adequate on-site parking, proper use of service roads, and wise placement of site accesses.

Map 6.0 shows the westward expansion of 50th Street and 59th Avenue across Highway 22 into and through Erickson, with connection into the Brazeau County / Town of Drayton Valley Urban Fringe. This Plan anticipates future long term urban development of the Urban Fringe area and makes allowance for traffic to pass through the Erickson area between central Drayton and the west Urban Fringe area. Additionally, a major north-south road (55th Street) will provide additional access into the internal area of Erickson as part of the Town's long term road network. These major roads will be a joint responsibility of the developers in the area.

~~*Initial access will be provided from Highway 22 service roads using either the 50th Street or Jubilee Avenue intersections. Long term access to Erickson will require 'significant' upgrades to the two intersections in combination with new or relocated service roads as indicated on Map 6.1. The proposed road network also provides for the maintenance of access to the existing well sites.*~~

Access to all lots and existing well sites will be provided off internal roads. The intersection of Highway 22 and 50 street will require significant upgrading.

Policies:

- 3.7.1 The arterial, collector, and Highway 22 service road alignments required to service Erickson ASP and lands further to the north, west, and south are shown in Maps 6.0 and 6.1. Changes to the internal roadway configuration will not require an amendment to this Area Structure Plan. Changes to the connections to 50th Street, Highway 22, and service road access and future locations will require an amendment to this Plan.
- 3.7.2 All roadway design and construction shall conform to the Town of Drayton Valley Engineering Standards as adopted by Council and amended from time to time, and in accordance with the hierarchy suggested in this Plan. *(The Town recognizes that any road configurations in this area will be finalized with consultation with Alberta Transportation).*
- 3.7.3 In order to achieve continuity with the Town's existing roadway system, 50th Street, and associated 59th Avenue, should be extended into and through the Plan area respectively. 50th Street and 59th Avenue shall serve as an east/west arterial road connecting lands on opposite sides of Highway 22, as identified in the Town Transportation Study. Since the road crosses Highway 22, construction of this road shall require a construction management program aimed at minimizing traffic problems associated with its construction.
- 3.7.4 No direct access from or egress onto Highway 22, other than 50th Street, will be allowed from the Plan area as identified on Map 5.0.
- 3.7.5 Require where Alberta Transportation determines that additional land for widening of Highway 22 and/or future upgrading of intersections (bulbing, etc.), as conditions of subdivision approval to ensure that these requirements are accommodated prior to, or concurrent with endorsement of the final plan of subdivision. Additional land may be required than indicated in this Plan.
- 3.7.6 Require construction, realignment, and/or upgrading of Highway 22 service roads in accordance with the terms of a development agreement as part of a subdivision and/or development permit application with the developer to the Town's satisfaction
- 3.7.7 Refer all applications proposing redesignation and/or subdivision of lands adjacent to Highway 22 to Alberta Transportation. The requirements of the Municipal Government Act Subdivision and Development regulation shall apply.

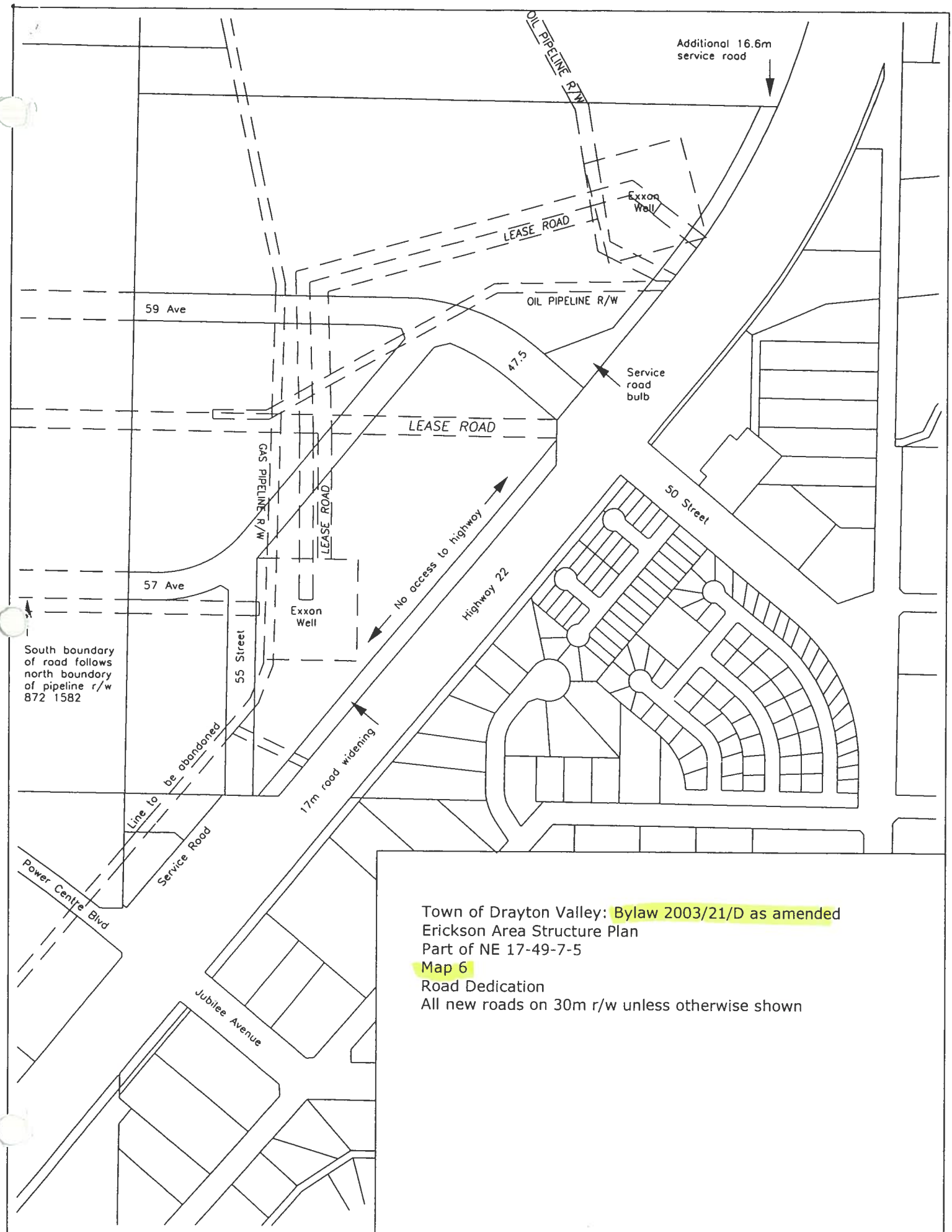
- 3.7.8 Require a Traffic Impact Assessment to accompany at least the first (1st) application proposing redesignation and/or subdivision of lands adjacent to Highway 22, and any other application thereafter, unless otherwise agreed upon in writing by Alberta Transportation. The developer(s) shall bear the cost of carrying out the Traffic Impact Assessment and any road upgrading and/or construction required as a result of the Traffic Impact Assessment to the satisfaction of Alberta Transportation. *(This applies to all subdivision, and/or redesignation whether they are using the 50th Street access in the north or from the south via service road connection to the Jubilee Avenue intersection with Highway 22).*
- 3.7.9 Require a landscaped setback of 10 metres (32.8 feet); and open storage and parking areas should be located at the rear of buildings wherever possible; or ensure that storage and parking areas are properly fenced or screened to avoid unsightly viewing from the highway given the importance of Highway 22 as the Gateway to the Town of Drayton Valley.
- 3.7.10 Dedication of future road right-of-ways and/or road widening shall be required upon subdivision application and shall form a condition of subdivision approval.
- 3.7.11 Development in the vicinity of Highway 22 must be properly oriented, buffered and controlled to ensure compatibility.
- 3.7.12 Continued access to oil leases shall be maintained at all times.
- 3.7.13 Local streets shall be restricted to servicing optional residential land uses within the Special Study area only.

3.8 Municipal Services and Standards

The utility system for the area of the Plan is to be serviced to an urban standard in accordance with the Town of Drayton Valley development requirements and is only in its preliminary planning stage at present. Further utility construction should begin only upon development agreements being arranged for future subdivision. The servicing agreements will help minimize the cost to the Town of providing utilities for future development.

Policies:

- 3.8.1 All utilities within the Plan area are to be designed and installed in accordance with accepted engineering practices, and shall be satisfactory to the Town.



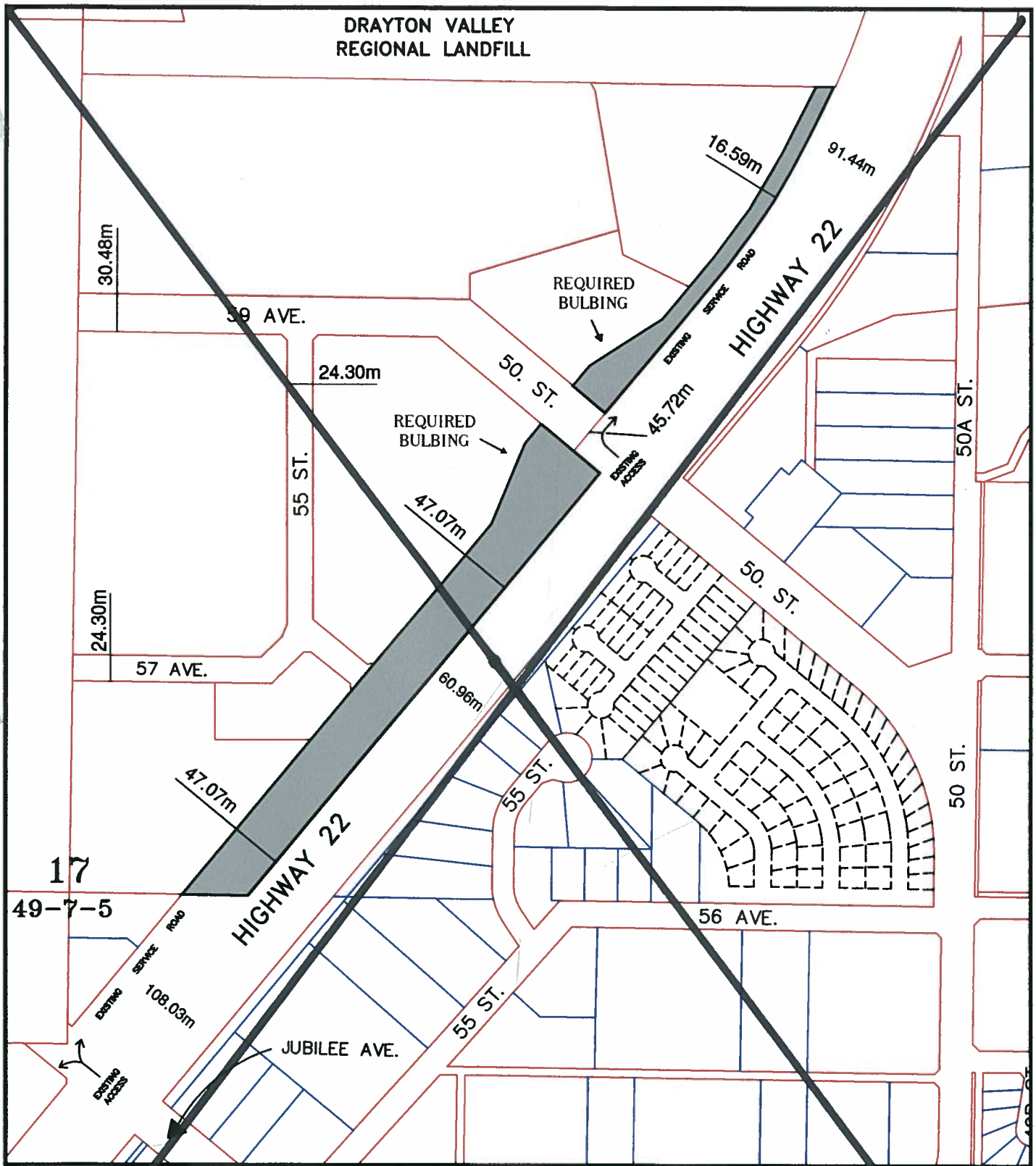
Town of Drayton Valley: Bylaw 2003/21/D as amended
Erickson Area Structure Plan
Part of NE 17-49-7-5

Map 6

Road Dedication

All new roads on 30m r/w unless otherwise shown

DRAYTON VALLEY
REGIONAL LANDFILL



MAP 6.0: HIGHWAY 22 / LOCAL ROAD DEDICATION

LEGEND



LANDS TO BE DEDICATED FOR HIGHWAY 22 WIDENING & SERVICE ROADS

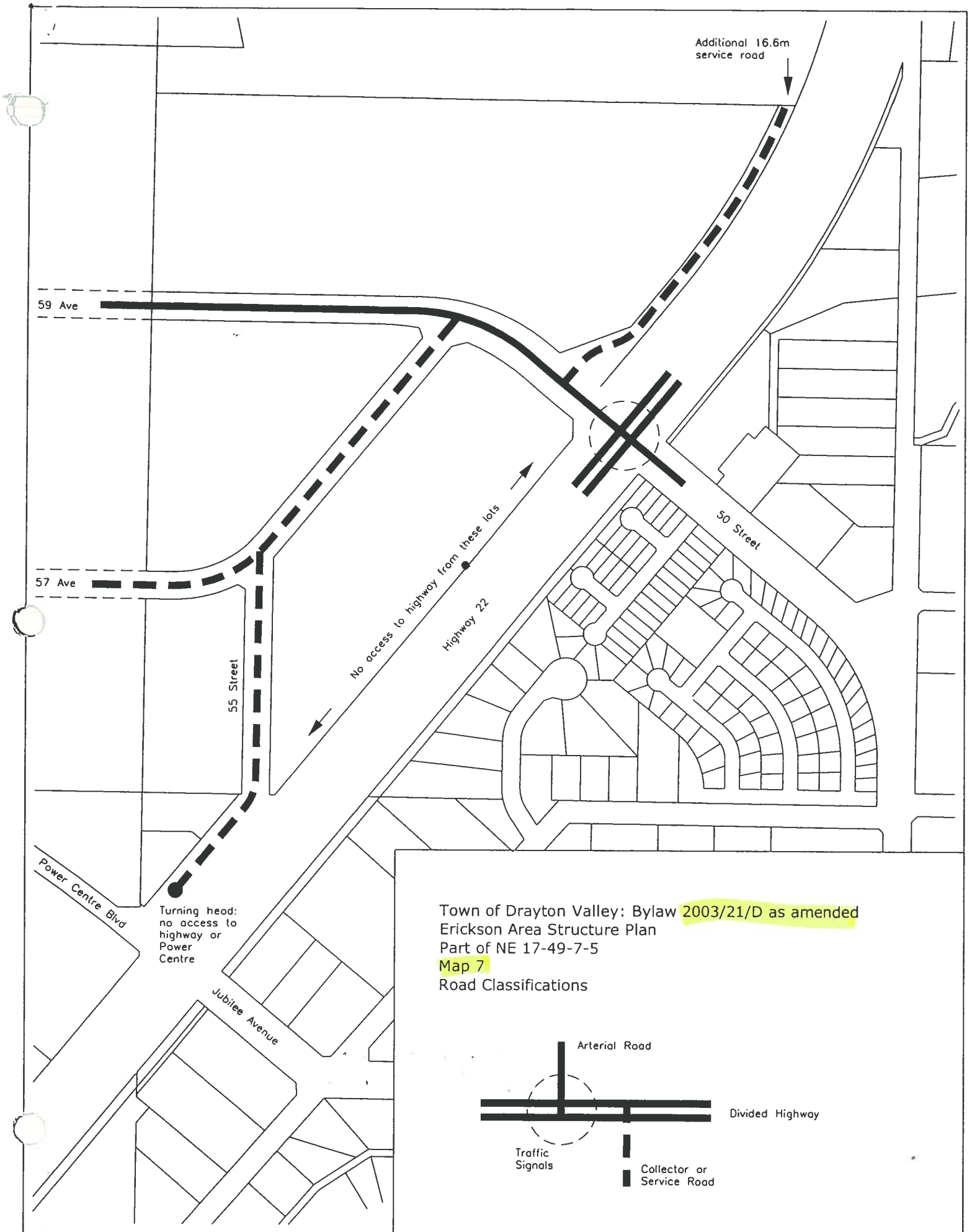
47.07m

DIMENSIONS AS REQUIRED BY ALBERTA TRANSPORTATION
AND THE TOWN OF DRAYTON VALLEY.

DELETED

ERICKSON

AREA STRUCTURE PLAN



DRAYTON VALLEY
REGIONAL LANDFILL

EXISTING
SERVICE ROAD

EXISTING
SERVICE ROAD
(NORTH OF 50TH STREET)
TO BE RELOCATED WEST

REQUIRED
BULBING

HIGHWAY 22

SIGNALIZED
INTERSECTION

REQUIRED
BULBING
PROPOSED
SERVICE ROAD

PROPOSED
SERVICE ROAD

NO HIGHWAY
ACCESS

EXISTING
SERVICE ROAD
(ACCESS VIA JUBILEE AVE)

17

49-7-5

SIGNALIZED
INTERSECTION

HIGHWAY 22

JUBILEE AVE.

56 AVE.

MAP 6.1: TRANSPORTATION SYSTEM
INCLUDING HIGHWAY 22 SERVICE ROADS

DELETED

ERICKSON

AREA STRUCTURE PLAN

LEGEND

ARTERIAL ROADS

COLLECTOR ROADS

LOCAL ROADS

SERVICE ROADS

SIGNALIZED INTERSECTION

Prepared By
New Era
Municipal Services

- 3.8.2 The Town of Drayton Valley shall impose an off-site levy/acreage assessment in respect of land within the Plan area, which is to be developed or subdivided.
- 3.8.3 Proposed sanitary sewage collection systems shall be connected to the existing municipal system and shall be designed to meet projected flows.
- 3.8.4 Storm water collection and disposal systems shall be satisfactory to the Town.
- 3.8.5 Water distribution systems shall be connected to the existing municipal system, and shall be designed to meet projected domestic consumption as well as fire flow requirements.
- 3.8.6 The Town of Drayton Valley will review on-site surface drainage requirements in co-operation with Alberta Environment and Alberta Public Lands.

4.0 IMPLEMENTATION, INTERPRETATION AND AMENDMENT

4.1 Implementation

This ASP will guide the Town of Drayton Valley regarding growth and development within the Erickson Plan area. Further studies may be required in order to implement improvements.

4.1.1 The purpose and policies of the Erickson Area Structure Plan shall be implemented through:


- a) development outline plans as required by this Plan,
- b) the Land Use Bylaw, including district redesignations and the application of development regulations,
- c) approval of subdivision applications, and
- d) approval of development applications.

4.1.2 The Town will require the submission of a development outline plan for a major development area. Council must approve the development outline plan, prior to, or as part of the land use redesignation application process. The development outline plan must be consistent with this area structure plan and provide details with respect to:


- a) land uses, including the area of each major land use category and its percentage of the total area,
- b) land use designations,
- c) building and population density,
- d) proposed road system, including lanes and internal roadways,
- e) conservation of sensitive features and the environment,
- f) parks and open spaces, including the pathway (trail) system,
- g) community (public) and social facilities,
- h) utility services,
- i) phasing and staging,
- j) emergency services, and
- k) any other matter requested by the Town to be addressed.

4.1.3 The Town will require each phase of development to:


- a) form a logical and efficient extension of municipal services and development in the Plan area,
- b) not prejudice the further subdivision and development of any forthcoming phases and of adjoining lands,
- c) make sufficient provision for road access, and
- d) dedicate such municipal and/or environmental reserve, as the Town considers necessary.

- 
- 4.1.3 All costs of development on private land and all applicable offsite development costs associated with the development of land, as identified in a development agreement with the Town, will be the responsibility of the developer.
- 4.1.4 The determination of off-site and other development levies shall be by Council as necessary.
- 4.1.5 The Town will review and amend the Municipal Development Plan to provide for conformity between plans. The current Municipal Development Plan, Bylaw 2000-05, does not identify the Plan area as it was only recently annexed from Brazeau County in 2002.
- 4.1.6 The Town will encourage Brazeau County to become familiar with the purpose, policies and land use designations in this Plan, thus assisting its consideration of potential land use and other changes that may arise from time to time on adjacent and nearby lands in the County.

4.2 Interpretation

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- 4.2.1 This Plan shall be interpreted with flexibility having regard to its purpose and concepts, as well as the objectives and policies of the Municipal Development Plan and the Intermunicipal Development Plan. Council's decisions on interpretation shall be final.
- 4.2.2 Land uses and major roads shall generally follow the land use concept on Map 4.0, but final land use boundaries and road alignments will be as per the detail approved by Council in development outline plans, land use redesignations or subdivision approvals by the Town.

4.3 Amendment

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- 4.3.1 Council may amend this Plan in accordance with procedures established in the Municipal Government Act.
- 4.3.2 When someone other than the Town initiates an amendment, prior to the commencement of the bylaw amendment process, the Town may require the initiators of the amendment provide a report and other background information to support the proposed amendment.
- 4.3.3 Brazeau County will be consulted during the consideration of an amendment of the Erickson Area Structure Plan, unless the amendment involves a matter to which the Town and County have mutually agreed does not require referral.