

Area Structure Plan

## **SHIRE ESTATES**

NE 16-49-7-5

prepared for

### **The Town of Drayton Valley**

by

West Central Planning Agency  
wcpa@telusplanet.net

Earlier versions of this document called it the **Northview** area structure plan; the name has been changed to **Shire Estates** at the request of the landowner

#### **1. Location**

Shire Estates lies on the north side of Drayton Valley on land annexed from Brazeau County in 2002. Land to the south and west are in the town, and land to the north and east are in the County. The general location is shown on Map 1.

#### **2. Municipal Jurisdiction**

Under the terms of the annexation agreement and Municipal Government Board order, the land retains the Agricultural zoning inherited from the County, and until 2010 this zoning can be changed only if the landowner requests it.

The adjacent Range Road 73 remains in Brazeau County. As the development of Shire Estates requires access to that road, any future access to the ring road will meet County standards.

#### **3. Present land use**

Present land uses are shown on Map 2, which is a 2003 air photograph of the quarter.

The developable land is seeded to grass and appears to be cut for hay. The former farm house has been abandoned and has no value.

Most of the northern part of the quarter lies in a steep sided ravine and is not developable.

There is a lot of oil and gas activity on the quarter, both surface and subsurface. The surface features are two oil wells, a pig trap site in the south-east corner, and what appears to be an inspection or pressure relief valve on an ATCO Gas line. There are also a number of pipelines, some in registered rights of way and some unregistered. None are posted as sour. The well in the south-west corner, plus its access road and pipeline, are likely to be removed in the near future.

#### 4. Constraints on development

Airport	Drayton Valley municipal airport is about a mile and a half away. The runway alignment is such that aircraft do not need to pass over Shire Estates on approach or take-off, so the airport is not a constraint on development of this land. The airport and the approach path are shown on Map 1.
Sewer lagoon	Provincial regulations require a separation of at least 300 metres between a sewer lagoon and any school, hospital, food establishment or residence. As shown on Map 1, the town's sewer lagoons are on the next quarter, but are far enough away that they are no constraint on development of Shire Estates.
Landfill	Provincial regulations require a separation of at least 450 metres between the working area of a waste disposal site and any school, hospital, food establishment or residence. As shown on Map 1, the town's waste disposal area is in SE 20, west of Highway 22, over 800 metres distant, so it is not a constraint on development in Shire Estates.
Slope of the land	The property generally slopes down from a high point in the south-west corner towards the north and north-east, into a deep coulee. Land in the coulee is undevelopable, but on the remainder of the quarter the overall gradients, shown on Map 3, are in the range of one to three per cent. Three well marked drainage courses flow through the property into the coulee. There do not appear to be any areas of trapped drainage.
Oil wells	<p>EUB and other records show two well sites in NE 16. Elsewhere in Drayton Valley, residential development is allowed up to the edge of the lease, which typically gives a 100 metre separation between the well head and any private lot. This practice is followed in the design proposed here.</p> <p>The EUB has been asked to provide information on any abandoned wells. If there are any, a suitable setback and access area will be dedicated as a public utility lot in case it is necessary to do any future work on the well.</p>
Pipelines	Map 4 shows the wells and pipelines in NE 16. None are posted as sour, so the land can be subdivided right up to the edge of the right of way.
Former uses	Former land uses can limit development if they result in soil contamination, subsidence, or loss of load bearing capacity. A review of air photographs back to 1969 reveals nothing that might cause any such problems.

## 5. Road system

At present the only developed road access to the land is along Range Road 73, otherwise known as 35 Street or the ring road. As noted above, this road is under County jurisdiction. South of 50 Avenue, it has been built to a high standard with pavement, curb and gutter. The County plans to extend it north from 50 Avenue, past Shire Estates, through the coulee, and on to Rocky Rapids. The road will be built in 2007 and paved in 2008.

The town's transportation master plan designates the ring road as an arterial road. As such, access will be limited. No private driveway or business access should be allowed. Ideally, road intersections should be limited to one every 400 metres. That exact figure is not possible because the ring road will be depressed so that 400 metres north of the quarter line it will be five metres below the present land surface. It is therefore proposed to bring 58 Avenue on to the ring road about 280 metres north of the quarter line.

The transportation master plan shows a future collector road running from the ring road west to 50 Street. Until recently it has been assumed that it would be 56 Avenue, but this has a number of disadvantages, so the town has determined that 58 Avenue will be the collector, and 56 Avenue will not be built in NE 16. Because it is underlain by pipelines and town utilities, it will become a utility lot, and when the present oil well access road is removed, the land can become a landscaped buffer.

The alignment of 58 Avenue west through NW 16 to 50 Street has not yet been determined. It will be established in consultation with landowners.

The road system around Aurora School appears to have been designed to connect to a future 56 Avenue. As 56 Avenue will not now be built, the short length of 38 Street north of 55B Avenue will no longer be used, and can be converted to a pedestrian walkway.

The locations of main roads on and off site are shown on Map 5.

## 6. Proposed Land Uses

Map 6 shows the proposed land uses and the internal road system.

**School:** Shire Estates has been selected by the school board for a new junior high school to replace H. W. Pickup. This is likely to be built in the near future, so the site chosen is just over 12 acres in the south-east corner of the quarter, adjacent to the ring road and close to water and sewer services. Vehicle access to the school will be from 58 Avenue, with pedestrian access from the south and west.

**Residential:** Shire Estates will have a range of housing types including detached houses, duplexes, row houses, and apartments.

Manufactured housing is not contemplated, either rental or on subdivided lots.

Park and School  
Reserves:

Because only about 130 acres are developable on the quarter section, only about 13 acres of municipal and school reserves will be due, and the school will take up almost all of that area. As with other schools in town, the playing fields will be available for public use after school hours. Additionally, passive recreational uses are possible in the ravines, and the developer has expressed interest in building a network of walking trails over the pipeline rights of way.

Commercial:

A commercial strip will face the ring road. The market for this commercial area is the traffic which will enter the town from Rocky Rapids and the various acreage developments once the ring road is constructed. As discussed above, the ring road will have a limited number of access points, so traffic will enter the commercial area from 58 Avenue. It is possible, but not certain, that the County will also allow right-turn-only access to and from the ring road.

Land use conflicts:

The school board has expressed some concern about commercial development adjacent to the school. Conflict will be minimized by building a fence between the school and the commercial lots. The Town will also consider making changes to the land use bylaw, requiring incompatible commercial uses, such as liquor outlets, so be located away from school sites.

Earlier versions of this document proposed high density residences on the south side of Shire Estates. Following discussions at two public hearings, all high density residential development is now proposed for the north end only. This area is lower than most other developable land on the quarter section, which will reduce the visual impact of any tall building.

## **7. Sanitary sewer**

All development will be served by municipal sewer. It appears that the south part of the quarter can be served by gravity, but a lift station will be needed to serve the north end.

## **8. Water**

All lots will be served by municipal water. Because of the elevation differences from the reservoir and pump station, pressure relief valves will be required so that the pressure in the lines does not exceed 90 PSI.

## **9. Storm drainage**

Development of 130 acres will result in a large increase in runoff from storm water and snow melt. It is not acceptable to run this flow directly into the coulee. Storm water will be directed into a detention pond and released slowly to conform to Alberta Environment's regulations.

## 10. Road standards

Shire Estates will be a fully serviced subdivision. All roads will be built with pavement, curb and gutter. This will distinguish it from Spruce Meadows, where roads may be built with a rural cross section.

The main road through the development, 58 Avenue, will be built on a 24 metre right of way. Other roads will be on 20 metre or 18 metre right of way depending on the expected volume of traffic.

Wherever possible, roads have been designed to cross pipelines at right angles.

## 11. Zoning

The residential land uses shown on Map 6 show the **highest** density which may be applied in each area; it is possible that the actual use will be lower density. For example, the map shows three areas for R2 (duplex) housing, but at the time of subdivision the developer may elect to build single detached houses, in which case he will apply for R1 zoning.

## 12. Staging of development

The first development in Shire Estates will be the new school. This is expected to start even before the construction of the ring road. Once the ring road is built, it is expected that development will proceed from east to west along 58 Avenue, building out from the pre-existing services near the south-east corner of the quarter.

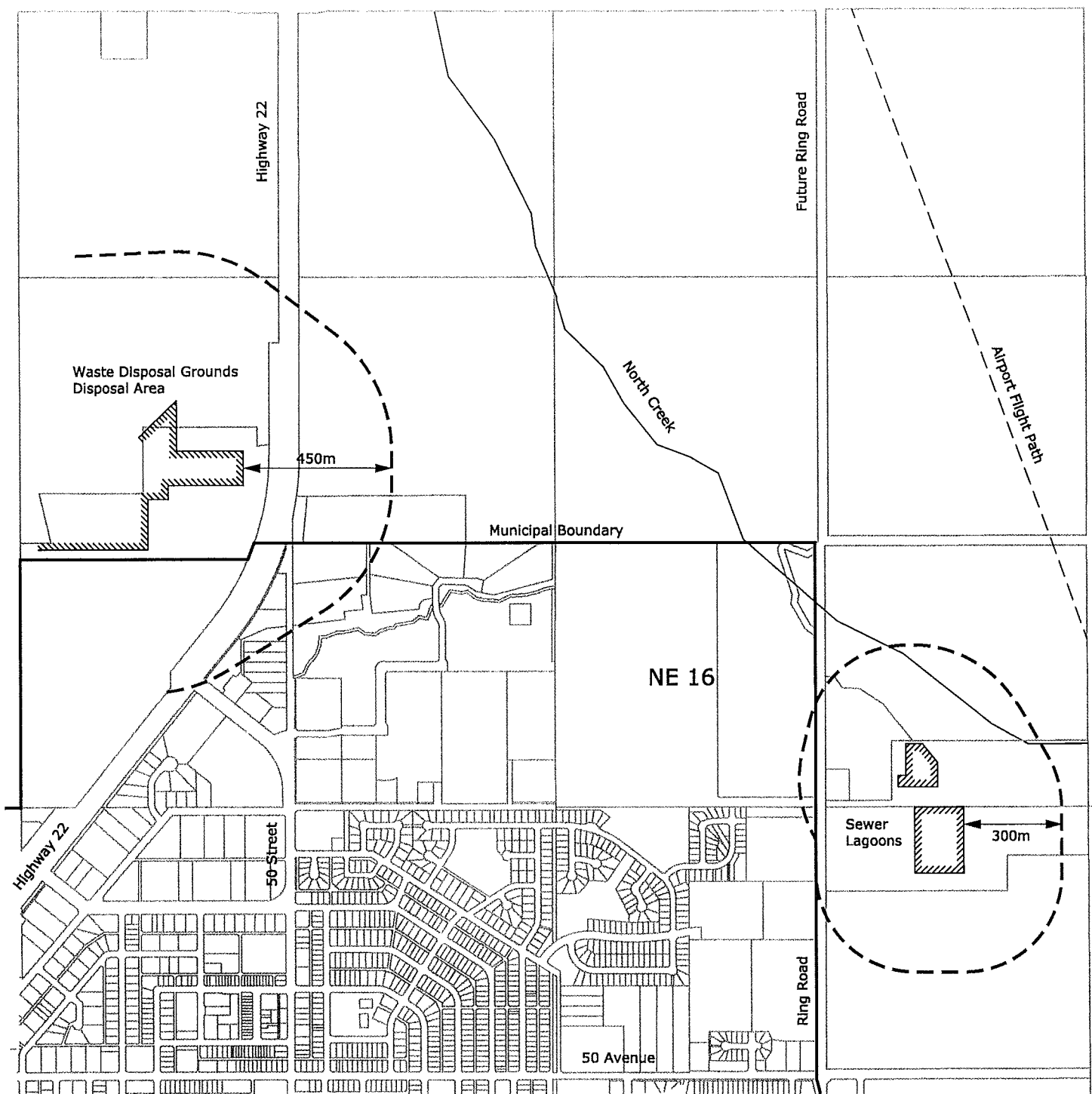
Completion of 58 Avenue west of Shire Estates through Spruce Meadows will probably be delayed until the large lots in Spruce Meadows are re-subdivided. The town is currently working on a design for this area, but has not yet reached agreement with residents and landowners.

## 13. Responsibility for road costs

The ring road is expected to be built by the County with no cost recovery from adjacent landowners.

Because 58 Avenue will serve as a collector, it will have a general benefit beyond the immediate area, so the cost may be shared between the town and the developer. The details of any cost sharing will be set out in the development agreement when the benefiting lands are subdivided.

The cost of local roads will be paid entirely by the developer.



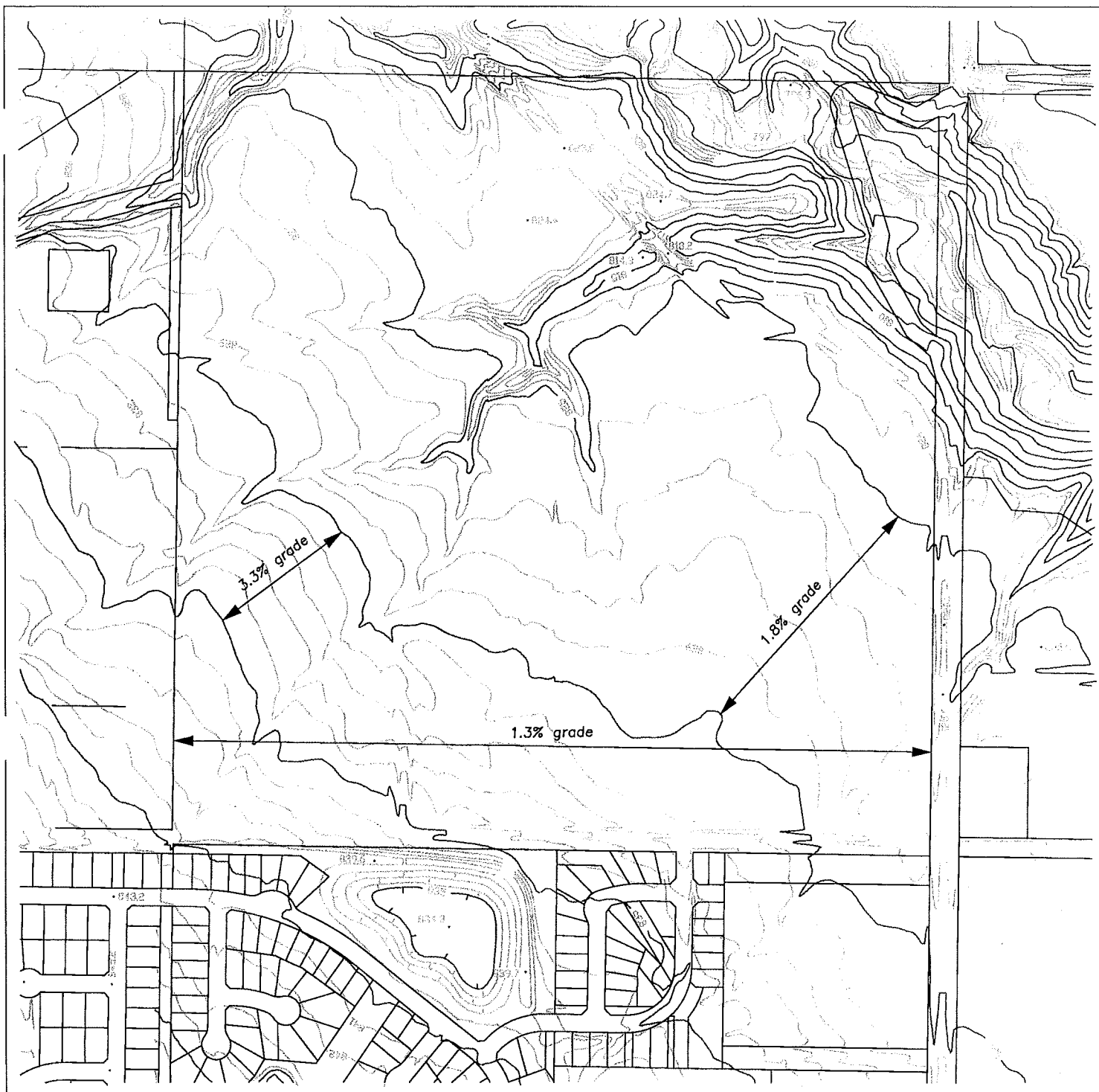
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**Map 1  
Offsite Constraints on Development**



Town of Drayton Valley  
Northview Area Structure Plan  
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Map 2  
Recent Air Photo

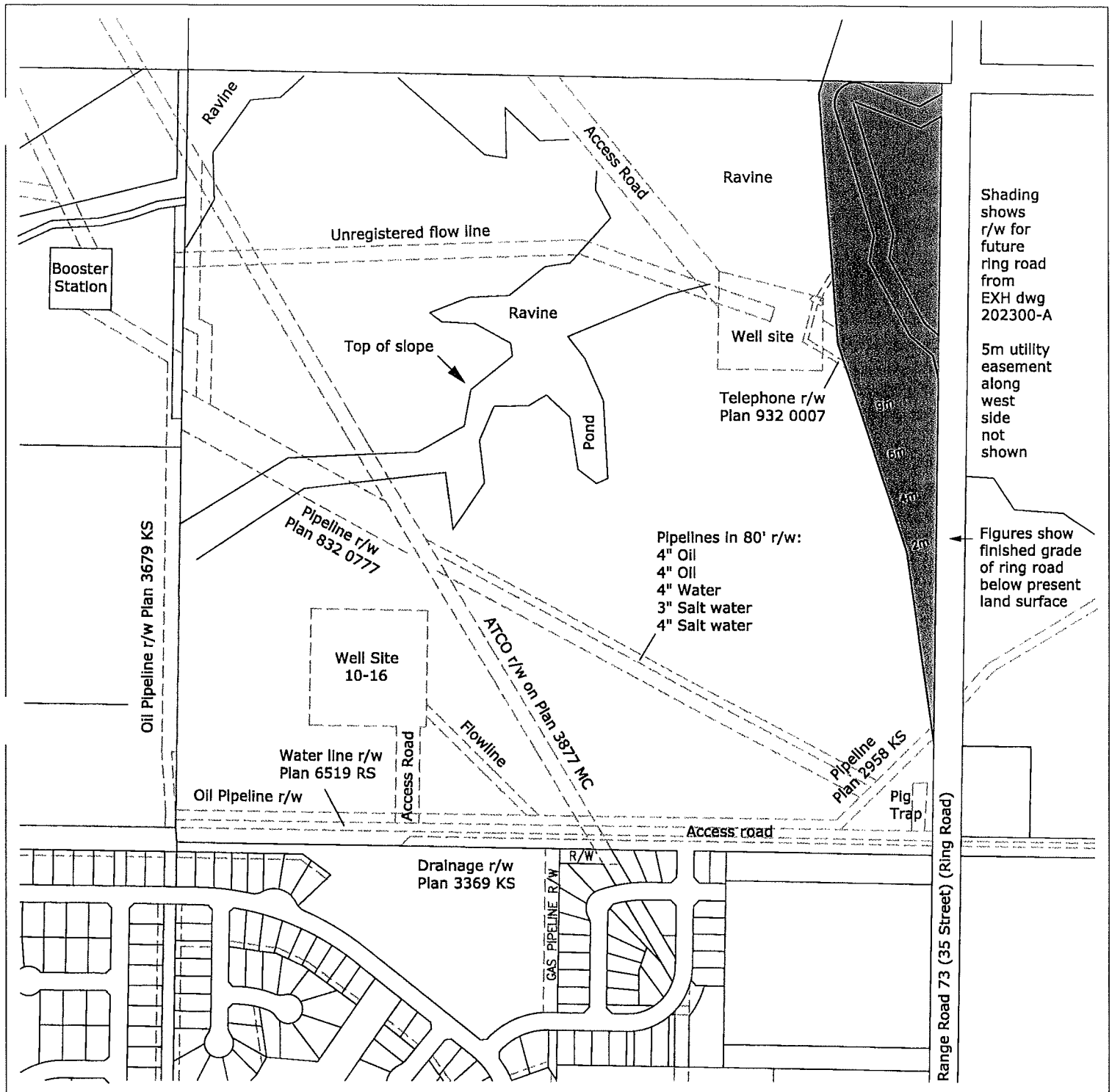


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**Map 3  
Slope and Drainage**

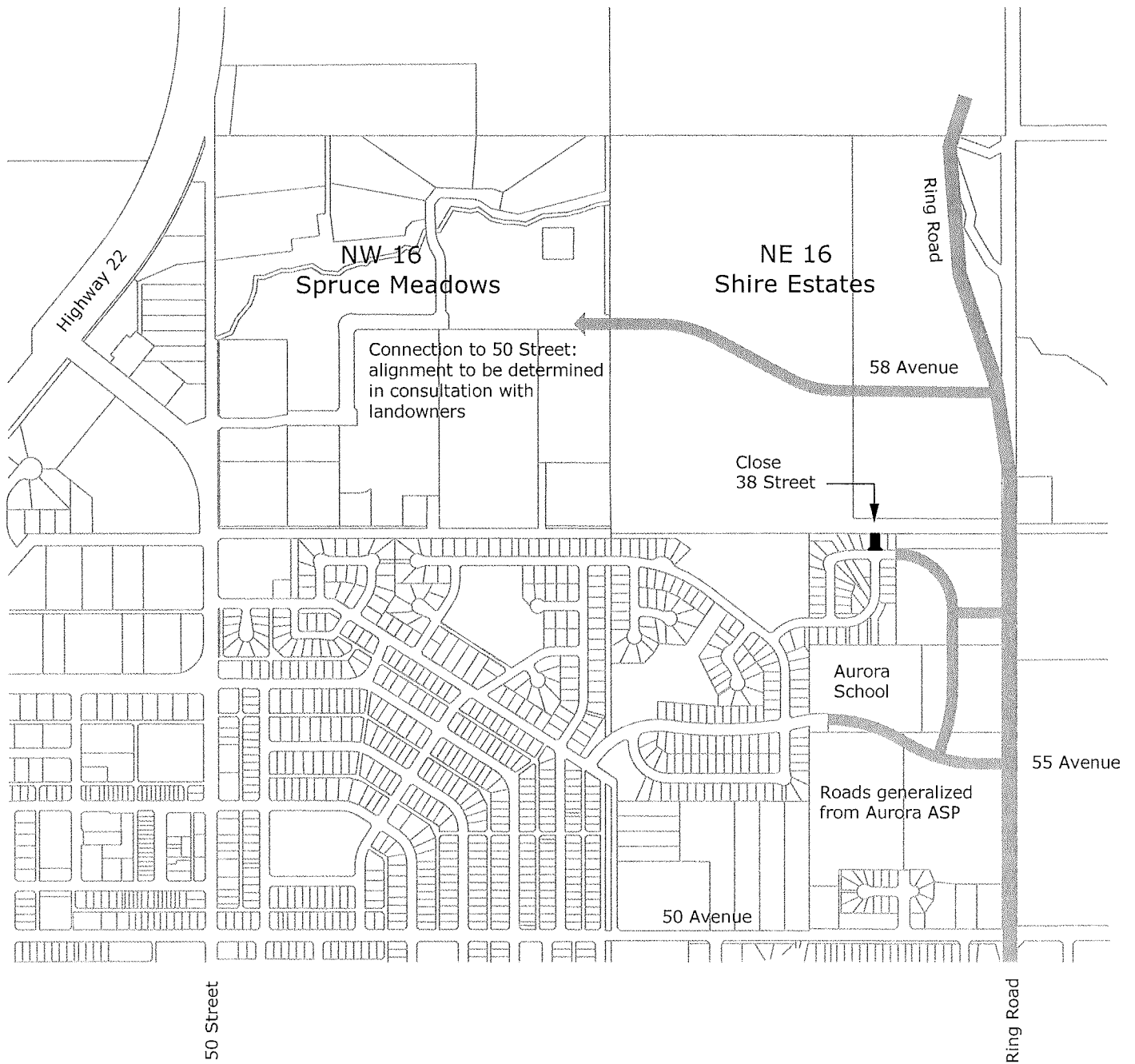
Contour Interval one metre  
5 metre lines shown by heavier line





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Map 4  
Site Development Constraints



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Map 5  
Road Access

