
THE TOWN OF DRAYTON VALLEY

SOUTHVIEW AREA STRUCTURE PLAN (SE ¼ - 8 - 49 - 7 - W5M)

First Reading, July 23, 2003

Revised at Management Meeting October 23, 2003

Second Reading, December 10, 2003 with Revisions

For third and final reading

THE TOWN OF DRAYTON VALLEY

SOUTHVIEW AREA STRUCTURE PLAN (SE ¼ - 8 - 49 - 7 - W5M)

First Reading, July 23, 2003

Revised at Management Meeting October 23, 2003

Second Reading, December 10, 2003 with Revisions

For third and final reading

TABLE OF CONTENTS

1.0 INTRODUCTION	1
1.1 PLAN PURPOSE and OBJECTIVES	1
1.2 BACKGROUND.....	1
2.0 SITE ANALYSIS	2
2.1 TOPOGRAPHY & SOIL	2
2.2 RESERVES.....	2
2.3 EXISTING DEVELOPMENT.....	2
2.4 UTILITIES.....	2
2.5 OIL and GAS ACTIVITY.....	3
2.6 SUMMARY of DEVELOPMENT CONSIDERATIONS.....	3
3.0 PLAN and POLICIES	4
3.1 SOUTHVIEW BUSINESS PARK CONCEPT PLAN.....	4
3.2 GENERAL DEVELOPMENT	4
3.3 INDUSTRIAL SITE	5
3.4 COMMERCIAL BUSINESS PARK	5
3.5 C-2 and C-MX COMMERCIAL	6
3.6 DIRECT CONTROL	6
3.7 OPEN SPACE	7
3.8 TRANSPORTATION	7
3.9 UTILITIES.....	8

LIST OF MAPS

After page

MAP 1.0 – PLAN AREA	1
MAP 2.0 – DEVELOPMENT CONSTRAINTS	3
MAP 3.0 – DEVELOPMENT CONCEPT and PROPOSED LAND USES ..	4
MAP 4.0 – DEVELOPMENT PHASING	4
MAP 5.0 – TRANSPORTATION SYSTEM (50th ST. SERVICE ROADS) ..	7

COPY

A BYLAW OF THE TOWN OF DRAYTON VALLEY IN THE PROVINCE OF ALBERTA TO BE KNOWN AS THE SOUTHVIEW AREA STRUCTURE PLAN (SE 08-49-7-W5M)

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, 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 " Southview Area Structure Plan".
2. That the text and accompanying maps annexed hereto as Schedule "A" become the Southview 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 30th day of July, 2003

D/ Kathy Realer
MAYOR

ATB
TOWN MANAGER

Read a second time this 10 day of December, 2003

[Signature]
MAYOR

ATB
TOWN MANAGER

Read a third time this 7 day of January, 200 4

[Signature]
MAYOR

ATB
TOWN MANAGER

1.0 INTRODUCTION

1.1 PLAN PURPOSE and OBJECTIVES

The Southview Area Structure Plan seeks to accomplish the following objectives:

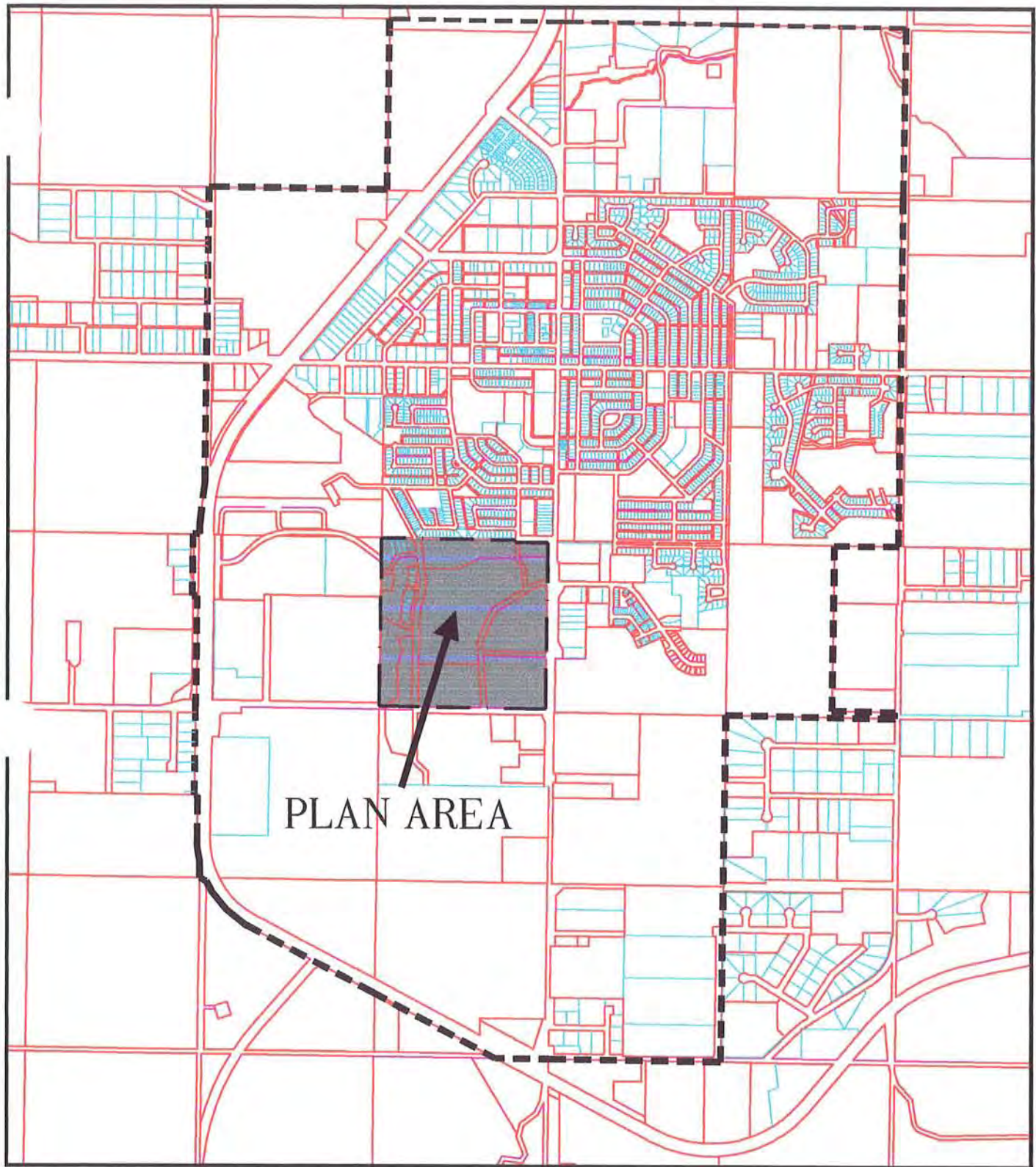
- ensure that proposed development within the Plan area conforms with Drayton Valley's Municipal Development Plan;
- provide a framework for future subdivision and development by setting policies for transportation and utility corridors and land uses;
- outline a phasing plan through the identification of development regions, which takes into account existing subdivision proposals;
- to develop an efficient land use strategy which minimizes social, environmental, and infrastructure costs;
- to preserve and enhance the natural environment along the drainage channel to the west, and limit activities which could contribute to its degradation; and
- to maintain and improve the quality and safety of the recreational experience at Southview Park.

1.2 BACKGROUND

The Southview Area Structure Plan is limited to the SE 1/4 of 8-49-7 W5M (Map 1.0) and contains approximately 44.8 ha (110.7 ac). The subject lands are located south of the built-up portion of the Town of Drayton Valley.

Over the past twenty-five years the Town of Drayton Valley has seen a number of development proposals for this quarter section. The majority of past proposals on this quarter called for predominantly residential development for this area.

As a result of the development of forest mill products being developed on the southernmost portion of this quarter and on the quarter section immediately to the west, it is logical to establish the proposed plan area as a mixed commercial-industrial development to minimize conflicts between land uses.



SOUTHVIEW
AREA STRUCTURE PLAN

MAP 1: LOCATION

2.0 SITE ANALYSIS

2.1 TOPOGRAPHY & SOIL

The land in this quarter section slopes gradually from east to west. The natural slope of the site averages approximately 2.5%, and varies from 6% in the east to 1.5% in the west. Elevations vary from 860 to 840 m above sea level. The site drains to a drainage channel, which runs along the west side of the quarter at the base of the slope. This drainage channel slopes from north to south.

The slope and soil quality of the land should not prove to be especially prohibitive of development, as many areas of Drayton Valley have been developed on similar terrain. An exception to this is the proposed area of environmental reserve adjacent to the drainage channel. It has been set aside as environmental reserve and is not intended for development.

2.2 RESERVES

The environmental and municipal reserve lands constitute 11.76 hectares out of the quarter section. Municipal reserve lands from the quarter section owing amount to 0.875 hectares.

2.3 EXISTING DEVELOPMENT

Existing development on the site is limited but may have a significant effect on future development (Map 2.0). The largest feature is an industrial site on the southern end of the site. The industrial site produces some unpleasant urban effects including a large plume of steam and requires significant on-site materials storage.

Other features on the quarter include a battery site and two oil well sites. The southernmost battery and well sites are fenced at present.

To the north, reserve land, known commonly as Southview Park, has been developed as part of the larger trail system in Town, and which weaves around a storm water detention pond. Trails are also present along the east border (50th Street).

2.4 UTILITIES

A number of sanitary sewer mains already exist in the quarter. Deby Road and its future extension south to the end of the quarter, and the once-proposed roads of Brougham Drive and 52nd Street, both have sanitary sewer mains. As well, there are other mains on the quarter connecting these various lines.

Utilities are further identified on Map 2.0 and existing utility placement will partially dictate the road alignment and development strategies on the site.

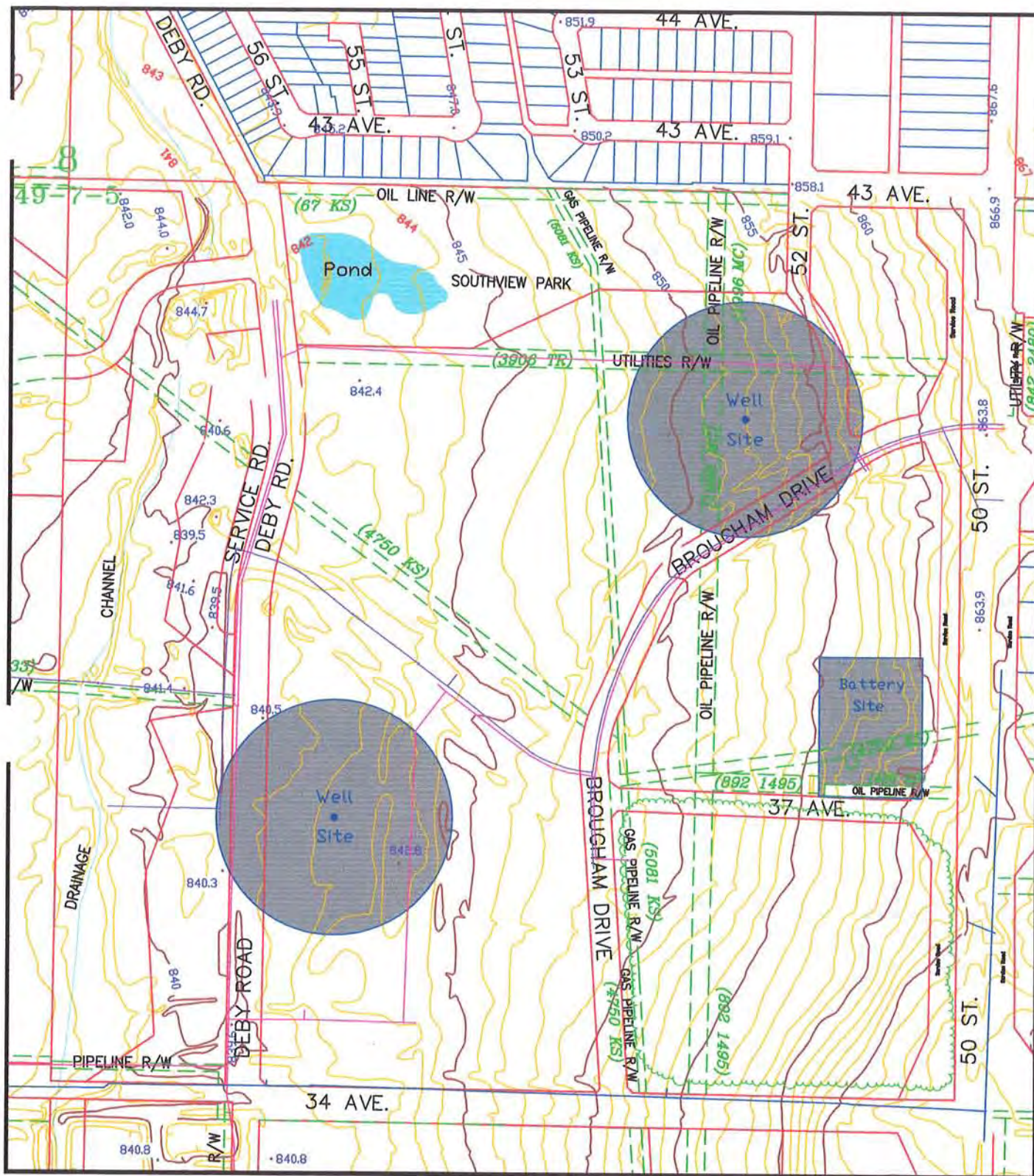
2.5 OIL and GAS ACTIVITY

The two oil wells on the site are owned by Mobil Oil and are both active. 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.

2.6 SUMMARY of DEVELOPMENT CONSIDERATIONS

- Minimize the amount of roadways required to serve the plan area.
- To design future subdivisions to follow existing utility routes to minimize servicing requirements needed to accommodate development.
- Be cautious of development on or adjacent to pipelines, well sites, and battery sites.
- Consider development on sloped land vis-à-vis water runoff, leveling of land.
- To provide an attractive and viable blend of commercial and commercial/industrial activities.
- Ensure that traffic based commercial developments are directed to locate along 50th Street to maximize visibility and accessibility.
- Ensure that the existing drainage channel, storm water pond, and environmental reserves are protected for their environmental impact on the Plan area as a whole.



MAP 2: DEVELOPMENT CONSTRAINTS

LEGEND

- MUNICIPAL UTILITY LINE
- PIPELINE RIGHT-OF-WAY
- TREED AREA
- DRAINAGE CHANNEL

- 100 m WELL BUFFER
BATTERY SITE
- 840.8 ELEVATION (A.S.L.)
- 1m CONTOUR
- 5m CONTOUR

SOUTHVIEW

AREA STRUCTURE PLAN

Prepared By:

New Era
Municipal Services

2003

3.0 PLAN and POLICIES

3.1 SOUTHVIEW BUSINESS PARK CONCEPT PLAN

Use of the site will predominantly be of commercial/industrial character ranging from mixed commercial to light industrial usage. C-2 and C-MX districting is recommended for the eastern side of the site.

The Development Concept (Map 3.0) shows generalized land uses as well as a conceptual roadway network, including possible alignments for local roadways.

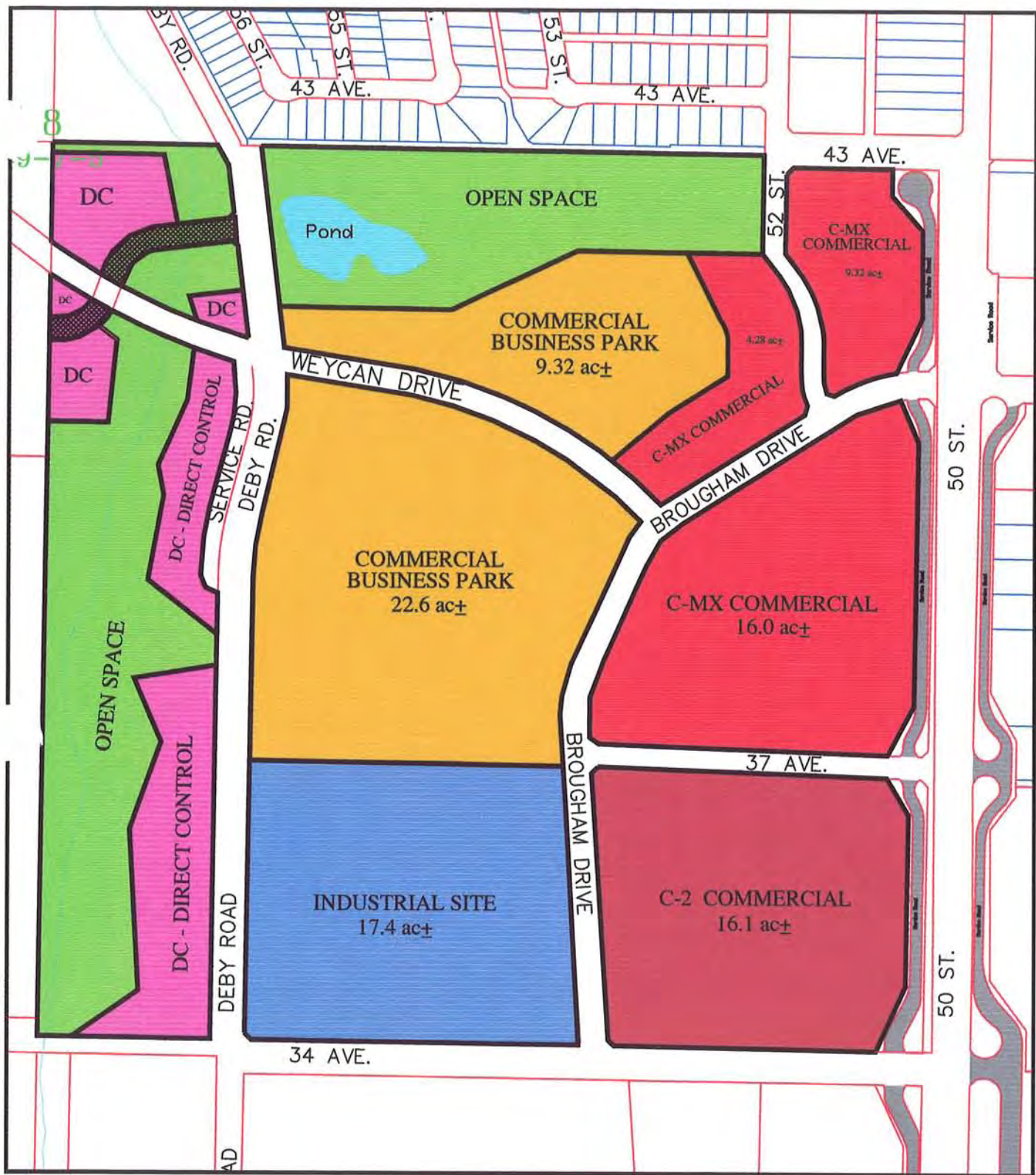
When fully developed, the development concept would accommodate approximately 16.5± hectares of commercial land, being a combination of C-2 and C-MX districting), and 12.9± hectares of commercial business park land. Medium industrial uses should be limited largely to the existing industrial site to the south.

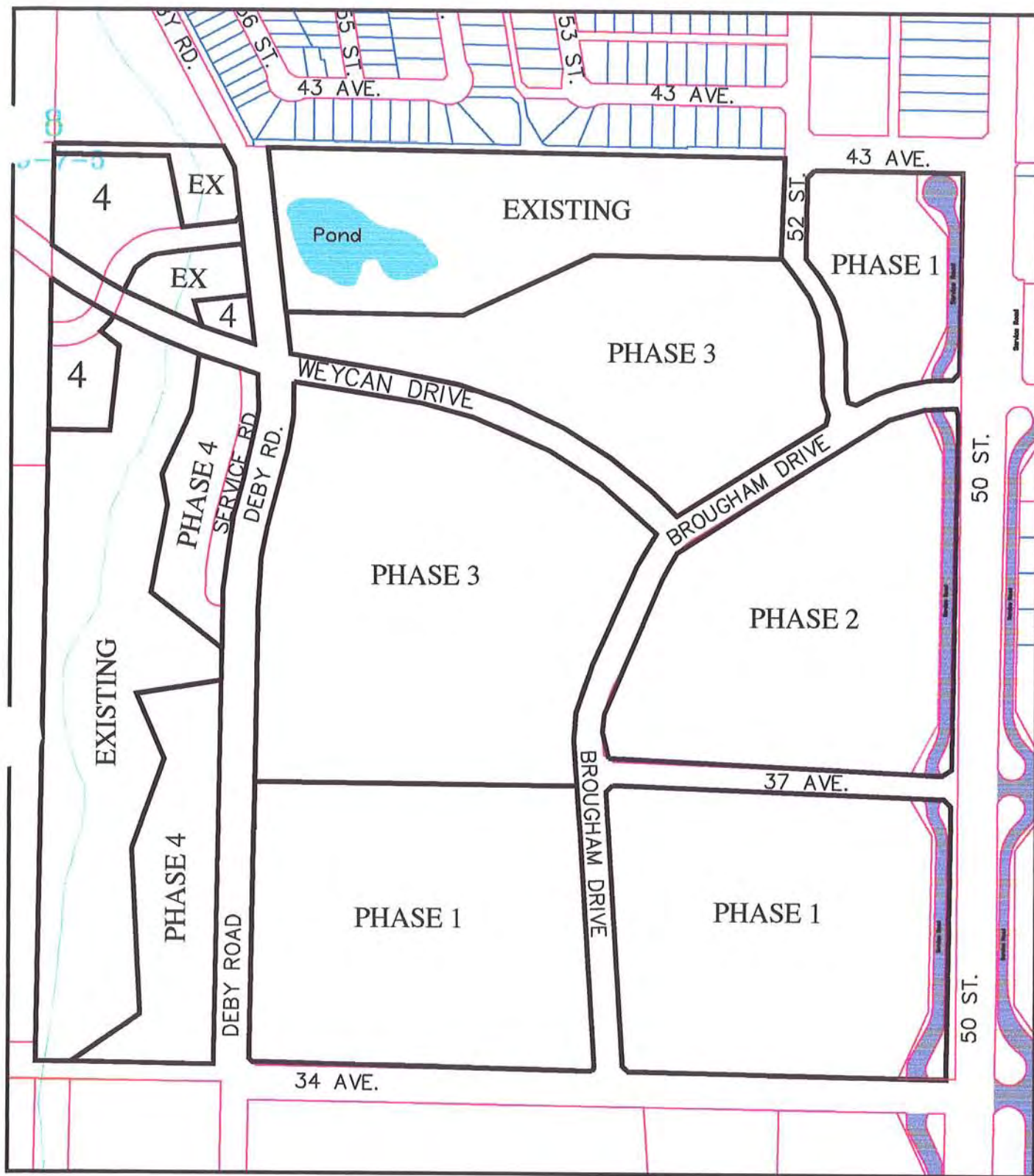
Map 4.0 outlines development phasing. The phasing is a suggestion only, and does not necessarily have to occur in this sequence. Ultimately, phasing is dictated by the limitations associated with extending roads and services, the market demands for individual lots, and the limitations involved with development constraints.

3.2 GENERAL DEVELOPMENT

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

- 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 and Municipal 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.
- 3.2.4 All development shall not proceed prior to the developer or his agent contacting "Alberta First Call" to inquire about possible underground hazards.





MAP 4: DEVELOPMENT PHASING

LEGEND

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

SOUTHVIEW

AREA STRUCTURE PLAN

Prepared By

New Era
Municipal Services

2003

- 3.2.5 Interim uses of the land may be considered where the same will minimize the impacts on the plan layout.

3.3 INDUSTRIAL SITE

Industrial uses are to be limited as much as possible to the south of the quarter near the existing industrial site, so as to be buffered away from other non-complimentary uses.

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

3.4 COMMERCIAL BUSINESS PARK

The Commercial Business Park areas are intended to provide a wide range of light industrial or intensive commercial uses where there is little or no nuisance factors beyond the boundaries of the site. These areas should be associated with a Commercial Business Park or developed in conjunction with a Commercial Statutory Plan.

- 3.4.1 Commercial and Industrial businesses (business park) 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 business park development.
- 3.4.3 Landscaping requirements shall be strictly adhered to for all business park development.
- 3.4.4 Retail or service commercial uses may also be allowed in this area if it can be demonstrated to the satisfaction of the Town that this is the most viable location for the business, and that they can co-exist with surrounding industrial uses.

3.5 C-2 AND C-MX COMMERCIAL

Highway and mixed commercial uses shall be located along 50th Street to provide a prominent strip of commercial activity into Drayton Valley from the south

- 3.5.1 Commercial development within the Plan area shall recognize the Central Business District as being the Town's major and dominant commercial core.
- 3.5.2 Commercial lots developed along 50th Street shall front onto 50th Street and the most prominent entrance shall be from the eastern face of the development.
- 3.5.3 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.
- 3.5.4 Access to commercial development along 50th Street shall be from a service road system.
- 3.5.5 Parking and signage requirements in commercial districts should be strictly followed.

3.6 DIRECT CONTROL

Direct control areas shall be located along the drainage channel and in the northwest corner of the plan area, west of Southview Park. All development proposals within these areas will be reviewed and decided upon by Council.

- 3.6.1 All development within the direct control areas shall protect the environmental impact of the adjacent drainage channel and environmental reserve.
- 3.6.2 All development shall accord with the regulations as established under the Direct Control District of the Town's current Land Use Bylaw.
- 3.6.3 Property owners within Direct Control lands will be responsible for all servicing costs in order to bring roads and services to the property.

3.7 OPEN SPACE

Open space is to be considered very carefully in this quarter due to the potential for conflicting land uses. The industrial site on the southern end of the property and another to the west of the Plan area produces effects that may be minimized through the preservation of treed buffer areas.

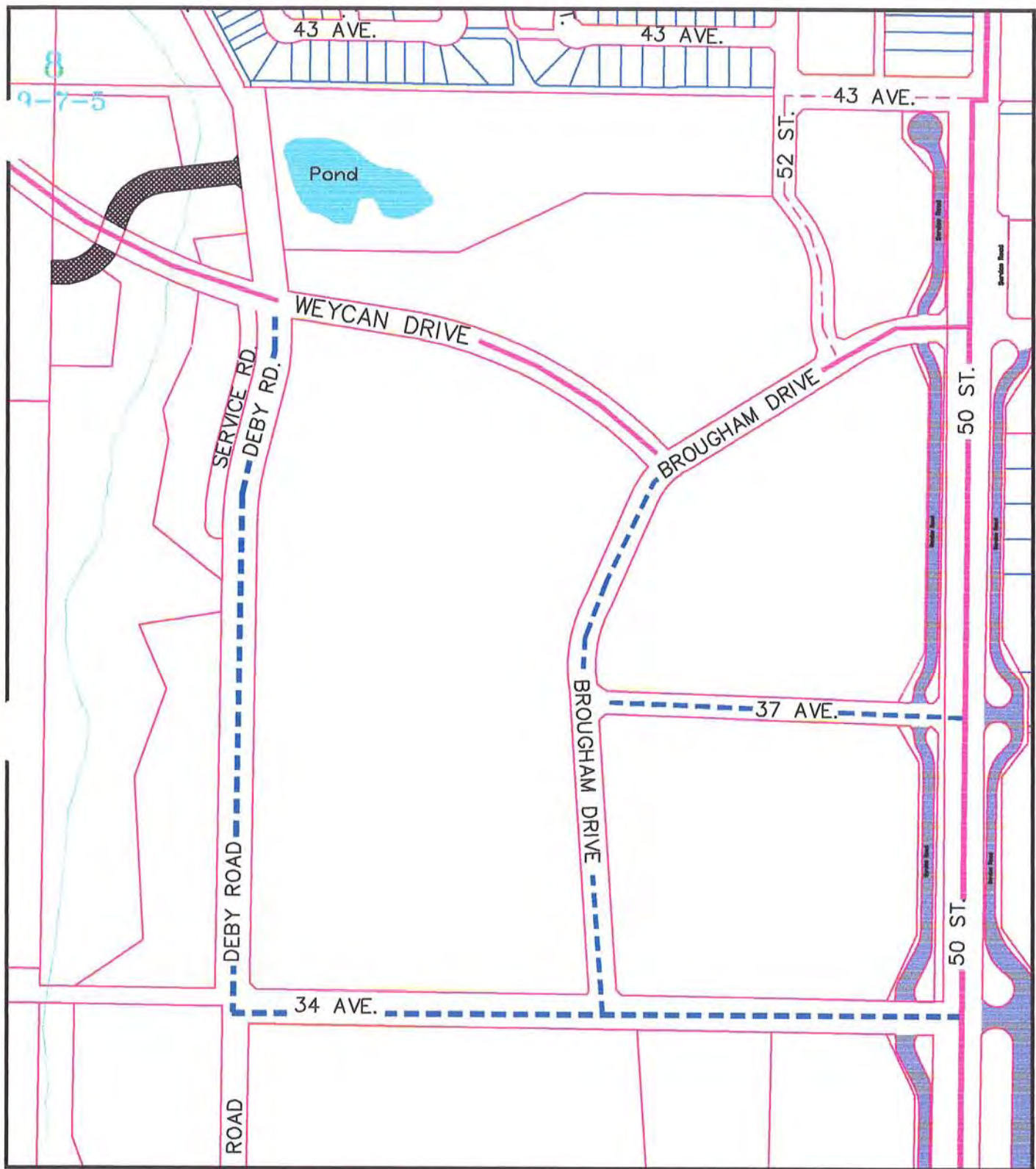
Further development in the Environmental Reserve (i.e. parks) should be considered as part of a larger continuous open space system in future Statutory Plans and Bylaws. The drainage channel in that Reserve shall be preserved both for its environmental impact and as a useful course for storm drainage purposes.

- 3.7.1 A linear open space system, located in the environmental reserve lands of the drainage channel may be proposed for the Plan area.
- 3.7.2 The drainage channel itself shall be preserved for its environmental impact, and will chiefly remain as a passive recreational site.
- 3.7.3 Municipal reserve buffers may be taken at the edges of impacted sites.
- 3.7.4 The large reserve parcel to the north (Southview Park) and its associated storm water pond will be preserved for its recreational and environmental impacts. The park will be enhanced, where possible, from conflicting land uses through the preservation of treed buffer areas.

3.8 TRANSPORTATION

Transportation routes in the Plan area will not be particularly extensive due to the larger sites often necessary for industrial and vehicle oriented commercial sites. As such, it is important to have larger parcels to provide adequate on-site parking, proper use of service roads, and wise placement of site accesses. The roadways should also be built to Town standards. Roads shall be designed to follow existing utility routes wherever reasonable.

- 3.8.1 The transportation corridors shall be built to the Town of Drayton Valley's standard and in accordance with the hierarchy suggested in this Plan and any current Traffic Study of the Town (Map 5.0).
- 3.8.2 The transportation routes shall also follow the pattern outlined in this plan where utilities are presently in existence. Where utilities are not completed, the subdivision authority should use its discretion to finalize the transportation routes, using this Plan as a suggestion.
- 3.8.3 Issues of continuity with existing roadway systems should be accounted for in the construction of Deby Road, 52nd Street, and 41st Avenue.
- 3.8.4 The 50th Street service road should not be required to be built until such time as development has begun on the adjacent lands. Development of the 50th Street service road should be negotiated as part of a



MAP 5: TRANSPORTATION SYSTEM
INCLUDING 50TH STREET SERVICE ROADS

SOUTHVIEW
AREA STRUCTURE PLAN

LEGEND	ARTERIAL ROADS	SERVICE ROADS
	COLLECTOR ROADS	POTENTIAL ROAD CLOSURE
	LOCAL ROADS	

development agreement for subdivision of lands that abut onto 50th Street.

- 3.8.5 Upon completion of the 50th Street service road, direct access to 50th Street from any development shall not be allowed. Access to lots immediately adjacent to 50th Street shall be provided by the service road as shown in Map 5.0.
- 3.8.6 Weycan Drive shall serve as an east/west arterial road connecting Brougham Drive and Highway 22, respectively, as identified in the Town Transportation Study. Since the road crosses the drainage channel, construction of this road shall require a construction management program aimed at minimizing drainage problems associated with construction.
- 3.8.7 The undeveloped local road in the northwest corner of the plan area, as identified by the hatched area in Map 5.0, shall be closed when Weycan Drive is extended to the Area Structure Plan lands.

3.9 UTILITIES

The utility system for the area of the Plan is partially completed 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.

- 3.9.1 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.
- 3.9.2 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.
- 3.9.3 Proposed sanitary sewage collection systems shall be connected to the existing municipal system and shall be designed to meet projected flows.
- 3.9.4 Storm water collection and disposal systems shall be satisfactory to the Town.
- 3.9.5 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.

- 3.9.6 On-site surface drainage requirements will be reviewed by the Town of Drayton Valley in co-operation with Alberta Environment and Alberta Public Lands, with respect to preservation of the drainage channel.

