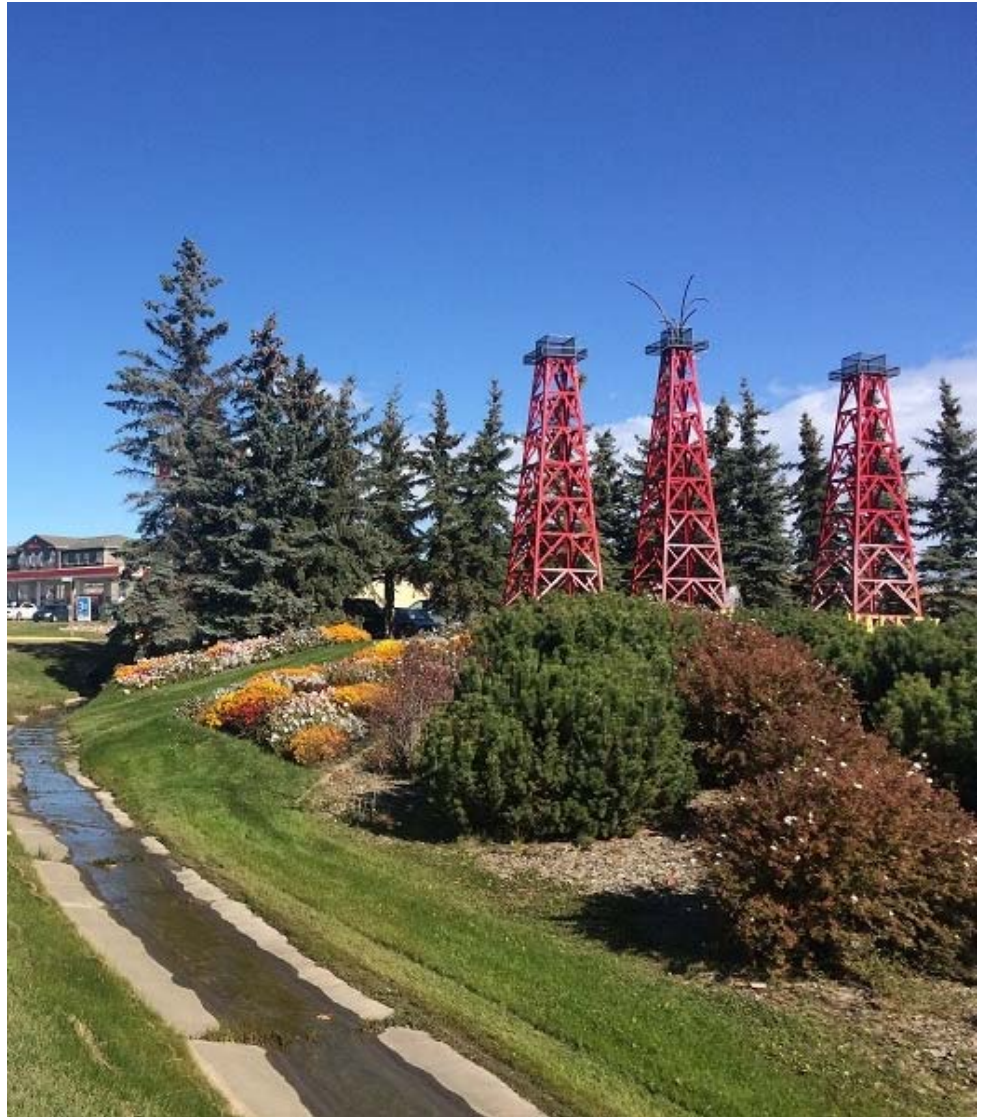

50TH STREET EAST

AREA STRUCTURE PLAN



Prepared for: The Town of Drayton Valley
Presented by: Select Engineering Consultants Ltd.
Date: July 12, 2017
RPT-1-118-15024-8.5-50StEastASP-160705.docx

Disclaimer

The attached Report has been prepared by Select Engineering Consultants Ltd. on behalf of the Client in accordance with the agreement between Select Engineering Consultants Ltd. and Client for the services described in the Report (the "Agreement"), and is subject to the budgetary, time and other constraints and limitations set forth in the Agreement.

The information and data contained in the Report, including without limitation the results of any inspections, sampling, testing and analyses and any conclusions or recommendations of Select Engineering Consultants Ltd. (the "Information"), represent Select Engineering Consultants Ltd.'s professional judgment in light of the knowledge and information available to it at the time of preparation of the Report. Select Engineering Consultants Ltd. has not updated the Report since the date that the Report was prepared. Further, Select Engineering Consultants Ltd. has relied upon the accuracy of the information provided to Select Engineering Consultants Ltd. by Client in order to prepare the Report and Select Engineering Consultants Ltd. has not independently verified the accuracy of such information, nor was it required to do so. Thus, Select Engineering Consultants Ltd. shall not be responsible for any events or circumstances that may have occurred since the date on which the Report was prepared which may affect the information contained therein, or for any inaccuracies contained in information that was provided to Select Engineering Consultants Ltd. by Client.

Select Engineering Consultants Ltd. makes no guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof and Select Engineering Consultants Ltd. shall not, by the act of preparing or issuing the Report and the Information, be deemed to have represented that the Report or the Information is accurate, exhaustive, complete or applicable to any specific use.

Except as required by law, the Report and the Information are to be treated as confidential and, unless otherwise agreed to by Select Engineering Consultants Ltd. and Client, may be used and relied upon only by Client and its officers and employees, subject to the foregoing limitations. Select Engineering Consultants Ltd. accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information unless those parties, prior to using or relying on the Report or the Information, have obtained the express written consent of Select Engineering Consultants Ltd. and Client to use and rely on the Report and the Information, and signed an Authorized User Agreement in a form provided or agreed to by Select Engineering Consultants Ltd.

This Disclaimer is attached to and forms part of the Report.

© 2017 SELECT ENGINEERING CONSULTANTS LIMITED. ALL RIGHTS RESERVED

THIS DOCUMENT IS PROTECTED BY COPYRIGHT LAW AND MAY NOT BE REPRODUCED IN ANY MANNER, OR FOR ANY PURPOSE, EXCEPT BY WRITTEN PERMISSION OF SELECT ENGINEERING CONSULTANTS LIMITED.

Table of Contents

Table of Contents	i
1.0 Introduction	1
1.1 Purpose	1
1.2 Background	1
1.3 Location and Land Area	1
1.4 Land Ownership	2
2.0 Existing Conditions	5
2.1 Surrounding Development	5
2.2 Existing Land Use and Development	5
2.3 Roads and Access	7
2.4 Utilities	7
2.5 Natural Resource Facilities and Pipelines	7
2.6 Existing Site Conditions	8
3.0 Planning Context and Direction	10
3.1 Municipal Government Act (R.S.A. 2000, c M-26)	10
3.2 Municipal Development Plan (Bylaw #2012/27/D)	10
3.3 Intermunicipal Development Plan (Bylaw #2011/17/D)	13
4.0 Achieving Sustainability and ASP Vision	14
4.1 Community Sustainability Plan 2015 - 2019	14
4.2 Area Structure Plan Vision	15
4.3 Area Structure Plan Objectives	15
5.0 Development Concept	16
5.1 Concept Overview	16
5.2 Land Use Distribution	16
6.0 Residential Uses	18
6.1 Intent and Policies	18
6.2 Low Density	19
6.3 Low Density Manufactured Housing	19
6.4 Medium Density	19
6.5 High Density	19
7.0 Commercial / Swing Site Uses	20
7.1 Intent and Policies	20
7.2 Commercial	21
7.3 Swing Sites	21
8.0 Parks and Open Spaces	22
8.1 Intent and Policies	22
8.2 Parks, Schools, and Natural Areas	23

	8.2.1 Parks and Municipal Reserves	23
	8.2.2 Schools	24
	8.2.3 Natural Areas and Historical Resources	24
8.3	Open Spaces and Pedestrian Connectivity	24
9.0	Municipal Infrastructure	26
9.1	Intent and Policies	26
9.2	Transportation	26
9.3	Water Servicing	27
9.4	Sanitary Servicing	28
9.5	Stormwater Management.....	28
9.6	Shallow Utilities	29
10.0	Implementation	34
10.1	Development Staging	34
10.2	Outline Plans.....	34
10.3	Land Use Bylaw.....	35

List of Appendices

Appendix A	Land Use Distribution.....	37
Appendix B	Oil Facilities and Pipelines.....	38

List of Figures

Figure 1:	Location Plan.....	3
Figure 2:	Land Ownership	4
Figure 3:	Existing Conditions.....	6
Figure 4:	Development Concept.....	17
Figure 5:	Transportation Plan.....	30
Figure 6:	Water Servicing.....	31
Figure 7:	Sanitary Servicing.....	32
Figure 8:	Stormwater Servicing	33
Figure 9:	Staging Plan	36

1.0 Introduction

1.1 Purpose

The 50th Street East Area Structure Plan (ASP) is a statutory document prepared in accordance with Section 633 of the *Municipal Government Act (R.S.A.2000, c. M-26)* that provides:

- a future development framework that describes land uses and population density;
- development staging to support orderly land use districting and subdivision;
- direction for logical and sustainable development; and,
- the general location of major transportation routes and public utilities.

This ASP conforms to the direction provided by the Town of Drayton Valley's Municipal Development Plan and other guiding documents. Although this ASP is intended as a long term plan, it will be reviewed periodically and be updated, as needed, to ensure it remains relevant to existing conditions and community needs.

1.2 Background

This ASP replaces the repealed 50th Street East ASP that was originally adopted by Brazeau County prior to these lands being annexed by the Town of Drayton Valley in 2001. The need to replace the existing County ASP was identified in the Town's 2012 Municipal Development Plan as it conflicted due to its provision for "large, unserviced residential lots". The Town's MDP currently identifies the ASP lands for residential and commercial development, with the commercial uses being on the west along 50th Street and on the south along Highway 22.

Alberta Transportation has identified that the existing south area access to 50th Street at Township Road 490 is too close to Highway 22, and that it should be adjusted with any further subdivision in the area.

1.3 Location and Land Area

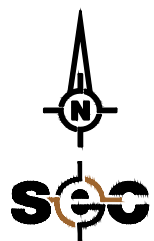
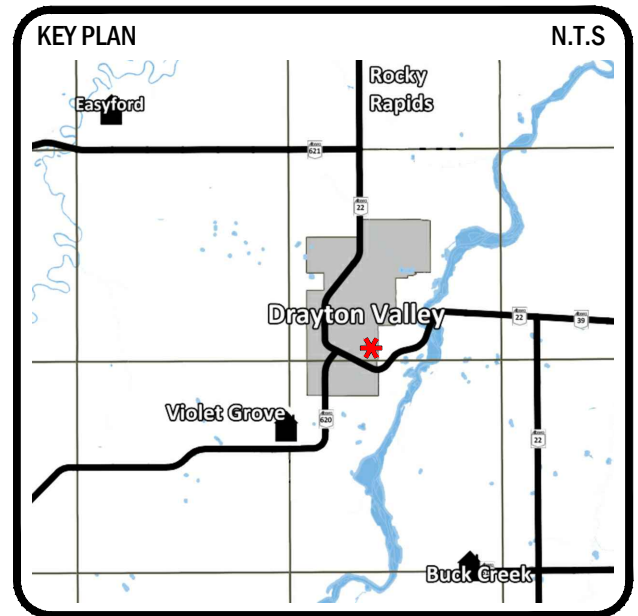
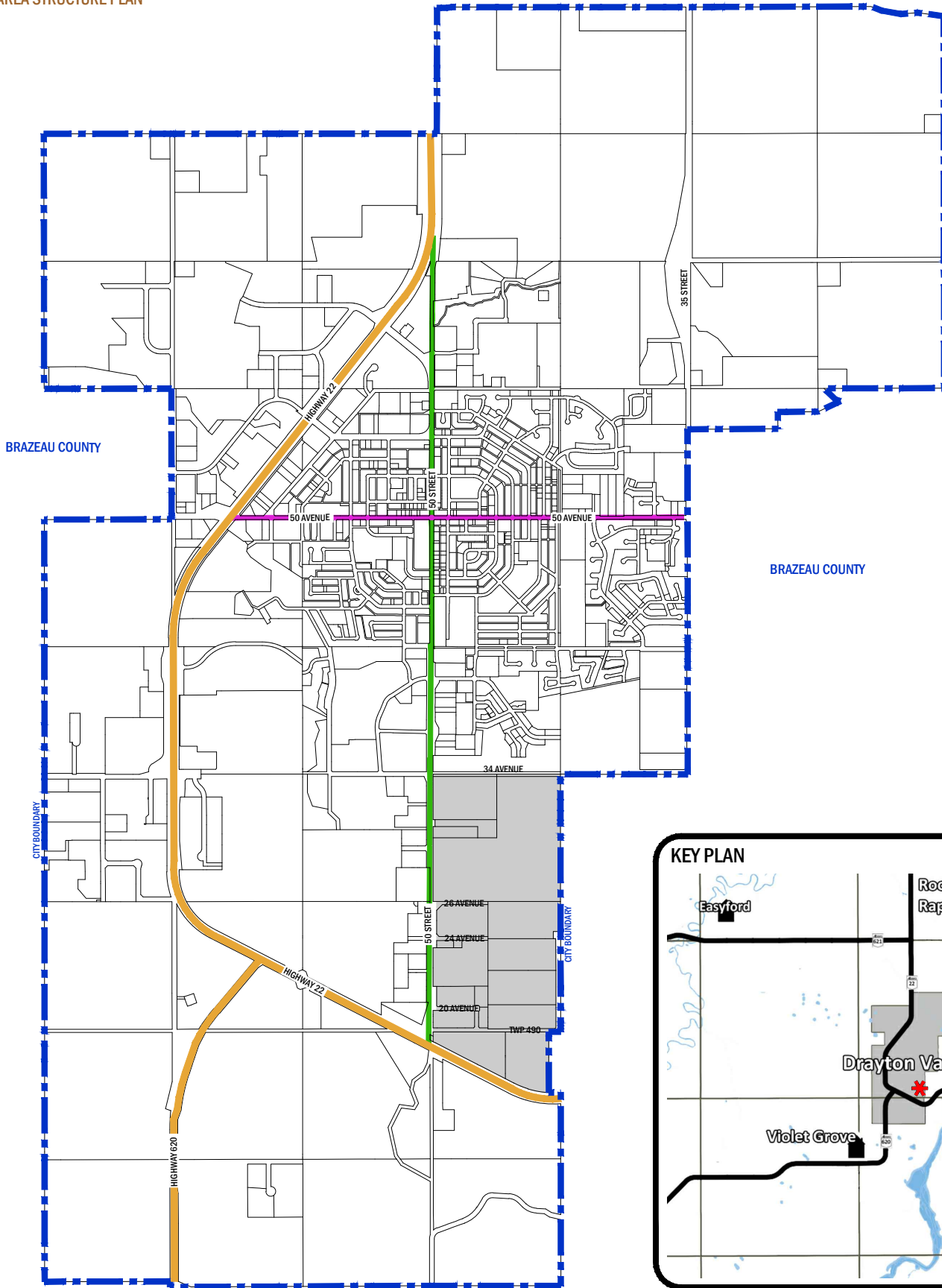
This 50th Street East ASP is located in southern Drayton Valley, with its southwest boundary at the intersection of Highway 22 and 50th Street. From this corner point the ASP area extends north to 34th Avenue, and eastward approximately 800 metres to the Town's boundary with Brazeau County (**See Figure 1**).

The ASP's total land area is approximately 145 hectares (358 acres), and is legally described as generally being within the W 4-49-7-W5M and NW 33-48-7-W5M.

1.4 Land Ownership

The ASP's plan area is partially developed, which is reflected in the lands being held under multiple certificates of title. The larger landowner holdings are identified on **Figure 2**.






The Town of Drayton Valley has interest in three properties, which includes a large municipal reserve parcel dedicated by past subdivision in SW 4-49-7-W5M.



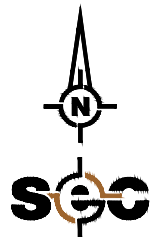
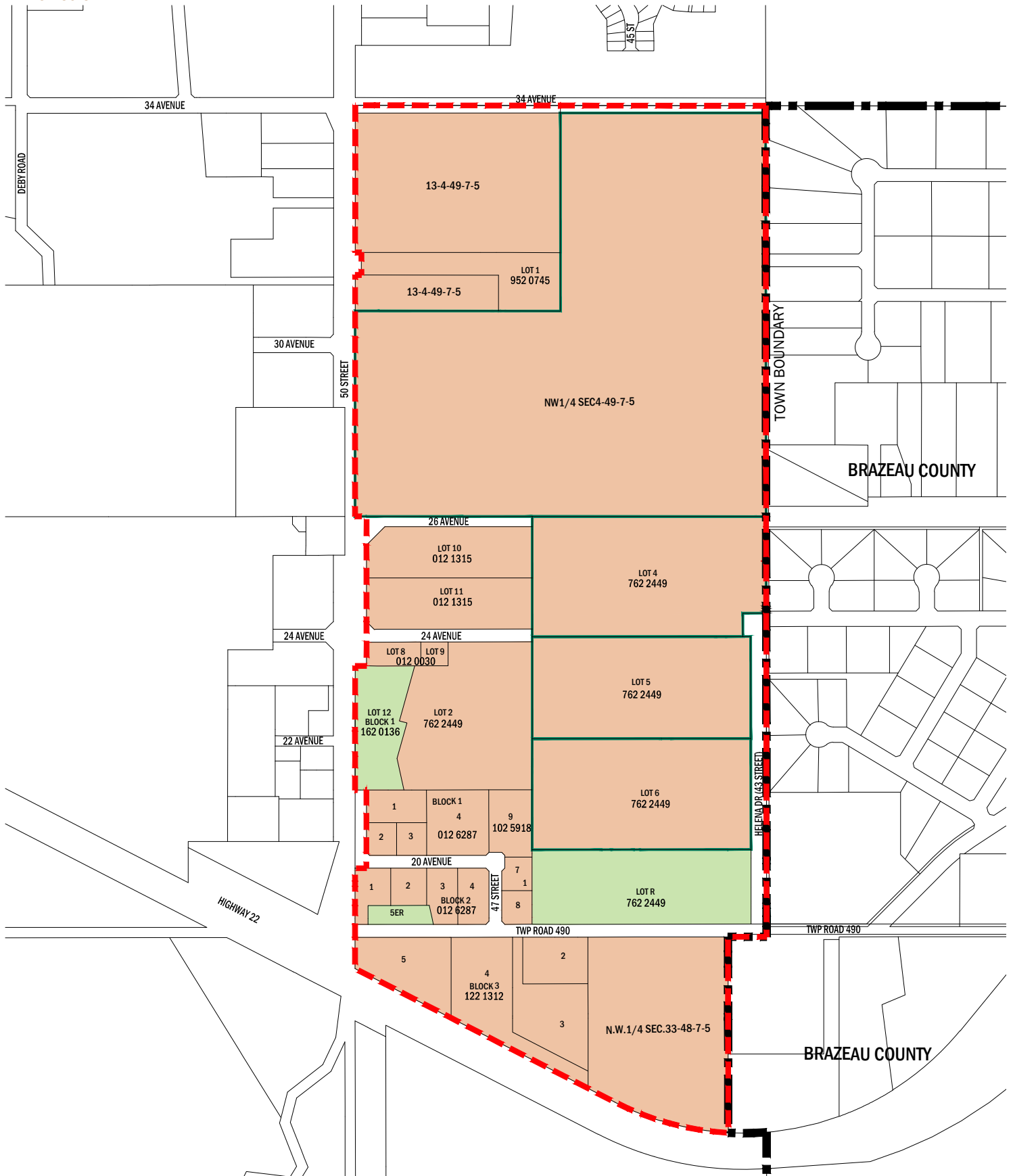
LOCATION PLAN

N.T.S.

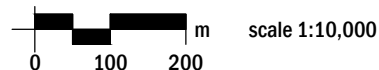
LEGEND

-  ASP Area
-  Town Boundary
-  Highway
-  50 Avenue
-  50 Street

50 STREET EAST
TOWN OF DRAYTON VALLEY



LAND OWNERSHIP



LEGEND

- ASP Boundary
- Town Boundary
- Municipal Lands
- Private Lands

50 STREET EAST
TOWN OF DRAYTON VALLEY

118-15024_03_PRFO02.DWG
Rlashuk May 24, 2017

FIGURE 2

2.0 Existing Conditions

The existing conditions within the ASP area provide context for the Plan by identifying considerations relating to surrounding uses, on-site development, and the site's physical conditions. These considerations are reviewed below and shown on **Figure 3**.

2.1 Surrounding Development

Development surrounding the ASP area includes the Sekura Area Structure Plan to the north, which is under active development for low to high density residential, commercial, and light industrial land uses. To the east are country residential uses in Brazeau County (i.e. Riverview ASP), and to the south across Highway 22 are large rural/agricultural properties. Development abutting the ASP to the west of 50th Street includes a mixture of business/light industrial uses, which includes the Bio-Mile Business Park ASP.

2.2 Existing Land Use and Development

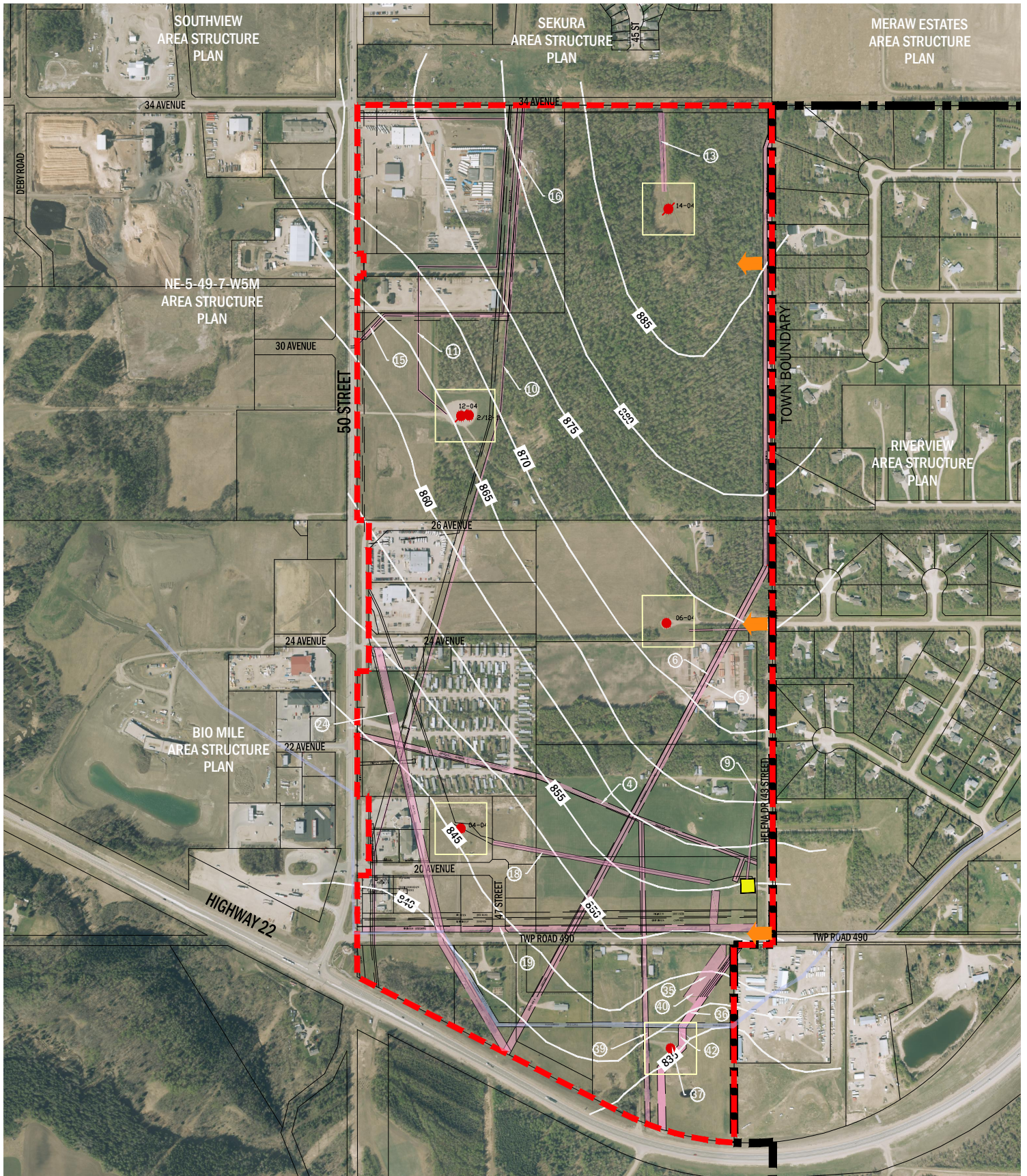
The existing development within the ASP are summarized below and shown on **Figure 3**:

The north ASP lands (NW 4-49-7-W5M) are developed in the northwest corner near 50th Street and 24th Avenue with the Sekura Auction site, a residence/business, and a commercial/light industrial site with residence. A majority of the remaining south and west lands remain forested except along 50th Street where some pasture exists. In the south-central area is a residence accessed from an oil well lease road. These lands have two well sites, with one lease located in the area's southwest and the other in its northeast corner.

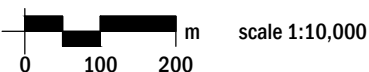
The ASP's central land area (SW 4-49-7-W5M) is the most subdivided and developed part of the plan area. Development here includes an auto dealership (50th Street south of 26th Avenue), a car care business (50th Street at 24th Avenue), and the 10.4 hectare Pleasantview Manufactured Home Park. Additionally, in the area's southwest corner (20th Avenue and 50th Street) is a nine parcel commercial subdivision where a hotel, gas station, and drive-through restaurant are currently built. On the area's east half, accessed from Helena Drive, are three 10.0 hectare parcels, each with a single residence, and an undeveloped 5.2 hectare municipal reserve parcel (southeast corner) with an oil and gas facility. The middle 10.0 hectare parcel also includes a significant commercial business. There are two oil wells in this quarter-section with one being located in the southwest and other in the northwest.

The south plan area located north of Highway 22 (in NW 33-48-7-W5M) consists of five larger parcels that are accessed from Township Road 490. These parcels include three country residential houses, several larger out-buildings, and an oil well pump in its southeast corner.

AREA STRUCTURE PLAN



EXISTING CONDITIONS



LEGEND

- ASP Boundary
- Town Boundary
- Operating Pipeline Reference
- Contours
- Wellsite
- Battery Site
- Existing Pipeline Corridor
- Existing Trunk Sewer Line
- Brazeau County Access

50 STREET EAST
TOWN OF DRAYTON VALLEY

118-15024_03_PR003.DWG
Rlashuk May 24, 2017

FIGURE 3

2.3 Roads and Access

The ASP's west boundary is adjacent to 50th Street, which includes several existing site accesses and services roads, and it provides future opportunities for additional westward access. Currently Township Road 490 allows southern area access and an eastward connection to Brazeau County. Helena Drive extending north from Township Road 490 gives access to the four large parcels on the east half of SW 4-49-7-W5M and some country residential lands in Brazeau County. All existing area roads are shown on **Figure 3**.

A future east-west arterial roadway (the Ring Road) connecting between 35th Street and 50th Street is planned through the centre of the ASP area, and a 40 metre road right-of-way currently exists in Brazeau County for this purpose. The existing south area access from Township Road 490 is a T-intersection with 50th Street, and this intersection has been identified by Alberta Transportation as being too close to the Highway 22 and 50th Street interchange for safely accommodating any additional development without correction.

2.4 Utilities

Area municipal water exists from a 300 millimetre water main stub located in proximity of the ASP's northwest corner near the intersection of the future 34th Avenue and 50th Street.

The Town's existing sanitary sewer system has a 600 millimetre south trunk line through the south part of the ASP area, and this trunk conveys sewage north to the sewage lagoon and treatment system east of the Town. The manufactured mobile home park and abutting commercial area are served by connections into the existing south trunk line.

Stormwater management approved to date for area development has been accommodated by private on-site retention solutions that release overland into the 50th Street ditch system.

2.5 Natural Resource Facilities and Pipelines

The ASP area is crossed by numerous pipeline right-of-ways, and also contains five natural resource well lease sites and a battery site. The west and south ASP areas in particular are impacted by pipeline right-of-ways that need to be accommodated in future subdivision and development. These facilities are shown on **Figure 3** and cataloged in **Table 1: Oil Facilities and Pipelines** shown in Appendix 'B'.

Oil facilities and related pipelines may be abandoned over time as the resources are depleted; however, in the interim they can be incorporated into development by respecting provincial setback requirements and right-of-ways. These facilities are potentially environmentally hazardous and should be mitigated through careful neighbourhood design that maintains minimum Alberta Energy Regulator (AER) setbacks from active and suspended wells and battery sites. All setbacks are measured from the proposed development's property line to the well head or battery equipment. Subdivision design in proximity to operating facilities shall accommodate operation and maintenance needs of the oil and gas company, while minimizing the impact on adjacent development (i.e. temporary berming and landscaping as a condition of subdivision).

In the case where development is to incorporate an abandoned well site, a minimum 10 metre by 15 metre working area shall be provided around the well head with an 8 metre access corridor for service vehicles, and the abandoned well head shall maintain a minimum 5 metre setback from the edge of the work area. These abandoned well areas shall be designed to be accommodated in land use categories that have access for immediate emergency maintenance if ever required. The preferred land uses for accommodating a well site maintenance area are roadways and parks that allow all time access and additional open space for the maneuvering of repair equipment. Additionally, as an appropriate public safety measure all abandoned pipeline infrastructure should be removed within parks and school sites at the subdivision stage.

It is often the case that high-pressure transmission pipelines (i.e. Atco Gas) not associated with resource extraction may be required to stay in place, and these are typically incorporated into the long-term development plan.

No sour gas pipeline or wells, defined as containing poisonous Hydrogen Sulfide (H₂S) in amounts greater than 10.0 mol/kmol, have been identified in the ASP area.

2.6 Existing Site Conditions

The site's existing conditions are shown in **Figure 3**, and described in the following sections.

Topography and Drainage

The Plan's topography is dominated by a large hill in its northeast corner with an upper elevation of approximately 890 metres above sea level (ASL). All remaining lands generally slope southwesterly from this feature, and then start to trend southward at the very south to a low point at approximately 835 metres ASL near Highway 22. The generalized land slope is approximately 4.5 percent, and contours in 5 metre intervals are shown on **Figure 3**.

Soils and Hydrology

Understanding of the area's existing soils and water table conditions are important for assessing their suitability for accommodating the intended residential / commercial uses and supporting roads and infrastructure. As this important information is not currently available it should be confirmed by geotechnical study to the satisfaction of the Town of Drayton Valley in conjunction with the future Outline Plan work to confirm the lands suitability for construction of roads, underground infrastructure, and the intended land uses.

Ecology and Water Resources

A detailed understanding of existing wetlands, overland drainage patterns, and natural wildlife and vegetation resources is not available for the ASP lands. The study required to assess these important existing environmental considerations is typically referred to as a Biophysical Assessment. This assessment should be undertaken to support the development of an Outline Plan, as required in ASP Section 10.0 Implementation, prior to redistricting and subdivision.

Environmental Site Assessment

Environmental Site Assessments (ESA) review and document any existing areas of potential environmental concern, and are useful for confirming that lands are suitable for intended land uses prior to municipal redistricting and subdivision approvals. Any environmental concern identified by an ESA(s) would be required to be remediated (i.e. documented as being cleaned up) prior to the Town granting planning approvals. As development is anticipated over many years ESA updates may be warranted depending on the timing and staging of development.

Historical Resources

A *Historical Resources Act* review for the entire 50th Street East ASP was undertaken in 2015 by Alberta Culture and Tourism (AC&T), Project File: 4835-15-0128-001, in preparation of this ASP.

The results of the review indicated that the area has a high potential to contain historical period resources (structures) particularly in the NW 33-48-7-W5M and the SW 4-49-7-W5M. Given this finding, future development could result in impact to undisturbed, significant historic resource sites. Therefore, future development proposals are requested to be referred to the Historical Resources Management Branch for review by AC&T. Proposed development in the area will require an application for *Historical Resources Act* approval.

3.0 Planning Context and Direction

3.1 Municipal Government Act (R.S.A. 2000, c M-26)

Alberta's *Municipal Government Act* grants a municipality authority in Section 633 to adopt Area Structure Plans to provide a framework for the subdivision and development of land within its boundary. As a statutory plan, the ASP must provide the following information:

- type, density, location of land uses;
- location of major transportation routes within the lands and how these relate to the existing transportation network;
- conceptual plan for public utilities for servicing the lands; and
- sequence of development and implementation.

The ASP may also consider any other matters that Council determines necessary.

3.2 Municipal Development Plan (Bylaw #2012/27/D)

Town of Drayton Valley's Municipal Development Plan (MDP) Bylaw 2012/27/D provide key policies to direct and guide the municipality's orderly growth and development into the future. It presents a land use and development vision that supports long-term social, economic, and environmental sustainability. The 50th Street East ASP area is designated in the MDP for future growth for residential, commercial, and light industrial land uses. This ASP supports the MDP's intent by defining development that uses land and infrastructure efficiently, while providing a neighbourhood framework that addresses a diverse range of lifestyles adaptable to changing needs of residents.

This ASP observes and is designed to address applicable MDP policies as noted below.

Residential Policies

The following MDP residential policies shall be observed by this ASP:

- 2.6.4** "Row houses, fourplexes, and apartments may be appropriate forms of redevelopment along major roads (50th Street and 50th Avenue) and adjacent to schools, recreation areas, and non-residential uses. High density along main roads will improve the economics of a possible future bus service.
- 2.7.2** Developers are encouraged to propose a variety of lot sizes and housing types in their Area Structure Plans, but the Town will not set quotas or demand that some percentage of housing be "affordable".
- 2.7.4** The Town encourages developers to propose housing on narrow lots to reduce servicing costs. A mixture of lot sizes and zoning is expected in each subdivision.

- 2.7.12** All new residential subdivisions except those zoned Residential Estate must have sidewalks on both sides of all roads. The sidewalk system must be continuous so that pedestrians can easily reach schools and parks.
- 2.7.13** The Town encourages the creation of off-street walking trails to provide access to schools and parks. Pipeline rights-of-way may be used, but will not be calculated as part of the required municipal reserve dedication.
- 2.7.15** Developers are encouraged to reduce the area required for storm water ponds by maximizing the area of permeable surfaces within the subdivision.”

Commercial Polices

Commercial MDP polices to be addressed by the ASP include:

- 2.8.2** “At the request of landowners, C2 zoning may be extended south along 50th Street to Highway 22, and along Highway 22 in newly annexed areas: see Map 4. Rezoning will follow the adoption of an Area Structure Plan, which may be prepared by a landowner, a developer, or the Town.
- 2.8.5** Parks may not be appropriate in commercial and light industrial districts, although buffer strips and walking trails may be justified in some areas (see the 1999 Integrated Planning Area Infrastructure Requirements and Coordination Report by ISL and KPMG). Instead of taking municipal reserves as land, the Town may take money to the same value, and use it to purchase recreational land in other locations.”

Parks and Recreation Policies

The following MDP parks and recreation polices shall be addressed by the ASP:

- 2.12.1** “When land is subdivided, the Town will normally take reserves in the form of land. Exceptions may be made in industrial areas, in which case cash-in-lieu may be taken, and used where there is more need for green space.
- 2.12.2** Area Structure Plans must show all undevelopable land dedicated as environmental reserve, and (except as provided in the previous policy) a full 10% of the developable area dedicated as municipal or school reserve.
- 2.12.3** The Town encourages the creation of a continuous trail system linking all parts of Drayton Valley. Area Structure Plans must therefore show pedestrian trails and other links to parks, schools, and existing residential areas. Pipeline rights-of-way should normally be used for trails
- 2.12.4** The Town will not accept well sites and right-of-ways as municipal reserves. They may, however, be titled as public utility lots. Where feasible, municipal reserves may be dedicated beside such areas in order to increase the overall green area and safety buffer.
- 2.12.5** Storm drainage ponds must be titled as public utility lots. Municipal reserves and environmental reserves may be used to buffer these ponds. Public views and access to the ponds must be considered within Area Structure Plans.

- 2.12.6** Developers will be required to perform a basic level of park preparation when municipal reserves are dedicated within residential subdivisions.”

Servicing Policies

The following MDP policies on land servicing shall be addressed by the ASP:

- 2.3.1** “All new development in Drayton Valley must connect to the municipal sewer system.
- 2.3.3** All new development which requires water must connect to the municipal water system.
- 2.3.6** The Town encourages developers to use "green" storm water management, which minimizes snow melt and storm water runoff. One proven technique is to trap this water in permeable basins where it is absorbed into the soil. In order to improve the economics of this for developers, the Town may reduce its drainage off-site levies where runoff is reduced.”

Transportation Policies

The following MDP transportation policies shall be addressed by the ASP:

- 2.13.1** “All Area Structure Plans must be compatible with the road system set out in the Town’s Transportation Study, although detailed alignments may be changed.
- 2.13.3** The road standards set out in the Transportation Study will determine road geometry, including curvatures, right-of-way widths, use of service roads, and types of intersections shown in Area Structure Plans.
- 2.13.4** Area Structure Plans must show at least two entrances into any subdivision so as to allow better access for emergency vehicles.
- 2.13.6** Vehicle access to Highway 22 will be limited to that approved by Alberta Transportation.
- 2.13.7** The main highway entrances to Drayton Valley (50th Street north and south, and 50th Avenue west) will be improved so that they are both efficient and attractive.
- 2.13.10** The Town will work with the County to match right-of-way widths and road construction standards at the municipal boundary.
- 2.13.12** Pedestrian and vehicular traffic will be given equal consideration as parts of an integrated transportation system, and the Town will work on designing a comprehensive trail system.”

3.3 Intermunicipal Development Plan (Bylaw #2011/17/D)

The Town and Brazeau County have an Intermunicipal Development Plan (IDP) that sets out expected land uses and development policies in the County areas adjacent to the Town.

As agreed in the IDP, the Town will ask the County to comment and make recommendations on Area Structure Plans, rezoning, subdivision, and other land use matters on land adjacent to the municipal boundary. The IDP sets the referral area as all land within 100 metres of the Town boundary, but the Town will take this as a minimum, and will refer any proposal that might affect the County or its landowners.

4.0 Achieving Sustainability and ASP Vision

4.1 Community Sustainability Plan 2015 - 2019

Sustainability is a key component of this ASP. The Drayton Valley Community Sustainability Plan 2015-2019 (CSP) considers an integrated approach to current and future community planning by addressing all components of the community network. These networks are: health and social; arts/culture/heritage; governance and partnerships; sustainable economic development; built environment; and the natural environment. The CSP provides common understanding of the community's main systems, the manner in which they operate, and prioritizing the need to coordinate activities to ensure all parties are working toward the same set of goals.

Sustainability Vision

The Town of Drayton Valley's sustainability vision states:

"Drayton Valley places people first through its initiatives to encourage an active, creative, and engaged community. By building partnerships and connecting people, Drayton Valley ensures an enduring economy as it moves towards a sustainable future. The spirit of our heritage and entrepreneurship shows in our community's leadership in innovation and is demonstrated in our progressive actions in creating opportunities."

Strategies

The following strategies are observed in the 50th Street East ASP area to contribute to the Town's vision of being a sustainable and resilient community:

- Provide a mix of affordable, diverse and accessible housing options.
- Increase residential density in defined areas through policy changes.
- Establish green building standards and management systems for all commercial buildings.

4.2 Area Structure Plan Vision

The 50th Street East development strives to be a complete neighbourhood that offers diverse residential housing, ample open spaces and recreation opportunities for all ages, and an attractive commercial area that reflects its function as a primary vehicle corridor and important community entrance.

4.3 Area Structure Plan Objectives

This ASP is guided by the following development objectives that support attainment of the Plan's vision, and to ensure the area's Development Concept is implemented in an orderly and efficient manner conforming to the Town's applicable statutory plans and sustainability priorities. The objectives to be achieved by this ASP include:

- Encourage health and wellness by supporting integrated and accessible systems of natural spaces and parks that encourages physical activity.
- Encourage efficient development patterns that minimize municipal infrastructure.
- Ensure that sustainable architecture, the environment, and urban design become key components of neighbourhood design.
- Provide all community residents a place to live in affordable, diverse and accessible homes.
- Maintain many, good quality open space amenities and walking and cycling paths that provide linkages between neighbourhoods for encouraging healthy alternatives to driving.
- Encourage alternative residential designs that complement and enhance adjacent areas.
- Design infrastructure that allows for social inclusion and/or interactions.
- Identify and conserve natural habitat and green spaces.
- Enable effective transportation patterns.

5.0 Development Concept

5.1 Concept Overview

The Development Concept for the 50th Street East ASP, as shown on **Figure 4**, defines a plan that integrates the existing area conditions, the Town's planning policies, and the vision for this area to create a desirable and livable neighbourhood.

The ASP's two primary land uses are commercial, along 50th Street and Highway 22, which transition into residential uses moving east toward Brazeau County's country residential development. Area commercial uses respect the existing commercial land use pattern along 50th Street, and the residential lands will provide a desirable neighbourhood addressing a variety of lifestyles, income levels, and age groups.

This ASP incorporates the major roadways required to achieve the long-term intermunicipal transportation system that includes an arterial 'ring road' connecting 50th Street to 35th Street, and maintaining the operating integrity of both Highway 22 and 50th Street. It also considers the area's existing natural resource facilities, particularly well sites and a battery site, to ensure that these are integrated into the Concept. Additionally, it promotes compatible transitions between the adjacent commercial/business light industrial uses proposed to the west, and a 'swing' site category is provided to allow future flexibility to choose certain small areas as either commercial or residential at a date closer to the time of development. Finally, the ASP also recognizes the existing land ownership pattern so that landowners may develop their properties relatively independent of each other.

Land use, circulation, utility patterns, and statistics proposed in the Development Concept are described more specifically in the following sections.

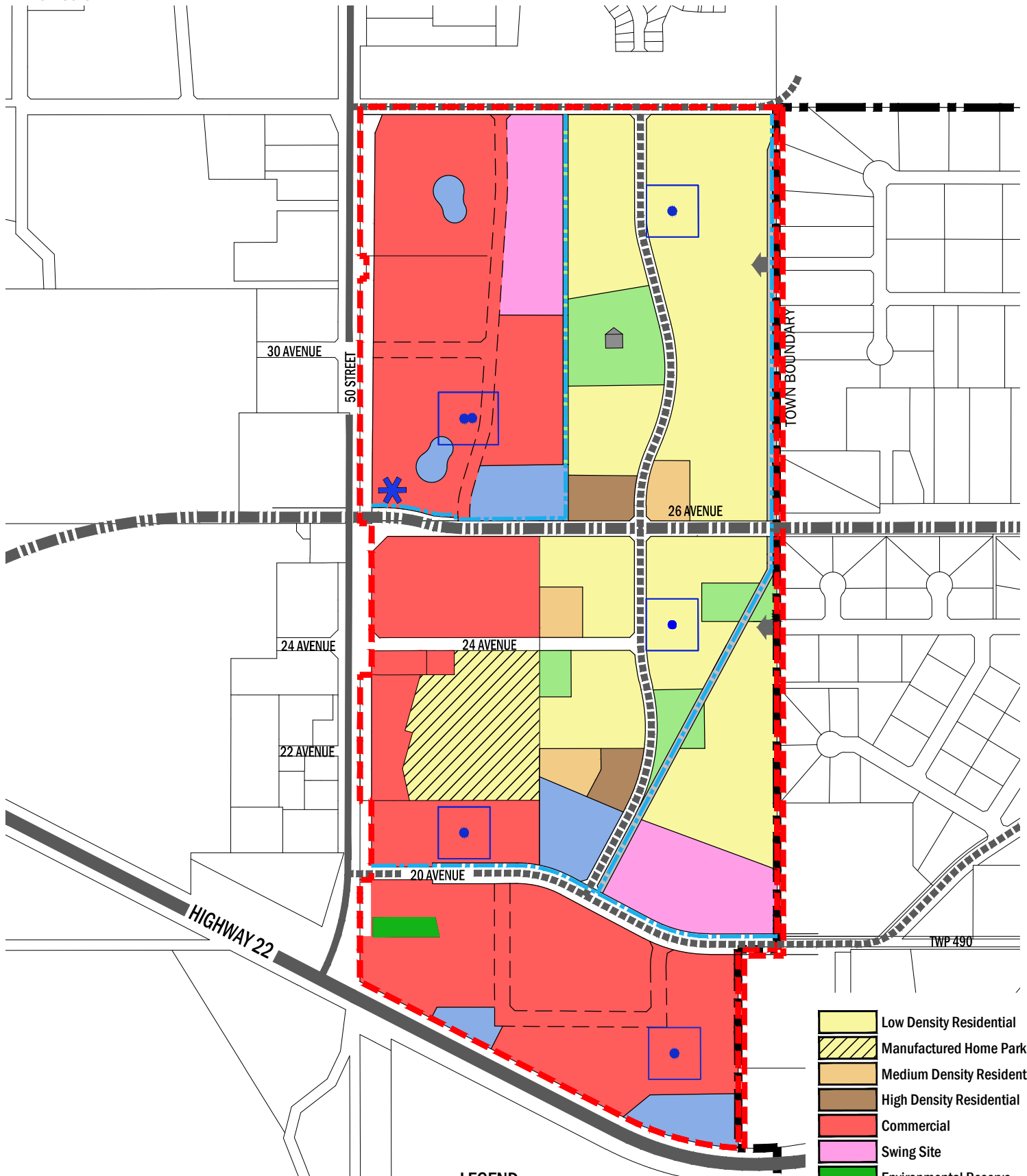
5.2 Land Use Distribution

A summary of the ASP development statistics, describing land use areas and anticipated residential units and population distribution, is shown in **Appendix 'A'**.

The ASP's gross developable area has approximately 28.2% residential land use, 40.0% commercial use, and 6.8% in two 'swing' sites that may be developed as either residential or commercial. The remainder of the land is comprised of roads, stormwater management facilities, and parks.

This neighbourhood is expected to accommodate approximately 859 dwelling units and 2,602 people where the defined 'swing sites' are both developed for commercial use. In the case where both 'swing' sites were to develop as low density residential uses, the expected dwellings would increase to 999 units and population would increase to total approximately 3,086 persons.

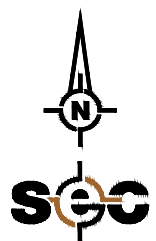
To the extent possible this Development Concept facilitates future subdivision by respecting land ownership boundaries, and the area's existing and proposed land uses.



- Low Density Residential
- Manufactured Home Park
- Medium Density Residential
- High Density Residential
- Commercial
- Swing Site
- Environmental Reserve
- Park
- Public Utility (URW)
- Stormwater Management
- ✱ Mixed Use

LEGEND

- ASP Boundary
- Town Boundary
- Wellsite
- School Site
- Existing Road
- Arterial Road
- Collector Road
- Trails



DEVELOPMENT CONCEPT

0 100 200 m scale 1:10,000

50 STREET EAST
TOWN OF DRAYTON VALLEY

118-15024_03_PR004.DWG
Rlashuk May 24, 2017

FIGURE 4

6.0 Residential Uses

6.1 Intent and Policies

The eastern ASP area provides for residential uses that include a range of housing types integrated within a highly livable neighbourhood accommodating a variety of lifestyles, income levels, and age groups. Character and design of these residential areas will be realized through thoughtfully designed Outline Plans providing a desirable mixture of housing, open spaces, and multimodal transportation options. The ratio of low density residential units (including semi-detached and manufactured homes) to medium and high density residential units is approximately 63% to 37%, respectively.

Policies for residential areas are:

- i) Provide a mixture and variety of lot sizes and housing types for Town residents.
- ii) Row houses, fourplexes, and apartments may be appropriate housing forms in areas along major roads and adjacent to schools, recreation areas, and non-residential uses.
- iii) Ensure that high density uses be situated along main roads to improve the economics of future transit service.
- iv) Encourage establishment and use of development guidelines to support consistent and attractive building architecture and site standards to enhance area character.
- v) Mixed land uses will be encouraged at key intersections. This will provide iconic building at the intersection and accessibility.
- vi) Encourage participation in initiatives and programs that support sustainable buildings and neighbourhood design in the Town of Drayton Valley.



6.2 Low Density

Low density residential is the predominant land use intended in the ASP's residential areas, and it encompasses approximately 27.3 hectares. Single-detached and semi-detached dwellings are the permitted housing forms, and the parcels to be subdivided for these units are intended in a variety of different sizes to achieve an overall residential density of approximately 22 units per net residential hectare. The neighbourhood will not include any estate residential parcels; however, as a land use transition where residential lands abut Brazeau County's country residential developments some larger residential parcels may be permitted.

The subdivisions for low-density residential may take the form of laned or non-laned streets that will emphasize safe, attractive, and pedestrian friendly streetscapes. Local road patterns established in subdivision design will take advantage of views and vistas from parks, open spaces, and sloping landforms as confirmed in more detailed Outline Plans.

6.3 Low Density Manufactured Housing

Pleasantview Manufactured Home Park provides serviced rental stalls that accommodate detached manufactured housing units. This housing form provides diversity to the housing choices available within the community, and is compatible with the intended adjacent future development. The existing 6.7 hectare site has approximately 100 units, which provides an overall site density of approximately 15 units/hectare.

6.4 Medium Density

An area for Medium Density Residential has been located in proximity to parks and open space amenities to provide a land use transition between residential uses and good access to major transportation routes. Medium Density Residential building types may consist of triplexes, fourplexes, and townhouse housing types. This area will accommodate a range of potential housing forms in unit sizes and tenure that provide options to meet the varied needs and economic capabilities of different household types.

These housing forms represent approximately 117 dwellings, or 13.6% of area's available units, and may be developed as either individual lots by condominium.

6.5 High Density

High Density Residential uses provide about 23.3% of the ASP's total units, or 200 dwellings units, and will add to community housing diversity and help address affordability. The High Density uses are located near major roads, parks and/or open spaces to address traffic, amenity, and land use transition considerations. This ASP Development Concept also allows for the possibility of vertical mixed use development (i.e. apartment residential over first floor commercial uses) at the intersection of 50th Street and 26th Avenue.

Housing forms shall consist of primarily of apartments; however, other higher density housing forms as may be allowed in the Land Use Bylaw may occur where they address the housing needs as determined by the Town of Drayton Valley.

7.0 Commercial / Swing Site Uses

7.1 Intent and Policies

The west half of the plan area adjacent to 50th Street and on its south boundary along Highway 22 is intended to accommodate a mix of commercial and business light industrial uses that are compatible with adjacent residential uses. These commercial areas are located at an important community gateway and developments here shall meet high aesthetic and functional standards that contribute to creation of a positive impression of the community.

There are two land use areas identified as 'swing' sites where either commercial or residential uses may be implemented.

Development policies for commercial areas are:

- i) Extend commercial areas southward along 50th Street to Highway 22, and along Highway 22.
- ii) Commercial uses shall provide land for larger lot retail and service businesses that benefit from exposure to passing traffic or developments that generate large volumes of traffic.
- iii) Encourage vertical mixed use development, first floor commercial and residential units above, near the intersection of 50th Street and 26th Avenue.
- iv) Encourage the establishment and use of development guidelines to provide consistent and attractive building architecture and site standards for creating visually welcoming and accessible commercial areas consistent with the requirements of the *Town of Drayton Valley's Urban Design Guidelines*.



7.2 Commercial

Area commercial development will include retail and service businesses that require larger parcels of land, and may include some low impact quasi industrial businesses (e.g. C2 District). Community retail commercial uses will likely concentrate adjacent to 50th Street and Highway 22 in response to the high visibility and access provided by 50th Street. The service commercial / light industrial type developments are more appropriately situated further away from 50th Street and Highway 22. Vertical mixed use development, with first floor commercial and residential units above, is encouraged on commercial lands near the intersection of 50th Street and 26th Avenue.

The Town will require per *Urban Design Guidelines Policy PD-01-14* that the appearance of buildings landscaping, fencing, and screening along Highway 22 and 50th Street be considered upon development.



7.3 Swing Sites

The Development Concept provides a 'swing' site designation to allow for either commercial or residential development land use that would be determined at a future date. There is no ASP amendment required to implement either land use, but once identified in an accepted Outline Plan the 'swing' site would be developed for that chosen use type.

A northern 'swing' site is identified in the ASP's northwest corner, being the east part of Sekura Auction site (NW 4-49-7-W5M). This site has potential for commercial expansion, but it may also be beneficially developed for additional residential land uses. As a commercial site a minimum 10 metre wide Municipal Reserve walkway shall be provided from the commercial lands as a land use buffer. As residential use, the area would be separated from commercial uses by provision of a pedestrian corridor using the existing pipeline right-of-way and be connected on its south by municipal reserves to the School site. Residential uses here could be low to medium density residential types.

A second southern 'swing' site is provided near the ASP's southeast corner, which includes part of a Town of Drayton Valley's municipal reserve parcel (Lot R, Plan 762 2449) and a wedge of land in Lot 6, Plan 762 2449. This area could also be desirable as either commercial or residential land use, and therefore depending on future market needs the actual land use would be defined in the required Outline Plan nearer to the time of development.

8.0 Parks and Open Spaces

8.1 Intent and Policies

Integration and accessibility of natural spaces and parks are key components of this ASP. A system of parks and other open spaces are provided to support a variety in passive and active recreational opportunities to meet the varied needs of area residents.

Development policies for parks and open space are:

- i) Encourage conservation of significant natural features and/or local areas that provide wildlife habitat or habitat connections to the extent possible.
- ii) Ensure a full 10% of subdivided lands be dedicated as municipal or school reserve.
- iii) Ensure the Town takes municipal reserves in the form of land at subdivision, except in commercial/industrial areas where cash-in-lieu may be taken.
- iv) Provide for the use of municipal reserves to add amenity value to stormwater management facilities where practical, and that public views and access to these facilities are considered.
- v) Recognize that parks may not be appropriate in commercial/industrial districts excepting that buffer strips and walking trails may be justified.
- vi) Ensure that new development lands have *Historical Resources Act* approval.
- vii) Encourage off-street walking trails that provide access to schools and parks.
- viii) Provide a continuous pedestrian trail system for Drayton Valley linking parks, schools, existing residential areas, and where possible, connect to the existing trial system.
- ix) Integrate pipeline right-of-ways for trail use where feasible and recognize that municipal reserves may be utilized beside these areas to increase overall green area and safety. Right-of-ways shall not be accepted as municipal reserve dedication.



8.2 Parks, Schools, and Natural Areas

8.2.1 Parks and Municipal Reserves

Parks and a combined school/park site are equitably dispersed throughout the residential lands to provide accessible recreation and to enhance the area's overall aesthetic quality. The parks are intended to be connected by sidewalks within the local road network, pedestrian walkways (i.e. pipeline corridor), and provide linkages to the area's other open space amenities including stormwater management facilities. All identified parks will be refined as to their exact size, location and function by the required Outline Plan process to ensure the right mixture of active (e.g. sports fields) and passive recreational spaces. Additional park space may be added where a 'swing' site is used for residential use.

In NW 4-49-7-W5M, the identified joint park/school site of approximately 3.2 hectares will be provided by municipal reserve dedication from the residential lands. Additionally, an approximate 10 metre wide linear parkway (i.e. walkway corridor/land use transition) will be provided from municipal reserves contributed by the area's commercial/business light industrial lands. Any municipal reserves remaining from commercial / light industrial lands for this quarter-section's 10% owing shall be dedicated in the form of cash in lieu of land.

In SW 4-49-7-W5M, all municipal reserve dedications were provided prior to annexation by the provision of Lot R, Plan 762 2449. As the area's intended land use has now changed, the Town shall remove the land's municipal reserve designation following the requirements of the Municipal Government Act. The focus of this disposition shall be to sell or swap these lands to accumulate municipal reserves for parks reflective of the ASP's Development Concept as confirmed during the Outline Plan for this area.

Municipal reserves for the commercial lands in NW 33-48-7-5 and Plan 122 1312, where owing, shall be provided as cash in lieu of land at the time of subdivision.



8.2.2 Schools

A joint school/park is located on a collector roadway providing convenient access for pedestrians, automobiles, and future public transit. This school site is approximately 3.2 hectares; however, based on future Outline Plan consultation with St. Thomas Aquinas Roman Catholic Separate Regional Division #38, the Wild Rose School Division #66, and the Town of Drayton Valley its size and configuration may be adjusted to better address community needs.

8.2.3 Natural Areas and Historical Resources

The conservation of significant natural features and/or areas of local wildlife habitat can positively contribute to community sustainability and quality of life. A significant forested area exists in the Plan's northeast, and it may be desirable to conserve any important habitat and/or wildlife connections to the extent possible. A biophysical assessment through the Outline Plan process will help define what natural areas may be desirable for conservation by the Town of Drayton Valley. The conservation of natural areas must be balanced with their long-term viability and functioning as part of the ASP Development Concept, and whether these features would be dedicated as parkland (municipal reserve) or as environmental reserve.

An Environmental Reserve parcel (Lot 5ER, Block 2, Plan 012 6287) exists in the ASP's southwest corner, and it is being partially used as a stormwater management facility. This lot shall be reviewed for its environmental/park significance, and be considered for changes by bylaw as to its use (i.e. stormwater management facility or perhaps commercial lease) or boundary. This determination should be happen with the development of the Outline Plan for this area.

Historical resources provide an important link to past generations and support local culture. It is important to review, preserve, and incorporate these resources into the area if possible.

8.3 Open Spaces and Pedestrian Connectivity

Neighbourhood walkways provide a pleasant amenity and convenient links from residential areas to the area's school/park site, dispersed park sites and open spaces, and commercial areas. The Development Concept intends a pedestrian circulation system that includes both pedestrian friendly multi-use trails, sidewalks with public roadways, and within public utility lots. The envisioned hierarchical trail system includes a major pedestrian system consisting of multi-use trails within the open spaces and the arterial/collector road systems, and a supportive minor pedestrian system of sidewalks and connecting walkways in local roads and public utility lots as shown in **Figure 4**.

Neighbourhood open space systems and pedestrian connectivity can be enhanced by the use and coordination of stormwater management facilities, pipelines corridors, and other public utility lot connections required to facilitate development.

Stormwater management facilities require large areas, and these should be utilized where possible to create an amenity or provide a transition between lands uses. To utilize these facilities effectively as part of the open space system they shall be designed to have minimum of 25% of road frontage, be located in high visibility areas, be of a shape that provides visual interest, and be either a constructed wetland or wet pond. Incorporation of these facilities into the open space system may be supported by the use of municipal reserve credit for any areas

above the facilities 1 in 100 year storm retention level where these areas are used for trails and/or parklike amenities that enhance the open space system.

Natural gas pipeline utility corridors can provide an excellent opportunity for enhancing pedestrians and bicycle movement to, from, and within the neighbourhood. The ATCO Pipelines Utility right-of-way is identified as being a linear open space element that could serve as a desirable pedestrian linkage within in the ASP's residential areas. The type and level of physical improvements available within utility corridors will be confirmed in consultation with the Town of Drayton Valley and the controlling utility companies.

Oil facilities and pipelines are present throughout the ASP area, and it is expected that over time that many of these facilities may be abandoned. Where area development proceeds prior to any actual abandonment, the existing and non-abandoned resource facilities will be integrated into the pattern of future urban development as confirmed by a corresponding Outline Plan. The integration of existing pipeline right-of-ways as multi-use corridors and linkages is encouraged having regard for safety and the continued operation of these facilities.



9.0 Municipal Infrastructure

9.1 Intent and Policies

The municipal infrastructure concepts for the 50th Street ASP are described in the following sections, and these are supported by the following policies for transportation and utilities:

- i) Ensure area roads are compatible with road systems in the Town's Transportation Study.
- ii) Provide at least two entrances to subdivisions for better emergency vehicle access.
- iii) Ensure vehicle access to Highway 22 is limited to those approved by Alberta Transportation.
- iv) Ensure the Highway 22 entrance to Drayton Valley at 50th Street south is efficient and attractive.
- v) Promote the matching of right-of-way widths and construction standards for roads which connect at municipal boundaries.
- vi) Ensure that pedestrian and vehicular traffic are given equal consideration as part of an integrated transportation system that includes a comprehensive trail system.
- vii) Ensure new developments connect to municipal water and sanitary sewer systems.
- viii) Encourage "green" storm water management minimizing snow melt and stormwater runoff (e.g. rain gardens, bio-swales, etc.).

9.2 Transportation

The ASP's west boundary is formed by 50th Street, which is one of the Town's primary arterial roadways, and it connects northward to Town centre and southward to Highway 22 providing the area excellent access for both commercial and future residential lands uses. The ASP's Transportation Concept is shown on **Figure 5**.

Area roads are significantly influenced by 50th Street and the required system of intersections with this roadway for achieving the community-wide road pattern as defined in the Town's Transportation Master Plan (TMP). The integrity of high traffic flows intended for 50th Street is ensured by limiting all-directional intersections to a minimum 200 metres spacing, taking into consideration existing or planned roads to the west and all future east-west roads defined in the TMP (i.e. 34th, 26th, and 20th Avenues), and requiring service roads for commercial frontages.

There are three major east-west roadways that intersect with the north-south travelling 50th Street that strongly influence the area's design including:

- 34th Avenue - a major collector roadway, 30 metres (98 feet) right-of-way, that provides westward access for the Sekura ASP (north) and Meraw ASP (northeast). The existing north side development has residential parcels backing this road, and this pattern will be continued on the south excepting some commercial uses near 50th Street;

- 26th Avenue – a major arterial roadway, 40 metre (130 feet) right-of-way, that connects the Town’s northern residential lands and Brazeau County’s residential lands between 50th Street and 35th Street and forms a downtown bypass route (Ring Road); and,
- 20th Avenue – a collector roadway, 30 metre (98 feet) right-of-way, serves the ASP’s southern lands and Brazeau County’s residential areas. This road replaces Township Road 490 to improve 50th Street’s intersection spacing from Highway 22. Alberta Transportation has advised they support this road replacement, and that they do not support maintaining a ‘right-in, right-out’ access in the current location of Township Road 490.

Commercial land uses along 50th Street are required to dedicate a 22.25 metre wide road right-of-way for a service road sized to accommodate ditches on both sides and the extension of major water and sewer trunks to service the west half of the subject ASP area. In the northern commercial lands an internal road way connecting west from 30th Avenue and north-south between 26th Avenue and 34th Avenue is possible if required to accommodate commercial development and subject to ensuring safe and appropriate intersection spacing.

The ASP’s residential traffic is to be accommodated by a north-south collector roadway, 30 metres (98 feet) right-of-way, located more or less through the area’s centre. In this location it allows convenient opportunities for a system of connecting local roads utilizing 20 metre (66 feet) right-of-ways. As the central residential collector road renders Helena Drive unnecessary it will be closed as development progresses subject to its being repurposed for uses as defined on the ASP’s land use concept. The existing north access to Brazeau County’s residential lands to the east, as currently provided by Helena Drive, will be replaced by a local road connection through the ASP lands.

9.3 Water Servicing

The water system adjacent to the ASP and the proposed water system within the ASP are illustrated in **Figure 6**.

The existing Water and Wastewater Master Plan Updates, 2010 report indicates that the existing 300 millimetres diameter watermain be extended south along 43rd Street with loop around 34th Avenue, tying in to the existing 300 millimetres main on 50th Street. At a connection point on 34th Avenue to this proposed 300 millimetres watermain, it will downsize to a proposed 250 millimetres watermain that will run south into the ASP area. This central watermain will have connections at 24th Avenue and 20th Avenue that will loop it to the west for tying into the existing 300 millimetres watermain located on 50th Street. The onsite water distribution system will consist of mains varying in size from 200 millimetres to 300 millimetres, to meet the minimum recommended pipe size based on a commercial/industrial and residential land use developments.

All pipe sizes will be confirmed with a Water Hydraulic Network Analysis, based on the development staging and water consumption rate and fire flow protection guidelines outlined in Alberta Environment and Sustainable Resource Development and the Town’s Water and Wastewater Master Plan Update, as may be amended.

The proposed water system within the ASP is in compliance with the Water and Wastewater Master Plan Update, completed by ISL Engineering, as approved by the Town of Drayton Valley.

9.4 Sanitary Servicing

The proposed sanitary system within the ASP study area will be serviced by its own gravity sanitary sewer system draining into the existing sanitary system located to the west on 50th Street. **Figure 7** illustrates the proposed sanitary sewer system servicing 50th Street East ASP.

There are existing sanitary sewer stubs at three locations within the southwest part of the development. These stubs are located on 26th, 24th and 20th Avenues, east of 50th Street, and are servicing the existing businesses at these locations. These stubs will be extended to service the entire ASP area.

It is noted that the Water and Wastewater Master Plan Update (Figure 5.2), April 2010 report recommends that the existing 600 millimetres diameter sanitary trunk (South Trunk), located in the ASP's south, is to be twinned with a proposed 750 millimetres sanitary trunk to meet the existing system demands. This Plan Update (Figure 5.3) also recommends the twinning of the existing 250 millimetres diameter sanitary sewer located on 50th Street and north of 20th Avenue within a 10 year time horizon. The proposed sanitary system within this ASP is in compliance with the Water and Wastewater Master Plan Update as completed by ISL Engineering and approved by the Town of Drayton Valley.

Actual flow generation rates and pipe sizes will be finalized at the detailed design stage. The detailed design will be undertaken in accordance with the Town of Drayton Valley engineering standards the Water and Wastewater Master Plan (as may be amended), and Alberta Environment and Sustainable Resource Development.

9.5 Stormwater Management

The stormwater for the Plan area will be managed through surface grading and integrated stormwater management facilities in general locations as outlined in **Figure 8**.

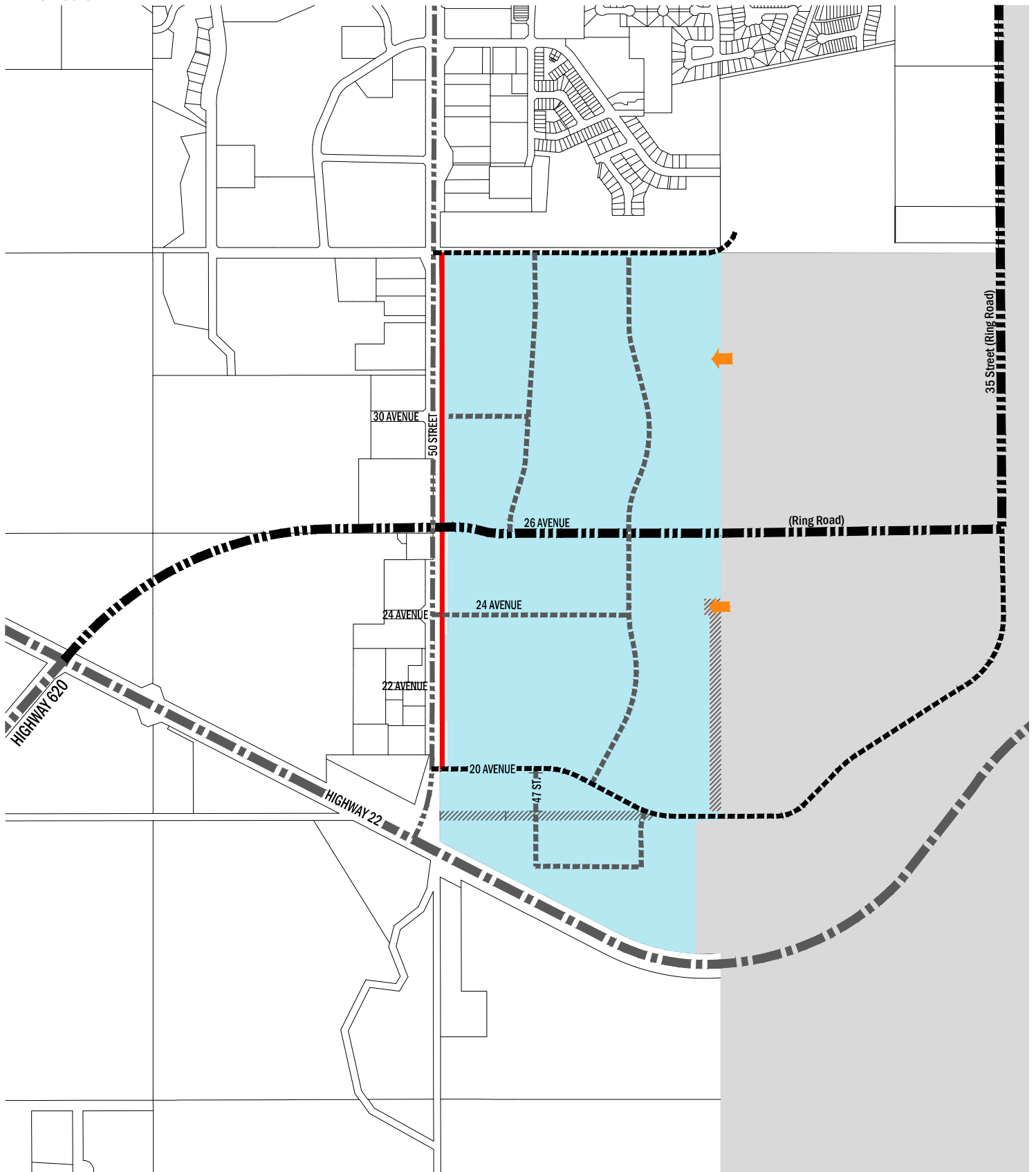
Area topography is characterized by a prominent ridge along the ASP's eastern boundary, and the lands generally slope downward to the west from this feature. Based on the existing topography, the study area will be serviced by more than one stormwater facility. The intent is to capture high peak run-off flow rates of storm water, store it for 1:100 storm return period and release it at a controlled flow rate to the downstream stormwater drainage system. Access roads will be required to the stormwater management facilities to allow for maintenance.

The proposed stormwater management system will consist of a major overland system of paved roadways with curbs and gutters, based on the Town's typical standard urban road cross section. The storm facilities will be design in accordance with Alberta Environment Standards and Guidelines and as approved by the Town of Drayton Valley. The major system will convey flows from the storm runoff from 1:100 year return period. This proposed stormwater management system is in compliance with the Stormwater Management Study (ISL Engineering) and the Town of Drayton Valley's minimum engineering standards.

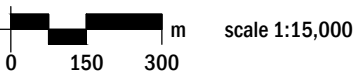
The existing commercial areas have been largely accommodated to date utilizing on-site stormwater management storage or direct discharge into local ditches without treatment. All future development subject to this ASP will have their stormwater needs incorporated into an integrated stormwater management system as designed to serve all development as confirmed at the Outline Plan stage.

9.6 Shallow Utilities










Existing service providers will provide gas, power, and telephone services by the extension of these utilities that are currently located in proximity to the Plan Area. The utility providers should be consulted at the Outline subdivision and development stage to determine servicing requirements.



TRANSPORTATION



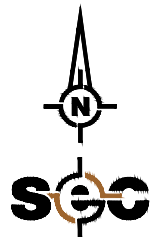
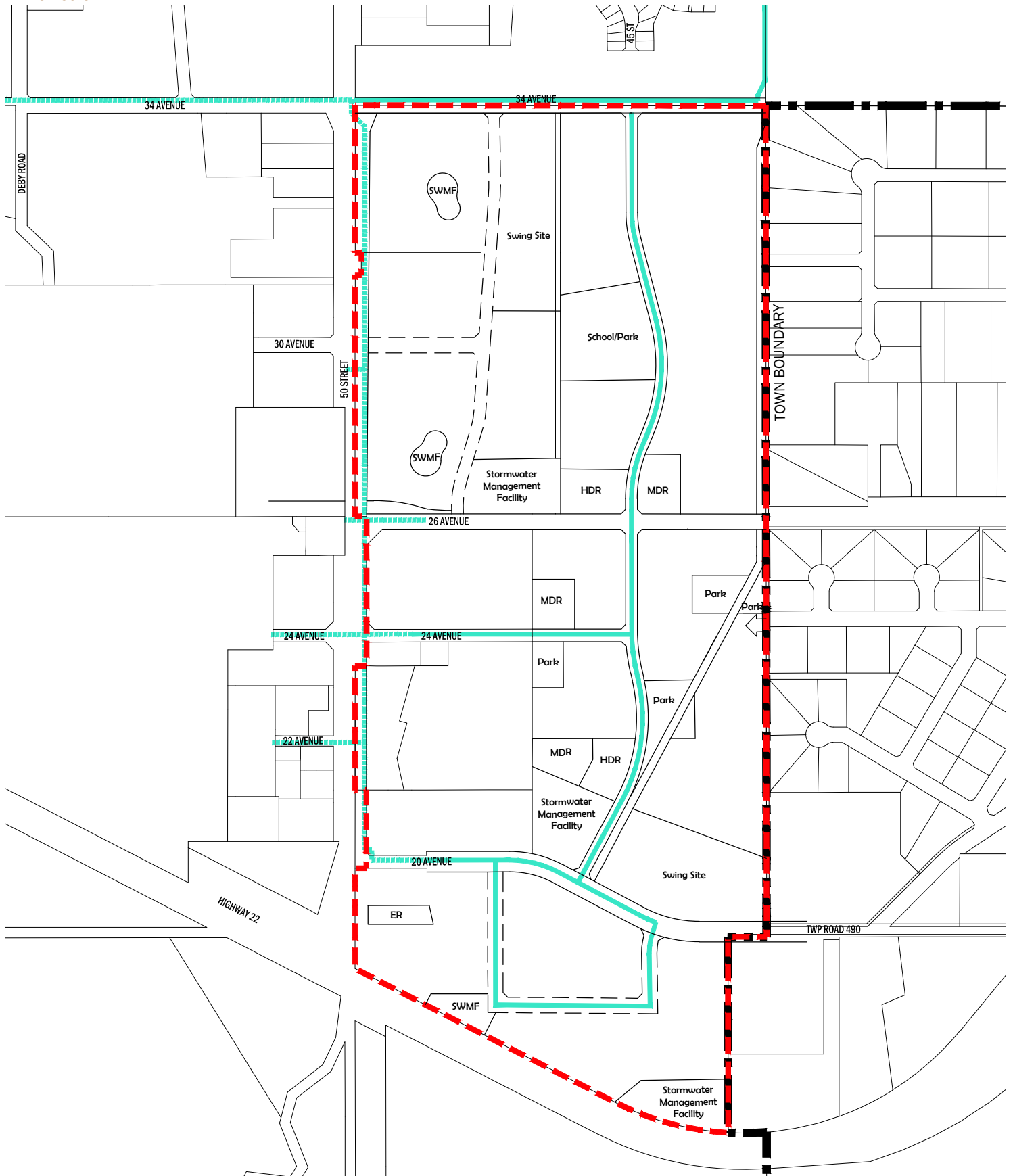
LEGEND

- | | | | | | |
|---|----------------|--|-------------------|---|---|
|  | ASP Area |  | Highway |  | Collector Road |
|  | Brazeau County |  | Existing Arterial |  | Service Road |
|  | Road Closure |  | Arterial Road |  | Existing County Road ROW/Potential Access |

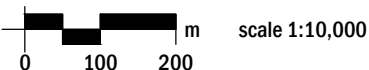
50 STREET EAST
TOWN OF DRAYTON VALLEY

118-15024_03_PR005.DWG
Rlashuk May 24, 2017

FIGURE 5



WATER SERVICING



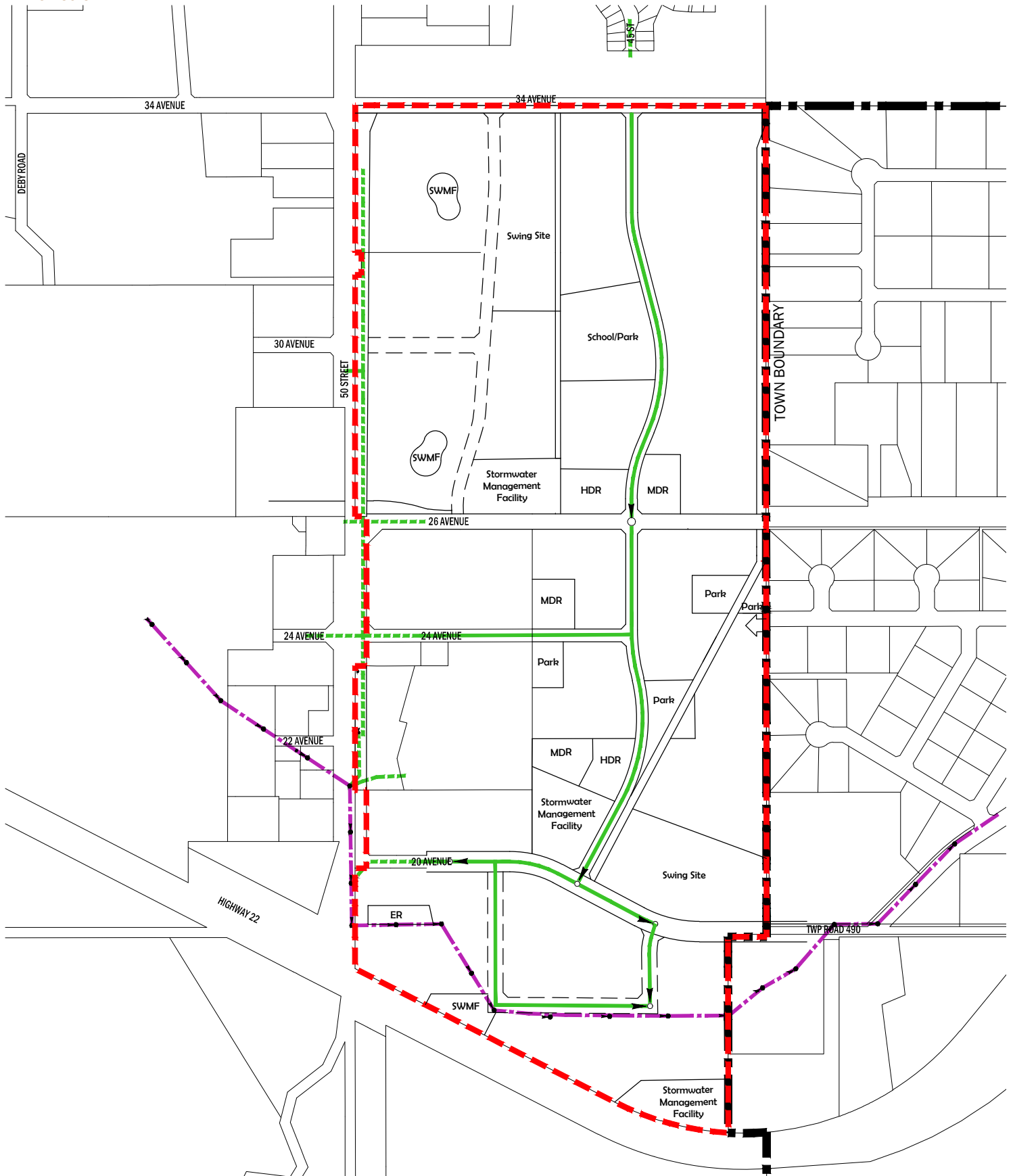
LEGEND

- - - ASP Boundary
- - - - - Existing Watermain
- Town Boundary
- Proposed Watermain

50 STREET EAST
TOWN OF DRAYTON VALLEY

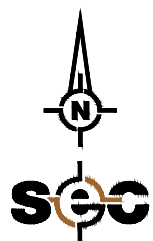
118-15024_03_PR006.DWG
Rlashuk May 24, 2017

FIGURE 6



LEGEND

- ASP Boundary
- Town Boundary
- Existing Sewer System
- Proposed Sewer System
- Trunk Main



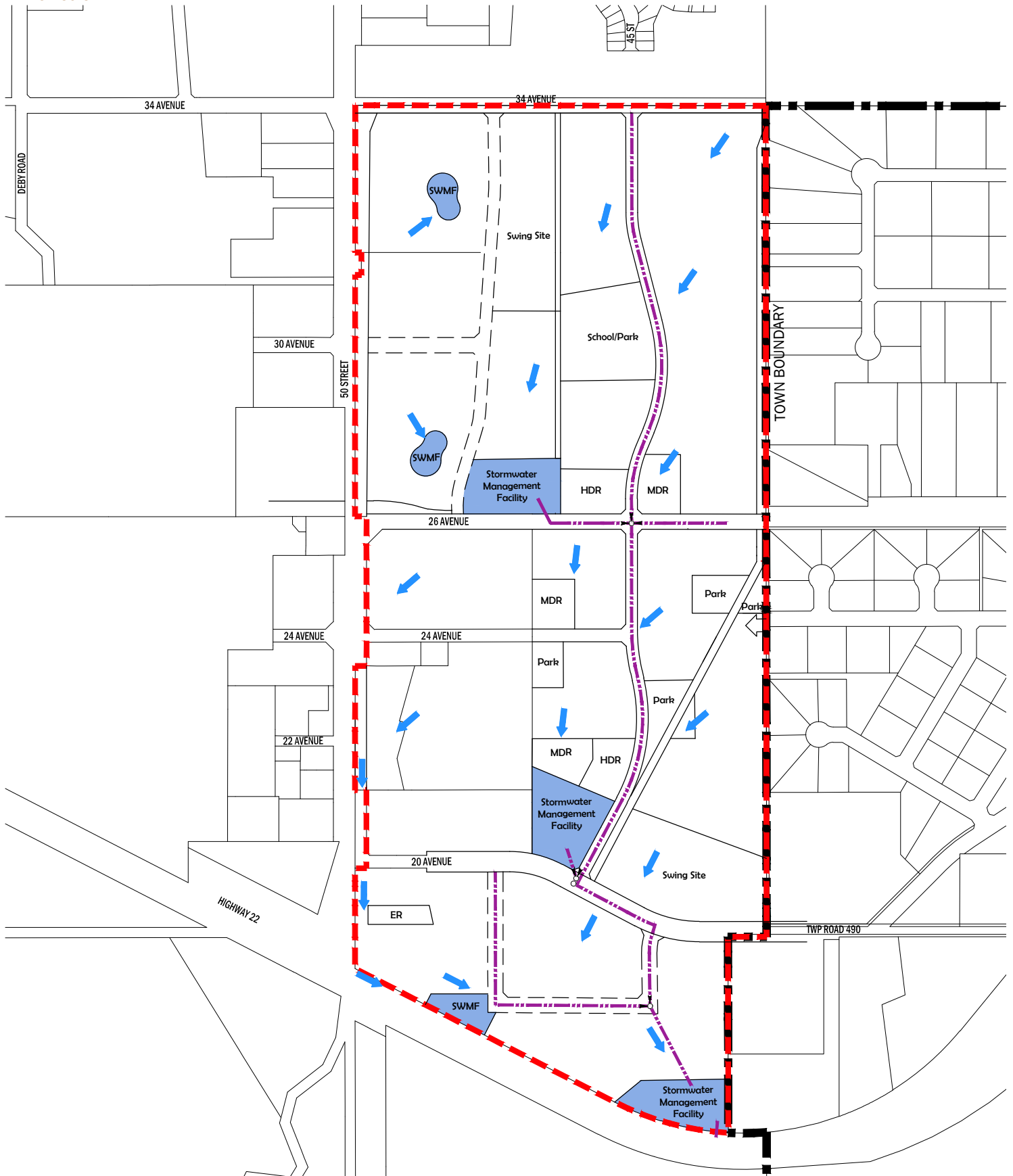
SANITARY SERVICING

0 100 200 m scale 1:10,000

50 STREET EAST
TOWN OF DRAYTON VALLEY

118-15024_03_PR007.DWG
Rlashuk May 24, 2017

FIGURE 7



LEGEND

- - - ASP Boundary
- - - Proposed Storm System
- Town Boundary
- ➔ Drainage Direction



STORMWATER SERVICING

0 100 200 m scale 1:10,000

50 STREET EAST
TOWN OF DRAYTON VALLEY

118-15024_03_PR008.DWG
Rlashuk May 24, 2017

FIGURE 8

10.0 Implementation

10.1 Development Staging

Generally, development will occur based on market conditions and the logical extension of services as illustrated in **Figure 9**. Development will tend to move from west to the east; however, deviation from the staging plan will not require an ASP amendment.

10.2 Outline Plans

The implementation of this ASP requires for the development of Outline Plans in recognition of its large area, variable development staging, and that some important background and preliminary engineering design support is still required. Outline Plan shall be consistent with the ASP polices and land use concept, and be fully supported by studies and preliminary engineering necessary for the Town of Drayton Valley to confirm its conformance and function. An Outline Plans shall be brought to Town Council for support by Council resolution, at the recommendation of the Town of Drayton Valley's Engineering and Planning Department, prior to redistricting and subdivision.

An Outline Plan shall address matters deemed appropriate by the Town of Drayton Valley that may include, but not be limited by, the following:

- land use, density and lot and unit-type configurations;
- tentative local road alignments and transportation impact analysis;
- geotechnical, hydrological, historical, and environmental review and clearance;
- confirmation of Municipal Reserve and Environmental Reserve dedications;
- an engineering design brief confirming the plan of municipal servicing (water, sanitary, stormwater management facilities, etc.) to support the roads and land uses;
- phasing of development; and
- other relevant information as required by the Town.

Outline Plans shall be provided for areas that represent logical planning units, including:

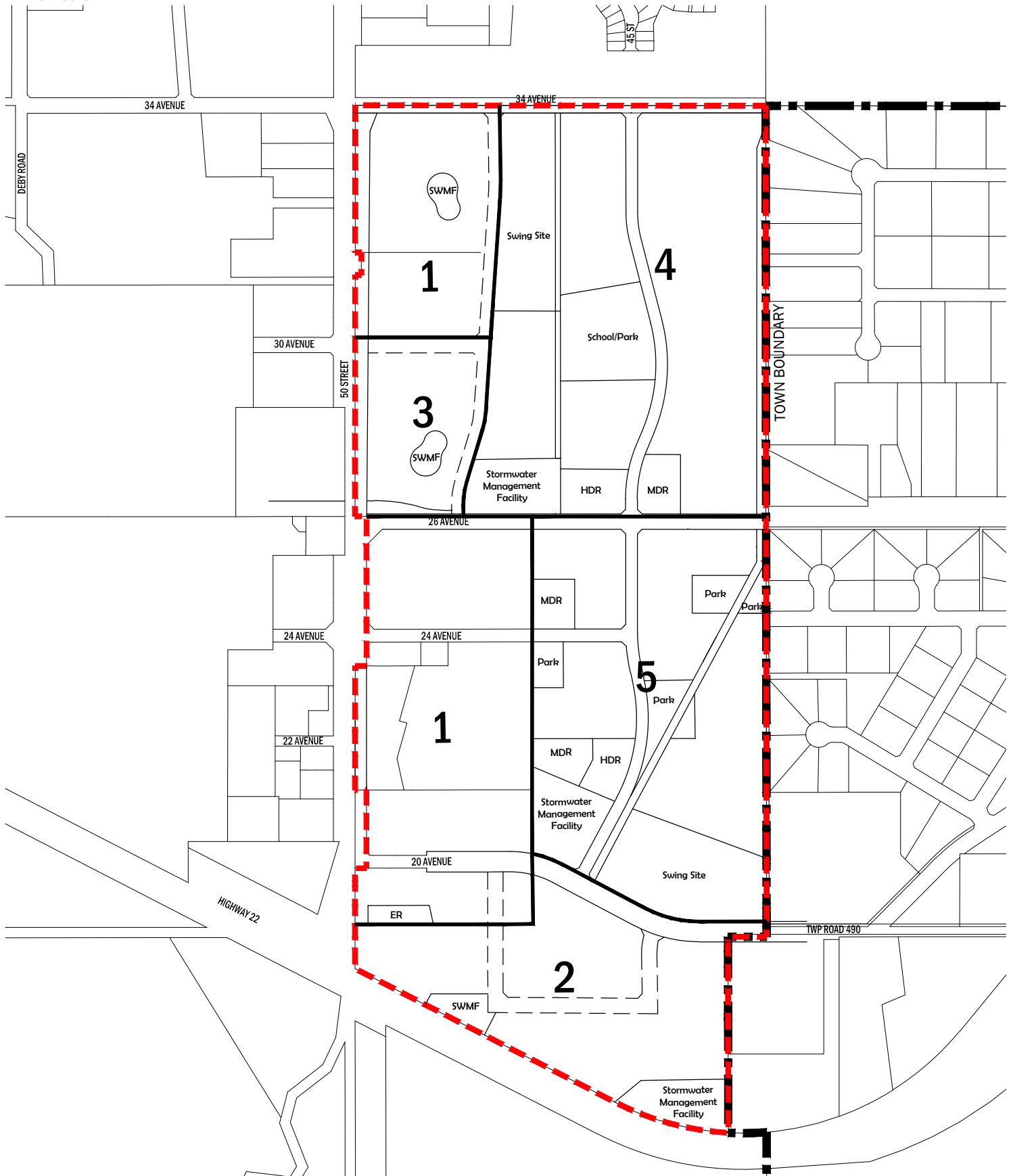
- NW 4-49-7-W5M located between 34th and 26th Avenues; and
- All parcels within SW 4-49-7-W5M and NW 33-48-7-5 located between 26th Avenue and ASP's south boundary.

The Town may, at its discretion accept separate, smaller Outline Plans where these plans are sufficiently integrated with one another to the Town's satisfaction.

10.3 Land Use Bylaw

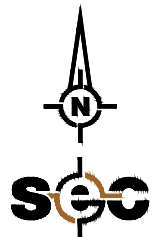
Town of Drayton Valley Land Use Bylaw 2007/24/D provides the land use districts that will be utilized to implement the 50th Street East ASP development concept. These standard land use districts have unique subdivision and development regulations that will be selected from to best complement the land use form and policies intended by this Area Structure Plan.

The ASP will be implemented by use of a range of available low density residential (e.g. R1A, R1B, R1N, RMP, R2) and multiple residential districts (e.g. R3, R4) available in the Land Use Bylaw. These intended districts may also include future standard residential districts adopted by Council over time where they are consistent with the ASP's identified density and use. Commercial lands will be implemented by the C2 General Commercial District that anticipates businesses on major transportation routes and/or generating large volumes of traffic.



LEGEND

- - - ASP Boundary
- Staging Boundary
- Town Boundary



STAGING PLAN

0 100 200 m scale 1:10,000

50 STREET EAST
TOWN OF DRAYTON VALLEY

118-15024_03_PR009.DWG
Rlashuk May 24, 2017

FIGURE 9

APPENDIX A

Land Use Distribution

Appendix 'A' - Land Use Distribution

Land Use	Hectares	%	Units	%	Population	%
Gross Area	145.38					
Environmental Reserve	0.46					
50 th Street Road Widening	2.79					
26 th Avenue Road Widening	2.68					
Pipeline ROWs	2.50					
Subtotal	8.43					
Gross Developable Area	136.95					
Parks/Municipal Reserve*	6.38	4.7%				
Stormwater Facilities/PULs	7.27	5.3%				
Roads	20.58	15.0%				
Commercial	54.78	40.0%				
Swing Site Commercial (Potential Low Density Residential)	9.35	6.8%	(140)		(484)	
Subtotal – Other Uses	98.36	71.8%				
Residential						
Low Density – Single-Detached	20.45	14.9%	306	35.6%	1,058	40.7%
Low Density – Semi-Detached	6.82	5.0%	136	15.8%	470	18.1%
Low Density Manufactured Home Park	6.73	4.9%	100	11.6%	320	12.3%
Medium Density - Townhousing	2.60	1.9%	117	13.6%	374	14.4%
High Density - Apartments	2.00	1.5%	200	23.3%	380	14.6%
Total Non-Residential Area	38.59	28.2%	859	100.0%	2,602	100.0%
		100%				

Low Density – Single Detached	15 units per hectare	3.46 persons per unit
Low Density – Semi-Detached	20 units per hectare	3.46 persons per unit
Low Density Manufactured Home Park	15 units per hectare	3.20 persons per unit
Medium Density - Townhousing	45 units per hectare	3.20 persons per unit
High Density - Apartments	100 units per hectare	1.90 persons per unit

* Note: Municipal Reserves are by cash in lieu of land for most commercial and swing site lands.

APPENDIX B

Oil Facilities and Pipelines

Appendix 'B' - Oil Facilities and Pipelines

Ref. No.	Identification No.	Licensee	Substance	H2S	Status
1.	02/12-10-49-07-W5M	ARC Resources Ltd.	CR-Oil	Not Available	Pump
2.	00/06-04-49-7-W5M	ARC Resources Ltd.	Water	No Analysis	Injection
3.	00/14-04-49-7-W5M	ARC Resources Ltd.	CR-Oil	No Analysis	Pump
4.	30-90	ARC Resources Ltd.	Natural Gas	0.03 mol/kmol	Operating
5.	2876-3	ATCO Gas and Pipelines	Natural Gas (HP)	0 mol/kmol	Operating
6.	2876-11	ATCO Gas and Pipelines	Natural Gas (HP)	0 mol/kmol	Operating
7.	2877-6	ARC Resources Ltd.	Oil Well Effluent	0.1 mol/kmol	Discontinued
8.	5234-3	ARC Resources Ltd.	Fuel Gas	0 mol/kmol	Abandoned
9.	6625-1	ARC Resources Ltd.	Salt Water (HP)	0 mol/kmol	Operating
10.	2877-32	ARC Resources Ltd.	Oil Well Effluent	0.1 mol/kmol	Operating
11.	16405-20	ARC Resources Ltd.	Oil Well Effluent (HP)	0 mol/kmol	Operating
12.	5234-1	ARC Resources Ltd.	Fuel Gas	0 mol/kmol	Abandoned
13.	16405-8	ARC Resources Ltd.	Oil Well Effluent	0 mol/kmol	Discontinued
14.	1783-1	ARC Resources Ltd.	Fuel Gas	0 mol/kmol	Abandoned
15.	30-78	ARC Resources Ltd.	Natural Gas	0.03 mol/kmol	Operating
16.	2852-36	ARC Resources Ltd.	Salt Water (HP)	0 mol/kmol	Operating
17.	586-4	Pembina Pipelines Corp.	HVP	0 mol/kmol	Abandoned
18.	16407-15	ARC Resources Ltd.	Oil Well Effluent (HP)	0 mol/kmol	Operating
19.	3337-13	ARC Resources Ltd.	Salt Water (HP)	0 mol/kmol	Operating
20.	1288-1	Pembina Pipelines Corp.	Crude Oil	0 mol/kmol	Abandoned
21.	2878-6	ARC Resources Ltd.	Oil Well Effluent	0 mol/kmol	Abandoned
22.	00/04-04-49-7-W5M	ARC Resources Ltd.	CR-Oil	No Analysis	Pump
23.	00/12-04-49-7-W5M	ARC Resources Ltd.	CR-Oil	No Analysis	Pump
24.	103-29	ATCO Gas and Pipelines	Natural Gas (HP)	0 mol/kmol	Operating
25.	5234-2	ARC Resources Ltd.	Fuel Gas	0 mol/kmol	Abandoned
26.	3337-9	ARC Resources Ltd.	Salt Water (HP)	0 mol/kmol	Operating
27.	3337-8	ARC Resources Ltd.	Salt Water	0 mol/kmol	Abandoned
28.	2852-12	ARC Resources Ltd.	Salt Water	0 mol/kmol	Abandoned
29.	25632-1	Town of Drayton Valley	Crude Oil	0 mol/kmol	Abandoned
30.	25633-1	Town of Drayton Valley	HVP	0 mol/kmol	Abandoned
31.	2877-32	ARC Resources Ltd.	Oil Well Effluent	0.1 mol/kmol	Operating
32.	2877-6	ARC Resources Ltd.	Oil Well Effluent	0.1 mol/kmol	Discontinued
33.	380-2	Pembina Pipelines Corp.	Crude Oil	0 mol/kmol	Abandoned
34.	586-4	Pembina Pipelines Corp.	HVP	0 mol/kmol	Abandoned
35.	16407-16	ARC Resources Ltd.	Salt Water	0 mol/kmol	Operating
36.	16407-18	ARC Resources Ltd.	Salt Water	0 mol/kmol	Discontinued
37.	16407-19	ARC Resources Ltd.	Salt Water	0 mol/kmol	Operating
38.	16407-21	ARC Resources Ltd.	Salt Water	0 mol/kmol	Abandoned
39.	16407-24	ARC Resources Ltd.	Salt Water	0 mol/kmol	Operating
40.	3063-2	ARC Resources Ltd.	Salt Water	0 mol/kmol	Operating
41.	3337-3	ARC Resources Ltd.	Salt Water	0 mol/kmol	Abandoned
42.	3337-7	ARC Resources Ltd.	Salt Water	0 mol/kmol	Operating
43.	00/14-33-49-7-W5M	ARC Resources Ltd.	CR-Oil	No Analysis	Pump

Notes: 1) The symbol "(HP)" indicates a high pressure line where maximum operating pressure exceeds 3,475 kPa.

2) Sour gas facilities have Hydrogen Sulfide (H2S) content greater than 10.0 mol/kmol. None were identified.