

BY-LAW NO. 611

of the

TOWN OF OYEN

A By-Law of the Town of Oyen to adopt the
Buffalo Trail Area Structure Plan.

WHEREAS, Pursuant to Section 64(1) of the Planning Act 1980 as amended, Council may by By-Law passed in accordance with Section 6 of the Planning Act, adopt a plan to be known as "The Buffalo Trail Area Structure Plan."

AND WHEREAS, at Council's request the Palliser Regional Planning Commission has prepared "The Buffalo Trail Area Structure Plan" based on survey and analysis of existing land use, transportation, utilities and other relevant factors.

NOW THEREFORE, the Council of the Town of Oyen enacts as follows:

1. This By-Law may be cited as the "Buffalo Trail Area Structure Plan."
2. Council adopted as "The Buffalo Trail Area Structure Plan" Part 1.0 and 3.0 of this text and accompanying figures.
3. This By-Law shall take effect as of the date of the final reading thereof.

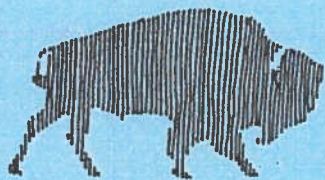
READ A FIRST TIME THIS 15TH DAY OF SEPTEMBER, 1987.

READ A SECOND TIME THIS 3RD DAY OF MAY, 1988.

READ A THIRD TIME AND FINALLY PASSED THIS 3RD DAY OF MAY, 1988.
CARRIED UNANIMOUSLY.


MAYOR


MUNICIPAL ADMINISTRATOR



Buffalo Trail

Area Structure Plan

Town of Oyen

Prepared by: Palliser Regional Planning Commission

Buffalo Trail Area Structure Plan

Town of Oyen
Bylaw No. 611



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TOWN OF OYEN
BYLAW NO. 611

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1. This Bylaw may be cited as the "Buffalo Trail Area Structure Plan."
2. Council adopts as "The Buffalo Trail Area Structure Plan" Part 1.0 and 3.0 of this text and accompanying figures.
3. This Bylaw shall take effect as of the Date of the Final Reading thereof.

READ A FIRST TIME THIS 19TH DAY OF, January, 1988.

READ A SECOND TIME THIS 5TH DAY OF, April, 1988.

READ A THIRD TIME AND FINALLY PASSED THIS 5TH DAY OF, April, 1988.

Mayor

Town Manager



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AMENDMENTS

| <u>BYLAW NO.</u> | <u>DESCRIPTION</u> | <u>DATE</u> |
|------------------|---|--------------------|
| 640 | Amendments to Figures 3, 5, & 6 to depict Parcel 1 (ptn. of W. 1/2 35-27-4-W4M) for future recreational uses. | September 05, 1983 |

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INTRODUCTION



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Area Structure Plan

1.0 INTRODUCTION

1.1 Plan Purpose and Objectives

The purpose of this Area Structure Plan is to provide a framework for subsequent subdivision and development of the Plan Area as shown in Figure 1. The objectives of the Plan are as follows:

- To specifically outline the proposed land uses for the Plan Area taking into account existing development and Highway No. 41.
- To show the general locations of required roads and utilities for the Plan Area.
- To describe the sequence of development in the Plan Area.

1.2 Historical Background

- In October, 1959 eight one-half to one acre parcels were created in the Plan Area adjacent to what was then the east town boundary (Fourth Street East). These lots now front onto Highway No. 41 just south of the railway.
- In September, 1968 the current right-of-way for Highway No. 41 was registered.
- In September, 1982 the Oyen Engineering Study was prepared by Underwood McLellan Ltd. for the Town of Oyen. One of the purposes of this study was to determine the serviceability of the lands included in this Plan. General locations for future trunk lines were included in this study.
- In April, 1984 the Oyen Transportation Study was prepared by Stanley Associates Engineering Ltd. for the Town of Oyen. This Study made several recommendations concerning how subdivision and development should occur in the vicinity of Highway No. 41.



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- In December, 1984 the Town of Oyen adopted the Oyen General Municipal Plan Bylaw No. 577. The General Municipal Plan identified the Plan Area as suitable for highway commercial development and recommended that the area be annexed into the Town. The General Municipal Plan also recommended that an Area Structure Plan be adopted prior to subdivision and development occurring in the Plan Area (Policy 1.4 - General Municipal Plan).
- Effective December 31, 1986 the Plan Area was annexed into the Town of Oyen.
- In May, 1987 the Town of Oyen recinded Land Use Bylaw No. 538 and adopted Land Use Bylaw No. 603. The new bylaw shows the Plan Area zoned as "UR" Urban Reserve. The purpose and intent of this district is to reserve lands outside of the developed area of the Town for future urban development. An Area Structure Plan is required for lands zoned "UR" prior to further subdivision.

1.3 Plan Area

The land included in the Plan Area is situated in the east part of the Town in the vicinity of Highway No. 41. The Plan Area is shown in Figure 1.

The following are the legal descriptions, ownership, and sizes of the properties within the Plan Area:

| REF. NO. | LEGAL DESCRIPTION | OWNER | ACRES (HA) |
|-------------|---------------------------------|--|-----------------|
| 1 | Ptn. W. 1/2 sec. 35 27-4-W4M | Schmidt, Roland Russel | 165.12 (66.824) |
| 2 | Ptn. Lots 1-2; Plan 23 HW | United Farmers of Alberta | 1.71 (0.692) |
| 3 | Ptn. Lots 3-4; Plan 23 HW | Thurston, James L. | 1.63 (0.659) |
| 4 | Ptn. Lots 5-8; Plan 23 HW | Chinook Applied Research Association | 1.68 (0.679) |
| Roads | Various | | ±11.37 (4.601) |
| TOTAL | | | 181.51 (73.455) |

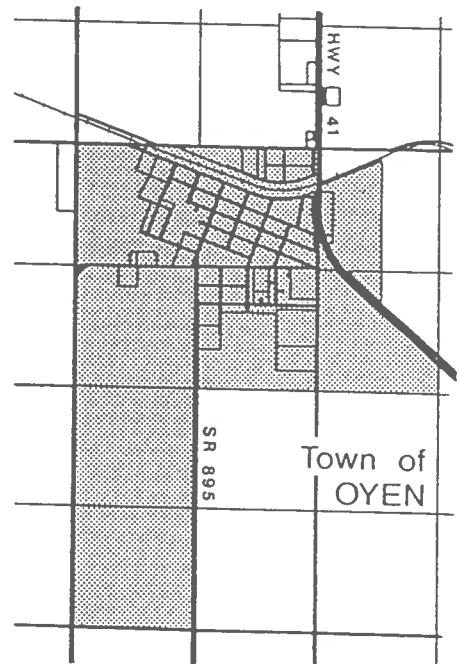
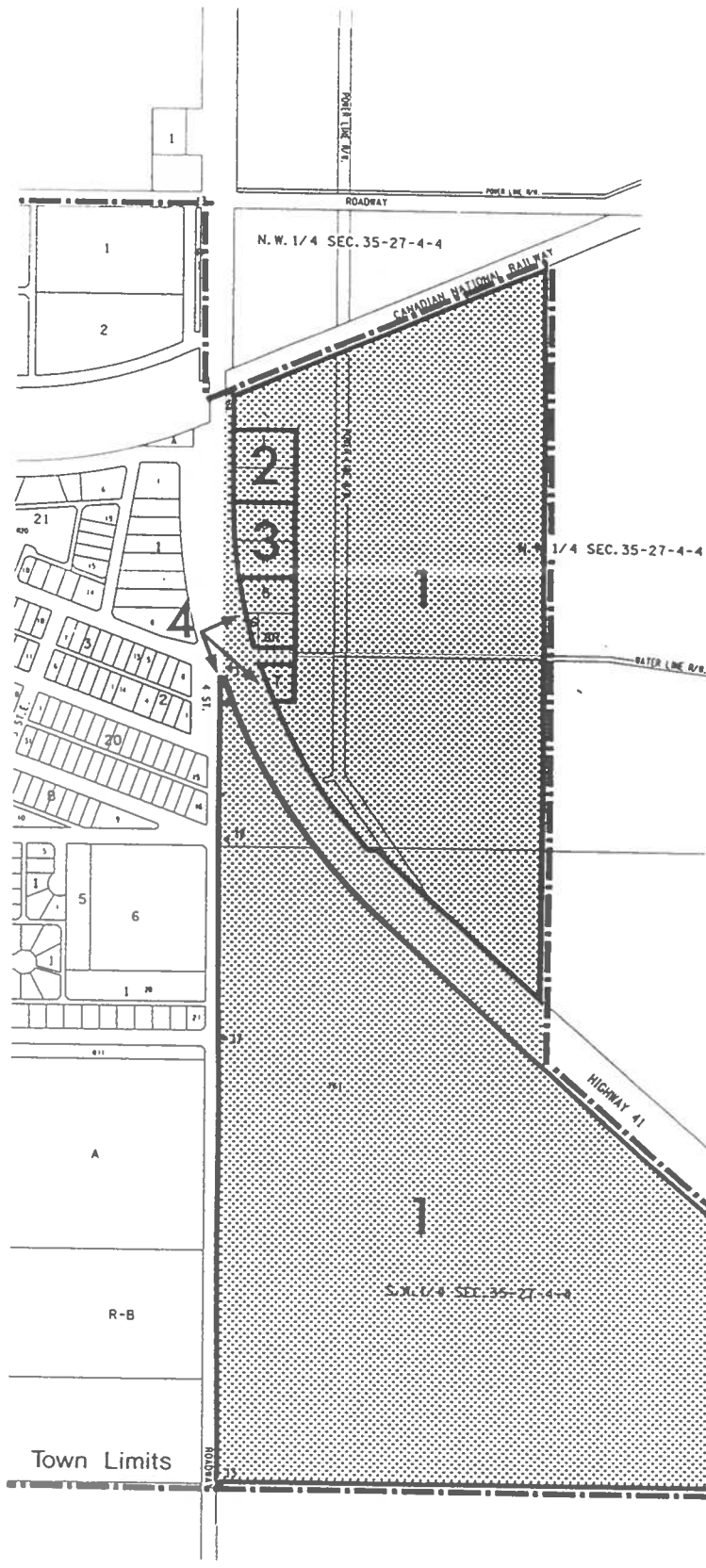
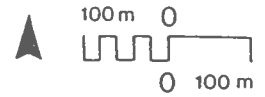


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Figure 1
PLAN AREA

Study Area 



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1.4 Plan Interpretation

The policies contained in the Plan are written to ensure a measure of flexibility in response to changes that may occur as the Plan Area is developed.

In this Plan;

1. "Plan" means the Buffalo Trail Area Structure Plan.
2. "Plan Area" means the Area shown in Figure 1 of this Plan.
3. "Land Use Bylaw" means the Oyen Land Use Bylaw No. 603 adopted by Council pursuant to the Planning Act or any succeeding Land Use Bylaw.
4. "General Municipal Plan" means the Oyen General Municipal Plan No. 577 adopted by Council pursuant to the Planning Act.
5. "Council" means the Council of the Town of Oyen.
6. All other words and expressions have the meanings respectively assigned to them in the Land Use Bylaw or the Planning Act.



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SITE ANALYSIS



Buffalo Trail

Area Structure Plan

2.0 SITE ANALYSIS

2.1 Topography

Topography in the vicinity of Oyen is gently undulating and characterized by hills and low areas. This type of landscape causes an immature drainage system where precipitation can accumulate in the low areas forming sloughs.

The Plan Area has two physical features which will affect future development. The first feature is a ridge which crosses the Plan Area in roughly an east - west direction. A lift station will be required to service the area north of the ridge with sanitary sewer (Oyen Engineering Study, 1982). The second feature is sloughs which may not be developable unless extensive levelling is undertaken. The highest point in the Plan Area is 2517 ft. (767.2 m) and the lowest point is 2485 ft. (757.6 m). Topographic features are shown in Figure 2.

2.2 Soils and Vegetation

Soils in the Plan Area are primarily dark brown chernozemic soils. These soils have a coarse sandy texture and drain rapidly. They have severe limitations for crop production because of site characteristics, topography and low rainfall.

Most of the Plan Area is cultivated using dry land farming techniques. The only natural vegetation is found adjacent to the larger sloughs which are ringed by willow and some poplar trees.

2.3 Utilities

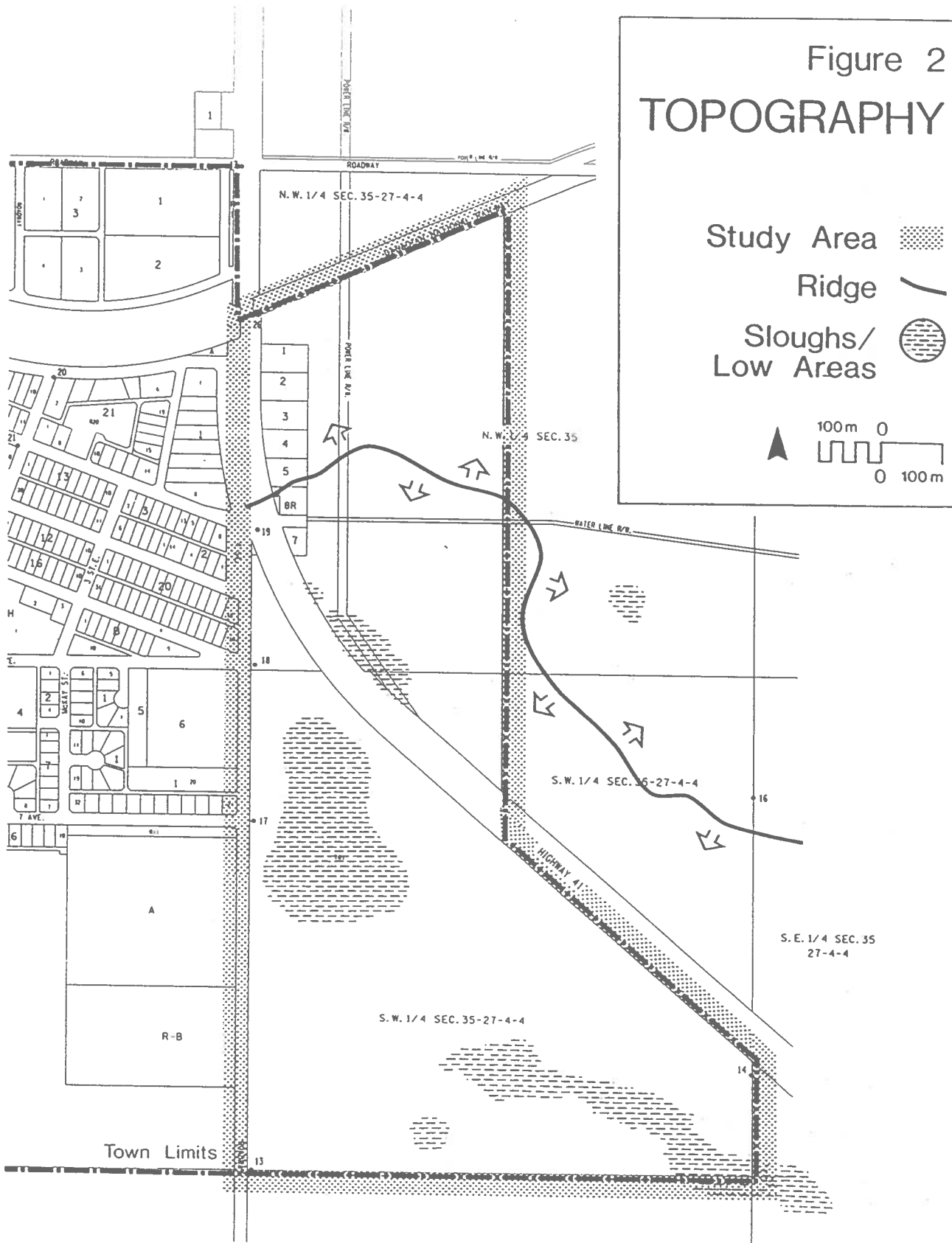
Two major utility lines cross the Plan Area. The Town of Oyen has a utility right-of-way containing a raw waterline which crosses the Plan Area in an east - west direction and Alberta Power has a utility right-of-way containing a 144 K.V. power line. It



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Figure 2
TOPOGRAPHY



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crosses the Plan Area in a north - south direction. These lines are shown in Figure 3. If possible both lines should be accommodated in any subdivision design because relocation costs are high.

The Town of Oyen has extended municipal water and sewer lines across Highway No. 41 adjacent to First Avenue to service existing urban development in the Plan Area. The cost associated with further extension of water and sewer lines into the Plan Area has been researched by the Town of Oyen and is contained in the Oyen Engineering Study, 1982 prepared by Underwood McLellan Ltd.

Other utility companies which would provide services in the Plan Area are Alberta Government Telephones (telephone), Alberta Power (electricity), and North-western Utilities Ltd. (gas).

2.4 Transportation

The Plan Area is bisected by Highway No. 41, a major roadway in the Provincial Highway Grid. In 1982 the average annual daily traffic volume on the highway was approximately 2440 (Alberta Transportation Traffic Counts, 1982).

At the request of the Town of Oyen, Stanley Associates Engineering Ltd. prepared the Town of Oyen Transportation Study, 1984. This document was intended to insure present and future transportation needs are met in Oyen. Three recommendations arising from this study affect the Plan Area:






- a) The portion of the Plan Area east of Highway No. 41 was determined to be the best location for future highway commercial development from a transportation perspective;
- b) Service roads were recommended along Highway No. 41 to reduce the number of access points onto the highway; and
- c) In the long term, the consultants recommend that a new south access be built into Town.

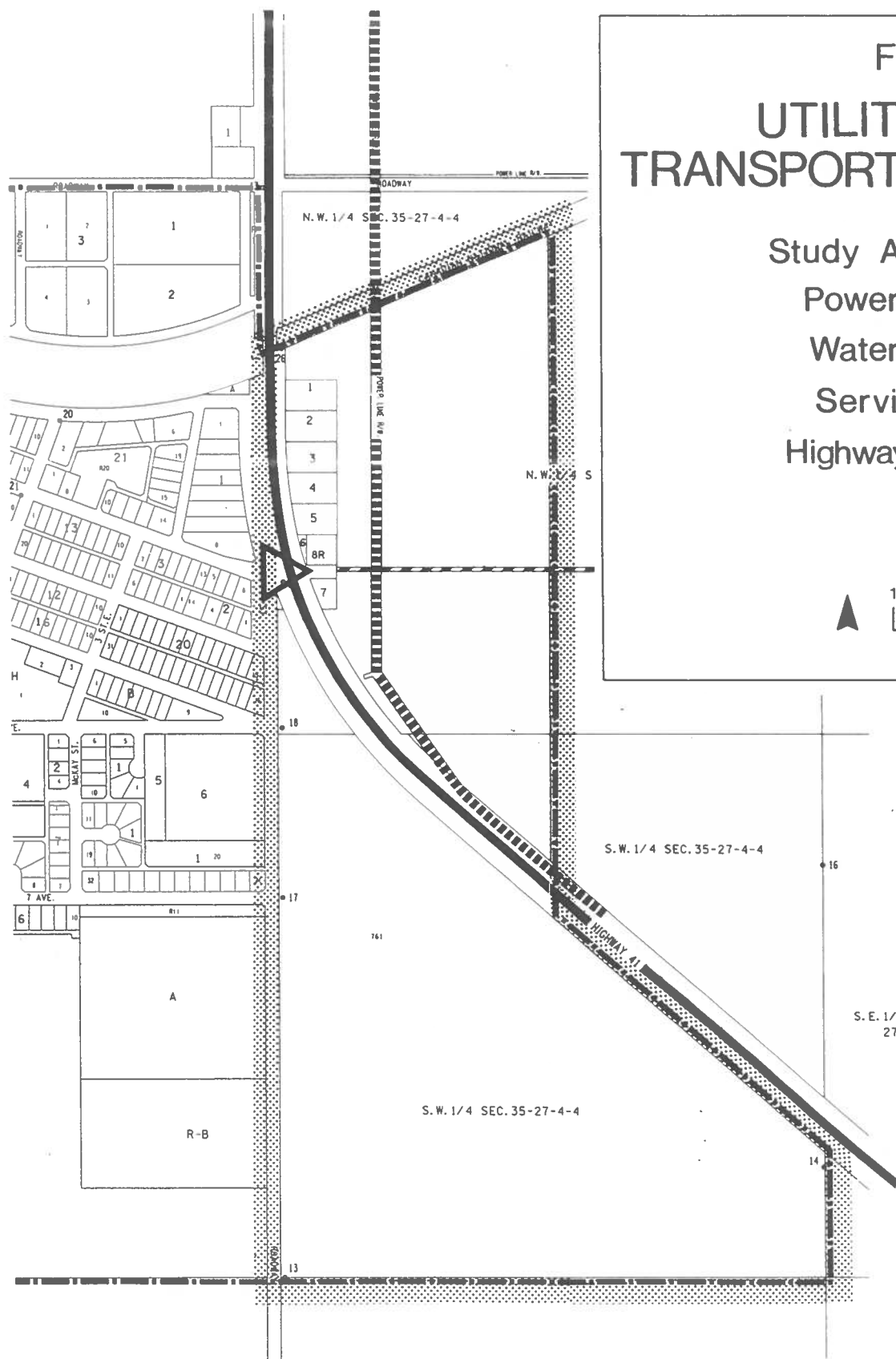
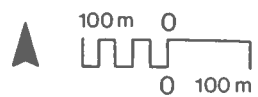


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Figure 3
**UTILITIES &
 TRANSPORTATION**

- Study Area 
- Powerline 
- Waterline 
- Services 
- Highway 41 



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Transportation considerations are shown in Figure 3.

2.5 Existing Development

The majority of the Plan Area is currently used for agricultural purposes. There is however an existing strip development adjacent to Highway No. 41 which was subdivided before the Highway was built. It contains a country residence, some industrial storage and the Chinook Applied Research Association (CARA) building. These uses are shown in Figure 4.

2.6 Summary of Constraints

Water Line - The Town of Oyen has a utility right-of-way containing a waterline which crosses the Plan Area in an east - west direction.

Power Line - Alberta Power has a utility right-of-way containing a powerline which crosses the Plan Area in a north - south direction.

Highway No. 41 - Highway No. 41 is located within the Plan Area. Only a limited number of properly spaced intersections will be permitted to gain access onto the Highway. Service roads will likely be required to provide access to lots with highway frontage.

Existing Development - There is an existing strip development in the Plan Area which was subdivided before the Highway was built.

Sanitary Servicing - A ridge crosses the Plan Area in roughly an east - west direction. A lift station will be required to service the area north of the ridge with sanitary sewage.

Sloughs - Several sloughs exist in the Plan Area.

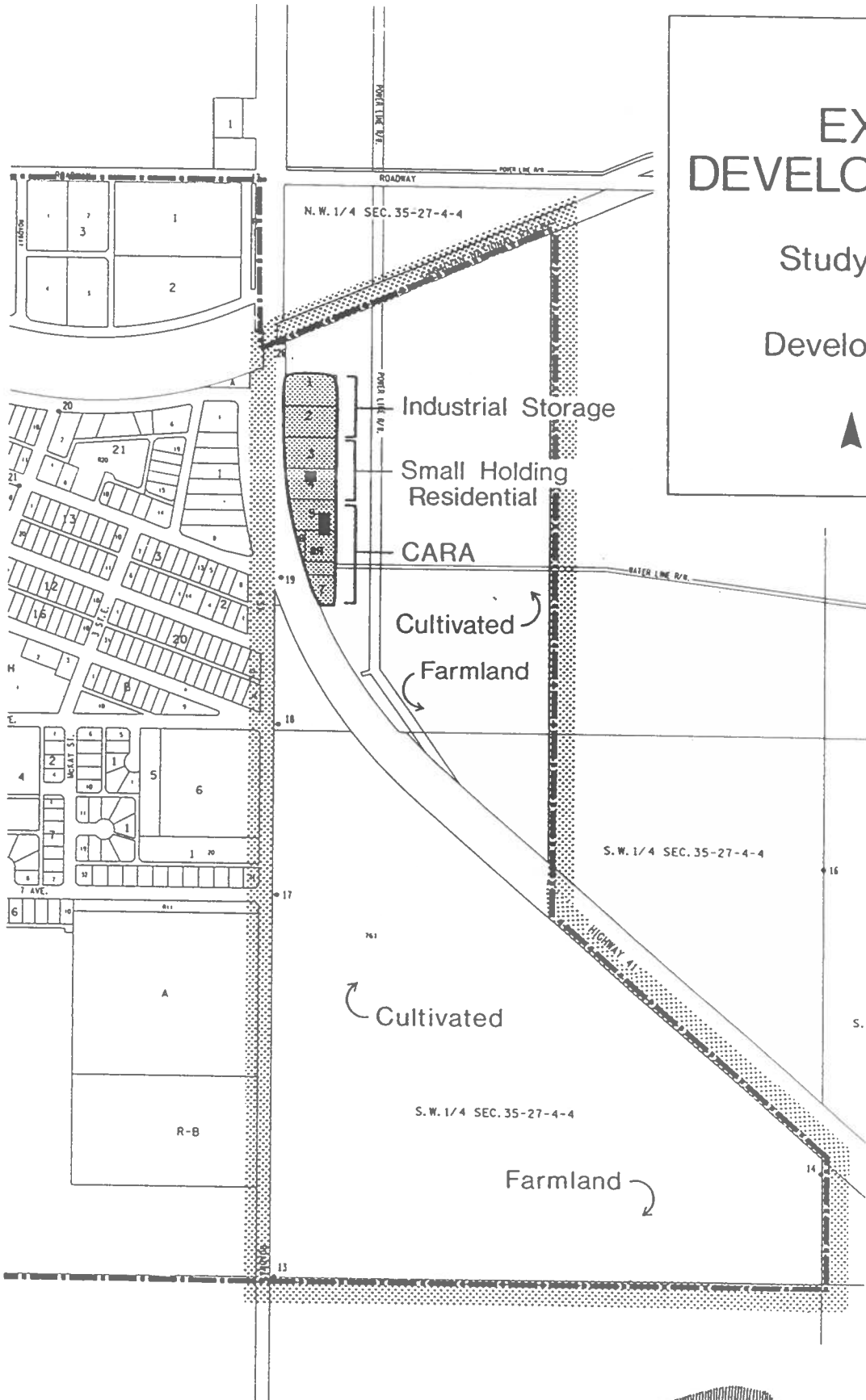
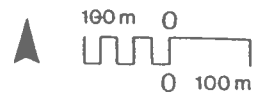


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Figure 4 EXISTING DEVELOPMENT

Study Area 
Strip Development 



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PLAN POLICY



Buffalo Trail Area Structure Plan

3.0 PLAN POLICY

3.1 Development Concept

The general organization of land uses and major roads for the Plan Area are shown in Figure 5. Lands east of Highway No. 41 have been identified as suitable for highway commercial and industrial development and lands west of the highway have been identified as suitable for residential. Some land south of the highway which has good access to the highway is designated as highway commercial and the major sloughs are designated as permanent open space. The amount of land allocated for each land use is outlined in Table 1. An appropriate system of major roadways has been included to insure that initial development does not prejudice future development. The rationale for this particular development concept is outlined below.

Residential Uses - The Town of Oyen currently has a sufficient supply of residential lots. The lands shown for residential purposes may be required in the long term or developed with alternative housing such as residential small holdings (Policy 4.9 General Municipal Plan).

Highway Commercial Uses - The Town of Oyen currently has no highway commercial sites available for development. To rectify this, the area immediately adjacent to Highway No. 41 which provides good visibility and access is designated highway commercial.








Industrial Uses - The Town of Oyen currently has no large fully serviced industrial lots available for development. To rectify this the area immediately east of the land designated highway commercial is designated as industrial. The cost of extending services to this area is less costly than extending services to the Town's existing industrial area. This proposed area does not create a land use conflict with existing and proposed residential areas.

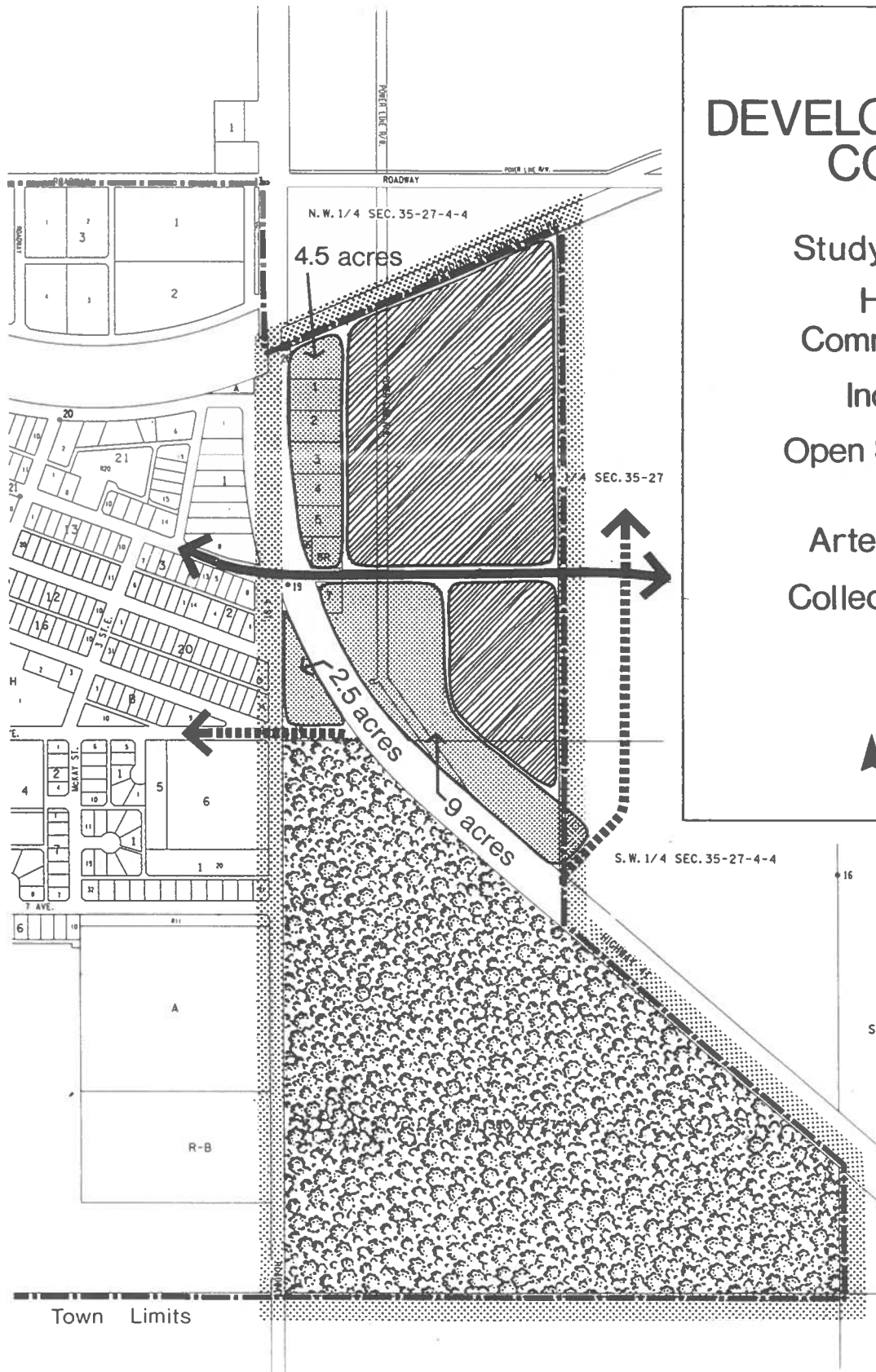
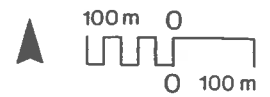


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Figure 5
DEVELOPMENT
CONCEPT

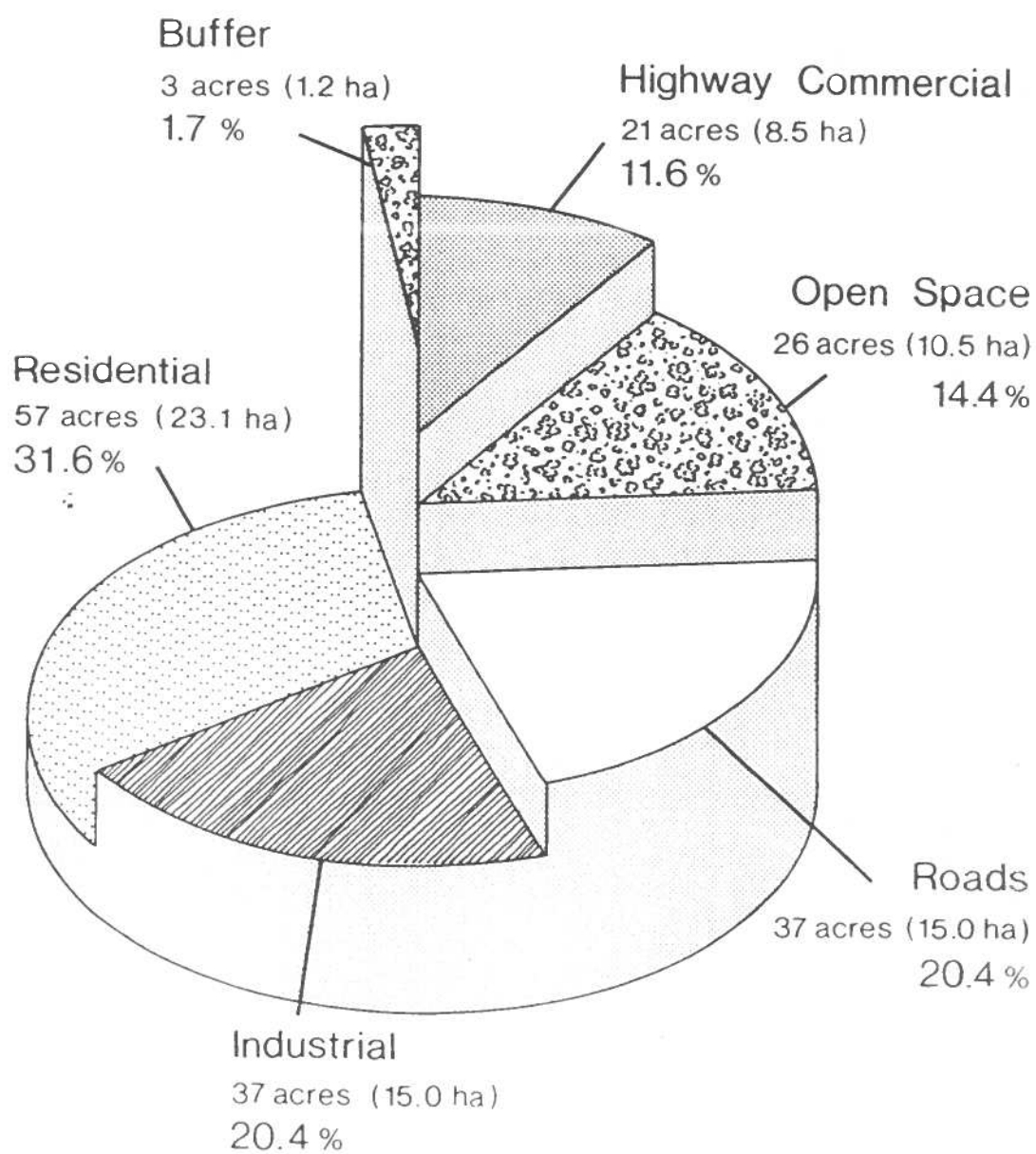
- Study Area 
- Highway 
- Commercial 
- Industrial 
- Open Space/
Buffer 
- Arterial Rd 
- Collector Rd 



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Table 1
SUMMARY OF LAND USES



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Open Space Uses - To minimize grading work and enhance the appearance of residential areas, major sloughs may be retained and designated as open space areas. The sloughs may be linked together to create a linear open space which is conducive to trail and bike-path development. Some modification to the sloughs may be required to enhance their appearance and utilize them for storm retention ponds.

Buffers - Major buffers have been provided between the highway and proposed residential areas. This buffer can accommodate noise attenuation facilities such as berms and landscaping (Policy 2.8 General Municipal Plan).

Major Roadways - Three additional major roads are required within the Plan Area to service future development. The first is an extension of First Avenue east from Highway No. 41. This roadway should be designated as an arterial route as is the case with the existing portion of First Avenue (Figure 1, General Municipal Plan). It should follow the existing alignment of the Town's raw water line.

The second is the future south access (Oyen Transportation Transportation Study). This roadway will link into the Second Street East extension shown in the General Municipal Plan (Figure 1, General Municipal Plan) and should be designated as a collector road.

The alignment of the south access has been modified somewhat from that proposed in the Oyen Transportation Study. The alignment shown in Figure 5 provides better access to the highway commercial areas north of Highway No. 41 and does not encroach on park facilities near the fishing pond.

The third is an extension to Fifth Avenue which will parallel the highway and act as a service road. It should be designated as a collector road (Figure 1, General Municipal Plan).



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3.2 Subdivision Policies and Standards

3.2.1 Prior to approving further subdivisions east of Highway No. 41 the Town of Oyen **should** improve the design and appearances of the intersection of First Avenue and Highway No. 41 (Policy 8.3 - General Municipal Plan).

3.2.2 All roads developed in the study area **should** conform with the roadways outlined in Figure 5 of this plan and the road standards shown in Table 2.

3.2.3 Service roads or internal roads **shall** be required to access lots created which front onto Highway No. 41.

3.2.4 All subdivisions **should** provide a variety of lot sizes and building sites to accommodate a variety of developments.

3.2.5 All lots **should** be rectangular in shape with the narrow side of the lot facing the street.

3.2.6 All subdivisions **should** be designed to provide lots on both sides of roadways.

3.2.7 Partially serviced lots **shall** be created in accordance with Table 3.

Table 3

MIN. SIZES FOR PARTIALLY SERVICED LOTS

| Servicing | Minimum Lot Size | Minimum Lot Width |
|--|-------------------------------|-------------------|
| Municipal Water Private Sewage System | 15,000 sq. ft. 1393.5 sq.m | 100 ft. 30.5 m |
| Private Water & Municipal Sewage System | 10,000 sq. ft. 929 sq.m | 100 ft. 30.5 m |
| Private Water & Sewage System | 20,000 sq. ft. 1858 sq.m | 100 ft. 30.5 m |



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Table 2
ROAD STANDARDS

| | Local Road | Service Road | Collector Road | Arterial Road |
|------------------------------------|---|--|---|---|
| Function | Provides direct access to property. | Provides direct access to property isolated by a highway which has access control. | Carries traffic between local roads and arterial roads. | Carries traffic between major destinations. |
| Minimum Intersection Spacing | 75 m | 75 m | 75 m | 150 m |
| Minimum Right-of-Way | 15 m | 30 m | 20 m | 25 m |
| Surface Material | <ul style="list-style-type: none">• Gravel for industrial• Pavement for residential & commercial | Pavement | Pavement | Pavement |
| Surface Width (No Parking) | 5.5 m | 5.5 m | 6.5 m | 7.5 m |
| Surface Width (Parking Both Sides) | 9.5 m | 9.5 m | 12.0 m | - |



3.2.8 All highway commercial development **should** be serviced with municipal sewer and water.

3.2.9 Where possible all subdivisions **shall** integrate existing right-of-ways into roadways or along lot boundaries.

3.2.10 All utilities installed in the Plan Area **should** meet the Town of Oyen's servicing standards.

3.2.11 Buffer strips no less than 40 ft. (12 m) in width **shall** be provided between Highway No. 41 and residential lots.

3.3 Development Policies and Standards

3.3.1 The conservation of resources, particularly water, **should** be encouraged in all new development within the Plan Area (Policy 2.5 - General Municipal Plan).

3.3.2 Commercial development in the Plan Area **should** be restricted to those uses which primarily service highway traffic e.g. service stations, restaurants, motels (Policy 5.1 and 5.5 - General Municipal Plan).

3.3.3 All industrial development located adjacent to land zoned highway commercial or Highway No. 41 **should** provide some form of buffer to avoid land use conflicts and provide screening from public view. The nature of the buffer will be determined by Council at the time of subdivision.

3.3.4 All land intended for industrial development **shall** be controlled using the "I" Industrial District in the Oyen Land Use Bylaw.

3.3.5 All land intended for commercial development **shall** be controlled by the new highway commercial district as outlined in Appendix A. This district must be incorporated in the Land Use Bylaw by amending Bylaw.



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3.3.6. All land intended for residential development **shall** be controlled using the appropriate residential district in the Oyen Land Use Bylaw.

3.4 Staging

Figure 6 illustrates a recommended sequence of development of land within the Plan Area. This sequence represents a logical and cost efficient extension of the existing utility and transportation infrastructure discussed in previous sections of this Plan.

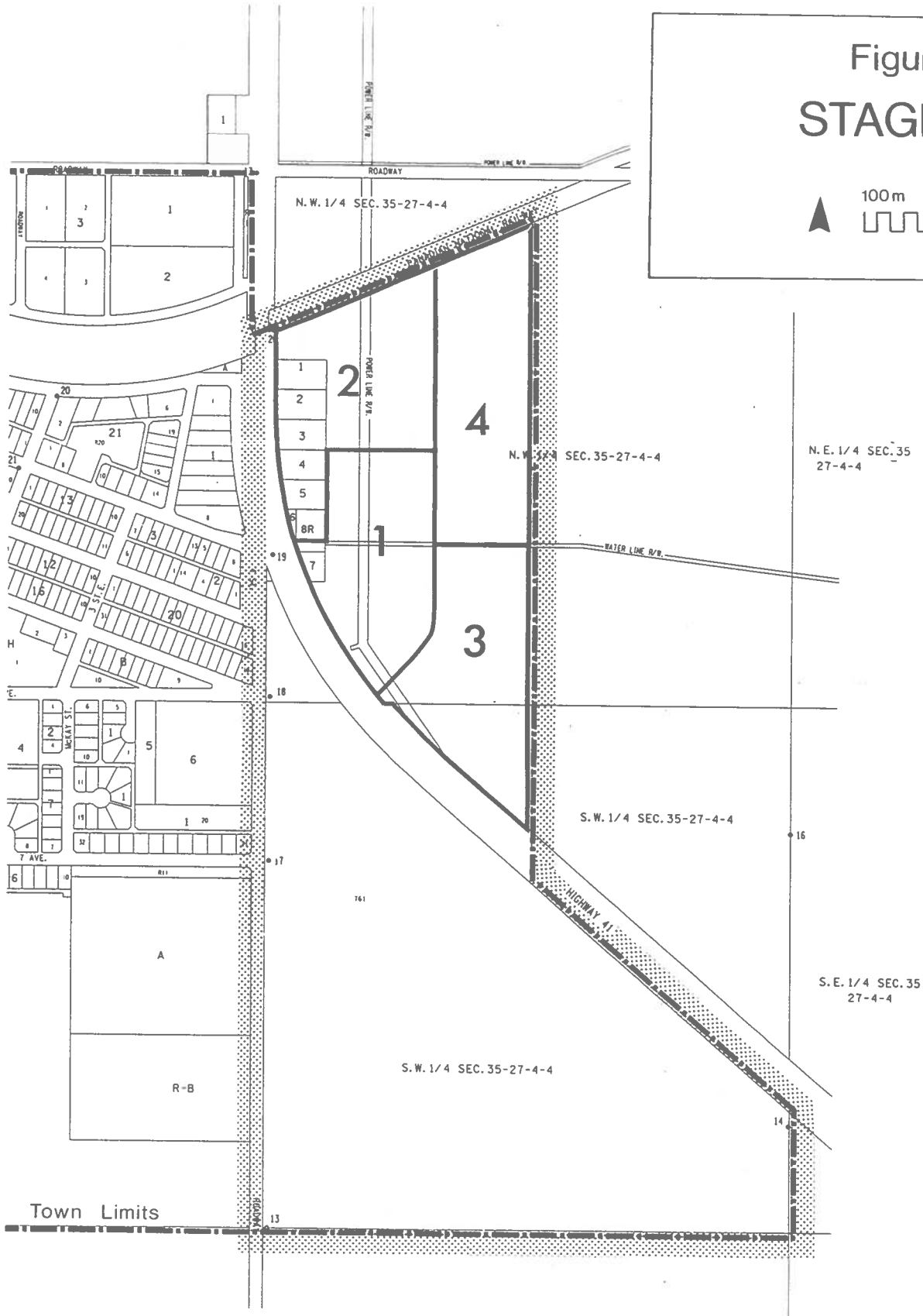
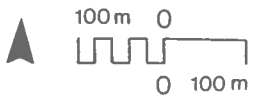
It should be noted that constraints may arise which inhibit the development of land in the proper sequence. This is permitted if the developer is willing to cover the additional costs of service extension.



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Figure 6
STAGING



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IMPLEMENTATION



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Area Structure Plan

4.0 IMPLEMENTATION

4.1 Plan Adoption

The Buffalo Trail Area Structure Plan, passed in accordance with Part 6 of the Planning Act shall become a statutory document of the Town of Oyen.

4.2 Land Use Bylaw Amendment

The Oyen Land Use Bylaw amendments required to implement this Plan include:

- Designating newly subdivided lots in the Plan Area in accordance with the development concept shown in Figure 5. The initial amendment which would be required in conjunction with subdivision of Stages I and II is shown in Figure 7.
- Inclusion of the highway commercial district shown in Appendix A.

4.3 Subdivision Design - Stages I and II



The attached subdivision design represents Stage I and II of the Area Structure Plan (Figure 7). The design covers an area of approximately 27.1 Acres (11 Ha) and includes seven new highway commercial sites and fourteen new industrial sites. The existing lots along Highway No. 41 have been incorporated into the design and are intended for highway commercial infill. A service road is provided along the frontage of these lots. The local road which fronts the remainder of the lots follows the alignment of the Alberta Power right-of-way. This road will become a service road at the point where the right-of-way converges with Highway No. 41 and it will eventually link into the proposed south access.

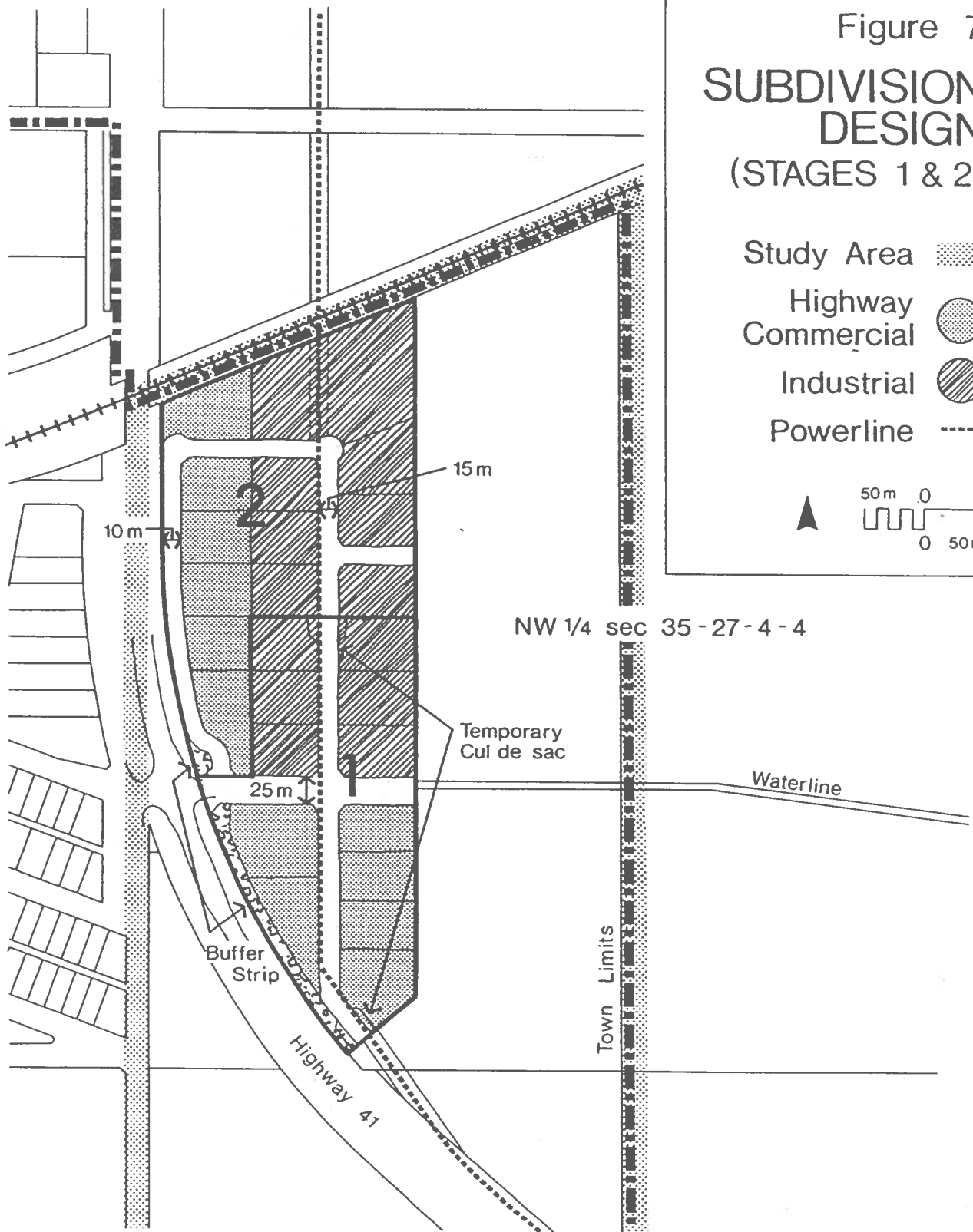
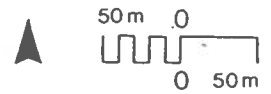


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Figure 7
**SUBDIVISION
 DESIGN**
 (STAGES 1 & 2)

Study Area 
 Highway 
 Commercial 
 Industrial 
 Powerline 



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The proposed design provides a variety of lot sizes and is relatively cost effective to service. Most lots are rectangular to minimize frontage (usually 150 ft. (45.7 m)) and an effort is made to front lots on both sides of the roads. Both of these features minimize road and servicing costs. Lot depth varies from 180 ft. (54.8 m) to 262 ft. (80 m) and lot size varies from .61 acres (.25 Ha) to 2.67 acres (1.08 Ha). Lots with highway exposure and access are proposed for highway commercial use and internal lots are proposed for industrial use.

4.4 Plan Amendment

While this Plan is intended to establish a long term development pattern for the Plan Area, future conditions may require Council to make minor amendments. Before giving Second Reading to any amending Bylaw, it shall be referred to the Director of the Palliser Regional Planning Commission for comment and such comments are to be read at the Public Hearing.



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APPENDIX



Buffalo Trail

Area Structure Plan

DRAFT

HWY-C - Highway Commercial District(1) Purpose

The purpose and intent of this district is to provide a limited range of essential services adjacent to a highway to serve the motoring public.

(2) Permitted Uses

- Permitted signs

(3) Discretionary Uses

- Motels
- Restaurants
- Farm Equipment Dealers
- Tourist Information Centres
- Accessory Building and Uses
- Automobile Sales and Service
- Service Stations - which may include servicing facilities, car washes, eating facilities and convenience stores
- Drive-in Businesses
- Public and quasi-public buildings and facilities and installations
- Additions to or replacement of one family dwellings which existed prior to 1987

(4) Minimum Requirements

(a) Site Area:

- (i) 1,858 m² (20,000 sq.ft.) for motels; and
- (ii) 1,115 m² (12,000 sq.ft.) for all other uses.

(b) Front Yard:

- (i) 9.1 m (30 ft.)

(c) Side Yard:

- (i) 3.2 m (10 ft.) or as required by the Municipal Planning Commission.
-

(d) Rear Yard:

(i) 6 m (20 ft.)

(5) Maximum Limits

(a) Height:

(i) 13.7 m (45 ft.) unless otherwise approved by the Municipal Planning Commission.

(6) Parking

Parking requirements shall be determined by the Municipal Planning Commission based on the evaluation of each individual application.

(7) Landscaping & Screening

- (a) A minimum of 10% of the site area must be landscaped in accordance with the plan approved by the Municipal Planning Commission;
 - (b) Any trees or shrubs which die, that were planted under the approved plan, must be replaced the next planting season;
 - (c) Outside storage areas of material and equipment should be screened from adjacent sites and public thoroughfares; and
 - (d) Garbage and waste material must be stored in weather and animal proof containers and screened from adjacent sites and public thoroughfares.
-

BY-LAW NO. 640
OF THE
TOWN OF OYEN

A By-Law of the Town of Oyen amending
By-Law No. 611 being the Town of Oyen
Buffalo Trail Area Structure Plan.

WHEREAS, The Town of Oyen has enacted by by-law, the Buffalo
Trail Area Structure Plan.

AND WHEREAS, it is deemed acceptable to amend the Buffalo Trail
Area Structure Plan.

AND WHEREAS, Part 44 of the Buffalo Trail Area Structure Plan
referring to Sections 139 - 143 inclusive of the Alberta Planning Act
provides the Area Structure Plan By-Law may be amended by an amending
By-Law.

NOW THEREFORE, the Council of the Town of Oyen duly assembled
enacts as follows:

1. That references to proposed Parcel 1 (as shown in Exhibit 1) in
Section 3.1 of the Buffalo Trail Area Structure Plan which
identifies said parcel for future residential and commercial
development be amended to depict proposed Parcel 1 for recreationa
use and Figures 3, 5 and 6 be amended as shown in Schedule A, B
and C.

This By-Law shall take effect as of the date of final reading
thereof.

Read a first time this 15th day of August , 1989.

Read a second time this 15th day of August , 1989.

Read a third time and finally passed this 5th day of September, 198

Mayor

Municipal Administrator

BY-LAW NO. 640
OF THE
TOWN OF OYEN

A By-Law of the Town of Oyen amending
By-Law No. 611 being the Town of Oyen
Buffalo Trail Area Structure Plan.

WHEREAS, The Town of Oyen has enacted by by-law, the Buffalo
Trail Area Structure Plan.

AND WHEREAS, it is deemed acceptable to amend the Buffalo Trail
Area Structure Plan.

AND WHEREAS, Part 44 of the Buffalo Trail Area Structure Plan
referring to Sections 139 - 143 inclusive of the Alberta Planning Act
provides the Area Structure Plan By-Law may be amended by an amending
By-Law.

NOW THEREFORE, the Council of the Town of Oyen duly assembled
enacts as follows:

1. That references to proposed Parcel 1 (as shown in Exhibit 1) in
Section 3.1 of the Buffalo Trail Area Structure Plan which
identifies said parcel for future residential and commercial
development be amended to depict proposed Parcel 1 for recreational
use and Figures 3, 5 and 6 be amended as shown in Schedule A, B
and C.

This By-Law shall take effect as of the date of final reading
thereof.

Read a first time this 15th day of August , 1989.

Read a second time this 15th day of August , 1989.

Read a third time and finally passed this 5th day of September, 1989.

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Mayor

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Municipal Administrator