

**TOWN OF DRUMELLER
BYLAW NUMBER #19-01**

A BYLAW OF THE TOWN OF DRUMHELLER to rescind Ministerial Order No. 558/81, the Rosedale Northwest Area Structure Plan and to adopt the Northwest Rosedale Industrial Area Structure Plan, and to amend Bylaw No. 36-98, the Town of Drumheller Land Use Bylaw.

WHEREAS pursuant to the provision of Section 633(1) of the *Municipal Government Act*, S.A. 1994, Chapter M-26.1, a council may pass a bylaw for the purpose of adopting an area structure plan to provide a framework for subsequent subdivision and development of land within the Town;

AND WHEREAS an Area Structure Plan referred to as the Northwest Rosedale Industrial Area Structure Plan has been prepared to provide a framework for the subdivision and development of Portions of Section 29, Township 28, Range 19, W4M (hereinafter referred to as the "subject land");

AND WHEREAS it is deemed appropriate to adopt the Northwest Rosedale Industrial Area Structure Plan;

AND WHEREAS the document dated February 2002 entitled the "Northwest Rosedale Industrial Area Structure Plan", a copy of which is attached as Schedule "A" to this Bylaw, is proposed for adoption;

AND WHEREAS it is deemed appropriate to add a new land use district, being the "M-2R" – Restricted Medium Industrial District into the Town of Drumheller Land Use Bylaw, a copy of which is attached as Schedule "B";

AND WHEREAS the subject land is presently designated as "M-2" Medium Industrial District under the Town of Drumheller Land Use Bylaw;

AND WHEREAS the area structure plan recommends a portion of the subject land be re-designated as "M-2R" – Restricted Medium Industrial District under the Town of Drumheller Land Use Bylaw as shown on Schedule "C" to this Bylaw;

AND WHEREAS the requirements of the *Municipal Government Act* S.A. 1994, Chapter M-26.1 regarding the advertising of this Bylaw have been complied with;

AND WHEREAS copies of this Bylaw and related documents were made available for inspection by the public at the office of the Town of Drumheller as required by the *Municipal Government Act* S.A. 1994, Chapter M-26.1;

AND WHEREAS a public hearing with respect to this Bylaw was held in the Council Chambers at the Town Hall on the 17th day of December, 2001 at 5:30 pm;

NOW THEREFORE THE MUNICIPAL CORPORATION OF THE TOWN OF DRUMHELLER, IN COUNCIL ASSEMBLED, ENACTS THE FOLLOWING:

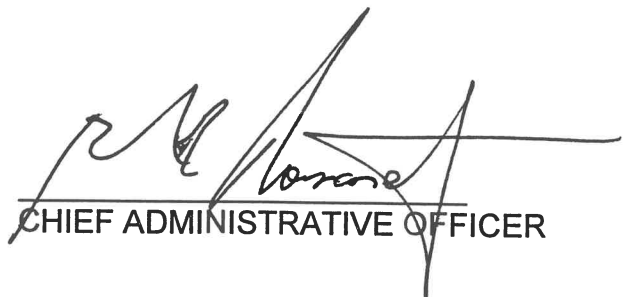
1. Ministerial Order No. 558/81 the Rosedale Northwest Area Structure Plan is hereby rescinded.
2. The Northwest Rosedale Industrial Area Structure Plan, attached as Schedule "A" to this Bylaw, is hereby adopted.
3. Bylaw No. 36-98, being the Town of Drumheller Land Use Bylaw, is hereby amended by adding the "M-2R" Restricted Medium Industrial District as a new district, as shown on Schedule "B".
4. Bylaw No. 36-98, being the Town of Drumheller Land Use Bylaw, is hereby amended by re-designating a portion of the subject land as "M-2R" Restricted Medium Industrial District, as shown on Schedule "C" to this Bylaw.
5. This Bylaw shall come into force at the beginning of the day it is passed.

READ A FIRST TIME THIS 17th DAY OF DECEMBER, 2001.

READ A SECOND TIME THIS 11th DAY OF FEBRUARY , 2002.

READ A THIRD TIME AND PASSED THIS 11th DAY OF FEBRUARY , 2002.


MAYOR


CHIEF ADMINISTRATIVE OFFICER

SCHEDULE "A"

NORTHWEST ROSEDALE AREA STRUCTURE PLAN

**NORTHWEST ROSEDALE
INDUSTRIAL
AREA STRUCTURE PLAN**

Prepared for the Town of Drumheller

By Palliser Regional Municipal Services

February 2002

1.0 INTRODUCTION

This area structure plan is intended to provide future planning direction for the area of land on the south side of Highway #10, northwest of Rosedale. The study area contains 34.6 ha of land slated for commercial or industrial development. The proposed site will provide a connection between the existing industrial area to the northwest of Rosedale and the highway commercial development located approximately 0.8 km northwest of Rosedale along Highway #10.

This area structure plan is prepared to replace an area structure plan adopted in 1981, which designated this area for residential and industrial development. In 1989, an amendment was approved to allow the residential portion to be subdivided and developed as industrial lots (Plan 9111062).

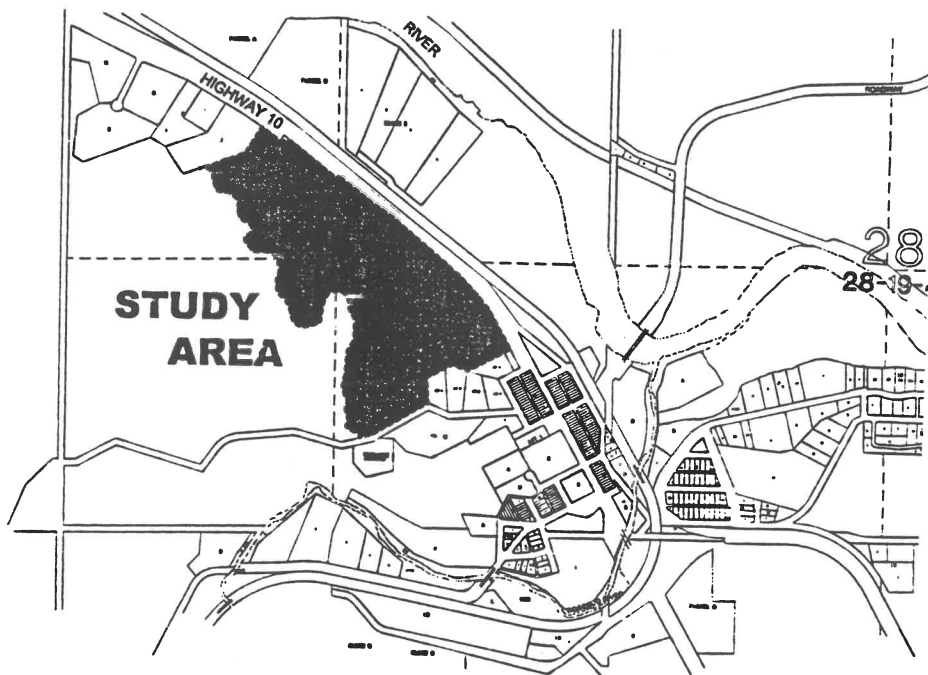


Figure 1 Site Location

1.1 Purpose

The purpose of this area structure plan is to outline the future land use pattern and establish development guidelines for this area to meet the commercial/industrial demand and yet maintain an attractive view along the Highway #10 corridor, one of the main transportation corridors through the Drumheller Valley.

Four different landowners own the land within the study area. As a result, it is important that this plan provide an overall direction to maintain a coordinated subdivision and development approach for this area. It is the intention of this plan to allow each individual landowners the opportunity to develop their land, as long as their plans conforms to the provisions of this area structure plan. However, this plan will not force any landowner to subdivide or develop their land unless it is their wish.

2.0 STUDY AREA

2.1 Site Location

The study area lies northwest of Rosedale and includes an area of approximately 34.6 ha. The entire site is located within the portion of Section 29, Twp 28; Rge 19 W4M that lies south and west of Highway #10.

The boundaries of the study area are defined by Highway #10 to the northeast, the toe of an escarpment to the southwest and existing industrial developments to the northwest and southeast.

2.2 Ownership

The land within the study area is owned by four different landowners; the Town of Drumheller, Clayton Shrock Trucking Ltd, Brooks Asphalt & Aggregate Ltd. and David & Randall Hardy. (See Figure 2)

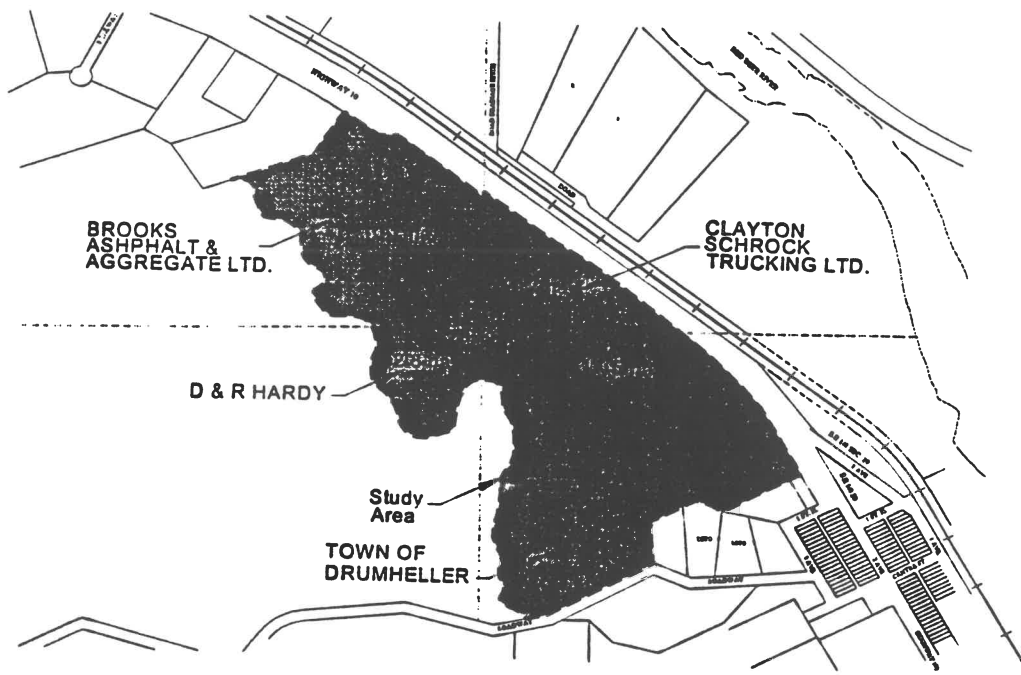


Figure 2 Landownership

A break down of the land holdings within the study area is as follows:

Town of Drumheller	17.5 ha	SE ¼, 29-28-19-W4M
Clayton Shrock Trucking Ltd.	4.2 ha	NE ¼, 29-28-19-W4M
Brocks Asphalt & Aggregate Ltd.	10.1 ha	NE ¼ 29-28-19-W4M
D & R Hardy	2.8 ha	SW ¼. 29-28-19-W4M
Total Study Area	34.6 ha	

2.3 Site Constraints

The site is presently a rough undulating area at the toe of a 40 to 45 metre high escarpment. To make the area suitable for development, considerable grading and land leveling will have to be undertaken. Careful grading of the site, especially between adjacent owners will be required to ensure proper drainage. In keeping with the Town's Municipal Development Plan policies of retaining significant topographic features, several larger 'hoodoo' like features will remain while the area around these will be leveled and developed. Some of the smaller hills will be removed to provide a balanced cut and fill situation. By leaving the more significant features it will help the buildings and developments blend into the surrounding landscape. The overall grading of the site must to follow the site-grading plan prepared for the Town by Palm Engineering Ltd. (See Appendix A)



Figure 3 Site Constraints

3.0 DEVELOPMENT CONCEPT

3.1 Goals & Objectives

The goal of this plan is to provide industrial/commercial land with limited municipal services.

The objectives of this plan are to:

- Develop a concept that will allow individual landowners to develop their land.
- Provide for a variety of land uses.
- Outline appropriate development guidelines for this site.

3.2 Development Concept

Figure 4 outlines the development concept for the study area. During the preparation of this plan, it was recognized that the properties fronting the highway would not be allowed direct access and that some type of service road would be required. Rather than creating a service road along the front of these properties, paralleling the highway, it was decided to run this 'service road' through the middle of the site and thus provide access to a greater number of parcels. This central service road will run from the highway access points at the east and west ends of the site. Two additional connectors to this central road may also be created. One could run to the south and link with Rosedale, while the other could create an additional highway access point near the centre of the site. This central service road will provide the only access to parcels within the study area.

A variety of different sized industrial/commercial lots are proposed for this site. The lots sizes range in size from approximately 1 to 5 acres to allow for a variety of different commercial/industrial activities. The design is intended to allow a company to purchase one or more lots to accommodate their land requirements of their operation.

Based on the site configuration and road alignment, the opportunity allows for a number of lots having highway visibility as well as a number being located away from the highway. It is recommended heavier or less visually pleasing industrial development be located toward the rear of the study area away from the highway, while commercial or the lighter, cleaner industrial activities take place along the highway.

Some of the types of development that may be considered appropriate in this area would be vehicle or farm machinery dealerships; lumberyards; oil field offices and storage; landscaping operations; sand, gravel or shale sales and storage; and tourist oriented businesses. Activities such as auto wrecker, salvage yards, asphalt plants would not be considered appropriate for the area adjacent to the highway. Typically, uses that locate in this area should be ones requiring larger site with minimum services.

3.3 Statistics

Total Site Area	34.6 ha
Roads:	3.5 ha
Restricted Industrial (M-2R)	16.3 ha
Medium Industrial (M-2)	14.8 ha

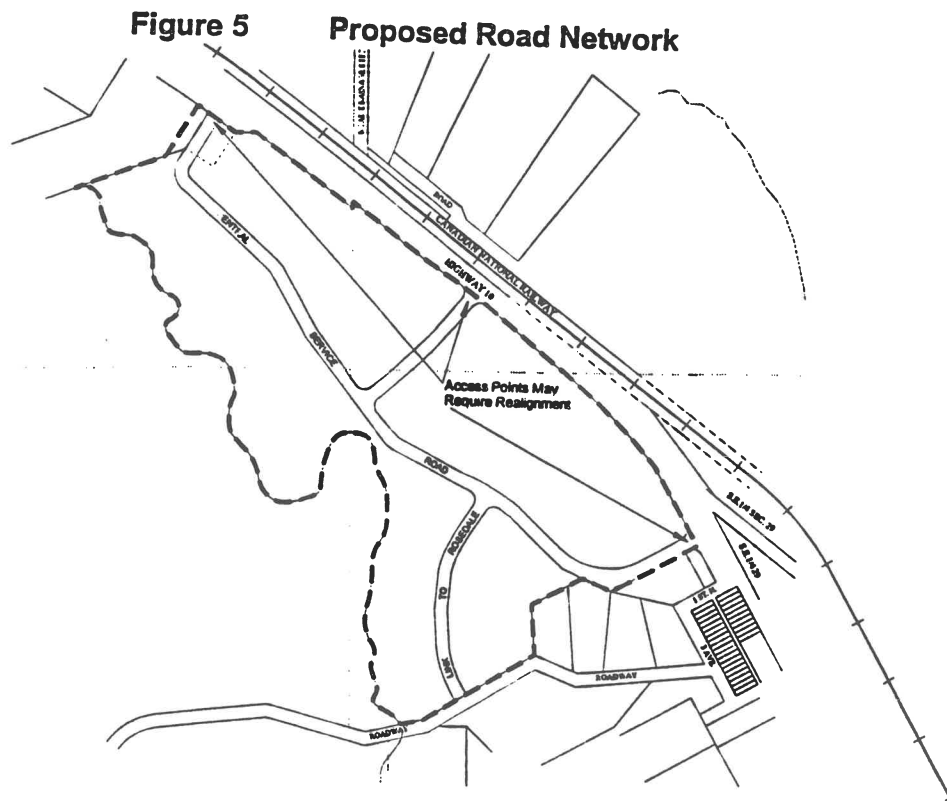
4.0 UTILITIES & TRANSPORTATION

4.1 Highway Access

Primary access to the site will be off of Highway #10, via one of three entrance points. The most westerly entrance will be via an existing service road that connects with Highway #10. To improve turning movements, this entrance may be widened and realigned to the east. The second main access will be at the east end of the study area. Following good traffic planning principles, construction of this access will require realignment of the existing road on the southeast side of the highway to create a four way intersection. A third highway access will be located in the centre of the study area near an existing turnoff. Once again, following proper traffic planning principles, this access should be constructed to line up with an existing access across Highway #10. To improve highway safety, turning lanes or tapers may have to be constructed at each of the highway access points. Due to the fact that several of the access points are located on or near curves in the highway, it may also be necessary to extend the lower speed limit from Rosedale west along a portion of this site. It is recommended the Town engage a traffic-engineering firm to look at the entrance designs and make detailed recommendations in this regard prior to the subdivision of this site.

4.2 Road Network

Although a number of parcels will have frontage along Highway #10, access to the individual lots will only be from the internal service road network. The concept plan shows the proposed alignment of the internal service road. This road could also link to two additional connector roads, a central highway access and a road link into Rosedale.



5.0 Utility Services

The study area constitutes a long narrow area that would be expensive to provide extensive utility servicing. The Town recognizes a need for larger reasonably priced industrial land with lower servicing requirements. Some of the proposed uses such as sand and gravel storage sites or other light industrial uses require large tracts of land, but limited municipal services. As a result, the plan is to provide a number of large sites with only water, gas, electrical and telephone services. Sanitary services will be provided with private systems such as pump out tanks or septic fields.

A water main currently runs within the highway right of way to Rosedale. Water service to the proposed lots would be supplied by extending a branch line off this mainline and following the internal road. When the area is fully developed, the water line should be looped.

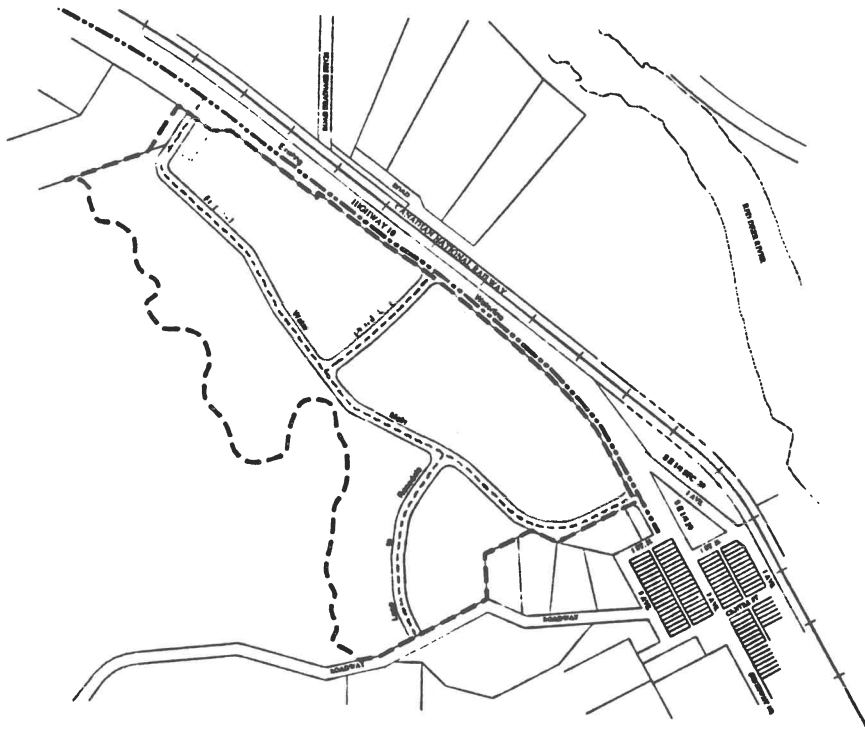


Figure 6 Proposed Waterline Locations

APPENDIX B

APPENDIX A

SITE GRADING PLAN
(Prepared by Palm Engineering Ltd.)

36. M-2R – Restricted Industrial District

The purpose of this district is to provide for a variety of restricted industrial and business uses along major transportation routes that do not adversely affect adjacent non-industrial land uses.

(A) Permitted Uses

- Administrative offices
- Professional offices
- Permitted signs

(B) Discretionary Uses

- Accessory buildings and uses
- Warehousing, including retail and wholesale outlets
- Truck and freight terminals
- Storage, freighting and intra-modal transfer of raw materials or bulk goods
- Manufacturing and assembly operations
- Auto-body and paint shops
- Automotive, truck and recreational vehicle service and repair establishments
- Building material and equipment storage yards
- The sale, rental, repair or servicing of construction, industrial and agricultural machinery and equipment
- Sand, gravel and shale crushing & screening
- Sand, gravel, and shale storage
- Bulk fuel stations
- Signs
- M-1 – Light Industrial Uses

(C) Minimum Requirements

1. Area of Site:
 - (a) 0.405 ha (1 acre).
2. Front Yard:
 - (a) 41 m (135 ft) from the right of way of a provincial highway.
 - (b) 6.1 m (20 ft.) from internal or service roads.
3. Side and Rear Yards:
 - (a) 5 m (16.4 ft.).

(D) Maximum Limits

1. Height:
 - (a) 10.67 m (35 ft.) unless otherwise approved by the Municipal Planning Commission.

(E) Special Requirements

When considering an application for development in this district, the Development Officer and Municipal Planning Commission shall have regard to the aesthetics of the area, the following special requirements and any provisions contained in any adopted statutory plans.

1. Buildings shall be located no less than 41 m (135 ft) from the right of way of a provincial highway.
2. Sand, Gravel & Shale storage operations:
 - (i) Sample piles less than 4 m (13 ft) in height may be located no less than 6 m from the right of way of a provincial highway.
 - (ii) Storage piles over 4 m (13 ft) in height shall be located no less than 30 m (100 ft) from the right of way of a provincial highway.
3. Industries creating excessive noise, vibration, smoke, dust or odor shall not be allowed in this district.
4. Buildings located along a provincial highway should appear to be fronting the highway.

(F) Landscaping and Screening

1. A minimum of 5% of the site area must be landscaped in accordance with the plan approved by the Municipal Planning Commission.
2. The setback area along a provincial highway shall be maintained in a state as approved by the Municipal Planning Commission.
3. Any trees or shrubs, which die, that were planted under the approved plan, must be replaced the next planting season.
4. Sites abutting a residential district may be screened from the view of the residential district to the satisfaction of the Municipal Planning Commission.
5. Garbage and waste material must be stored in weather proof and animal proof containers and screened from adjacent sites and public thoroughfares excluding lanes.

(G) Parking

Type of Development	Parking Spaces Required
Warehouses, Truck & Freight Terminals, Storage, Freight and Intra-modal transfer <i>Plus: Loading space</i>	One (1) Per 93 m ² (1,000 sq. ft.) of gross floor area One (1) Per 1858 m ² (20,000 sq. ft.) gross floor area
Manufacturing establishments <i>Plus: Loading space</i>	Two (2) Per 93 m ² (1,000 sq. ft.) of gross floor area One (1) Per 1858 m ² (20,000 sq. ft.) gross floor area
Equipment and machinery sales and rental, Auto-body & paint shops, Automotive service & repair establishments	One (1) Per 93 m ² (1,000 sq. ft.) of gross floor area
Electrical, plumbing, heating, building and mechanical contractor establishments	One (1) Per 93 m ² (1,000 sq. ft.) of gross floor area

(H) Design, Character and Appearance of Buildings

1. Exterior finish to be wood, metal or similar siding, brick or stucco to the satisfaction of the Development Officer/Municipal Planning Commission. The finish of buildings should complement other structures and natural site features.

SCHEDULE "B"

36. M-2R – Restricted Industrial District

The purpose of this district is to provide for a variety of restricted industrial and business uses along major transportation routes that do not adversely affect adjacent non-industrial land uses.

(A) Permitted Uses

- Administrative offices
- Professional offices
- Permitted signs

(B) Discretionary Uses

- Accessory buildings and uses
- Warehousing, including retail and wholesale outlets
- Truck and freight terminals
- Storage, freighting and intra-modal transfer of raw materials or bulk goods
- Manufacturing and assembly operations
- Auto-body and paint shops
- Automotive, truck and recreational vehicle service and repair establishments
- Building material and equipment storage yards
- The sale, rental, repair or servicing of construction, industrial and agricultural machinery and equipment
- Sand, gravel and shale crushing & screening
- Sand, gravel, and shale storage
- Bulk fuel stations
- Signs
- M-1 – Light Industrial Uses

(C) Minimum Requirements

1. Area of Site:
 - (a) 0.405 ha (1 acre).
2. Front Yard:
 - (a) 41 m (135 ft) from the right of way of a provincial highway.
 - (b) 6.1 m (20 ft.) from internal or service roads.
3. Side and Rear Yards:
 - (a) 5 m (16.4 ft.).

(D) Maximum Limits

1. Height:
 - (a) 10.67 m (35 ft.) unless otherwise approved by the Municipal Planning Commission.

(E) Special Requirements

When considering an application for development in this district, the Development Officer and Municipal Planning Commission shall have regard to the aesthetics of the

area, the following special requirements and any provisions contained in any adopted statutory plans.

1. Buildings shall be located no less than 41 m (135 ft) from the right of way of a provincial highway.
2. Sand, Gravel & Shale storage operations:
 - (i) Sample piles less than 4 m (13 ft) in height may be located no less than 6 m from the right of way of a provincial highway.
 - (ii) Storage piles over 4 m (13 ft) in height shall be located no less than 30 m (100 ft) from the right of way of a provincial highway.
3. Industries creating excessive noise, vibration, smoke, dust or odor shall not be allowed in this district.
4. Buildings located along a provincial highway should appear to be fronting the highway.

(F) Landscaping and Screening

1. A minimum of 5% of the site area must be landscaped in accordance with the plan approved by the Municipal Planning Commission.
2. The setback area along a provincial highway shall be maintained in a state as approved by the Municipal Planning Commission.
3. Any trees or shrubs, which die, that were planted under the approved plan, must be replaced the next planting season.
4. Sites abutting a residential district may be screened from the view of the residential district to the satisfaction of the Municipal Planning Commission.
5. Garbage and waste material must be stored in weather proof and animal proof containers and screened from adjacent sites and public thoroughfares excluding lanes.

(G) Parking

Type of Development	Parking Spaces Required
Warehouses, Truck & Freight Terminals, Storage, Freight and Intra-modal transfer <i>Plus: Loading space</i>	One (1) Per 93 m ² (1,000 sq. ft.) of gross floor area One (1) Per 1858 m ² (20,000 sq. ft.) gross floor area
Manufacturing establishments <i>Plus: Loading space</i>	Two (2) Per 93 m ² (1,000 sq. ft.) of gross floor area One (1) Per 1858 m ² (20,000 sq. ft.) gross floor area
Equipment and machinery sales and rental, Auto-body & paint shops, Automotive service & repair establishments	One (1) Per 93 m ² (1,000 sq. ft.) of gross floor area
Electrical, plumbing, heating, building and mechanical contractor establishments	One (1) Per 93 m ² (1,000 sq. ft.) of gross floor area

(H) Design, Character and Appearance of Buildings

1. Exterior finish to be wood, metal or similar siding, brick or stucco to the satisfaction of the Development Officer/Municipal Planning Commission. The finish of buildings should complement other structures and natural site features.

