

ROCKY RAPIDS

AREA STRUCTURE PLAN

Bylaw No. 506-2005

June 28, 2005

BRAZEAU COUNTY

BYLAW NO. 506-2005

BEING A BYLAW OF BRAZEAU COUNTY IN THE PROVINCE OF ALBERTA, TO ADOPT AN AREA STRUCTURE PLAN, NAMELY THE "ROCKY RAPIDS" AREA STRUCTURE PLAN.

1. **WHEREAS**, Council of Brazeau County deems it expedient and proper, under the authority of and in accordance with Section 633 (1) of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26 and amendments thereto, to repeal and replace Bylaw No. 282-96 with Bylaw No. 506-2005 to adopt an Area Structure Plan to provide a framework for the future land uses, subdivision, and development of a hamlet.
2. **NOW THEREFORE**, the Council of Brazeau County, duly assembled, enacts as follows:
3. That this Bylaw and attached Schedule "A" shall be known as the "Rocky Rapids" Structure Plan;
4. That the "Rocky Rapids" Area Structure Plan shall provide the framework and policies for the future development of SW ¼ 3-50-7-W5M; SE ¼ 4-50-7-W5M; NE ¼ 33-49-7-W5M; and, NW ¼ 34-49-7-W5M;
5. That Bylaw 282-96 shall be repealed, upon the final passing of Bylaw 506-05.
6. That this Bylaw shall take effect on the date of its final passing by Council.

READ a first time this 17th day of MAY, 2005.

READ a second time this _____ day of _____, 2005.

READ a third time and finally passed this _____ day of _____ 2005.

Reeve

County Manager

BRAZEAU COUNTY

ROCKY RAPIDS AREA STRUCTURE PLAN

INDEX

DEFINITIONS

1. BACKGROUND

1.1 Regional Setting 6
1.2 Plan Area 6
1.3 Purpose of the Plan 6
1.4 Legislative Framework and Plan Consistency 6
1.5 Plan Preparation 7

2. SITE ANALYSIS

2.1 Physical Characteristics 8
2.2 Existing Land Use8
2.3 Energy, Utility Corridors, and Oilfield Facilities8
2.4 Airport8
2.5 Transportation9
2.6 Municipal Services and Utilities9
2.7 Municipal, School, and Environmental Reserves 10
2.8 Development Constraints 10
2.9 Development Cells 11

3. GENERAL LAND USE

3.1 Objectives 12
3.2 Policies 12

4. AGRICULTURE DEVELOPMENT

4.1 Objectives 13
4.2 Policies 13

5. RESIDENTIAL DEVELOPMENT

5.1 Objectives 14
5.2 Policies 14

6. COMMERCIAL DEVELOPMENT

6.1 Objectives 16
6.2 Policies 16

7. INDUSTRIAL DEVELOPMENT

7.1 Objectives 18
7.2 Policies 18

8. PARKS, TRAIL, RECREATION, AND OPEN SPACE

8.1 Objectives 19
8.2 Policies 19

9. TRANSPORTATION

9.1 Objectives 21
9.2 Policies 21

10. UTILITY SERVICING

10.1 Objectives 22
10.2 Policies 23

11. PLAN IMPLEMENTATION

11.1 Objectives 24
11.2 Policies 24

SCHEDULES

- Map No. 1 – Plan Area
- Map No. 2 – Canada Land Inventory, Agriculture
- Map No. 3 – Land Use Concept
- Map No. 4 – Hamlet Development Cells
- Map No. 5 – Land Use Concept – Rocky Rapids Vicinity

DEFINITIONS

“**Airport**” means the Drayton Valley Airport within the Airport Vicinity District;

“**FireSmart**” means the Provincial FireSmart manual published by Alberta Sustainable Resource Development;

“**Nav Canada**” means an agency of the Federal Government responsible for the regulation of airports;

“**Residential Growth Areas**” means land or areas identified in the Plan Area designated for future residential land use;

“**Road Network Plan**” means a plan, report, and/or information provided by an Owner that shows how road/trail access will be provided, to all parcels in a proposed subdivision, and to any adjacent parcels;

“**Servicing Plan**” means a plan, report, and/or information provided by an Owner that shows how the water, sanitary sewer, and storm drainage services will be provided for a proposed subdivision.

All other words, phrases, and expressions have the same meaning respectively assigned to them in Part 17 of the *Municipal Government Act* and the Subdivision and Development Regulation.

1. **BACKGROUND**

Rocky Rapids is the largest hamlet, by population, in Brazeau County. It is served with commercial and convenience sales and service outlets that include: groceries, gas, convenience items, post office; the municipal services include paved roads, water, sewer, storm drainage, and a community hall. As well, the Drayton Valley Airport, Drayton Valley Golf Course, Ski Hill, and Pembina Nordic cross county ski trails are located nearby.

1.1 **REGIONAL SETTING**

Rocky Rapids is located in the north-central portion of Brazeau County, west of the North Saskatchewan River, 3-miles (4.8-km.) north of the Town of Drayton Valley. The heart of the hamlet is at the junction of Township Road 500 / Centre Street and Range Road 73 / Main Street, located 1-mile (1.6-km.) east of the Highway 22 / 621 intersection.

1.2 **PLAN AREA**

MAP 1 -- PLAN AREA, includes all the land within the hamlet. It encompasses an area of 960 acres (388.5 hectares).

1.3 **PURPOSE OF THE PLAN**

The purpose of the "**ROCKY RAPIDS**" **AREA STRUCTURE PLAN** (the Plan) is to provide a planning framework for the future land use and development in the hamlet. As well, the Plan will influence the future land uses and pattern of development on the lands in the vicinity of the hamlet.

1.4 **LEGISLATIVE FRAMEWORK AND PLAN CONSISTENCY**

The Municipal Government Act (the Act) enables a Council to adopt, by bylaw, a land use bylaw, municipal development plan, and area structure plan (collectively called a statutory plan). The new Land Use Bylaw (the LUB) and Municipal Development Plan (the MDP) were adopted by the Council on 11-MAY-2004. They govern the future land use, growth, and development in the County.

One of the objectives of the MDP is to encourage and diversify the development opportunities in all the hamlets. Coupled with this, the land uses and future development in the hamlet must contribute to the overall economic, social, and environmental objectives of the policies in the MDP. To do this, the County must integrate the planning for the future roads, sanitary sewer, water, storm drainage, parks, and trail systems to serve the needs of a growing population in the hamlet. As well, a broader range of land uses is needed to facilitate the development of compatible land uses, at urban densities, and provide a "**MAIN STREET**" in the hamlet.

The Plan must also be consistent with the Act. Section 663 of the Act prescribes that an area structure plan must address:

- (a) the land uses proposed within the Plan, either generally or with respect to specific parts of the area,
- (b) the density of population within the Plan, either generally or with respect to specific parts of the area, and
- (c) the general location of the major transportation routes and public utilities;
- (d) the sequence of development proposed within the Plan,
- (e) may contain any other matters the council considers necessary;
- (f) Requirements of the Subdivision and Development Regulation and Land Use Bylaw;
- (g) Density, siting, environmental protection, access, services, and servicing standards;
- (h) Park, trail, open space, municipal and environmental reserve requirements and amenities suitable to the land use intended;
- (i) Natural hazard areas;
- (j) FireSmart and Emergency Response Plans.

The Act requires that all statutory plans adopted by the County to be consistent with each other. Upon adoption of the Plan, amendments to the Municipal Development Plan and Land Use Bylaw may be required to meet the legislative requirement for consistency.

1.5 PLAN PREPARATION

The Council approved funds in the 2005 budgets to prepare the **"ROCKY RAPIDS" AREA STRUCTURE PLAN**. Several agencies have a statutory and/or regulatory interest in the development approvals in the hamlet, and were asked to assist in the preparation of the Plan:

- Alberta Agriculture, Food, and Rural Development
- Alberta Energy and Utilities Board
- Alberta Environment
- Alberta Sustainable Resources
- Alberta Community Development
- Natural Resources Conservation Board
- Town of Drayton Valley
- Wild Rose School Division
- Telus Communications
- St. Thomas Aquinas Catholic School Division
- Pembina Institute
- Buck Mountain Gas Co-op
- Evergreen Gas Co-op Ltd.
- Atco Gas
- FORTIS Canada.

2. SITE ANALYSIS

2.1 PHYSICAL CHARACTERISTICS

Class 2 farmland is the best farmland in Brazeau County. **MAP 2 - - CANADA LAND INVENTORY, AGRICULTURE** shows the agricultural classification. There is approximately 55% Class 2; 40% Class 3; and 5% Class 6 land within the hamlet. The hamlet is located on some of the best farmland in the County. As well, the lands to the north and northeast of the hamlet are Class 2 farmland, that has a Farmland Assessment Rating (the FAR) of 28% or greater. Class 2 and 3 land produces a wide variety of grain and cereal crops, and is suitable for sustained agriculture.

Within the hamlet, there are a number of minor depressions and drainage channels as well. The low-lying and riparian areas are typically accompanied in close proximity by mature tree stands. The developed areas have some imperfectly draining soils resulting in a potential for sub-grade flooding of structures.

2.2 EXISTING LAND USE

The hamlet contains a current, estimated population of 400 residents. Within the hamlet, the land use is mainly residential. There is a community hall, store, gas station, post office, park, multi-purpose arena, and vacant land suitable for servicing by gravity services. Agriculture, airport, golf course, rural acreages, residential subdivisions, and service businesses are located on some of the lands in the vicinity of the hamlet. As well, the intersection of Highway 22 / 621 is located ½ -mile east of the hamlet.

2.3 ENERGY, UTILITY CORRIDORS, AND OILFIELD FACILITIES

The Alberta Energy and Utilities Board (the AEUB) is currently reviewing some sour gas well applications located in proximity to the hamlet. In regards to planning the future development of the hamlet, and accordance with the Act and Subdivision and Development Regulation, all oil, gas, and sour gas wells require a minimum setback distance as regulated by the AEUB. In addition, a Penn West gas plant is located about 1.0-mile (1.6-km.) north of the hamlet, on Range Road 73. Within the hamlet, there are several gas and oil pipeline pipelines and a high pressure pipeline corridor.

2.4 AIRPORT

The Town of Drayton Valley operates the Drayton Valley Airport. It has a 5,000' paved runway and a terminal building. The main uses of the airport are for oilfield, private, business, and emergency purposes. Presently, no scheduled flights operate from the airport.

The present access to the airport is via Range Road 73. However, the Town expressed an interest in direct highway access, when the SW¼ of 33 - 49 - 7 W5M is subdivided.

2.5 TRANSPORTATION

Centre Street is a major road. It extends west to the intersection of Highway 621 / 22. The County is planning to extend RR 73 south, across the coulee, and into the Town of Drayton Valley.

Highways are under the jurisdiction of Alberta Transportation. the Province controls all development approvals within 800-meters of a highway. The Province is planning to 4-lane Highway 22 from the North Saskatchewan River through the Town of Drayton Valley, to the Drayton Valley Golf Course; and in the future, north of the Highway 22 / 621 intersection. There are some opportunities for access to Highway 22; however, protection of the highway corridor is required.

2.6 MUNICIPAL SERVICES AND UTILITIES

The existing services within the hamlet are constructed to a combination of rural and suburban standards. Typically, the urban standards include a paved road, curb and gutter, streetlights, and community water, sanitary sewer, and storm drainage. The storm drainage in the hamlet would follow the criteria set by the Storm Water Drainage Improvement Plan, prepared by EXH Engineering Ltd. in June 2002.

A typical rural development could include agriculture, residential, major or medium home occupation, home based business, and oilfield related services, all with private access roads and on-site services, but no community water, sanitary sewer, or storm drainage connections.

The existing community water system is capable of supporting a population of approximately 500 people. Only the residents of the older part of the hamlet have private water systems. Fire hydrants are available in the newer residential subdivisions, which are backed up by a reservoir. Fire suppression services are provided by an agreement with the Town of Drayton Valley.

The sewage lagoon was upgraded in 1993. It is expected to service an estimated population of 400 people. The County is planning for the expansion of the sewage system within the next 15-years. In addition, with a growing population and new residential, business, and commercial development, the County may need to consider a volunteer fire hall that could have a value added community benefit if located on the airport.

2.7 MUNICIPAL, SCHOOL, AND ENVIRONMENTAL RESERVES

No environmental reserves are currently present within the hamlet. They will be acquired for environmental protection, park, trails, open space, and storm drainage paths as provided in the policies in the MDP.

Reserve lands may be acquired for the landscaping / buffer areas, or as part of an existing or proposed walkway system, and to separate different or incompatible land uses.

There is a potential for a public recreation area / school within the Crown land located on SE¼ 33 - 49 - W5M. As well, additional land is needed for the expansion of the community hall when the NE¼ 33 - 49 - W5M is subdivided.

2.8 DEVELOPMENT CONSTRAINTS

The development opportunities within the hamlet are mainly dependent on the availability and locations of the community water and sanitary sewer mains and to a lesser extent, a connection to a storm drainage system.

The ability to expand, extend, and/or upgrade the existing municipal services and utilities coupled with the availability of market ready lands suited for gravity services will control the Rocky Rapid's future growth opportunities.

In the north and northeast, the watercourses and ravine will limit future development, mainly because of the difficulty of the site servicing combined with the cost and implications of crossing the watercourse, an environmentally sensitive area.

Map No. 1 shows the watercourses in the hamlet; they naturally divide the hamlet. Coupled with this, the majority of the hamlet is located on the better agriculture land. In addition, Class 2 Agriculture land is located in the northern quadrants of the hamlet. In the west and southwest, there is Class 3 land that is suitable for servicing by gravity systems.

Pipeline rights-of-way also cross in various directions and locations. Recently, some sour gas wells were proposed on the lands outside the hamlet. Where applicable, AEUB setbacks would apply to a development within the hamlet.

The other significant constraint is the setback requirement from the sewage lagoons located in NE¼ 34 - 49 - 7 W5M, as shown in **Map No. 3**.

2.9 DEVELOPMENT CELLS

The main roads divide the hamlet into four quadrants. For the purposes of planning the land uses, managing and paying for growth, the hamlet can be further subdivided into six quadrants, as shown in **MAP 4 -- HAMLET DEVELOPMENT CELLS A – H**.

The cell boundaries generally follow the drainage basins identified in the Storm Water Drainage Improvement Plan prepared by EXH Engineering Ltd. What this means is that the servicing capacity can be identified for each cell.

The main constraints to the future development within the hamlet can be summarized as follows:

- Current and projected population in the hamlet;
- Demand for the municipal services;
- Capacity of the municipal services;
- Ground water supply to service the population, business and industry needs.
- Locations of the existing gravity services;
- Canada Land Inventory rating for Agriculture;
- Locations of the Class 2 and 3 farmland;
- Existing pattern of development and municipal service locations;
- Cost to extend the gravity services to a proposed development;
- Lands suitable for gravity-dependant municipal services;
- Adjacent agriculture lands and CFO located to north of the hamlet.

When combined, these constraints all indicate that the preferred direction of the future growth and development within the hamlet is to the west, south, and southwest.

3. GENERAL LAND USE

MAP 3 - - LAND USE CONCEPT, shows the future land uses in the hamlet. The Plan encourages a wider range of compatible land uses, new commercial areas, and introduces a design concept for “Main Street”. The following objectives are intended to support the Plan and the future growth in the hamlet:

3.1 OBJECTIVES

- (a) Provide a wider range of land uses and services within the hamlet.
- (b) Direct the future growth of the hamlet to the west, south, and southwest.
- (c) Allow hamlet boundary changes with the provision of community services.
- (d) Conserve, enhance, and protect the watercourses / riparian areas.
- (e) Design the storm drainage system to improve the water quality.
- (f) Integrate the design for the local roads, trails, open space, and parks.
- (g) Protect the Airport from incompatible land uses.
- (h) Dedicate additional municipal and school, and environmental reserves.
- (i) Development in Cells A to E must provide all the municipal services.
- (j) Protect and preserve the Class 2 and 3 Farmland in Cells F, G, and H.
- (k) Consider rural development in Cells F and G.
- (l) Consider limited agricultural development in Cell H.
- (m) Development may proceed, in any order, in Cells A to E, provided that it is developed in accordance with the policies in this Plan.

3.2 POLICIES

- 3.2.1** Develop the hamlet in accordance with the policies in this Plan.
- 3.2.2** **MAP 3 - - LAND USE CONCEPT** is a framework for allocating the future land uses within the hamlet.
- 3.2.3** Development within the hamlet is to be serviced with the municipal water, sanitary sewer, and storm drainage systems.
- 3.2.4** Road access, pedestrian access to the existing or proposed trails, open space, park, and recreation / community facilities will be required.
- 3.2.5** Development cannot encroach into the approaches to the Airport.
- 3.2.6** The Council may change or expand the hamlet boundary to include a parcel or proposed multi-parcel subdivision provided it is connected to the community services.
- 3.2.7** In the case of conflict with an intermunicipal development plan, area structure plan, or an overlay plan, the provisions in this Plan shall prevail.

4. AGRICULTURE

Agriculture is a key component of the economy in Brazeau County. Hamlets are a vital part of the social and economic fabric of the County. This Plan is intended to encourage compatible land uses within the hamlet. At the same time, incompatible land uses should not impact the existing or proposed, future land uses within or adjacent to the hamlet.

4.1 OBJECTIVES

- 4.1.1 Protect, enhance, and preserve the better Farmland within the hamlet.
- 4.1.2 Protect any existing CFO's from non-agricultural encroachment.
- 4.1.3 Direct the non-agriculture development within the hamlet to the west, south, and southwest to preserve the Class 2 farmland.
- 4.1.4 Direct the future growth of the hamlet to the west, south, and southwest.
- 4.1.5 Land uses in Cells F and G would preserve the farmland.
- 4.1.6 Buffer the non-agriculture land uses from the agricultural land uses.

4.2 POLICIES

- 4.2.1 Confined Feeding Operations will not be permitted within the hamlet.
- 4.2.2 Not extend the municipal services into Cells F, G, and H during the term of this Plan.
- 4.2.3 Rural development would be considered in Cells F and G, if private on-site services are provided.
- 4.2.4 Any future hamlet boundary expansion would be the west, south, and southwest provided however, that such a parcel or multi-parcel subdivision is connected to the municipal services.
- 4.2.5 Re-designation, area structure plan, subdivision, and development permit applications will be reviewed with the following additional criterion:
 - (a) Protect and preserve the Class 2 and 3 Farmland in Cells F and G.
 - (b) Provide municipal services.
 - (c) Integrates the roads, park, trail, and open space requirements.
 - (d) Provides a local area road network plan that uses a hierarchy of inter-connecting roads and/or trails.
 - (e) Utilizes a cluster design to minimize the potential impacts of a rural development on the agricultural land uses.

5. RESIDENTIAL

Residential development within the hamlet is constrained by the availability of the servicing. As well, there are currently very few building lots available within the hamlet. Since the supply of the building lots is very low, new residential areas are required to accommodate the future growth of the hamlet.

Several sites within the hamlet have the potential for residential development. The majority of the parcels are located within CELLS A - E, as shown in Map No. 4.

The lands within CELLS E AND D contains 160 acres (64 hectares), which, at a density of 12.5 units / hectare, could accommodate approximately 800 single family detached homes. In addition, Cell 3 could provide about 100 acres (40 hectares) that could accommodate an additional 500 homes.

The existing hamlet area and residential growth areas shown in **Map 3 - - Land Use Concept**, could accommodate, based on the average of 2.5 occupants / per dwelling unit, projects a total estimated population of approximately 3,500; which represents an additional 3,000 people. In this regard, the County is completing a water study to evaluate the future demand / supply capacity of the aquifer to support such a population.

As well, the County wishes to encourage residential development that provides a “sense of place”. The integration of walkways, parks, trail, and open space into the residential areas will provide the amenities to enhance Rocky Rapids as a place to live and work.

5.1 Objectives

- (a) Provide community services for all new development.
- (b) Development Cells A - E is for residential purposes.
- (c) Develop mainly single detached housing, at urban densities.
- (d) Create comprehensive design standards for a modular / manufactured home park.
- (e) A modular / manufactured home park redesignation will require an area structure plan for a re-designation application.
- (f) A "Fire Smart" plan is required for a re-designation, multi-parcel subdivision, and commercial development permit applications.

5.2 Policies

5.2.1 The residential development areas are generally defined by the watercourses, drainage basins, and major roads.

5.2.2 Municipal services must be provided by the owner, suitable for urban densities, and extended to the “lands beyond”.

- 5.2.3** Development plans will show a local area road network, provide access to “lands beyond”, park, open space, trails, and community / recreation / commercial services or facilities.
- 5.2.4** Single-detached dwellings shall be the dominant form of housing within the hamlet.
- 5.2.5** The minimum single family residential density = 2.5 units / hectare (5 units/acre).
- 5.2.6** The maximum single family residential density = 50 units / hectare (20 unit/acre).
- 5.2.7** The “Main Street overlay” shows an area to be developed with mixed-use, at higher residential densities.
- 5.2.8** The County will develop the design guidelines for the “Main Street”.
- 5.2.9** Consider re-designation and area structure plan for a modular / manufactured home park, on a minimum of 4-hectare parcel, that provides features such as: on-site amenities, some private recreation facilities, a pedestrian walkway and/or trail system, landscaping, lighting, urban services, minimum area homes, architectural design controls, and secure outdoor storage areas.
- 5.2.10** Individual manufactured homes or the replacement of an existing manufactured home must:
 - (a) Have a peaked roof with eaves;
 - (b) Have a minimum width of 4.9 metres (16 ft.) and a minimum length of 22.0 metres (72 ft.);
 - (c) Be constructed to the CSA Standard Z 240; and
 - (d) Not be a model date that is not more than 10-years old.
- 5.2.11** No parcel within the hamlet shall have a parcel frontage less than 1/10 (10%) of its total perimeter or 82 feet (25-metres) frontage, whichever is greater; or 50 feet (15.2-metres) where the frontage is on a cul-de-sac, provided however that the Development Officer may exempt a parcel from this requirement.
- 5.2.12** The minimum depth of a residential parcel = 60.0-metres (196.9 feet).
- 5.2.13** Notwithstanding, Policy #5.2.11, the minimum parcel frontage shall not be less than 98.4 feet (30.0-metres) for a corner lot.
- 5.2.14** Any development within or adjacent to the Airport Vicinity District shall conform to the exterior acoustic insulation requirements of the Alberta Building Code.

6 COMMERCIAL DEVELOPMENT

The County will encourage the development of a wider variety of business, commercial, professional, and retail services within the hamlet. At the same time, the County will consider airport related commercial uses on the airport lands.

6.2 Objectives

- 6.2.1** Provide areas within the hamlet for business and commercial land uses.
- 6.2.2** Create a “Main Street” consisting of mixed use developments.
- 6.2.3** Plan the roads, access, and parking to achieve a “Main Street Design”.
- 6.2.4** Create a pedestrian friendly network within the hamlet using the Crime Prevention Through Environmental Design (“CPTED”) design principles.

6.3 Policies

- 6.3.1** Encourage a wider variety of business, commercial, professional, retail, and community facilities within the hamlet.
- 6.3.2** Promote the development of the vacant land in Cells A and B for hamlet commercial / mixed-use development, with higher residential densities.
- 6.3.3** Drive-thru convenience and/or liquor sales will not be permitted within the hamlet.
- 6.3.4** Hamlet commercial development will be required to provide:
 - a) Architectural design for the buildings, landscaping, and signage.
 - b) Main Street design.
 - c) Pedestrian friendly access.
 - d) Integrate the design of a development with the streetscape.
 - e) Locate the buildings close to the street.
 - f) Create a desirable streetscape with landscaping and lighting.
 - g) Provide shared access, easements for access, on-site parking, and drainage.
- 6.3.5** Development adjacent to an existing or proposed residential area will be required to provide:
 - a) Pedestrian walkway and trail inter-connections.
 - b) A 2-meter high solid fence.
 - c) A minimum 2-meter wide landscaping buffer.
 - d) A sufficient depth of topsoil shall be provided in order to facilitate growth in the soft landscaped areas, with all areas not planted to trees and shrubs being seeded to grass, sodded, or cultivated as a garden.
- 6.3.6** Natural drainage courses, watercourses, lands subject to flooding, and land with a natural gradient greater than 15% be retained in their natural state.
- 6.3.7** Screening of outside storage areas, parking facilities, and loading areas from the adjacent buildings and roads shall be provided.

- 6.3.8** All landscaping is to be completed within one (1) year of completion of the development or commencement of use, whichever first occurs.
- 6.3.9** The Owner of the property shall be responsible for the installation of the landscaping and maintenance. If the required landscaping does not survive 2 growing seasons, the Owner must replace it with a similar type of species, caliper width, or height of trees / shrubs.
- 6.3.10** Security for the cost of the landscaping, trails, walkways, and screening must be provided to the County as a condition of development approval.

7. INDUSTRIAL

The County will encourage light industrial uses in or near the hamlet provided that it will not adversely impact the airport operations, adjacent land uses, or inhibit the future growth or boundary expansion, and

7.1 Objectives

- (a) To consider sustainable, light industrial uses that do not generate nuisances such as noise, dust, smoke, or odor that impacts the community, adjacent land uses, and airport.
- (b) Diversify the compatible land uses on the airport.

7.2 Policies

- 7.2.1** Light industrial land use will be encouraged to locate outside the hamlet, adjacent to Highway 22, on main roads, and the airport lands.
- 7.2.2** Industrial land use proposals adjacent to the airport will be referred to the Town of Drayton Valley.
- 7.2.3** Land uses that cause a nuisance by the creation of noise, odor, dust, and smoke shall be discouraged within the hamlet, adjacent to the airport, and the residential / community use lands.
- 7.2.4** Industrial land uses including outdoor storage areas, shall provide adequate screening in order to mitigate any possible noise or visual impacts on the adjacent land uses.
- 7.2.5** Unless otherwise approved by the County, all parking requirements for any industrial land use development shall be provided for on-site.

8. PARKS, TRAIL, RECREATION, AND OPEN SPACE

The hamlet has a community hall, grounds, and covered outdoor ice sheet. Within the residential areas, park, recreation, and trail development are needed to accommodate a growing population and create a sense of place.

The hamlet contains several natural areas, with a high water table and/or low-lying areas, some watercourses, ravines, and undeveloped agricultural / airport lands. Some of these sites have a complementary recreation potential for park, open space, trails, or could be used for the storm water retention / drainage system and environmental protection.

8.1 Objectives

- a) Provide park, trail, open space, and lands suitable for the development of the future community / school / recreation facilities.
- b) Protect the watercourses, riparian areas, and mature treed areas.
- c) Improve the water quality in the drainage system by using a combination of pipes, open ditches, swales, retention ponds, and natural drainage paths.
- d) Develop a multi-purpose recreation trail network.
- e) Inter-connect the hamlet and Town of Drayton Valley with a trail system.
- f) Use open space for the buffering of incompatible land uses.

8.2 Policies

- 8.2.1** Within the Hamlet, municipal reserve land shall be dedicated for the provision of park, trail, open space, community / recreation facilities in accordance with the policies in the Municipal Development Plan and *Municipal Government Act*.
- 8.2.2** **MAP 3 – LAND USE CONCEPT**, depicts the possible locations of some of the future municipal reserves. However, the access, use intended, size, configuration, and location of the reserves will be established as a condition of area structure plan, re-designation, and subdivision approval.
- 8.2.3** The drainage courses shall be dedicated as Environment Reserve Easement or protected by Conservation Covenants and will remain in their natural state.
- 8.2.4** The County will protect and preserve the watercourses and riparian areas with a combination of Environment Reserves, Environment Reserves Easement, and/or Conservation Covenants secured at the time of subdivision approval.
- 8.2.5** The minimum width of an Environment Reserve adjacent to a watercourse or top of bank is a minimum of 6 meters.
- 8.2.6** Mature treed areas will be preserved along the main roads.
- 8.2.7** Develop a trail system that inter-connects the hamlet, recreation facilities, Town of Drayton Valley, and trail / recreation areas developed by the Drayton Valley Ski Club, Pembina Nordic Ski Club, and NGO's.

- 8.2.8** Riparian corridors may accommodate a public trail provided it developed by a qualified agency, approved by the County.
- 8.2.9** Inter-connection of the existing or proposed pathways and trails is required within the hamlet.
- 8.2.10** Pathway linkages to a park, trail, and public open space will be encouraged on or adjacent to: roads, municipal reserves, and utility rights-of-way.

9. TRANSPORTATION

Two major county roads divide the hamlet into four quadrants - - Centre Street and Main Street. As such, they are the main collector roads within the hamlet. While the existing roads within the hamlet suggest future road extensions, a more detailed road network plan is needed to confirm the specific road patterns for each subdivision.

9.1 Objectives

- 9.1.1** Create a local area road network to provide for the safe and efficient flow of traffic within and through the hamlet and to “lands beyond”.
- 9.1.2** Create a road hierarchy consisting of main roads, collector roads, through roads, crescents, and cul-de-sacs.
- 9.1.3** Provide access to "lands beyond" as a condition of subdivision approval.

9.2 Policies

- 9.2.1** Secure the road right-of-way and build a major road connection via Range Road 73 between the hamlet and Town of Drayton Valley.
- 9.2.2** Provide trail connections between the hamlet, adjacent country residential subdivisions, recreational facilities, and Town of Drayton Valley.
- 9.2.3** Traffic impact assessments or an access evaluation could be required for a subdivision or development adjacent to a highway or main road.
- 9.2.4** Development and subdivisions will not impede the development of an existing or proposed road or trail system.
- 9.2.5** Roads in the hamlet shall be constructed to an urban standard.
- 9.2.6** Higher density developments will also provide concrete sidewalks.
- 9.2.7** The County will require a road network plan for all statutory approvals that shows the existing and proposed roads, that provides “access to lands beyond” and any trails.
- 9.2.8** All Statutory plans, subdivision, and development applications adjacent to the airport will be referred to Town of Drayton Valley who may in turn obtain the input of Nav Canada.
- 9.2.9** The boundary of, and the permitted and discretionary land uses within the AIRPORT VICINITY DISTRICT (AV) DISTRICT, may need to be amended from time to time to allow for the future expansion of the hamlet.

10. UTILITY SERVICING

Municipal roads, water, sanitary sewer, and storm sewer systems service the hamlet. Future development within the hamlet will need to be serviced by these systems. Any property to be included within the hamlet must be serviced by municipal services provided by the developer. Depending on the demand, location, land use designation, density, and parcel size of a proposed commercial or industrial development, connection to the municipal water services may be required.

Water System

Rocky Rapids presently obtains its water supply from a well located within the hamlet. The water treatment plant’s capacity should be adequate to serve a population of approximately 500 residents. The existing water distribution system consists of 150-mm diameter mains and is capable to accommodate future expansion of the hamlet in each of the defined growth directions. Since the existing system contains very little looping of water mains, the need to provide looping should be considered when future land development expansion is proposed. In addition, an in-ground reservoir is required within the NE1/4-33-49-7 W5M to accommodate the County’s development of the gravity water service system within the hamlet.

Sanitary Sewer System

Presently, wastewater from within Rocky Rapids is directed by gravity through 200-mm mains to the sewage lagoon system southeast of the hamlet. The existing sewage lagoon will be operating near it’s capacity to service a population of 400. Therefore, expansion of the sewage lagoon will be required to accommodate the future development within growth areas. The existing 200-mm diameter mains are suitable of supporting a population of 400 residents; however, hamlet expansion will require a retrofit of the lagoon.

Storm Water Management

Storm water run-off generally occurs with varying degrees of success towards existing drainage courses. In accordance with Provincial regulations, run-off rates for a development may not exceed its pre-development run-off rates and may be directed to those drainage courses.

10.1 Objectives

- (a) Ensure the water distribution and wastewater collection systems are provided a safe and efficient manner.
- (b) Service the hamlet with municipal water, sanitary sewer, and storm drainage systems.
- (c) Development approvals must meet the provincial stormwater management requirements and provide a site-grading plan for any multi-lot subdivision development, commercial or industrial development.

10.2 Policies

- 10.2.1** All development within the hamlet shall be connected to the municipal services.
- 10.2.2** Consider extending the municipal services outside the hamlet boundary, at the owner's cost.
- 10.2.3** All roads, and services, and utilities required for a development must be designed and constructed in accordance with the standards of the County and provided by the Owner.
- 10.2.4** The Owner must provide a site grading and storm drainage plan to the County for its review and co-approval by the Province. It must include the provision for on-site storm drainage, drainage collection, and erosion control where applicable.
- 10.2.5** Each building or lot within the hamlet must have the service connections installed in accordance with the standards of the County.
- 10.2.6** Off-site levies and connection fees will be implemented through a bylaw to be adopted by the Council of Brazeau County. New services installed by the County will be paid by off-site levies and connection fees.
- 10.2.7** A servicing plan is required for any subdivision application within the hamlet.

11. PLAN IMPLEMENTATION

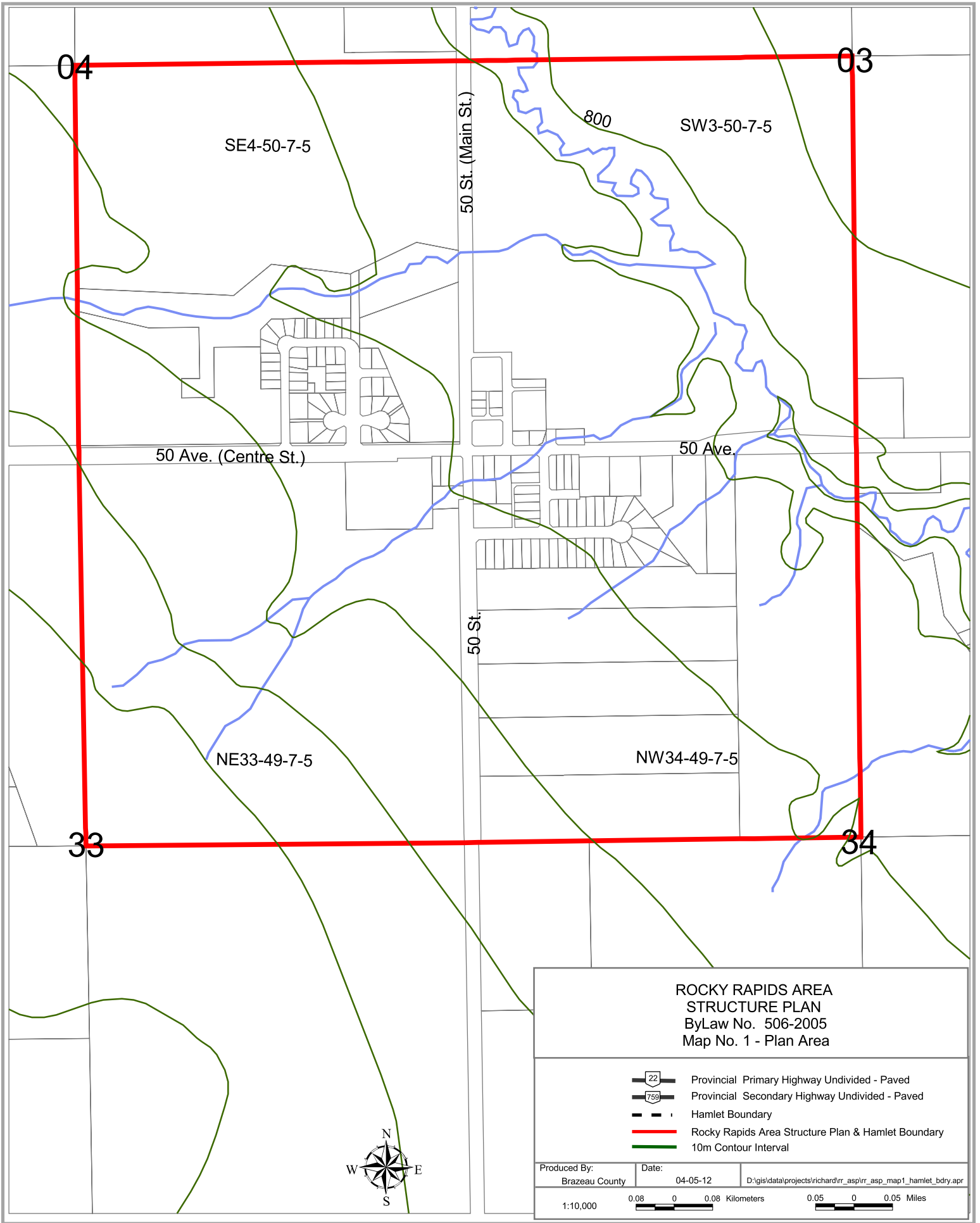
Implementation of the policies in the "ROCKY RAPIDS" AREA STRUCTURE PLAN will require decisions by the County Council and Staff. Monitoring of the Plan policies, which leads to a periodic review and regular updates, should be completed in 5-years to ensure that the Plan's objectives and policies remain current and reflect the changing needs of the community.

11.1 Objectives

- 11.1.1** Adopt by bylaw the "ROCKY RAPIDS" AREA STRUCTURE PLAN.
- 11.1.2** Monitor, review, and update the Plan to keep it current with the needs of the community.
- 11.1.3** Monitor the policies of the Plan and Municipal Development Plan to ensure consistency.

11.2 Policies

- 11.2.1** The Council and Staff of Brazeau County shall endeavor to achieve the objectives of the Plan through the implementation of the Plan's policies.
- 11.2.2** Council may amend this Plan in order to address any changing or unforeseen circumstances.
- 11.2.3** The hamlet boundary may be amended to accommodate a fully serviced development.
- 11.2.4** Develop a road network and servicing plan for the hamlet.
- 11.2.5** Complete a preliminary water study for the hamlet.
- 11.2.6** Based on the budget, priorities, and Council's approval, expand the municipal services to accommodate the population identified in this Plan.
- 11.2.7** Amend the Land Use Bylaw and Municipal Development Plan to implement the policies in the "ROCKY RAPIDS" AREA STRUCTURE PLAN.
- 11.2.8** Council may initiate the review of the Plan in five (5) years to ensure that the intent of the Plan is consistent with needs of the community.



04

03

SE4-50-7-5

SW3-50-7-5

800

50 St. (Main St.)

50 Ave. (Centre St.)

50 Ave.

50 St.






NE33-49-7-5

NW34-49-7-5

33

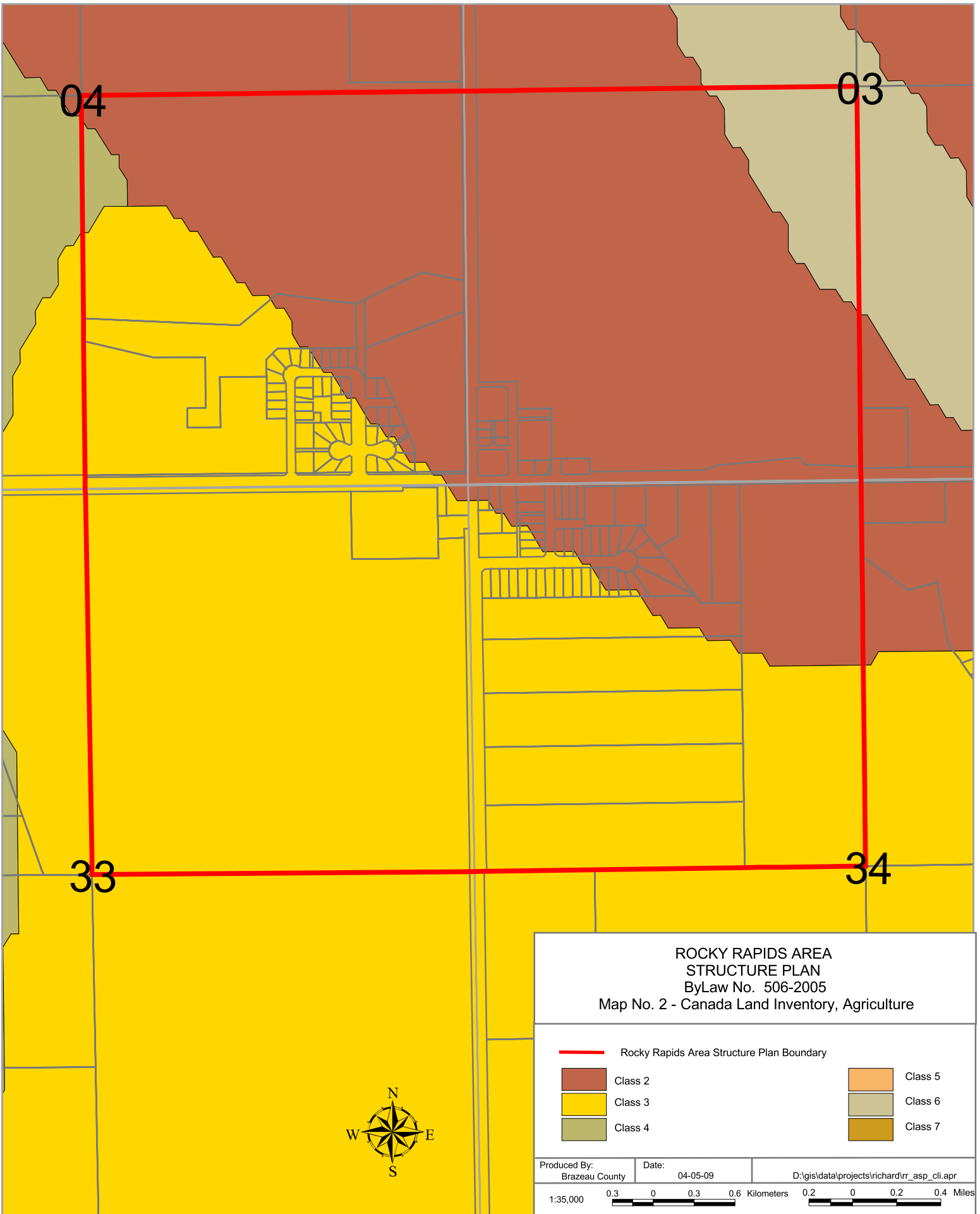
34

**ROCKY RAPIDS AREA
STRUCTURE PLAN
ByLaw No. 506-2005
Map No. 1 - Plan Area**

-  Provincial Primary Highway Undivided - Paved
-  Provincial Secondary Highway Undivided - Paved
-  Hamlet Boundary
-  Rocky Rapids Area Structure Plan & Hamlet Boundary
-  10m Contour Interval



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**ROCKY RAPIDS AREA
 STRUCTURE PLAN
 ByLaw No. 506-2005
 Map No. 2 - Canada Land Inventory, Agriculture**

- Rocky Rapids Area Structure Plan Boundary
- Class 2

Class 3
- Class 4

Class 5
- Class 6

Class 7



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Twp 50 - Rge 7 - W5M

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Twp 49 - Rge 7 - W5M

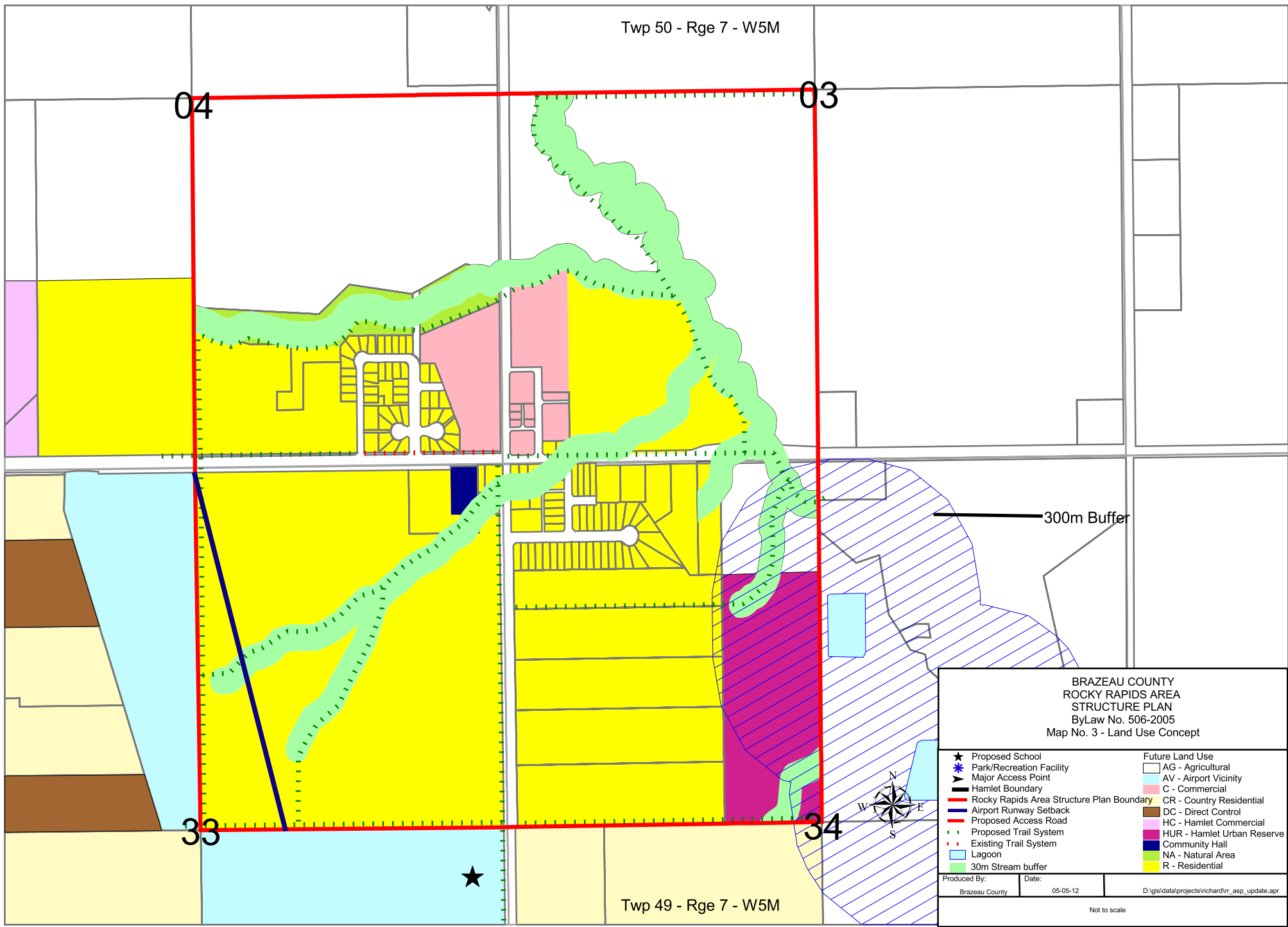
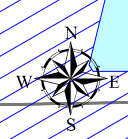
300m Buffer

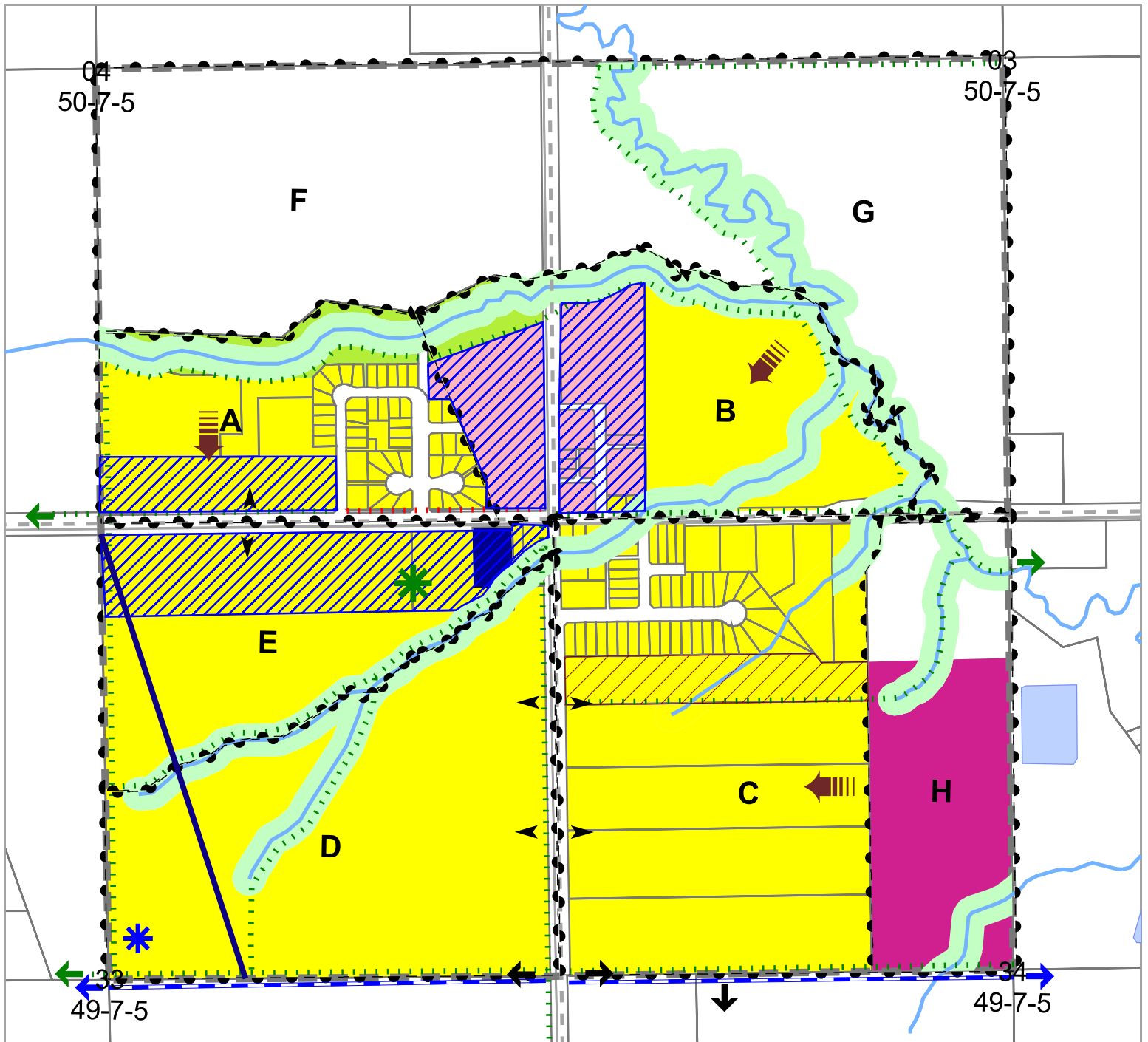
BRAZEAU COUNTY
 ROCKY RAPIDS AREA
 STRUCTURE PLAN
 ByLaw No. 506-2005
 Map No. 3 - Land Use Concept

- | | |
|---|----------------------------|
| ★ Proposed School | Future Land Use |
| ★ Park/Recreation Facility | AG - Agricultural |
| ★ Major Access Point | AV - Airport Vicinity |
| — Hamlet Boundary | C - Commercial |
| — Rocky Rapids Area Structure Plan Boundary | CR - Country Residential |
| — Airport Runway Setback | DC - Direct Control |
| — Proposed Access Road | HC - Hamlet Commercial |
| — Proposed Trail System | HUR - Hamlet Urban Reserve |
| — Existing Trail System | Community Hall |
| □ Lagoon | NA - Natural Area |
| — 30m Stream buffer | R - Residential |

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Not to scale





ROCKY RAPIDS AREA
STRUCTURE PLAN
ByLaw No. 506-2005
Map No. 4 - Hamlet Development Cells (A-H)

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> ⋯ Existing Trail ⋯ Proposed Trail Development --- Major Road --- Intermittent Streams --- Perennial River --- Plan Area Boundary --- 30m Stream Buffer | <ul style="list-style-type: none"> --- Airport Runway Setback --- Hamlet Development Cell --- Proposed Road --- Direction of Physical Growth --- Major Access Point * Park/Recreation Facility * Water Reservoir | <p>Proposed Future Land Use</p> <ul style="list-style-type: none"> --- AG - Agricultural --- C - Commercial --- HUR - Hamlet Urban Reserve --- Community Hall --- NA - Natural Area --- R - Residential --- Main Street Overlay --- Municipal Reserve |
|---|---|---|

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Brazeau County

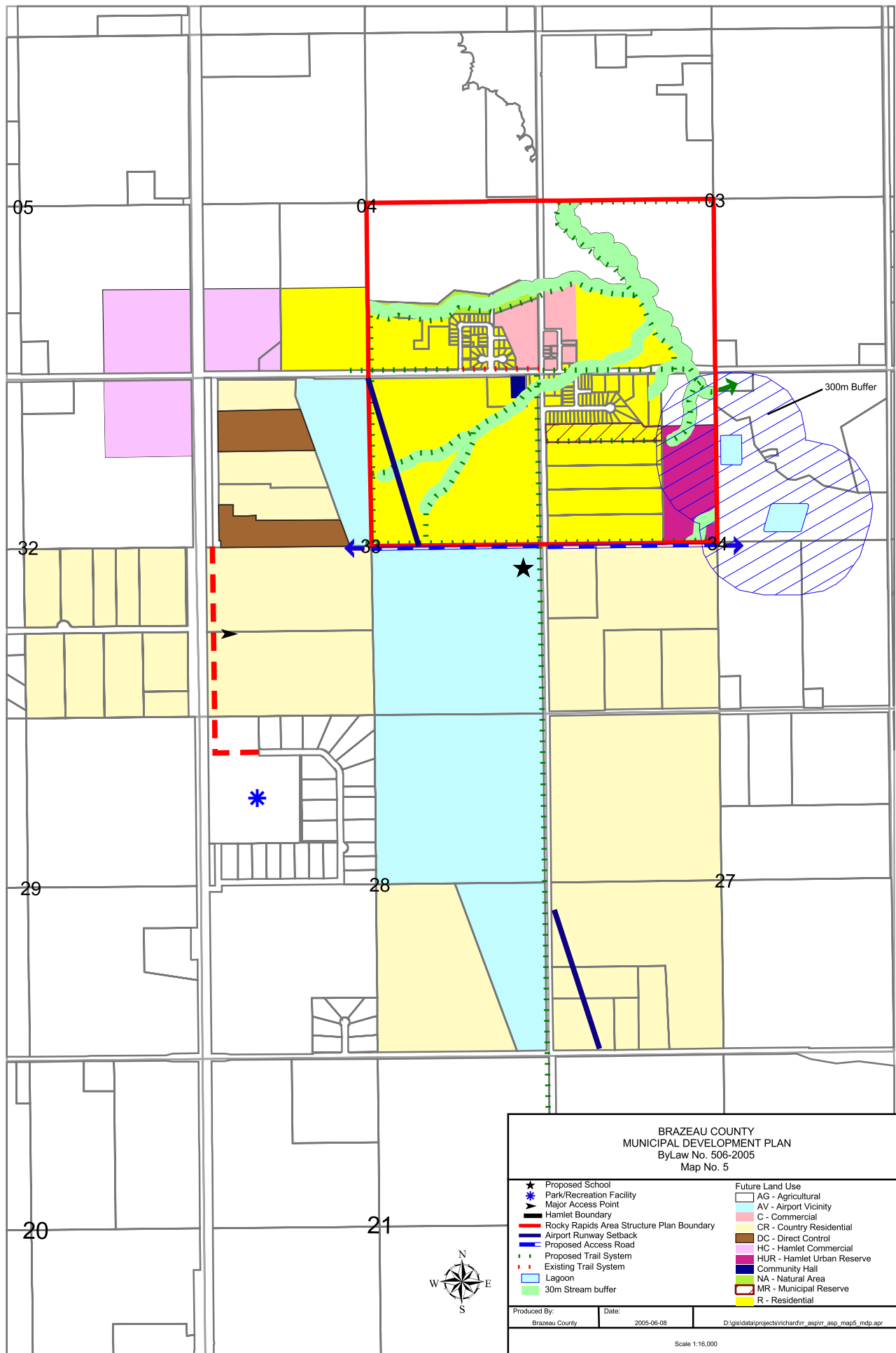
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0.2 0 0.2 Miles



BRAZEAU COUNTY
MUNICIPAL DEVELOPMENT PLAN
ByLaw No. 506-2005
Map No. 5

- | | |
|---|----------------------------|
| ★ Proposed School | Future Land Use |
| ★ Park/Recreation Facility | AG - Agricultural |
| ★ Major Access Point | AV - Airport Vicinity |
| — Hamlet Boundary | C - Commercial |
| — Rocky Rapids Area Structure Plan Boundary | CR - Country Residential |
| — Airport Runway Setback | DC - Direct Control |
| — Proposed Access Road | HC - Hamlet Commercial |
| — Proposed Trail System | HUR - Hamlet Urban Reserve |
| — Existing Trail System | Community Hall |
| □ Lagoon | NA - Natural Area |
| — 30m Stream buffer | MR - Municipal Reserve |
| | R - Residential |

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