

THE TOWN OF RIMBEY

MUNICIPAL DEVELOPMENT PLAN

DRAFT



West Central Planning Agency
Adoption Date: XX/XX/2015

Town of Rimbey: Municipal Development Plan

BYLAW NO. _____

Being a bylaw of the Town of Rimbey
In the Province of Alberta

To repeal Municipal Development Plan Bylaw NO. 672/97 as amended and enact Municipal
Development Plan, Bylaw No. _____

WHEREAS, Section 632 of the Municipal Government Act, Chapter M-26 empowers Council to adopt a
Municipal Development Plan, providing direct regulations and guidelines for future land use,
development, municipal services and facilities within the municipality;

AND WHEREAS, Section 63(1) and 2(b) of the Municipal Government Act, Chapter M-26 empowers Council
to undertake a comprehensive review and update of the Town of Rimbey’s Municipal Development Plan
Bylaw No. 672/97. Council has deemed it necessary to repeal the said Plan and adopt a new Town of
Rimbey Municipal Development plan;

AND WHEREAS, copies of this Bylaw and related documents were made available for inspection by the
public at the Town office as required by the Municipal Government Act Revised Statutes of Alberta 2000,
Chapter M-26;

NOW THEREFORE, Council of the Town of Rimbey duly assembled and pursuant to the Municipal
Government Act Revised Statutes of Alberta 2000, Chapter M-26 enacts as follows:

1. That this Plan shall be known as the Town of Rimbey Municipal Development Plan
2. That the Town of Rimbey Municipal Development Plan NO.672/97 and all amendments are
hereby repealed
3. That the attached “Appendix and Schedules” is hereby adopted as the Town of Rimbey Municipal
Development Plan
4. The adoption of this Municipal Development Plan is effective upon the date of the passing of the
third and final reading of this Bylaw NO. _____

READ A FIRST TIME THIS ____ day of _____ 2015.

Mayor

Chief Administrative Officer

READ A SECOND TIME THIS ____ day of _____ 2015.

Mayor

Chief Administrative Officer

READ A THIRD AND FINAL TIME THIS ____ day of _____ 2015.

Mayor

Chief Administrative Officer

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Introduction and Purpose

The Town of Rimbey Municipal Development Plan (MDP) is a high level document that provides the framework for the manner in which the community will develop over the next 20 to 50 years. The MDP is a statutory plan that must be formally adopted by Council. The Alberta Municipal Government Act states that an MDP must address such issues as future land use and development in the municipality, the provision of municipal services and facilities, inter-municipal issues such as future growth areas and the coordination of transportation systems and infrastructure.

The purpose of the Rimbey MDP is to ensure future growth and development is sustainable, orderly, efficient, and that it enhances the quality of life for the citizens of Rimbey. As a policy document, it is for the most part, general in nature and long range in its outlook.

1. Public Consultation Process Followed in Preparing this Plan and Technical Background

1.1. Stakeholder Focus Group

Stakeholder focus group meetings were conducted as part of the public consultation process. During these meetings, Councillors, Administration and representatives from the community met to discuss their vision for Rimbey, review the existing MDP and discuss example MDP's from similar communities across Alberta. Through this process, a new MDP was created for Rimbey that reflects the community and how it will grow.

1.2. Public Open House

A public open house was held on _____. Information on the MDP was presented and staff attended to answer questions and receive feedback.

1.3. Public Hearing

As the Municipal Development Plan is a statutory document, a Public Hearing is required to receive feedback on the plan and to make stakeholders aware of the plan's contents and changes. This was held on _____.

1.4. Technical Background

Background information for the MDP was provided in the 2011 Infrastructure Study and Five Year Capital Plan. This was prepared by Tagish Engineering and they analyzed the water, sanitary, and storm water system as well as the transportation network. The study also provided a five year capital plan with future projections.

In 2010, Alberta Transportation completed a Highway 53 Planning Study through the Town of Rimbey outlying their plans and recommendations for Highway 53.

Additionally, in 2009 Council adopted Bylaw 839/09: Area Structure Plan which describes how new development needs can be addressed and outlines future development plans. This information has been incorporated into the MDP.

Community Context and Trends

2.0 Regional Setting

Rimbey is located at the intersection of Highway 53 and Highway 20 in west-central Alberta. Ponoka County borders Rimbey in all directions.

2.1 Demographics

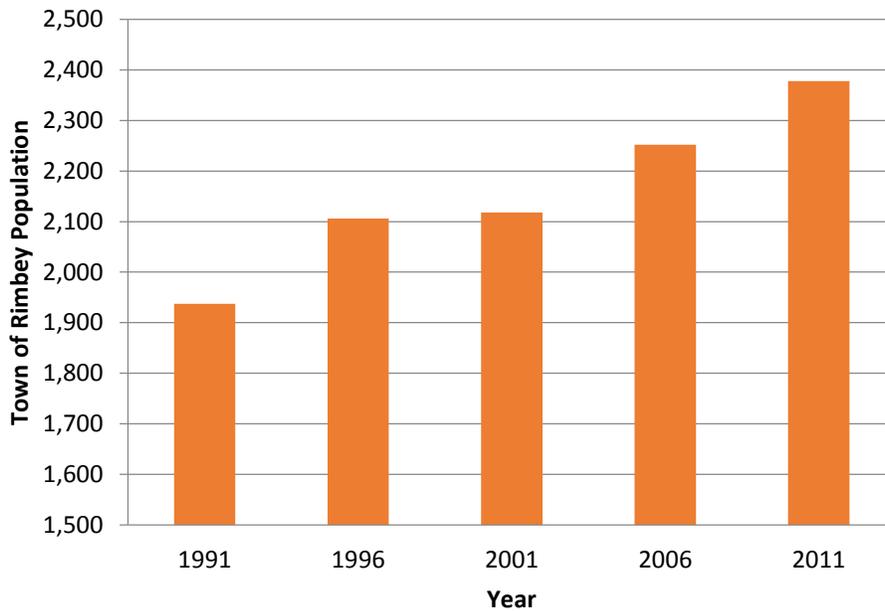
Rimbey has experienced stable population growth over the past two decades as shown below in Table 1.

Table 1: Historical Population, Source: Statistics Canada

| Year | 1991 | 1996 | 2001 | 2006 | 2011 |
|------------|-------|-------|-------|-------|-------|
| Population | 1,937 | 2,106 | 2,118 | 2,252 | 2,378 |

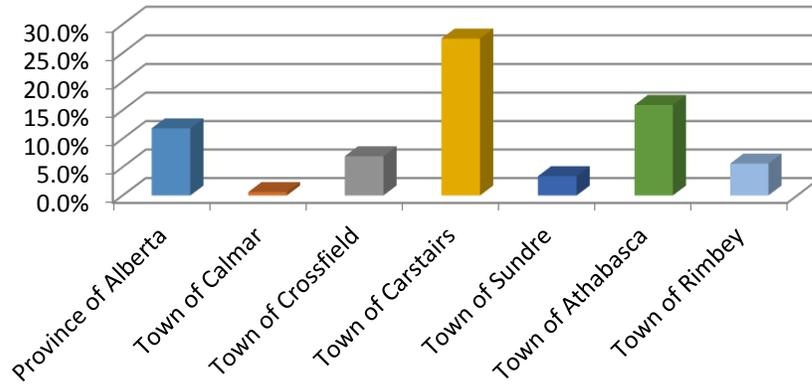
Source: Statistics Canada

Historical Population Growth



The chart below shows the Town of Rimbey's 2006 to 2011 Population Change between the compared to the province as a whole and a few comparable Towns within the province.

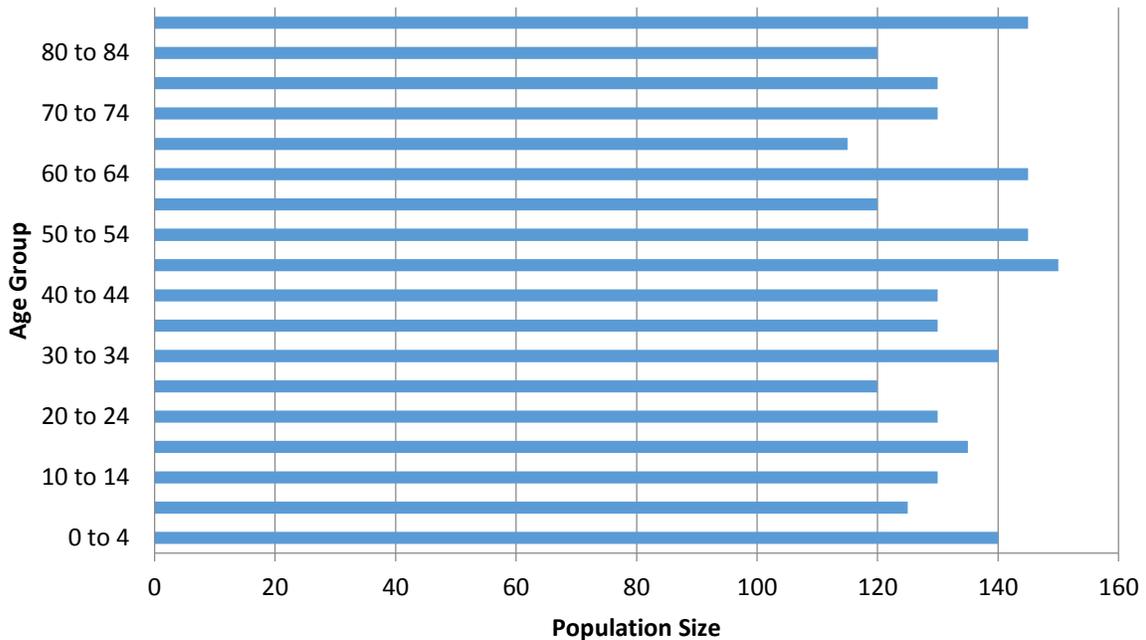
2006 to 2011 Population Change



Source: Statistics Canada

As shown in the chart below, the age breakdown for the Town of Rimbey is fairly evenly distributed. This has implications on the type of services and facilities needed to support the population as well as housing choices.

2011 Town of Rimbey Age Characteristics



Source: Statistics Canada

The 2011 Infrastructure Study completed by Tagish Engineering Ltd. estimates a future growth rate of 2.0%. Using this projection, the Town of Rimbey population estimate is shown below in 10 year increments.

Table 2: Town of Rimbey Projected Population Growth, Source: 2011 Infrastructure Study

| Year | 2022 | 2032 | 2042 | 2052 |
|-----------------------------|-------------|-------------|-------------|-------------|
| Estimated Population | 3,294 | 4,015 | 4,895 | 5,968 |

In addition, as of 2011 there are 1,081 private dwellings within 11.34 kilometres resulting in a population density of 209.7 people per square kilometre.

Development Influences

Highways 20 and 53 provide the primary route through Rimbey and bring people into the community. However, these Highways are also a constraint as they are under the control of Alberta Transportation and have a large amount of truck traffic on them. Since these Highways are under Alberta Transportation's jurisdiction, all development applications have to be referred to them and done to their standards.

Table 3: Average Annual Daily Traffic in Rimbey by Year, Source: Alberta Transportation

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Hwy 53 E of Hwy 20A | 5040 | 5030 | 4970 | 4940 | 5240 | 5380 | 5480 | 5330 | 4970 | 4880 | 5050 |
| Hwy 20A S of 57 Ave | 2350 | 2340 | 2430 | 2410 | 2480 | 2540 | 2590 | 2520 | 2350 | 2650 | 2740 |

The Canadian Pacific Railway borders the east side of the Town providing the opportunity for the development of industrial activities that rely on rail transportation.

Oil and gas pipelines, abandoned wells, a recycling facility and two sewer lagoons are also constraints to development and need to be identified, addressed, and incorporated into development plans (Map 2).

The Blindman River borders Rimbeys' western boundary providing an important recreational asset and an opportunity for scenic housing. This river is an important environmental resource to the community and surrounding area and so development around it needs to be carefully planned and done in a sustainable manner to ensure it is protected.

Existing land use patterns set the stage for development of adjacent lands. The distribution of existing commercial, industrial, recreational and educational facilities influences residential land use patterns as does existing community boundaries.

The agriculture and oilfield sectors are the main employers in the area and the Town of Rimbey has significant industry supporting these sectors.

The capacity of existing municipal services and the ability to economically extend services to future growth areas is the major factor determining future growth directions in the annexed lands and if too expensive, the developer must service on their own.

Vision Statement

The Municipal Development Plan strives to embody the community's goals and aspirations. Based in part on the vision statement, goals were developed to guide future planning and development. These goals appear at the beginning of each policy section and provide a framework for the objectives and policies.

Council has adopted the following vision of what it endeavours to do and become: (From 1997 MDP)

Council is committed to the long-term sustainable growth and development of Rimbey, and to building a community which continues to offer a high quality of life through residential and recreational opportunities, as well as a strong and vibrant business sector.

Policies

Land Use Concept / General Development

3.0 Background

Map 1 – Land Use Concept, identifies the generalized land use pattern. This land use concept will be further defined through the adoption of statutory and non-statutory plans for smaller portions of the town. The previously annexed land to the west will be used primarily for residential development with commercial and industrial areas proposed on the east side of town.

The Land Use Bylaw will be the main tool used to implement the MDP's policies and objectives through the designation of land use districts and the application of development standards for each district. In this regard, the boundaries between the land uses shown on Map 1 are the general concept and the specific boundaries shall be determined through the designation for the Land Use Bylaw districts.

The Land Use Concept illustrated in the Land Use Concept Map (Map 1) should not be viewed or interpreted in isolation from the goals, objectives and policies expressed throughout the text of the MDP.

3.1 Goals

- 3.1.1 To manage growth and development in an environmentally, socially and fiscally sustainable manner that benefits existing and future residents of the community.
- 3.1.2 To ensure new development enhances the sense of community and is compatible with the heritage, character and physical setting of Rimbey.
- 3.1.3 To encourage high quality, new development that will contribute to Rimbey's role as a regional centre for commercial, industrial, institutional and residential uses.
- 3.1.4 To protect existing trees and increase the amount of green space within the community.

3.2 Objectives

- 3.2.1 Present an overall concept for the incorporation of annexed and undeveloped lands into the urban fabric.
- 3.2.2 Encourage diversification in land uses to better meet the needs of the Town and area residents.
- 3.2.3 Encourage cooperation with Ponoka County in land use decisions affecting both municipalities.
- 3.2.4 Recognize and celebrate Rimbey's heritage and small town character.
- 3.2.5 Protect existing trees and provide green space for recreation and environmental protection.
- 3.2.6 Ensure that new development does not create an undesirable fiscal burden on the Town.
- 3.2.7 Ensure that new development addresses development constraints so that potential issues are mitigated. Information on oil and gas infrastructure and the location of abandoned wellsites are available from the Energy Resources Conservation Board.

3.3 Policies

- 3.3.1 The visual attractiveness of the Town should be enhanced through new private and public development and landscaping.
- 3.3.2 New development will be designed in a way to protect existing trees wherever possible, and municipal reserves will be used to provide green space for recreation and community use.
- 3.3.3 Development in constrained locations (See Map 2) should be identified during the Area Structure Plan phase through referrals to the appropriate agencies.
- 3.3.4 Subdivision and development within setback areas from sewage lagoons, oil and gas development, highways and railways shall only be permitted in accordance with the relevant provincial regulations.
- 3.3.5 Development will take place with communication and cooperation with neighbouring municipalities and organizations to ensure it is compatible with the broader region.

Growth Management and Financing of Urban Growth

4.0 Background

Since Rimbey is a growing community, the management of growth and development is a key responsibility of the Town. Growth management is the process of accommodating growth in the community and directing the scale, location and pattern of new development. It ensures that the qualities that attract growth to Rimbey are not significantly diminished as the size of the community increases.

Coordinated growth management strives to maintain the nature and character of the community, ensure compatibility between adjacent land uses and efficient infrastructure servicing expenditures. The Town of Rimbey operates under a developer pays concept.

4.1 Goal

- 4.1.1 To manage the rate, type and direction of future growth and development in a responsible and sustainable manner that is within the financial capacity of the community.

4.2 Objectives

- 4.2.1 To ensure urban development and expansion provides for the future land use requirements of Rimbey while recognizing the need to retain the agricultural use of lands for as long as possible.
- 4.2.2 To manage urban development in a responsible, orderly and cost efficient manner that provides the necessary degree of land use control and adherence to good planning principles.
- 4.2.3 To encourage practices that contribute to attracting people to the community, provide pleasant urban spaces and minimize the capital, operational and maintenance cost of municipal services and infrastructure.
- 4.2.4 To ensure the availability of serviced and properly designated residential, commercial and industrial land for future development.
- 4.2.5 Ensure that current residents are not adversely affected by new development either fiscally or in other ways.

4.3 Policies

- 4.3.1 Prior to considering changes in land use designation; the Town shall require the preparation of either a concept plan or an area structure plan. Any additional studies, testing and approvals that may be required to determine the suitability of the subject lands for development shall be the responsibility of the developer.
- 4.3.2 In considering a proposal for a change in land use designation, a subdivision or a development permit, the following matters should be taken into account where applicable:
 - The type and scale of the proposed use;
 - The suitability of the site for the proposed use;
 - Consistency with provisions contained in applicable statutory plans and the Land Use Bylaw;
 - Site design;
 - Compatibility with surrounding and proposed land uses;
 - Proposed access, intersection treatments and impacts on the road system;
 - Availability of municipal utility services;
 - Provision of open space and of public access;
 - Adequacy of parcel sizes to support the intended use;
 - Proximity to oil and gas infrastructure and the sewage lagoon;
 - The need for development and the benefits the development would bring to the community; and
 - Any other matters deemed relevant by the Town.
- 4.3.3 Wherever possible, development shall be contiguous to existing built areas.
- 4.3.4 The Town shall encourage infill development to take advantage of existing municipal utilities and roads.

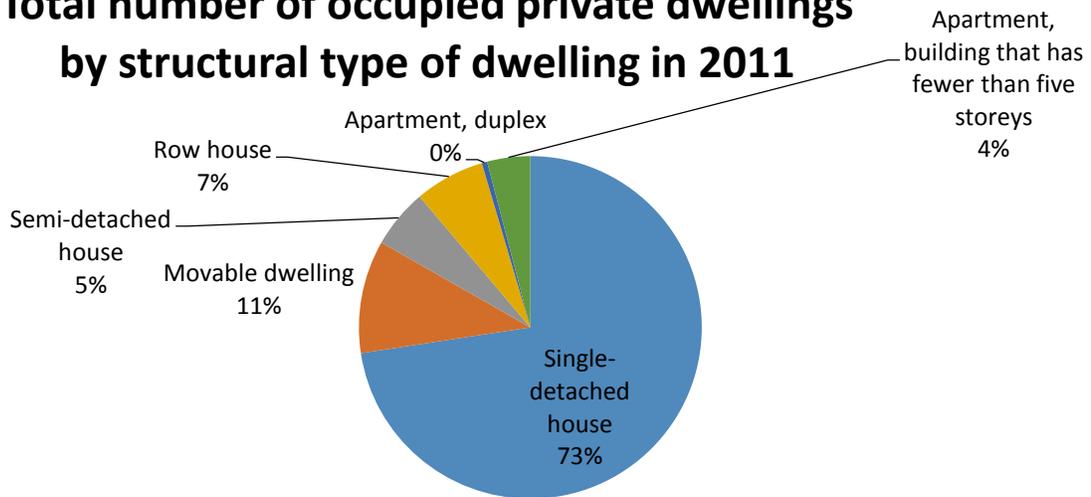
- 4.3.5 The Town shall promote development that utilizes land efficiently and encourage residential development at the densities established in the Land Use Bylaw.
- 4.3.6 The Town shall manage growth and development and developers shall be responsible for the cost of servicing new lands, subject to any current cost sharing policies or bylaws.
- 4.3.7 The Town shall promote municipal strategies to ensure healthy growth, which may include land banking and development by the Town.
- 4.3.8 Developers shall be responsible for the construction and initial maintenance of municipal utilities including required extensions and over sizing, unless otherwise specified by the Town.
- 4.3.9 The Town will consider long term maintenance costs when reviewing development applications and alternatives that reduce maintenance costs will be encouraged.
- 4.3.10 The consideration of offsite levies will be studied by Council and implemented if deemed necessary for sustainable growth and servicing.
- 4.3.11 The Town shall periodically review, and if necessary amend, its development standards.
- 4.3.12 The growth and development of Rimbey should be monitored in terms of:
- The rate of population growth and new housing construction;
 - The supply of serviced and non-serviced land for residential, commercial and industrial uses;
 - The capacity of the water, sanitary sewer and stormwater systems;
 - Road access, safety and internal traffic patterns; and
 - Adequacy of the open space system and community services.
- 4.3.13 To ensure the provision of an adequate supply of land to meet short term and long term development needs, the Town should:
- Undertake and periodically update utility and road studies to provide overall direction for infrastructure investments;
 - Coordinate the placement and sizing of services and roads to ensure the availability of readily serviceable land and support the logical expansion of development areas; and
 - Keep landowners and developers informed of long range growth patterns and land consumption.
- 4.3.14 The Town shall identify growth needs and directions for Rimbey and plan for any necessary annexation to ensure an adequate supply of serviceable land in consultation with Ponoka County.

Residential Development

5.0 Background

Residential development in Rimbey consists of predominantly low density detached housing. Other forms of housing such as semi-detached and row houses are gaining in popularity. In conjunction with an increase in other housing types, there is a general trend to increase densities as land developers and municipalities try to spread the land development and servicing costs associated with residential development over a greater number of units. Additionally, Rimbey has always drawn people from the surrounding area who have wanted to retire, yet remain close to family, friends, and services and there is expected to be an increase in demands for this type of housing.

Total number of occupied private dwellings by structural type of dwelling in 2011



Source: Statistics Canada

5.1 Goal

To facilitate a variety of housing opportunities that meet the needs and preferences of all household types and income levels within aesthetically pleasing neighbourhoods that are connected to the larger community.

5.2 Objectives

- 5.2.1 To identify areas suitable for new residential development and ensure an adequate supply of land for residential purposes.
- 5.2.2 To ensure a high standard of residential development and neighbourhood design.
- 5.2.3 To promote a mix of housing types to meet a variety of lifestyles, life cycle demands and market requirements.

5.3 Policies

- 5.3.1 The Town shall direct residential development to the areas identified in the Land Use Concept Map (Map 1).
- 5.3.2 The Town shall encourage the provision of a variety of housing types in terms of lot size, dwelling type, appearance, and affordability.
- 5.3.3 Higher density housing and senior's housing is encouraged to be located close to amenities.
- 5.3.4 In locating sites for multi-family housing, the following criteria should be applied:
 - Close proximity to major collector or arterial road (Map 4);
 - Adjacent or nearby to open space and a path system;
 - Proximity to a school; and
 - Compatibility with existing housing.
- 5.3.5 Infill and higher density housing shall be encouraged on a site specific basis.
- 5.3.6 Manufactured homes may be permitted only as part of a comprehensively designed and architecturally controlled manufactured home subdivision that is compatible with the overall design and character of surrounding residential uses.
- 5.3.7 Residential areas shall be adequately buffered from highway, industrial and commercial areas.

- 5.3.8 The Town shall require an acceptable standard of subdivision design to promote the efficient use of land, roads, utilities and compatibility between housing types and land uses that are aesthetically pleasing residential environments. Subdivision designs should:
- Provide for varied lot sizes and densities to accommodate different housing types, styles and designs
 - Encourage sustainability consideration in the design;
 - Minimize through traffic on local roads while allowing for common and emergency service vehicle access;
 - Provide sufficient off-street parking as per the Land Use Bylaw;
 - Encourage the retention and integration of natural and historically significant amenities and features;
 - Incorporate parks, open space and trees;
 - Provide sidewalks and pathways that connect to existing neighbourhoods;
 - Provide rear alleys unless specifically waived by the Town;
 - Provide buffers or distance separation of land uses and features of less compatibility; and
 - Promote standards that fit the existing character of the Town.
- 5.3.9 In recognizing the unique requirements for housing for seniors and moderate income residents, the Town should:
- Monitor the demand for and supply of suitable housing;
 - Encourage senior governments, community agencies and the private sector to provide housing in response to these needs; and
 - Designate sites to accommodate suitable housing.

Commercial and Main Street Development

6.0 Goal

To support the development of a commercial area that meets the needs of Rimbey and the surrounding area and provide a meeting place that contributes towards a strong community identity.

6.1 Objectives

- 6.1.1 To identify lands for future commercial development at locations easily accessible to residents and motorists.
- 6.1.2 To sponsor and encourage the maintenance of a clearly identifiable commercial core along 50th Avenue.
- 6.1.3 To ensure that adequate parking is available.
- 6.1.4 To minimize conflicts between commercial and non-commercial land uses.
- 6.1.5 To encourage aesthetically pleasing commercial development.
- 6.1.6 To maintain Rimbey's role as a regional service centre providing commercial services to both the Town and the surrounding area.

6.2 Policies

- 6.2.1 The Town shall encourage the location of commercial development within the areas identified in Map 1.
- 6.2.2 All commercial development shall be required to:
- Have a high quality of external design and finishing that complements or improves upon the appearance of existing development in the vicinity;

- Have a high quality of landscaping and aesthetically pleasing site design;
 - Provide adequate parking;
 - Provide for safe on-site vehicular movement, safe and convenient pedestrian movement and, where possible, linkages to the open space system; and
 - Provide adequate buffering between the commercial development and surrounding existing and future residential areas in order to minimize potential noise, traffic, light and visual impacts.
- 6.2.3 The Town shall strive for the development of a compact commercial central business area along 50th Avenue and encourage development and redevelopment to maximum allowable densities.
- 6.2.4 The Town shall encourage mixed use development along 50th Avenue that includes complementary land uses such as community, cultural, recreational, entertainment, public uses, and residential uses above the main floor.
- 6.2.5 The Town shall ensure that residential land remains in proximity to 50th Avenue in order to help maintain a vibrant and pedestrian friendly environment.
- 6.2.6 The Town shall study the current parking requirements along 50th Avenue and ensure that any new developments provide adequate parking.
- 6.2.7 To facilitate improvements and development within the 50th Avenue corridor, the Town may, in consultation with property owners of the area, prepare a design concept that promotes revitalization through addressing:
- The protection of historical elements of the downtown core where feasible;
 - Developing themes which celebrate the Town’s past and connection to its roots;
 - The integration of a variety of uses with the intent of creating an interesting and vibrant area;
 - Safe and convenient pedestrian movement, vehicle traffic patterns, and parking areas; and
 - The support of unique business opportunities within the downtown.
- 6.2.8 To facilitate improvements and development within the 50th Avenue corridor, the Town may, in consultation with property owners of the area, prepare architectural guidelines that support revitalization and address:
- Streetscape improvements such as signage, tree planting, street furniture, and lighting;
 - Building orientation, design and appearance guidelines fostering an attractive and pedestrian friendly environment; and
 - The integration of any theme components through architectural guidelines.

Industrial Development

7.0 Goal

To encourage the retention and expansion of existing industrial development and the establishment of new industrial activities that are compatible with existing and future land uses.

7.1 Objectives

- 7.1.1 To encourage existing industries to maintain and expand their operations.
- 7.1.2 To attract new industrial development to appropriate locations within the community.
- 7.1.3 To ensure diverse industrial uses are provided within the Town.
- 7.1.4 To promote industrial development to provide employment opportunities.

7.1.5 To minimize conflicts between industrial and non-industrial land uses.

7.2 Policies

- 7.2.1 The Town shall encourage the location of industrial development within the industrial areas identified in The Land Use Concept Map (Map 1).
- 7.2.2 The Town expects and shall encourage a high standard of site development, including the screening of storage yards, site landscaping and attractive building design. Industrial subdivision or development proposals shall address potential impacts on adjacent land uses.
- 7.2.3 Where industrial development occurs or exists adjacent to non-industrial land uses, the Town shall require the provision of sufficient screening and/or buffering to minimize potential impacts on the non-industrial areas. This may include, but is not limited to, the provision of landscaping, fences, or berms.
- 7.2.4 Industrial activities that create large amounts of traffic will be encouraged to locate near major collector and/or arterial roadways (See Map 4).
- 7.2.5 While a broad range of industrial uses and development should be accommodated, certain industrial uses and development may not be permitted which, in the opinion of the Town, would detract from the community's character, quality of life for residents or unduly impact the environment or the Town's infrastructure.
- 7.2.6 Medium and heavy industrial uses shall be directed away from residential areas, recreation, institutional facilities, and commercial districts and shall be separated from non-industrial uses by light industry, landscaped screens and buffers, or both. The Canadian Pacific Railroad on the East side of Town provides an opportunity for further development of these industries.
- 7.2.7 When industries that involve the use and storage of hazardous materials are considered for possible land use approval, they should not be permitted in close proximity to residential, recreational and institutional land uses.
- 7.2.8 A limited amount of commercial land use may be located within industrial development to service that use.

Open Space and Environment

8.0 Goal

To facilitate the preservation of natural areas and integrate accessible and well-planned open spaces into the community to support a broad range of leisure and recreational uses.

8.1 Objectives

- 8.1.1 To conserve and incorporate natural features as an integral part of the community's open space system.
- 8.1.2 To provide open spaces that are functional and effective in satisfying the needs of residents and visitors to the community.
- 8.1.3 To ensure a system of pathways linking parks, open spaces and natural areas are developed as the community grows.
- 8.1.4 The system of pathways should be incorporated where possible into each community and provide access to local services, adjacent neighbourhoods and natural areas.
- 8.1.5 To encourage the sharing and optimal use of open space.
- 8.1.6 To encourage native vegetation in appropriate areas.

8.2 Policies

- 8.2.1 Developers will be responsible for identifying significant natural features to be preserved and integrated into the open space system for public use and environmental protection through the Area Structure Plan and development process.
- 8.2.2 Through the subdivision process, the Town shall require that land considered unsuitable for development because it is an environmentally sensitive area, unstable, or subject to flooding is dedicated as environmental reserve or placed under an environmental reserve easement in accordance with the provisions of the Municipal Government Act. At the discretion of the Town, lands dedicated as environmental reserve or placed under an environmental reserve easement shall remain in their natural state or be used as a public park.
- 8.2.3 Upon subdivision, the Subdivision Authority shall require that 10 percent of the developable land (excluding land dedicated as environmental reserve) is dedicated as municipal reserve in accordance with the provisions of the Municipal Government Act. Dedication of municipal reserve shall be used to provide school sites, parks, recreation areas, and linear park corridors. It is also the preference of the Town that wherever possible, municipal reserves be provided in large parcels rather than numerous small parcels in order to better accommodate a variety of recreational uses.
- 8.2.4 Municipal reserve dedication in residential subdivisions shall ordinarily be provided in the form of land. Municipal reserve sites shall be located to allow for convenient access by the public and shall not consist of lands that contain excessive slopes, are susceptible to flooding, or are legally encumbered. Municipal reserve dedication may be taken in the form of cash-in-lieu where, in the opinion of the Town, dedication in the form of land is either unnecessary or not desirable.
- 8.2.5 Municipal reserve dedication in non-residential subdivision shall be provided in the form of cash-in-lieu unless, in the opinion of the Town, land is required to provide buffers between different land uses. Cash-in-lieu contributions shall be used to enhance and upgrade other reserve sites or acquire additional park areas.
- 8.2.6 Local playgrounds and parks shall be provided within residential areas and sited to be accessible to the immediate neighbourhood and provide safe environments. Wherever possible, linkages between open spaces, community facilities, schools, the central commercial core, and housing areas shall be provided.
- 8.2.7 Municipal reserve parcels shall be landscaped by the developer to the Town's satisfaction. Whenever possible, existing mature trees and vegetation shall be preserved and incorporated into the design and landscaping of park spaces. The number of trees within the community including parks and open space should be increased.
- 8.2.8 The Town shall support the use of open space areas to accommodate as broad a range of activities and user groups as possible without creating unsafe conditions or the potential for conflicts among users.
- 8.2.9 Existing natural areas shall be retained and disturbed natural areas shall be naturalized and restored.
- 8.2.10 The Town shall prepare a Recreation Master Plan to forecast future outdoor recreation and open space needs and establish a program for the ongoing maintenance of public open spaces.

Agriculture

9.0 Background

The Town of Rimbey is located within a rural region containing a variety of agricultural activities which has supported the growth and development of Rimbey since it was founded.

The Municipal Development Plan acknowledges that occasionally landowners and residents may be affected by agricultural operations. These effects can take the form of odours, dust and smoke, application of fertilizers, slow-moving machinery, and operations such as field work during early or late hours. Over the long term, existing agricultural land within the Town boundaries will convert to urban land uses and development. However, high quality agricultural land and existing farming operations within the Town should be protected for as long as possible until the land is required for urban development.

9.1 Goal

To protect existing agricultural operations and farmland until needed to accommodate urban growth while minimizing the effects of agricultural operations on Town residents and landowners.

9.2 Objectives

- 9.2.1 To recognize the need to retain for as long as possible, current agricultural land.
- 9.2.2 To promote general understanding of farm practices by Town residents and landowners and encourage farming practices that minimize their potential effects on Town residents and landowners.

9.3 Policies

- 9.3.1 Agricultural land and existing farming operations within the Town shall be protected for as long as possible until required for future urban development.
- 9.3.2 The Town shall ensure an orderly progression and staging of development in order to prevent premature land development and to minimize land use conflicts with existing agricultural operations.
- 9.3.3 Extensive agricultural land uses such as field crops may be allowed in future urban development areas, but intensive livestock operations and confined feeding operations, as defined by Alberta Agriculture, Food and Rural Development's 2000 Code of Practice for the Responsible Livestock Development and Manure Management shall not be permitted.
- 9.3.4 The Town shall promote compatibility between the urban land uses within Rimbey and the agricultural operations in Ponoka County within the vicinity of the municipal boundaries. The Town may consider the use of mechanisms available to achieve compatibility such as buffers between urban land uses and adjacent farming operations, policies and designations in inter-municipal development plans, referral responses on development applications, and general communication with Ponoka County.
- 9.3.5 The Town shall encourage any intensive livestock/confined feeding operation to be at least 3.2 kilometres (2 miles) from the existing Town boundaries.

Economic Development

10.0 Background

The Town is located a significant distance away from any major urban centers, allowing it to develop an independent economy with its own industry and services and create its own economic viability. The majority of surrounding activity is in the agricultural and oilfield sectors and the Town has industry that supports this.

10.1 Goal

Encourage economic activity that provides a balanced municipal tax base capable of supporting community facilities, infrastructure and activities desired by Rimbey residents and providing varied employment opportunities for residents of all ages.

10.2 Objectives

- 10.2.1 Strive to reduce the tax load for residential properties by pursuing a stronger non-residential to residential ratio in the local property assessment base.
- 10.2.2 Cooperate with partners in the region in promoting appropriate economic development.
- 10.2.3 Pursue increased opportunities for local employment.
- 10.2.4 Support home businesses as appropriate.

10.3 Policies

- 10.3.1 The Town will support the diversification of the economic base of Rimbey and the region through the development and expansion of economic activities.
- 10.3.2 The Town will seek opportunities to support and stimulate appropriate economic development in order to achieve a non-residential to residential assessment ratio to provide a balanced sharing of the tax burden.
- 10.3.3 The Town shall encourage and facilitate development of home-based businesses and home occupations that are compatible with residential land uses.
- 10.3.4 The Town, with the assistance of private landowners, shall continue to work with partners in the region and senior levels of government to attract additional economic activity to the area, diversify the existing economic base and foster the continued growth and success of existing economic sectors and businesses.
- 10.3.5 The Town will actively market available commercial and industrial properties and ensure that the land use planning decisions maintain an adequate supply of readily serviceable commercial and industrial land.
- 10.3.6 While a broad range of economic activity should be accommodated, activities which, in the opinion of the Town, detract from the community's character, quality of life for its residents, or unduly impact the environment or the Town's infrastructure shall not be supported.
- 10.3.7 The Town shall share resources and information with local and regional businesses and agencies to support economic development in the Rimbey area.
- 10.3.8 The Town shall work with the development industry to provide efficient land use, subdivision, and development approval processes, while addressing the need for proper public, stakeholder, and public agency consultation in those approval processes.

Community, Recreation, and Cultural Services and Facilities

11.0 Goal

To foster the provision of a variety of community, recreation and cultural services and facilities that are accessible and contribute towards a high quality of life for Rimbey residents and the surrounding area.

11.1 Objectives

- 11.1.1 To ensure land is available for future community, recreation, cultural, and education service facilities in appropriate locations.

- 11.1.2 To establish an adequate range of cultural, leisure and recreational opportunities, varying in scale and nature to meet the needs of a variety of age groups, income levels and skills.
- 11.1.3 To plan for and provide capital investment in recreation and community facilities.
- 11.1.4 To encourage volunteer participation and partnerships in the development of recreation and community facilities.

11.2 Policies

- 11.2.1 The Town will work with the Wolf Creek School Division to ensure adequate school facilities exist to meet the educational needs of the community from early childhood education, to middle school to lifelong learning.
- 11.2.2 The Town shall explore and pursue all approaches to the funding and provision of cultural and recreation services and facilities including the involvement of the public, private and not-for-profit sectors and the formation of partnerships for this purpose.
- 11.2.3 New infrastructure and retrofits that address special needs such as ramps, sidewalks, and handicapped parking should be provided in new development and the public realm as feasible.
- 11.2.4 The Town will advocate the appropriate provincial ministries to provide increased support services for seniors and disabled persons.

Social and Emergency Services

12.0 Goal

To work with appropriate levels of government to ensure residents in Rimbey and the surrounding area are well-served by accessible and affordable social and emergency services that meet community needs and reflect the levels of service desired by the community.

12.1 Objectives

- 12.1.1 To provide, encourage and support an adequate range of social care opportunities to meet the needs of the community in appropriate and accessible locations.
- 12.1.2 To encourage and facilitate provision of public and private programs, services and support which promote the well-being of Rimbey residents of all ages and enhance, strengthen and stabilize family and community life.
- 12.1.3 To ensure the community can adequately deal with emergency situations.

12.2 Policies

- 12.2.1 The Town will work with public and private providers of health and social services to meet community needs.
- 12.2.2 The Town will promote volunteerism as one essential means of addressing community needs and will encourage business and industry to participate in partnerships to help provide services and facilities to assist in meeting community needs.
- 12.2.3 The Town will ensure that its planning documents accommodate the development of facilities that house social services and programs, religious services and health services within the community. Such facilities should be located in areas that are compatible with existing and future surrounding land uses.
- 12.2.4 Facilities accommodating social, religious and health services should be:
 - Located in areas convenient to users;
 - Designed to permit phased expansion;
 - Able to accommodate multiple uses;
 - Accessible to handicapped persons and seniors.

- 12.2.5 The Town will encourage the integration of compatible land uses such as child care services, religious assemblies, youth oriented facilities, senior facilities, and extended care facilities in appropriate locations.
- 12.2.6 The Town shall encourage the use of Crime Prevention Through Environmental Design principles in site planning for all private and public development as a means of enhancing security and safety within the community.
- 12.2.7 The Town shall ensure provision of police, fire, ambulance and disaster services agencies that are appropriate and meet the needs of the community. Where feasible, the Town will encourage the location of police, fire, ambulance and disaster services in locations that provide the most efficient response time to reach existing and future growth areas of Rimbey.

Transportation

13.0 Background

Transportation within Rimbey is automobile-oriented. The primary road network consists of Highway 20A (51st Street) running north-south and Highway 53 (50 Avenue) running east-west. A number of local roads intersect these highways.

13.1 Goal

To provide and maintain a transportation system that supports the safe and efficient movement of persons and goods.

13.2 Objectives

- 13.2.1 To use a system of transportation planning and management that establishes a safe and efficient transportation system.
- 13.2.2 To encourage and facilitate multi-modal transportation (automobile, pedestrian, bicycle) where feasible.
- 13.2.3 To coordinate transportation planning with Alberta Transportation and Ponoka County.
- 13.2.4 To integrate transportation and land use considerations in all transportation and development decision making.

13.3 Policies

- 13.3.1 Traffic Impact Assessments (TIA) may be required at the discretion of the Town for developments generating more than 100 new peak hour trips. The TIAs shall review both existing and future conditions, and should consider both vehicle and active mode transportation (pedestrian, cycling). The TIA will provide decision makers a basis for evaluation of the implications of the development, help identify future localized transportation system deficiencies, establish required roadway improvements and provide a basis for determining funding participation in conjunction with the development applications. The scope of the TIA will vary depending on the complexity and type of development and will be determined in conjunction with the Town Engineer.
- 13.3.2 The Town shall ensure that the construction, rehabilitation and maintenance of road are co-ordinated with other projects related to municipal services.
- 13.3.3 The future road system shall be in accordance with the future land use concepts contained in the Municipal Development Plan. More precise alignment of new roads shall be determined through the preparation of area structure plans, outline plans and plans of subdivision.

- 13.3.4 Council will rely on the provisions of the Municipal Government Act which allows the municipality to require the dedication of road right-of-way to serve lots being created as a condition of subdivision.
- 13.3.5 The Town will work with Alberta Transportation to coordinate the provision and development of transportation corridors.
- 13.3.6 The Town shall work with Alberta Transportation to protect the Highways from land uses and development that may be detrimental to the flow and safety of highway traffic. This includes efforts to reduce the number of existing accesses and driveways onto the highways.
- 13.3.7 Development adjacent to Highways 20A, Highway 20 and Highway 53 shall be subject to transportation studies, access restrictions, and requirements for roadway improvements to the satisfaction of Alberta Transportation and the Town of Rimbey.
- 13.3.8 The Town shall encourage the establishment of bicycle and pedestrian routes as integral components of the transportation, recreation and open space systems.
- 13.3.9 Noise attenuation devices and visual screens, other land uses, special development regulation (e.g. increased lot depth), or landscaped buffer strips may be required by developers between new residential development and highways, railways and arterial roads.
- 13.3.10 The Town shall work to develop a sidewalk and trail network to link activity centres that are recognized as attractors to optional pathway users. Local sidewalk and trail networks in subdivisions, parks and commercial areas, shall provide access to and supplement the primary pathway network.

Infrastructure

14.0 Background

The Town of Rimbey commissions Infrastructure Reports and 5 Year Capital Plans to evaluate the present system as well identify any maintenance and/or upgrading programs which may be required. These reports aid the Town in making infrastructure improvements which ensure that the existing system remains operable and that growth is orderly and sustainable.

14.1 Goal

To provide residents and properties in Rimbey with access to safe, reliable, adequate and cost effective utility services capable of supporting existing and future development.

14.2 Objectives

- 14.2.1 To maintain an appropriate infrastructure standard for water, sanitary sewer and storm sewer services that will attract new institutional, industrial, commercial and residential investment while providing safe and reliable services to existing and future residents.
- 14.2.2 To proactively plan for the maintenance, replacement and upgrading of water, sanitary sewer and storm sewer systems.
- 14.2.3 To promote the use of sustainable practices to reduce utility consumption, demands on utility systems and impacts on the environment.

14.3 Policies

- 14.3.1 The Town shall prepare and regularly review utility and capital plans to identify existing capacities, desired levels of service, maintenance needs, short term upgrading requirements, long term servicing and sustainability concepts.

- 14.3.2 In accordance with approved capital plans, the Town shall:
- Whenever possible, optimize the use of existing services prior to expansion or extension; and
 - Ensure the sizing of utility extension is based on the ultimate pattern of future growth and extensions are appropriate to the staging of development.
- 14.3.3 The Town shall encourage the residents, businesses and institutions of Rimbey to reduce their overall consumption of treated municipal water and control storm water runoff on individual properties wherever possible.
- 14.3.4 The Town may require the provision of easements or public utility lots to accommodate municipal services and utilities through the subdivision and development processes.
- 14.3.5 The Town shall work with private utility service providers to ensure service to existing and future development in Rimbey is cost effective, complements the Town’s overall servicing concepts and contributes to attractive streetscapes.
- 14.3.6 The Town shall extend and upgrade its storm water management system as required to effectively manage storm water runoff from urbanized areas in accordance with the requirements of Alberta Environment and best management practices.
- 14.3.7 Where possible, utilities will follow transportation corridors.
- 14.3.8 Where technically feasible, sanitary and storm lift stations will be minimized to avoid additional maintenance costs.

Public Participation

15.0 Background

Meaningful public participation is a key ingredient in ensuring a broad base of public support for the planning and other policy proposals considered by Council. The Municipal Government Act specifies circumstances and types of decisions when public input shall be sought. Beyond these requirements, municipalities are able to pursue as much public input as they feel is warranted by a particular issue or proposal. Various tools exist to achieve public input such as notification through mail and newspaper, open houses, workshops, public meetings, surveys, and questionnaires. Public participation can serve to educate and inform all participants about issues of importance to the community, planning processes and planning decisions.

15.1 Goal

To provide an effective and accessible municipal government that responds to the needs of the community through collaboration, consultation and communication.

15.2 Objectives

- 15.2.1 To foster awareness of land use planning policies and participation opportunities in planning processes by members of the general public and the private sector.

15.3 Policies

- 15.3.1 As part of the process of community growth and change, the Town shall facilitate public input on matters of planning interest wherever possible.
- 15.3.2 The Town should guide and work with citizens, community groups and the private sector on matters of planning importance to the community and in these undertakings, the Town should pursue the goals and policies of this Plan wherever possible.
- 15.3.3 The Town shall ensure that copies of the Municipal Development Plan and other statutory and non-statutory plans are readily available for interested members of the public.

- 15.3.4 The Town shall diversify the manner in which information is available to the public through use of the Town office, the Town website, and existing public participation initiatives.
- 15.3.5 The Town shall promote an awareness of regional facilities available to residents.

Inter-municipal Cooperation

16.0 Background

The Town of Rimbey functions as a small urban community within the larger central Alberta Region. Decisions made by the Town and surrounding communities affect and influence one another. Some of the prominent planning issues include potential conflicts between urban and rural land uses in proximity to one another and coordinating infrastructure and services. Positive relations, achieved through communication and consultation between neighbouring communities can provide many opportunities to share resources, achieve economic development goals and reduce the costs of providing services.

16.1 Goal

To promote sound planning and development decision making in the intermunicipal fringe and to create and maintain an atmosphere of mutual respect, trust and recognition

16.2 Objectives

- 16.2.1 To ensure open and meaningful dialogue with Ponoka County to address issues of mutual interest.
- 16.2.2 To coordinate the provision of protective, emergency, social and recreational resources to provide the most effective programs and services to rural and urban residents.

16.3 Policies

- 16.3.1 The Town shall encourage Ponoka County to consult with the Town prior to a decision in regard to proposed statutory plans and amendments and land use bylaw amendment involving lands located within 3 kilometres (2 miles) of the Town boundary.
- 16.3.2 The Town shall encourage and work with Ponoka County to ensure that development along the major roadways leading into Rimbey is visually appealing.
- 16.3.3 The Town shall work with Ponoka County to identify, prioritize and implement opportunities for undertaking municipal services and projects in the most cost efficient and effective manner.
- 16.3.4 The Town shall take an active role in liaison with the County through its elected officials and administration in order to consult with and inform each other of proposed development and related issues.
- 16.3.5 In order to ensure an adequate supply of developable land, the Town shall seek to annex a sufficient amount of land well in advance of current supplies being exhausted.

Implementation

17.0 Background

The success of any MDP depends on the degree it is implemented and integrated into ongoing decision making. The MDP provides the means whereby Council and Administration can evaluate proposals in the context of a long range plan for Rimbey. It is primarily a policy document that is utilized as a framework within which both public and private sector decision making can occur. As a policy document, the MDP is, for the most part, general in nature and long range in its outlook.

One of the main tools that will be used to implement the policies of the MDP is the Town's Land Use Bylaw which controls the use and development of land and buildings within the municipality. This provides a day-to-day means of implementing planning and land use components of the MDP. The preparation and adoption of area structure plans, outline plans, subdivision decisions and budget deliberations are also available as a means of implementation.

17.1 Goal

To promote the use of this Municipal Development Plan and the implementation of its policies.

17.2 Objectives

- 17.2.1 To implement the plan through statutory and non-statutory planning documents.
- 17.2.2 To implement the plan through subdivision and development decisions.
- 17.2.3 To provide for periodic reviews and monitoring of the plan and efforts in achieving its goals and to provide for plan amendments when deemed desirable and necessary.

17.3 Policies

- 17.3.1 The MDP contains "shall", "should" and "may" policies which are interpreted as follows:
 - "shall" policies must be complied with
 - "should" policies means compliance in principle, but is subject to the discretion of the applicable authority on a case by case basis; and
 - "may" policies indicate that the applicable authority determines the level of compliance is required.
- 17.3.2 Subject to Council's approval, minor variations from the policies of the MDP shall not require an amendment to the MDP. More substantive changes shall require an amendment to the MDP and any other affected plan.
- 17.3.3 The goals and policies of the MDP shall be further refined and implemented through the development, adoption and day-to-day application of statutory plans, non-statutory plans and the Land Use Bylaw.
- 17.3.4 In order to consider a Land Use Bylaw amendment, subdivision or development application, or to generally provide directions for land use change in an area, the Town shall require the preparation of an area structure plan or an outline plan or amendments to existing plans to provide the details of intended land uses, municipal reserve dedication, environmentally sensitive areas and site constraints, phasing of development, provision of utility services, roads and open space pertaining to the subject lands and surrounding lands.
- 17.3.5 Developers are responsible for the costs associated with the creation of an Area Structure Plans and any studies that are deemed necessary. However, Council may decide that it will be in the greater public interest to have an Area Structure Plan in place for a particular area. In this case, Council will budget for this project and contract a consultant to do the work.
- 17.3.6 All statutory and non-statutory plans shall be consistent with the Municipal Development Plan.
- 17.3.7 The Town Council or the general public may initiate an amendment to this Plan. Where an amendment is initiated by the general public, the Town shall require the submission of such background information as is considered necessary to support the amendment prior to commencement of the bylaw amendment process. Amendment of the MDP shall follow the appropriate procedures as outlined in the Municipal Government Act.
- 17.3.8 The Town and Council will follow and implement the policies of this plan.

- 17.3.9 Various policies in this Plan suggest spending by the Town of Rimbey. It is not the intention of this Plan to commit the Council to this spending. Council may consider spending proposals suggested by the Plan along with all other Town spending on an annual basis during budget allocations. Pursuant to section 637 of the Municipal Government Act, Council is not required to undertake any of the projects referred to in this Plan.
- 17.3.10 The MDP is intended to be able to adapt to reflect the priorities, goals and aspirations of the community as the Town changes, and to meet changes in development commitments, budget constraints, and market conditions. Generally, in order to ensure that the MDP is current, the entire Plan should be reviewed approximately every three to five years to add additional policies, to strengthen existing policies or to delete outdated or unworkable policies.
- 17.3.11 Council may deem it necessary to amend the Plan outside of the suggested three to five year review period. In order to allow Council to track the status of the Plan after adoption, an annual report should be prepared. This report should include any amendments which have been made or are forthcoming, any suggestions made for amendments, and any outside factors which may drive the need for Plan amendments.

Appendix A: Development in Constrained Locations

The following regulations are based on the *Subdivision and Development Regulation, 2002* which is a regulatory document outlining the specific rules and regulations relating to the subdivision and development of land in Alberta. This includes the subdivision and development process, the appeal process and mandatory setbacks from certain land uses.

There are a wide variety of land uses within the Town of Rimbey; as a result it is important to consult the Subdivision and Development Regulation and any relevant agencies in order to determine what development limitations exist. Some of the most pertinent legislation includes:

- Setbacks from wastewater treatment:
Sewage treatment in Rimbey is provided by a two lagoon system. The lagoon north of Town includes 4 anaerobic ponds and 3 storage ponds. The system to the south of Town consists of an aeration system with 2 cells providing aeration and 2 storage ponds.

A development permit cannot be issued and construction cannot occur for a school, hospital, food establishment or residence within 300 metres of the working area of an operating wastewater treatment plant. A subdivision of land for these uses will also not be allowed unless there is a building site more than 300 metres away from the wastewater treatment plant.

These requirements may be varied with the written consent of the Deputy Minister of Environment.

- Setbacks from oil and gas operations:
The Town of Rimbey is located in an area where oil and gas development is common and a significant part of the local economy. As a result abandoned oil and gas wells may exist within the town boundaries, particularly in the recently annexed areas.

Subdivision or development applications will not be approved if it would result in overnight accommodation or a public facility being within 100 metres of a gas or oil well, although lesser distances may be approved in writing by the Energy Resource Conservation Board. Sour gas facilities may require larger setbacks.

The Energy and Resources Conservation Board provides a mapping tool to identify abandoned wells, this should be consulted before any development application to identify the wells and appropriate setbacks in accordance with Directive 79.

DRAFT

Glossary

Municipal Government Act (MGA) means the Municipal Government Act, statues of Alberta 1994, Chapter M-26.1 as amended from time to time

Area Structure Plan (ASP) means a statutory plan that identifies future neighbourhoods and where residential, commercial, institutional and recreational sites will be located in a previously undeveloped area and how essential municipal services such as water and sewer systems, roads and fire protection will be provided. These plans also describe the number of people that are expected to live in the new area and how development will be staged over time.

Concept Plan means a non-statutory land use plan used by the Town intended to serve as a basic guideline in order to evaluate a small subdivision or development in the context of the development for a larger area.

Business taxes means taxes that businesses pay to local governments, not including any property taxes that business property owners may be liable for paying to local governments

Commercial development means development that includes activities intended for either the sale of goods or the provision of services, or both.

Council means a body of elected officials who exercise duties and powers as legislated by the province. In this document, “Council” refers to the Town of Rimbey Council.

County means a municipal district in accordance with the provisions of the *Municipal Government Act*.

Crime Prevention Through Environmental Design (CPTED) CPTED is a pro-active crime prevention strategy that focuses on an analysis of how the features of the environment and the policies that govern its management and use can constrain criminal activity. CPTED strategies are based on the premise that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime and improve the quality of life. Emphasis is placed on the physical environment, productive use of space, and behaviour of people to create environments that are absent of environmental cues that cause opportunities for crime to occur.

Development permit means a document that includes approved site and building development plans illustrating land use, landscaping, built form, intensity of use, and appearance of the site and buildings, as well as conditions of development approval.

Environmental Reserve means reserve lands to be owned by a municipality, which the municipality may require a subdivision applicant to provide, for lands defined in the MGA as:

- A swamp, gully, ravine, coulee or natural drainage course,
- Land that is subject to flooding or is, in the opinion of the subdivision authority, unstable, or
- A strip of land, not less than 6 metres in width, abutting the bed and shore of any lake, river, stream or other body of water for the purpose of
 - Preventing pollution, or
 - Providing public access to and beside the bed and shore

Industrial Development means development including manufacturing, processing, fabrication, storage, distribution or other intensive development including manufacturing, processing, fabrication, storage, distribution, or other intensive or extensive business activities that provide significant employment and economic development for the community.

Infrastructure means the services and facilities for which the municipality has capital investment and maintenance responsibilities, including roadways, sidewalks, bridges, street lights and traffic signals, transit buses, solid waste management systems, potable water distribution systems, storm sewers, sanitary sewers, sports fields, playgrounds, arenas, pools, police and emergency response stations, vehicles and equipment, civic buildings, parks, boulevard trees and computer and telecommunications equipment.

Land Use Bylaw means a bylaw of the municipality passed by Council as a *Land Use Bylaw* pursuant to the provisions of the *Municipal Government Act* and intended to control and regulate the use and development of land and buildings within the municipality

Municipal Government Act (MGA) means the primary provincial legislation that governs municipalities. The MGA sets out the legislated roles and responsibilities of municipalities and municipal officials.

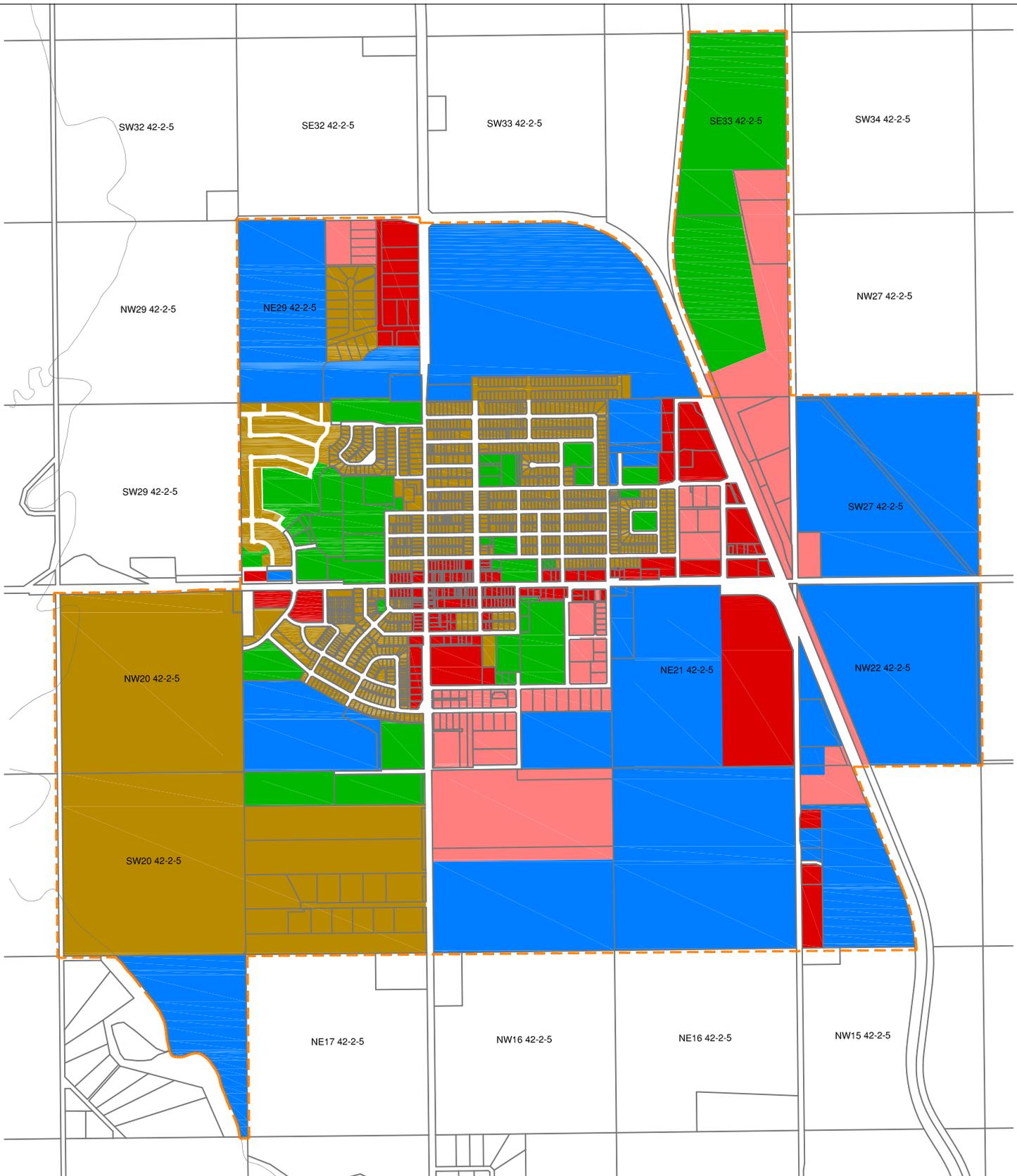
Municipal reserve, municipal and school reserve, and school reserve, means reserve lands to be owned by a municipality, which the municipality may require a subdivision applicant to provide, up to ten percent of the developable area, for park, recreation, or school authority purposes (designated MR for municipal reserve, MSR for municipal and school reserve, or SR school reserve).

Residential development means development that includes all manner of dwellings and associated uses intended for habitation by persons.

Subdivision means the creation or separation of new titled parcels of land from an existing parcel of land, which may sometimes be referred to as the parent parcel.

Subdivision and development regulations means regulations promulgated by the Lieutenant Governor in Council under section 694(1) of the Alberta MGA.

Traffic impact assessment means a tool used to analyse traffic generated by proposed developments with either new access or increased use of existing access points.



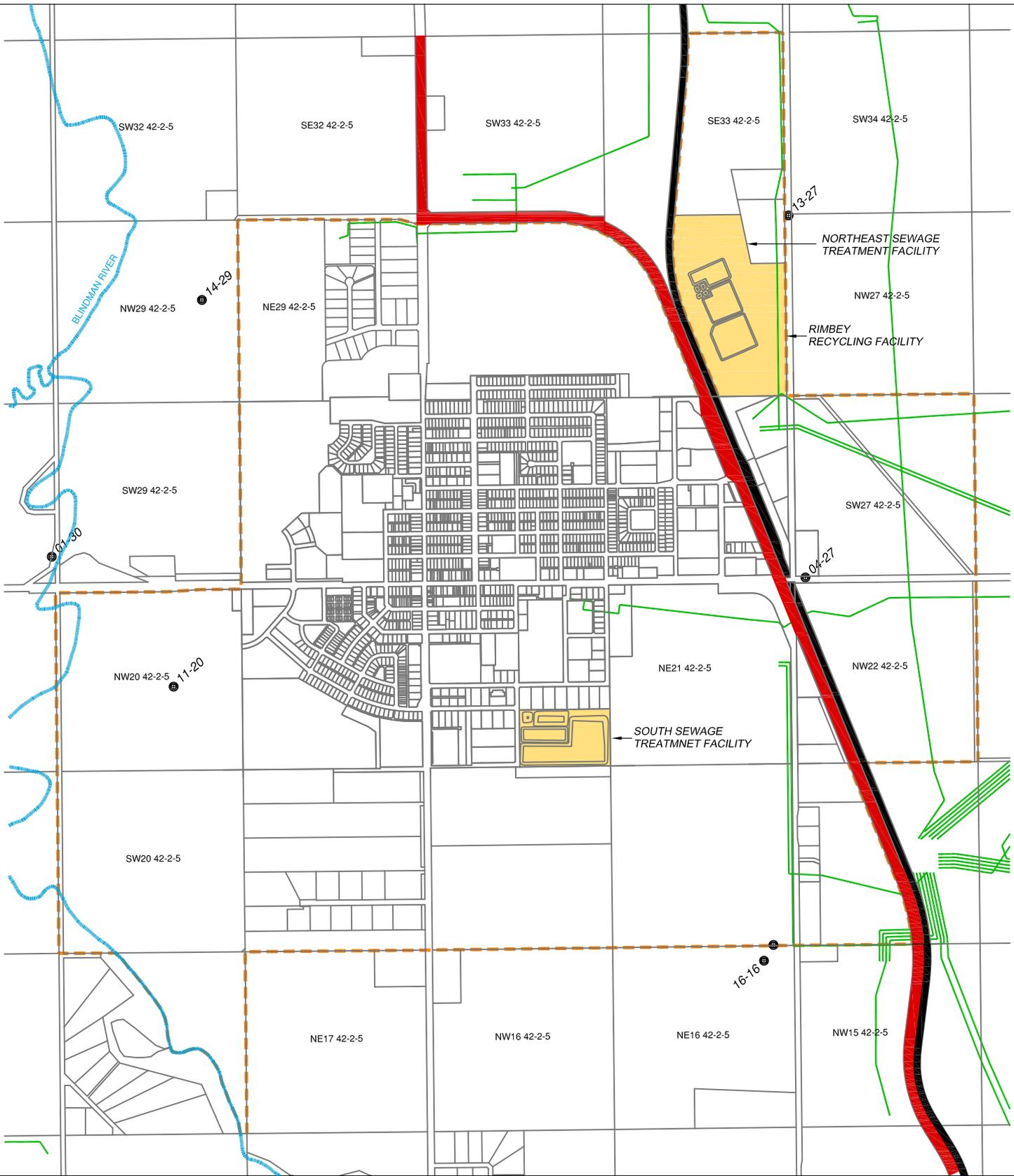
DESCRIPTION

LAND USE
(EXISTING)

- RESIDENTIAL
- INDUSTRIAL
- COMMERCIAL
- INSTITUTIONAL AND PUBLIC USES
- URBAN EXPANSION

MAP 1 LAND USE CONCEPT



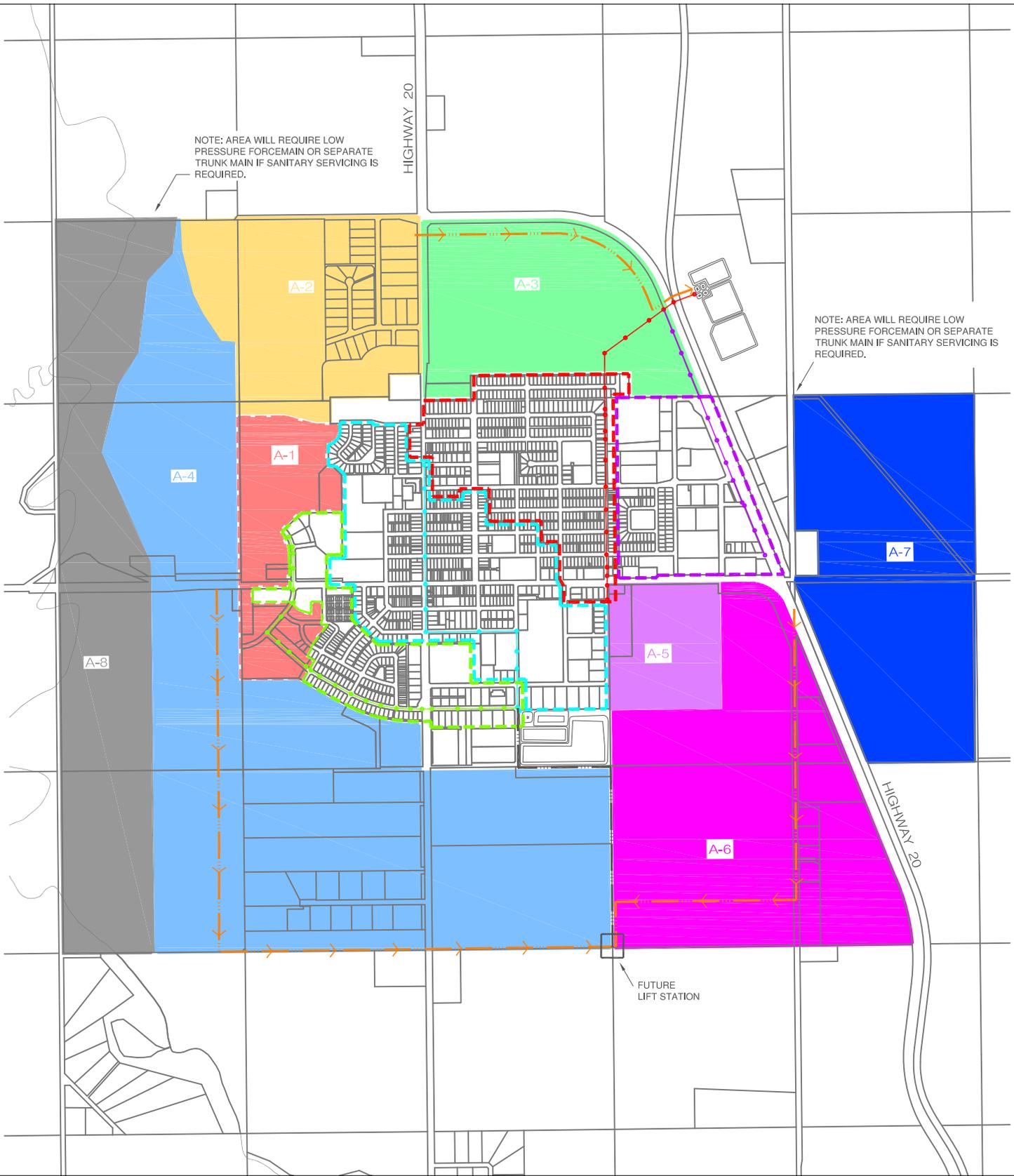


01-21

- ABANDONED WELLS
- SITE SPECIFIC CONSTRAINTS
- RAILWAY
- HIGHWAY 20
- BLINDMAN RIVER
- TOWN LIMITS
- PIPELINE RIGHT OF WAYS

MAP 2 CONSTRAINTS ON DEVELOPMENT

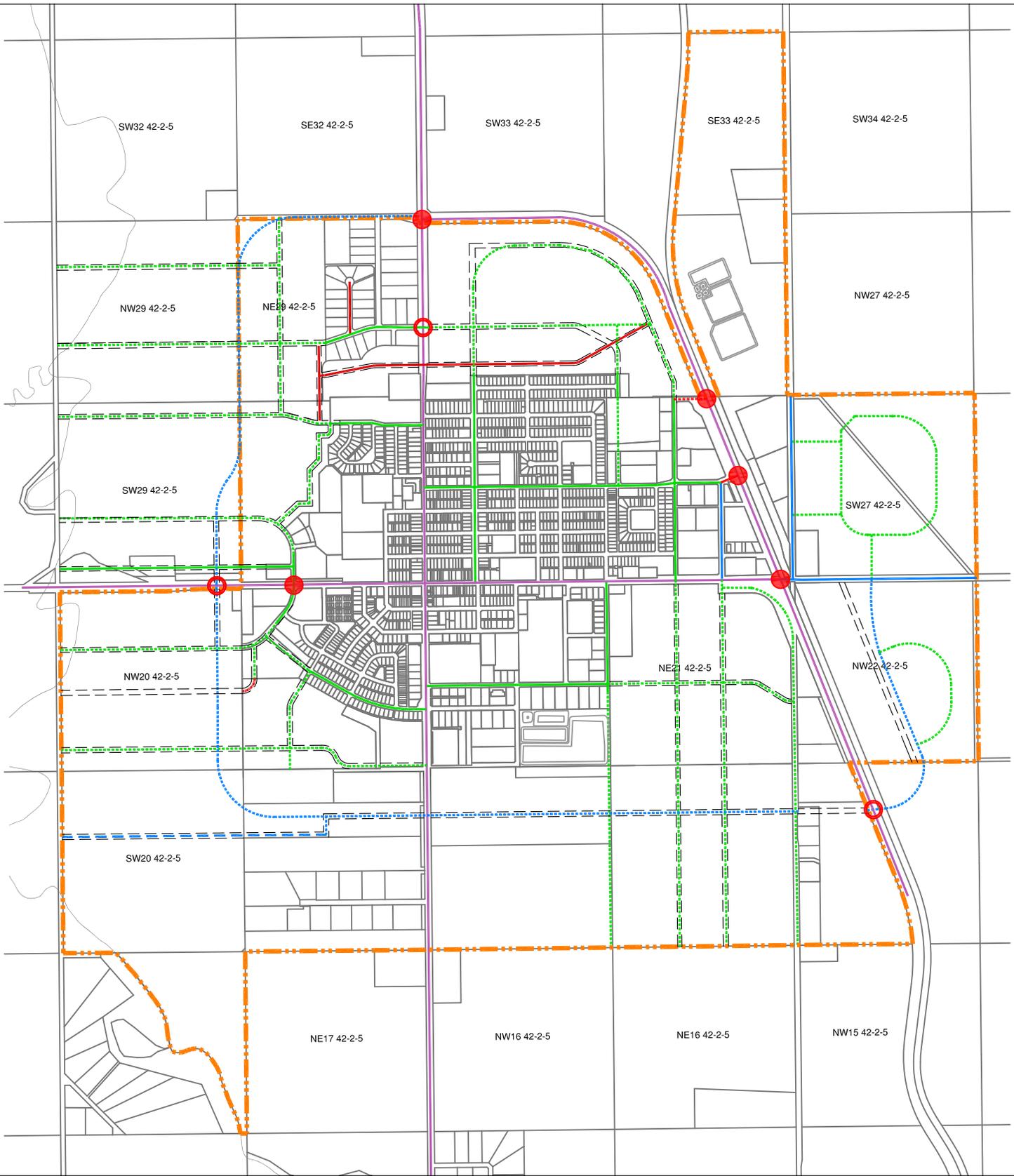




MAP 3 FUTURE SANITARY COLLECTION SYSTEM

| | | | |
|-----------------|--|---------------|---|
| EXISTING | | FUTURE | |
| TRUNK LINE 1 | | TRUNK AREA 1 | |
| TRUNK AREA 1 | | TRUNK AREA 2 | |
| TRUNK LINE 2 | | TRUNK AREA 3 | |
| TRUNK AREA 2 | | TRUNK AREA 4 | |
| TRUNK LINE 3 | | TRUNK AREA 5 | |
| TRUNK AREA 3 | | TRUNK AREA 6 | |
| TRUNK LINE 4 | | TRUNK AREA 7 | |
| TRUNK AREA 4 | | | |
| | | | SANITARY GRAVITY MAIN SANITARY FORCEMAIN |





LEGEND

DESCRIPTION

HIGHWAY

COLLECTOR

ARTERIAL

LOCAL RESIDENTIAL

TOWN LIMITS

EXISTING



PROPOSED



HIGHWAY INTERSECTION

REQUIRES IMPROVEMENT

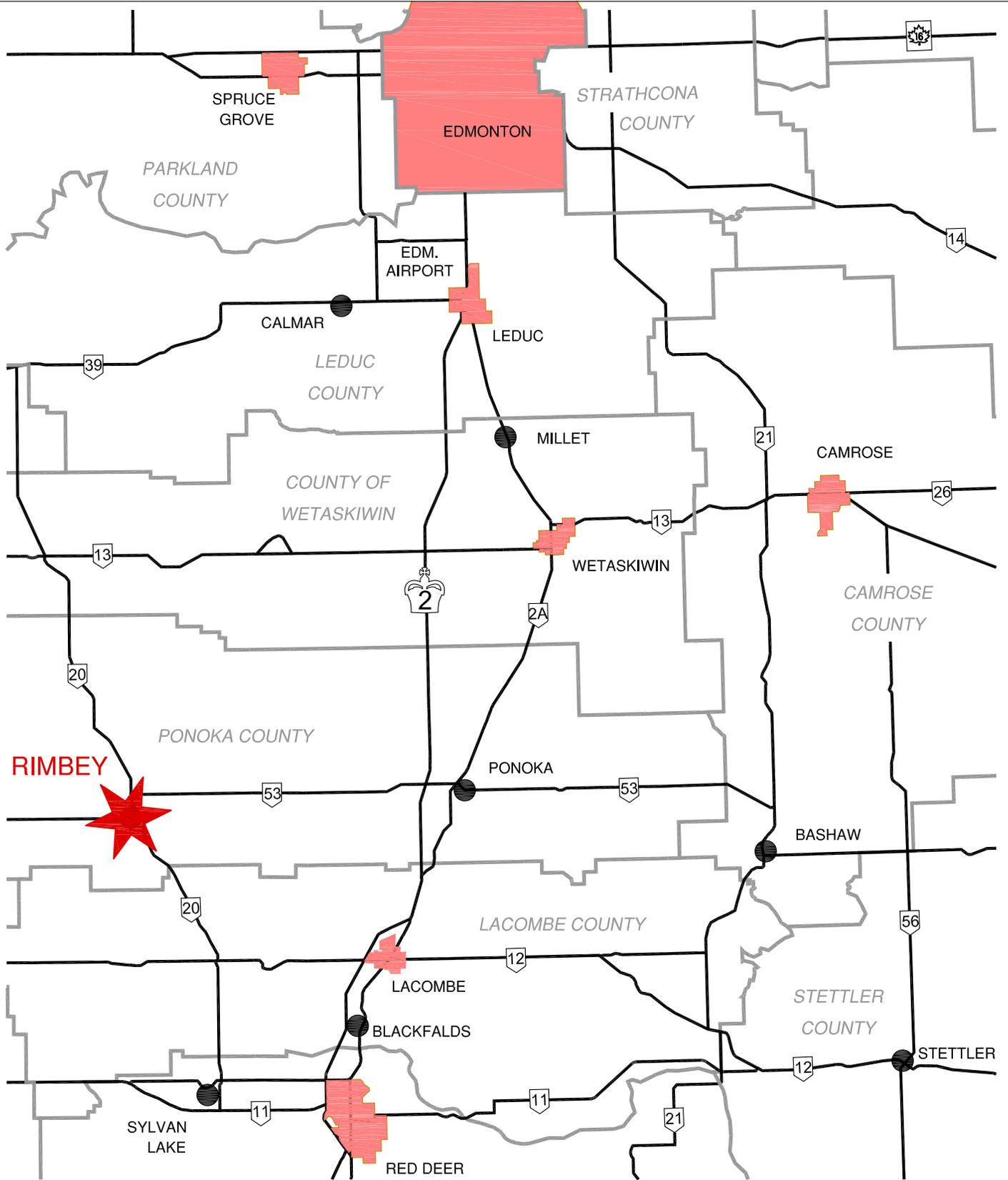


PROPOSED

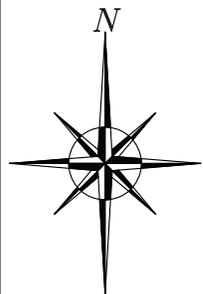


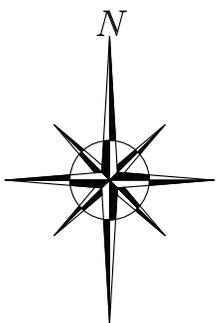
MAP 4 FUTURE ROAD NETWORK





MAP 5 REGIONAL LOCATION





MAP 6 AIR PHOTO

