

Bylaw #672/97

*A bylaw of the Town of Rimbey in the Province of Alberta to adopt a Municipal Development Plan.*

WHEREAS Section 632(2) of the Municipal Government Act, R.S.A. 1994, and amendments thereto, provides that "A Council of a Municipality with a population of less than 3500 may adopt a Municipal Development Plan."

AND WHEREAS Rimbey Town Council wishes to establish a Municipal Development Plan to provide direction in the planning of the community;

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

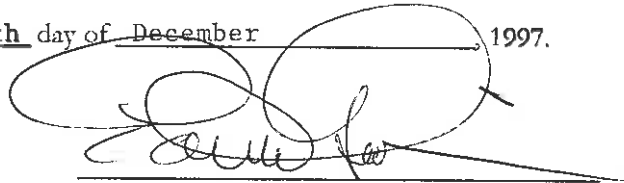
THAT the Town of Rimbey Municipal Development Plan, attached as "Schedule A" of this bylaw be approved as attached.

AND THAT this bylaw shall come into effect on the date of final passage thereof.

Read a first time this 8th day of July, 1997.

Read a second time this 2nd day of December, 1997.

Read a third time this 16th day of December, 1997.



Mayor

*Bernice Birtsch*  
Secretary-Treasurer

**TOWN OF RIMBEY**  
**MUNICIPAL DEVELOPMENT PLAN**

**Prepared by:**

**Council, Town of Rimbey  
and the  
Municipal Development Plan Committee**

**with the assistance of  
West Central Planning Agency, Wetaskiwin**

**December 16, 1997**

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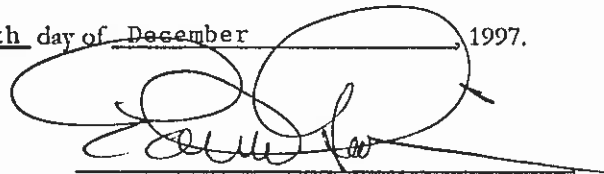
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## 1.0 INTRODUCTION

It has been fourteen years since Rimbey adopted its first General Municipal Plan as a policy document to direct the Town's growth and development. A lot has changed since then:

- 1.1 There has been a steady increase in population, from 1,685 in the 1981 federal census to 2,106 in the 1996 federal census. This represents an annual growth rate of about 1.5% or about 28 persons a year.
- 1.2 The number of businesses (as listed in the telephone directory) has increased from about 160 in 1982 to 230 in 1997 - an increase of 30% over fifteen years or about 2% a year.
- 1.3 New provincial planning legislation was introduced in the fall of 1995. General Municipal Plans (GMP) were replaced by Municipal Development Plans (MDP) which have to be more detailed than the General Plans were.
- 1.4 Other changes at the provincial government level are having, or will have an impact on Rimbey. Examples include hospital closures in the surrounding region, and increases in school taxes.
- 1.5 The Highway 20 bypass has been built on the east side of Rimbey and Highway 53 is being paved west to the junction with Highway 22. Both changes improve access to and from Rimbey.
- 1.6 The opening of the new arena in 1996 added a major new facility to the Rimbey Community Centre Complex which has already a major amenity not usually found in a town of Rimbey's size.
- 1.7 The life of one of the Town's existing sewer lagoons is being extended through the use of innovative technology. The result is a significant cost saving over a traditional upgrade, and a significant increase in the lifespan of the facility.
- 1.8 There is still a reasonable supply of lots in Rimbey for residential, commercial and industrial uses, since it has taken the past 10-15 years for the market to absorb lots brought on stream during the 1970s and early 1980s. However, many of these lots are single lots scattered throughout town which represent "infill" opportunity. Demand for new lots for all three uses is likely to increase in the next few years, particularly for such niche markets as seniors housing.

This Municipal Development Plan is meant to replace the 1983 General Municipal Plan, to bring the Town's primary statutory planning document into conformity with the Municipal Government Act and, most importantly, to look to the future. For the purposes of interpretation much of this Municipal Development Plan provides background information. The reader is advised that the binding provisions of this Plan are stated as either Goals or Policies in Sections 5-12 inclusive.

## 2.0 VISION STATEMENT

Although the current Council was elected on a pro-growth platform, members of Council are familiar with the lessons learned in Rimbey and elsewhere in Alberta over the past ten to twenty years. Rimbey is a small, close-knit community which offers a high quality of life and there must be regard for Rimbey's social and physical environment as growth and development occurs. 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 in its residential and recreational opportunities, as well as a strong and vibrant business sector.

Given this vision, Council foresees the following opportunities which could add to the Town's economic base and to its quality of life:

- 2.1 The Blindman River lies just to the west of Rimbey. Land between the Town's current boundaries and the river could be annexed from the County into the Town. This would include part of the floodplain - an area which has tremendous potential for development as a natural park for public recreation. Other Alberta municipalities in Alberta have added significantly to the quality of life in their communities by developing river valley parks.
- 2.2 Development of a river valley park adjacent to the Blindman River could, in time, be linked to improved pedestrian corridors, such as walking trails, connecting the park to the Community Centre Complex, the schools, Pas-Ka-Poo Park, the ball diamonds and the RV park.
- 2.3 The City of Camrose has made itself an end-destination for retiring seniors and older adults. Although smaller than Camrose, Rimbey has long drawn people from the surrounding area who have wanted to retire, yet remain close to family and friends and to the part of the province in which they have always lived. There is an opportunity for Rimbey to make itself a similar destination for older adults and seniors who are an asset to the community and add to the economic base.
- 2.4 With the development of the Highway 20 bypass and eventual completion of paving on Highway 53 to Highway 22, Rimbey is in an ideal position to take advantage of what should be steady economic growth in the region into the next century. The amount of land available in Rimbey for commercial and industrial uses needs to be increased. Council will set direction in this Plan for the necessary planning.
- 2.5 Council supports the re-location of the Association fairgrounds when it becomes economically feasible to do so. Council's position is that while the Association is an asset

to Rimbey and part of the economic base, the greatest beneficiary of re-location could turn out to be the Association itself. Re-location would give the Association a larger development area in which to offer more events and services, as well as improved access and visibility. Vacated land would be available for re-development to commercial or industrial uses.

- 2.6 50th Avenue is the main road through the heart of Rimbey. It's also been part of Highway 53 and, as a primary highway, under the jurisdiction of Alberta Transportation and Utilities. Alberta Transportation plans to hand jurisdiction for 50th Avenue over to the Town in the near future and Council wants to ensure that the Town is well-positioned to make the most of this asset.

In addition to the above opportunities, Council also believes in some key planning principles:

- 2.7 "The developer pays" is accepted practise throughout Alberta. When new subdivision and development occurs in a municipality the Municipal Government Act allows the municipality to require the developer to pay for necessary infrastructure. Past practise in Rimbey often did not conform to this practise and the long-term interests of the Town were poorly served. As a result, current and future Councils are forced to deal with the problems of the past. Council serves notice, by way of this Plan, that proper practise must and will be followed in the future.
- 2.8 Council's position on the planning system is clear - Council will respect the system and "go by the book". Council will apply its planning authority fairly and consistently and will ensure the same from the Town's other planning authorities, such as the subdivision committee, the development authority, the development agreements committee and the Subdivision and Development Appeal Board. In return, Council expects a similar commitment to the planning system from those who live and work in Rimbey.
- 2.9 Recent changes in Alberta's planning legislation have given the Town greater control over the planning system than ever before. This is particularly true for subdivision and development - parts of the system which tend to affect people most directly in their daily lives. Given this level of control, Council encourages anyone who has difficulty with the Town's planning policies and standards, or with a subdivision or development application, to make constructive suggestions for changing the system. In other words, don't "go away mad". Work with Council and the administration to improve the system.

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### 3.0 CONSTRAINTS & RESTRICTIONS

Some constraints and restrictions will affect the future growth and development of Rimbey. Relative to the difficulties other municipalities face, the effect on Rimbey is minimal.

#### 3.1 Primary Highways

By law there is no right of access to a primary highway. Access is controlled by Alberta Transportation to preserve primary highways as high speed travel corridors. Highway 20 was built in the mid-1980s to bypass the town centre. Access to it is limited and subject to Transportation's approval.

Even though the highway runs between land which has been or can be developed for commercial, highway commercial, and industrial uses, this isn't a significant constraint. Development west of Highway 20 can be serviced with municipal water and sewer. East of Highway 20 development can access the Town's northeast lagoon or build on lots large enough for a private sewer system. Existing uses on private wells could continue, or the Town could consider extending the municipal water service.

When Alberta Transportation transfers jurisdiction for part of Highway 53 to the Town, the Town will assume responsibility for control and management of this road.

#### 3.2 Sour gas facilities

According to the Alberta Energy and Utilities Board, there are no sour gas wellsites in the immediate vicinity of Rimbey. Centennial Petroleum operates a separation facility in 6-22-42-02-W5M in the County of Ponoka which processes sour gas from three wellsites in the area. This facility, southeast of Rimbey on the east side of Highway 20, is not considered a significant constraint. The nearest land within Town boundaries is NE 21-42-02-W5M. This is agricultural land on which long-term land uses are projected to be commercial and industrial.

#### 3.3 Abandoned wellsites

The Alberta Energy and Utilities Board surface well location database lists 17 abandoned wellsites in sections 21, 22, 28 and 29-42-02-W5M. Most wells (12) were drilled in the early 1950s; the remainder have been drilled since. The Board considers its post-1970 location records to be accurate, but less accurate for wells drilled before that date.

Board standards require a company that abandons a well to cut off the well casing at least 1 metre below ground level. The Board acknowledges that older wells may not have been abandoned properly. A properly abandoned well would not impact agricultural use of the land. However, a well casing cut off only 1 metre below ground level could affect development, i.e. building foundations.



Fortunately, there are only three wellsites which appear to be located within the developed areas of Rimbey. The remainder have all been drilled in locations on the outskirts of Rimbey, beyond the range of the growth and development likely to take place in the medium to long term. Detailed information on locations will be included in the Land Use Bylaw.

#### **3.4 Landfills**

There are no abandoned or operating landfills within Rimbey's boundaries. The Town operates a waste transfer station on NE 28-42-02-W5M east of the Highway 20/CPR corridor. Subdivision and development in the vicinity of this waste transfer stations is subject to the Subdivision and Development Regulation (AR 212/95).

#### **3.5 Lagoons**

Rimbey's sewage disposal system includes two lagoons. The south lagoon is located inside Town boundaries in the southeast corner of NW-21-42-02-W5M. The northeast lagoon is located in NE 28-42-02-W5M on the east side of the Highway 20/CPR corridor in the County of Ponoka.

Existing and long-range uses in the vicinity of the south lagoon are commercial and industrial. In addition, the Town has recently upgraded the south lagoon and installed a different effluent treatment system. The result is a significant reduction in odour. This, combined with the long-term land use picture for this part of Rimbey, suggests that the south lagoon is a relatively minor constraint. The northeast lagoon is located north of existing industrial uses beside the railway. Probable long-term land uses in this area are commercial and industrial which would not conflict with the lagoon. The setback from this lagoon is a constraint where it extends southwest across Highway 20 into NE 28-42-02-W5M.

Subdivision and development in the vicinity of the lagoons is subject to the Subdivision and Development Regulation (AR 212/95).

#### **3.6 Anhydrous ammonia**

Although anhydrous ammonia was commercially available until recently in Rimbey, the relevant commercial facility has since be re-located. At present there are no anhydrous ammonia storage facilities in Rimbey.

#### **3.7 Topography**

Within present Town boundaries topography is not a constraint because land slopes down in all directions. If, as suggested in this Plan, the land between the west boundary and the Blindman River were annexed then topography (i.e. the floodplain) would be a constraint.

#### **3.8 Political**

Existing Town boundaries represent a political constraint. Land beyond these boundaries is under the jurisdiction of the County of Ponoka. County lands needed for growth and development may

be acquired through joint planning and, ultimately, through annexation.

#### 4.0 ASSETS AND OPPORTUNITIES

Rimbey's assets and opportunities outweigh the constraints and restrictions.

##### 4.1 Population

Rimbey's population in 1996 was 2,106. Population growth over the past fifteen years has been about 1.5% per year - slow, steady growth as opposed to the boom and bust cycles that other Alberta municipalities have experienced.

Close to a quarter (24.7%) of Rimbey's population in 1994 municipal census was in the 25-44 age cohort - the "baby-boomer" generation and a key demographic for the retail and business sector. The percentage of Rimbey's population aged 65 and over - 26.6%. If the age group from 55-64 is included, 36.2% of Rimbey's population is age 55 or older. People in this demographic represent a growing and important economic opportunity. Seniors tend to spend much of their discretionary income in their place of residence. This opportunity will continue to grow as the "baby boom" generation continues to age.

##### 4.2 Location

Rimbey's trading area has an estimated population of 6-8,000. It includes the west ends of the Counties of Ponoka and Wetaskiwin and the northwest corner of the County of Lacombe. Rimbey is centrally located relative to Wetaskiwin, Ponoka and Lacombe to the east and Drayton Valley and Rocky Mountain House to the west. Rimbey's strategic location within this part of west-central Alberta means the Town's importance as a regional service centre will continue to grow.

##### 4.3 Settlement Pattern

The pattern of growth has seen residential, institutional and recreational land uses developed on the west side of town; commercial and industrial land uses on the east side. The result is a beneficial, efficient pattern of land use which separates potentially incompatible land uses. With land available for further growth in all directions, no change in this pattern is expected.

##### 4.4 Municipal Infrastructure

Town roads and sidewalks are in good shape. Beyond regular maintenance, no significant upgrading is expected with the exception of 50th Avenue (Highway 53) through the centre of Town. It is expected that upgrading of this road will occur in conjunction with the transfer of jurisdiction from Alberta Transportation to the Town.

Most sewer lines are in good shape and will remain that way for some time to come. A few

lines are of shallow, clay tile construction and will be replaced. Because most of the sewer system is based on gravity feed, there are few lift stations. Recent modifications to the south lagoon to incorporate an aeration system will mean less odour and, quite possibly, a reduction in the buffer zone. This will result in a more efficient use of surrounding land. The changes will also extend the lifespan of the lagoon to between 30 to 40 years at present growth rates. Although the northeast lagoon is fully functional, the system is being changed so that the south lagoon becomes the primary treatment facility. The northeast lagoon will take on a more secondary role, handling sewage effluent on a part-time basis during the year.

The Town presently owns and operates four water wells (three operate on a regular basis) which provide enough water to supply a population of up to 3,500. Water supply lines are in good shape. Other than regular maintenance, no significant upgrades are anticipated over the next few years. The existing 500,000 gallon reservoir is sufficient to serve the Town's needs for the next few years. After that, a second reservoir may be needed in the northwest part of Town. The existing water tower is not in use at this time.

In most parts of Town stormwater drainage is by surface flow. However, in some areas such as the Rim-West subdivision, stormwater mains have been built. Generally speaking, the further down the slopes development goes, the more likely it will be that stormwater mains will be required to prevent erosion from surface drainage.

#### **4.5 Topography**

The decision by early settlers to build Rimbey on a hill is now a distinct advantage from a development perspective. The cost to install basic municipal infrastructure in Rimbey is less than it is in other municipalities because the water reservoir is high and the lagoons are low. Existing water and sewer services are based on gravity flow, and most of the developable land within Town boundaries can be serviced in this manner.

#### **4.6 Amenities and Services**

The recent closure of health facilities in nearby communities has increased Rimbey's importance as a regional health services centre. The hospital now serves a larger region than before, and offers both critical care as well as long-term care beds. Schools located in Rimbey draw students from throughout the west end of the County of Ponoka. The commercial sector offers a wide range of goods and services. Cultural and recreational amenities include the Rimbey Community Centre Complex.

#### **4.7 Municipal Finances**

Town finances are in good shape. Rimbey's per capita debt, as of 1997, is well within provincial government guidelines. The Town is on track to pay down most of its outstanding debt by the year 2007. Upgrading of the south sewage lagoon has been financed from reserve accounts - no new municipal debentures were required for this project.

## 5.0 RESIDENTIAL

### GOALS

- 5.1 To ensure that Rimbey continues to offer a range of affordable housing in pleasant neighbourhoods and, where possible, to improve on these standards.
- 5.2 To welcome a variety of residential housing types and densities including but not limited to older adult and seniors housing, mobile home parks and mobile home subdivisions.
- 5.3 To ensure that the private sector bears the responsibility for, and pays the costs of, developing new housing in Rimbey.
- 5.4 To ensure that new residential developments are pre-planned so that they "fit", logically and economically, with existing developments to avoid long-term hidden costs for the Town and its ratepayers.

### POLICY

- 5.6 Council may require an Area Structure Plan to be prepared and adopted by Council before subdivision and development of major residential expansions in undeveloped and unserved parts of Rimbey can proceed. Such an Area Structure Plan may be required to include any or all of the components identified in s.11.14 of this Municipal Development Plan. The Plan is to be prepared at the developer's expense.
- 5.7 Area Structure Plans must identify the municipal infrastructure required to service a new residential development, including but not limited to water, sewer, stormwater, utilities, roads, sidewalks and curb and gutter.
- 5.8 Area Structure Plans are not required for subdivision and/or development for lot splits, consolidations, lot line adjustments or other subdivisions and developments of a relatively minor nature where municipal services already exist.
- 5.9 Any municipal services required as the result of subdivision and/or development shall be built and paid for by the developer.
- 5.10 Council takes the position that development costs in Rimbey and the development standards in sections 5.6, 5.7 and 5.9 above are reasonable. Council will not compromise on these standards. Local improvement levies will not be allowed as a way to finance municipal services in new residential neighbourhoods.

- 5.11 Mobile and modular homes are a significant part of Rimbey's housing inventory. Council welcomes subdivision and development proposals for mobile or modular home housing.
- 5.12 Council welcomes subdivision and development proposals for residential uses aimed at the older adult and seniors markets.
- 5.13 Undeveloped, serviceable land near the hospital and the Community Centre Complex may be suitable for the subdivision and development of residential uses for older adults and seniors.
- 5.14 Council welcomes proposals for changes to municipal infrastructure to improve access opportunities for Rimbey's seniors. Examples may include but are not limited to minor, inexpensive changes such as upgrading sidewalks or installing crosswalks and wheelchair ramps.
- 5.15 Medium and high-density residential developments such as duplexes, townhouses, multi-plex residential units and apartments are welcome in Rimbey subject to acceptable standards including but not limited to lot size and coverage, parking standards and access. Council may require medium and high-density residential developments to provide a transitional land use between the development and any adjacent low density residential uses which include but are not limited to roads, lanes, utility lots, or reserve parcels.
- 5.16 Council welcomes proposals for innovative housing developments but may require that these be self-contained developments separate from developments built to other standards.
- 5.17 Self-contained suites within a single family dwelling may be acceptable as a discretionary use in some residential districts.
- 5.18 Where a home office is a use confined to the interior of a residence with no outward change in the use or appearance of that residence, home offices will be allowed as a discretionary use in some residential districts.
- 5.19 Home businesses characteristics may include, but are not limited to, parking and/or storage of vehicles used for the business, storage of goods for the business and unusual operating hours. Unlike a home office, a home business may have an impact on surrounding land uses outside the home. Home businesses may be allowed in some residential districts as discretionary uses.
- 5.20 The land use bylaw will allow the Town's development authority to issue development permits for home offices and home businesses on a one-year renewable basis, as an

incentive to those persons holding these permits to ensure that the use complies with the land use bylaw and doesn't affect the neighbours.

- 5.21 Some land within the present Town limits may be suitable for residential subdivision at non-urban density levels (e.g. country residential development) because the land may not be immediately serviceable from existing municipal water and sewer services without expensive infrastructure upgrades, such as lift stations. These lands may be subdivided and developed for country residential uses subject to certain minimum standards which include but are not limited to:
- a) minimum lot sizes of 0.40 hectares (1 acre);
  - b) minimum lot frontage of 30.48m (100 ft.);
  - c) mandatory connection to the Town's water system;
  - d) installation of private sewer systems satisfactory to the Town, the regional health authority and relevant provincial agencies which are designed to be connected to a municipal sewer system, when practical;
  - e) design of the lots so that they can be re-subdivided to a higher urban density in the future;
  - f) no re-subdivision of lots unless to a higher urban density;
  - g) design of roads to a rural standard, so that in place of curb and gutter the road right-of-way is landscaped and adequate ditching is installed to handle drainage;
  - h) construction of the road to a standard acceptable to the Town and to include paving with asphalt concrete pavement (hot mix).
- 5.22 Land in the County of Ponoka between the Blindman River and Rimbey's west boundary has the potential to be developed for low density country residential uses. Council's position is that this type of development would expand Rimbey's housing inventory and provide opportunities for parkland development along the river valley. Access to such a development should come by way of existing roads under the Town's jurisdiction. It could also be serviced with municipal water. The necessary first step toward such a development would be to negotiate and conclude an annexation agreement with the County. The necessary second step would be for a developer to prepare an Area Structure Plan for the land prior to subdivision and development. This land may be developed subject to the same development standards outlined in section 5.21 above.

## **6.0 COMMERCIAL and INDUSTRIAL**

### **GOALS**

- 6.1 To ensure that Rimbey's downtown core remains the primary commercial centre for the community and the surrounding area.

- 6.2 To ensure that Rimbey's other commercial districts on the east end of 50th Avenue and at the south end of 51st Street remain viable.
- 6.3 To ensure that new businesses have the necessary support to locate in an appropriate commercial area to compete with or complement the existing commercial base. Council takes the position that competition is healthy and that it increases the choices available to consumers which strengthens Rimbey's ability to secure and enhance its trading base.

#### POLICY

- 6.4 Rimbey's downtown core is expected to support the majority of retail and service businesses.
- 6.5 The lifeblood of the downtown core is people. While the existing retail and services business base draws people to the downtown it is also important to try to maintain a population base close to the downtown core.
- 6.6 Additional space required for businesses that want to locate within the downtown core may come from infill development of vacant land, redevelopment to higher densities or from the conversion of non-commercial uses to commercial uses.
- 6.7 Parking in Rimbey's downtown core is, as in many small municipalities, an ongoing issue. Businesses often object to parking requirements. This may not be in the interests of a business, since convenient parking is an important factor in attracting customers to the business in the first place. Council takes the position that businesses in the downtown core should continue to provide parking. Parking standards will be implemented in the Land Use Bylaw.
- 6.8 Not all of the Town-owned land on which the new fire hall will be built will be needed for the fire hall. The remainder will be developed for public parking.
- 6.9 In the next few years, in advance of transferring jurisdiction over a part of 50th Avenue (Highway 53) to the Town, Alberta Transportation is expected to re-pave 50th Avenue. Council supports a streetscape improvement project to improve the appearance of 50th Avenue, which could take place in conjunction with re-paving and other improvements. Council also supports the design and construction of a more logical 50th Avenue/50th Street intersection to improve traffic flow..
- 6.10 Rimbey's downtown core is linear and compact, with a strong level of pedestrian activity. Council welcomes proposals for improving and enhancing pedestrian access in the downtown core.

- 6.11 Commercial uses located at the east end of 50th Avenue and the south end of 51st Street (Lockhart Road) are different from those in the downtown core. These uses need larger lots for storage of goods, or rely more on vehicle access rather than pedestrian access. Similar uses will be required to locate in these areas.
- 6.12 Council may support the development of a fourth commercial area on Highway 53 west of the hospital, primarily for highway commercial uses..
- 6.13 Development of highway commercial uses on the west side of the Highway 20 bypass is supported by the East Area Structure Plan adopted by Council in 1997.
- 6.14 If there is sufficient demand Council will consider rezoning land at the north end of NE 21-42-2-W5M, between 43rd and 46th Streets, for commercial uses.
- 6.15 Council may require dedication and construction of service roads to provide controlled access to areas of land developed for commercial, highway commercial and industrial uses. These service roads must be built prior to subdivision endorsement, or as a condition of a development agreement. Existing service roads dedicated by survey but not built will be kept open for future use.
- 6.16 Given Rimbey's overall size and the importance of the downtown Council does not support commercial uses in residential neighbourhoods (i.e. convenience store) that are located close to downtown. Council may support such uses in newer neighbourhoods further away from the downtown.
- 6.17 Some land south of the downtown core is currently zoned for T-Transitional use. The Town's experience with this district has not been positive. It has been difficult to administer and the private sector has found it confusing. Council will delete this district from the Land Use Bylaw.
- 6.18 Subject to consultation with affected landowners, land currently zoned T-Transitional and R2-Low Density Family Residential south of 50th Avenue and between 49th and 51st Streets may be zoned to C1-Central Commercial.
- 6.19 If parcels currently zoned T-Transitional or R2-Low Density Family Residential are re-zoned to C1-Central Commercial, existing uses will enjoy the protection of the non-conforming use and building provisions of s.643 of the Municipal Government Act. Existing uses may remain indefinitely but if re-development of the parcel occurs it must be to C1 uses. The Act allows the development authority to exercise some discretion with respect to the ongoing maintenance and upkeep of these uses. The specifics of this discretionary power will be included in the Land Use Bylaw.



- 6.20 Parcel B, Plan 3467 HW is a 1.8 ha. (4.5 ac.) parcel of land in the southeast part of Rimbey. Immediately east of it is a 6.6 ha. ( 16.3 ac.) parcel that is an unsubdivided remnant of NW 21-42-2-W5M. Both parcels of land are owned by the Rimbey Agricultural Society. The Society's building is located on Parcel B. The fairgrounds operated by the Rimbey Exhibition Association are located on the unsubdivided remnant. Council supports the re-location of the Rimbey Exhibition Association fairgrounds.
- 6.21 If a new site is developed for the Rimbey Exhibition Association fairgrounds and the existing site is made available for re-development, it should be re-developed for commercial and light industrial uses.
- 6.22 Land south of the downtown core, within the north half of 21-42-02-W5M, is suitable for further commercial and light industrial development. However, the way much of this land has been subdivided has resulted in lots of various sizes and partially built road alignments. Council 's position is that an Area Structure Plan for this area is necessary to rationalize the existing lot structure and to plan road alignments, and that this Area Structure Plan is a planning priority following adoption of this Municipal Development Plan.
- 6.23 Industrial uses are presently defined under two categories in the Land Use Bylaw: M1-Light Industrial uses and M2-Heavy Industrial uses. M1 uses are allowed west of Highway 2. M2 uses are allowed on the east side of Highway 2. Council intends to maintain this pattern of land use. Additional industrial land may be made available as Town-owned land in NE 28-42-2-W5M and SE 33-44-2-W5M is developed.
- 6.24 Although most of the NE 21-43-2-W5M is undeveloped at this time, projected long-term land uses are commercial and light industrial. Residential uses will not be allowed for two reasons. First, as stated in section 4.3 of this Plan, allowing residential uses on this side of Rimbey would be contrary to the existing settlement pattern. Second, as long as the Centennial Petroleum sour gas plant to the southeast is in operation, it is bad policy to allow residential uses in the vicinity of this plant..

## 7.0 TRANSPORTATION

### GOALS

- 7.1 To ensure that this Plan contains the necessary policy on road and air transportation - the two transportation modes over which the Town has the most control.
- 7.2 To ensure that Rimbey continues to be served by a viable and efficient transportation

infrastructure.

#### POLICY

- 7.3 The Town owns and operates the Rimbey airport, located north of town adjacent to Highway 20. Council welcomes proposals for development of land on the airport property for commercial uses, particularly those oriented toward the aviation industry.
- 7.4 The Town relies on the County to control land use in the vicinity of the airport through the County's Land Use Bylaw. Council recognizes and appreciates that the County's Bylaw includes an Airport Agricultural land use district, as well as N.E.F. Contour and Height Limitations mapping to control land use in the vicinity of the Rimbey airport.
- 7.5 Council takes the position that roads are a crucial component of urban growth. Once municipal road rights-of-way are dedicated at the subdivision stage, it is difficult and expensive to acquire additional rights-of-way. Establishing the type, alignment and standard for new roads in Rimbey will be a key requirement to be met in Area Structure Plans. Standards for road rights-of-way will be established in the Land Use Bylaw.
- 7.6 Generalized arterial road alignments shown in the 1983 General Municipal Plan are updated and shown in this Municipal Development Plan. Specific alignment planning will be required in the appropriate Area Structure Plans.
- 7.7 Council will not purchase road rights-of-way in new areas that are being subdivided and developed. Council will rely on the provisions of the Municipal Government Act which allow the municipality to require the dedication of road right-of-way to serve lots being created as a condition of subdivision.
- 7.8 In existing developed areas Council may purchase additional road right-of-way. However, it is anticipated that this will not happen often and only where more right-of-way is needed to serve the greater public interest, e.g. to upgrade a local road to collector or arterial standard.
- 7.9 Lockhart Road (51 Street) is an arterial road which serves a variety of residential and commercial uses on either side of road and provides access into the County. Additional road has been acquired over time on both sides of Lockhart Road to the point where the right-of-way is now 30m (100 ft.). Council will maintain Lockhart Road at this standard and will acquire additional road right-of-way as subdivision proceeds south.
- 7.10 New subdivisions, be they residential, commercial or industrial, may be developed as laned subdivisions.

- 7.11 Large trucks must use roads within Rimbey to service local customers or to travel from one side of town to the other. However, large trucks are not appropriate on all roads. Council may designate truck routes. Arterial roads in new commercial and industrial subdivisions may have to be designed with a higher right-of-way standard (e.g. 30m) so that they can be built to accommodate truck traffic.
- 7.12 The rail line which serves Rimbey remains an important part of the town's economic base. Continued rail service will assist Town efforts to attract new industry. Council will work to ensure that the line remains open.

## 8.0 UTILITIES

### GOALS

- 8.1 To ensure that municipal utilities are developed and maintained in a cost-effective manner to serve the existing population and to attract new growth and development.
- 8.2 To ensure that the Town works with the operators of private utilities in a business-like manner so that they can continue to provide private utility services necessary for the new growth and development in Rimbey.

### POLICY

- 8.3 The existing water supply system, which includes the wells and the reservoir, has enough capacity to supply the Town now and into the immediate future i.e. 5-10 years. In time, an additional reservoir may have to be developed. No site has been chosen but it should logically be located on the height of land in the northwest part of town.
- 8.4 Council will continue to monitor trends in water consumption rates. If rates begin to exceed acceptable levels, Council may consider water meters to encourage water conservation and to extend the life of the existing reservoir.
- 8.5 Improvements to the sewage disposal system will ensure that it has the capacity to serve an increase in population for the foreseeable future. With the upgrading of the south lagoon, no upgrades are anticipated for the northeast lagoon. The upgrading and introduction of new technology at the south lagoon will create a facility different from the normal municipal sewage lagoon and one to which the setback standards of the Subdivision and Development Regulation might not apply. If a lesser setback is appropriate, as Council believes it is, then the development potential of land around the south lagoon is improved. Council will continue to press Alberta Environmental

Protection and Alberta Municipal Affairs for clarification on this matter.

- 8.6 Solid waste disposal in Rimbey is handled under contract. Solid waste is removed and trucked to a regional landfill site near Rocky Mountain House. While the Town continues to haul to the regional site Council will continue to look for less expensive options.
- 8.7 Power, gas and telephone services are provided by private utilities in Rimbey - Transalta, Northwestern Utilities and Telus. Council and administration will continue to cooperate and work with these companies to ensure continued cost-effective services.

## **9.0 SCHOOLS, PARKS AND RECREATION**

### **GOALS**

- 9.1 To ensure that the Town cooperates and works with the school authority to maintain school facilities adequate to serve students in Rimbey and the surrounding area.
- 9.2 To ensure that parks and recreation facilities are maintained to the highest possible standard for the public's use and enjoyment.

### **POLICY**

- 9.3 Existing school facilities are adequate to serve the existing school-age population of Rimbey and the surrounding area. It is not expected that any new schools will have to be built in the foreseeable future so Council does not intend to acquire land, by dedication or purchase, for this purpose.
- 9.4 Council will work with the Wolf Creek School Division so that both authorities are aware of changes in enrolment patterns or new growth and development which may trigger a demand for new land for school facilities. Both authorities need to be aware of such a demand as early as possible so that the information can be incorporated into the planning process through Area Structure Plans.
- 9.5 Council welcomes comments from the school authority or from landowners adjacent to the existing schools with respect to possible changes to traffic flow patterns or road standards to maintain or enhance safety standards for children attending the Town's schools.
- 9.6 Development of new parks or recreational facilities is not expected in the foreseeable future within existing Town boundaries.

- 9.7 There is a cost to ratepayers to provide and maintain park space. Council believes, therefore, that parks should serve as many users as possible. Ideally, parks should be located adjacent to school properties so that park space can double as public park and school playground/sports field.
- 9.8 If the Town eventually acquires land on the east side of the Blindman River through annexation, much of this land would lie within the floodplain and could be converted into a natural river valley park. Development would be kept to a minimum with resulting low maintenance levels.
- 9.9 If the river valley park were developed it would be important to provide access to it from as many locations as possible. This factor must be taken into consideration when reviewing Area Structure Plans and subdivision proposals on the west side of Rimbey.
- 9.10 If the river valley park were developed, Council would consider further planning to develop walking trails in Rimbey to provide pedestrian access to the park to and from existing community-oriented land uses such as the Community Centre Complex and the schools.
- 9.11 Once the new Town firehall is built, Council may support the development of a small park space on the site where the old firehall is located.

## **10.0 RESERVES**

### **GOALS**

- 10.1 To ensure that the Town's subdivision authority exercises its powers with respect to reserves fairly and consistently.
- 10.2 To ensure that the subdivision authority's decisions on reserves balance the needs of the Town and the school authority while avoiding decisions which hinder or prevent development.

### **POLICY**

- 10.3 When making a decision on municipal reserves the subdivision authority shall require the developer to provide 10% of the parcel of land that is the subject of the application for reserves. The 10% dedication may be provided as land, cash-in-lieu, or a combination of both. If the subdivision decision includes a requirement for dedication of environmental reserve (ER), the 10% must be calculated against the net parcel, i.e. the

net amount of land leftover from the original parcel once the ER is deducated.

- 10.4 If relatively small parcels of land are subdivided on which reserves are owing a reserve dedication in land may be too small to be of any use. The subdivision authority should require cash-in-lieu in this situation.
- 10.5 Any cash which accrues to the Town in lieu of reserve land dedication shall be managed according to section 671(4) of the Act. The money must go into a separate account and, when spent, must only be spent on those items specified in section 671(2) of the Act.
- 10.6 The Town has the power under the Act to close a reserve parcel, with the exception of environmental reserve parcels, and then sell, lease or otherwise dispose of that parcel. The proceeds arising from the sale, lease or other disposition of this land shall be deposited into the same account required by section 671(4) of the Act, or shall be spent on the items listed in section 671(2) of the Act.
- 10.7 The Wolf Creek School Division, as the school authority in Rimbey, does have a claim under section 671(2)(c) of the Act against reserve land or cash taken by the Town as subdivision authority. The subdivision authority must recognize this fact in making any reserve decisions.
- 10.8 If the subdivision authority approves a proposed subdivision and requires the dedication of environmental reserve (ER) as a condition of subdivision, the subdivision authority may give the developer partial credit against any remaining municipal reserve (MR) owing. The purpose of this policy is to recognize that developers are sometimes required to give up large amounts of land for ER. If this ER has "municipal reserve value" in that it can be used for the same MR purposes specified in s.671(2)(a) and (b) of the Act, then reducing the amount of MR owing by way of the partial credit may be appropriate. The amount of partial credit is at the disrection of the subdivision authority. If the ER dedicated cannot be safely or practically used for the purposes specified in s.671(2)(a) and (b) of the Act then partial credit against MR owing should not be given.
- 10.9 Council will welcome proposals from any community group or organization which is interested in maintaining and preserving a parcel of reserve land pursuant to s.677 of the Act.

## 11.0 PLANNING

### GOALS

- 11.1 Good planning facilitates growth and development. Council supports the need for consistent, long-term planning in Rimbey based on the benefits which it provides:
- a) Planning allows the people of Rimbey to identify with and share common goals and visions,
  - b) Planning reduces the risk of hidden "downstream" costs to the Town and its ratepayers,
  - c) Planning allows the Town to plan for the future with other jurisdictions, most notably the County of Ponoka, and
  - d) Planning clarifies the rules and reduces uncertainty for developers.

### POLICY

- 11.2 Council supports the need for an Intermunicipal Development Plan (IDP) between the Town and the County of Ponoka. In Council's view this Plan would:
- a) ensure that incompatible land uses are not allowed on County land too close to the Town;
  - b) ensure that incompatible land uses are not allowed along Town boundaries which are unacceptable to the County;
  - c) ensure that there is agreement over where and in which direction Rimbey's growth should occur;
  - d) ensure that the protection for the Rimbey airport in the County's Land Use Bylaw is also recognized in the Plan;
  - e) ensure that there is a joint system for making decisions on subdivision applications and development permits within an area around the Town which both parties agree to;
  - f) ensure that there is a process under which the Town and County can meet to discuss IDP or other planning-related matters; and
  - g) ensure that the IDP includes a mechanism to settle any disputes which may arise between the Town and the County..
- 11.3 If the Town decides to apply for annexation Council will be bound by and must follow the process laid out in Division 6, Part 4 of the Municipal Government Act.
- 11.4 Council does not foresee any short-term need for an annexation of land from the County of Ponoka. The existing land base within town boundaries is sufficient for short-term residential, commercial and industrial needs.

11.5 In the long-term there is land in the County of Ponoka which the Town may be interested in annexing. These areas are shown on Map 1 and are described as follows:

- a) Land in the east half of Section 19 and the west half of Section 20, 42-2-W5M lying east of the Blindman River. There is potential to subdivide and develop this land for low density country residential uses. Much of this land can be serviced by Town water and roads. The floodplain has the potential to be developed as a natural park. A proposal to subdivide and develop this land may lead to a Council decision to apply to annex the land.
- b) Land in the NE 28 44-2-W5M and SE 33-44-3-W5M east of Plan 928CL (the railroad right-of-way). The northeast sewage lagoon and a transfer station are located on NE 28. SE 33 is undeveloped. Both parcels are Town-owned with potential for commercial and industrial development.
- c) Lots 5 and 6, Block 1, Plan 902.0977. This is the northernmost 40 acres of land in SE 20-42-02-W5M which includes the ball diamonds and the Nesting Place campground.

This list is an expression of Council's interest only in County land. It should not be construed as mandate which this or any future Council must follow.

11.6 Council will approach the Wolf Creek School Division to negotiate an agreement on issues of mutual interest. These include the shared interest between the two jurisdictions with respect to reserve lands, and the need to cooperate on operating and maintaining any park space adjacent to schools.

11.7 In the past a number of Outline Plans were prepared for various parts of Rimbey. Outline Plans had legal standing under the 1967 Subdivision and Transfer Regulation but are no longer recognized under Alberta's planning legislation. Any remaining Outline Plans are for information purposes only.

11.8 Portions of old Outline Plans may be incorporated into Area Structure Plans at Council's discretion.

11.9 Council supports Area Structure Plans as a means of pre-planning the Town's future growth and development. In the years to come Council will require Area Structure Plans in the following areas, as shown on Map 1

- a) Part NW 21-42-2-W5M. As per section 6.22 of this Plan, much of the land in NW 21 is suitable for commercial and industrial development. However, an Area



Structure Plan is needed to rationalize the existing lot structure and to plan road alignments.

- b) The remainder of SE 29-42-2-W5M. Anticipated uses in this area are predominantly residential. Pre-planning will be necessary to determine arterial and collector road alignments, municipal services and utilities, and future road, service and utility connections to adjoining quarter sections. This last point is crucial with respect to this land. With respect to the generalized arterial road alignment shown on Map 2 at the north end of the quarter, there is no easy or obvious way to route the arterial back to 51st Street/Highway 20.
- c) The remainder of SE 28-42-2-W5M. Although much of this quarter section has been developed, the northwest corner remains undeveloped. Future subdivision and development must be preceded by an Area Structure Plan.
- d) The remainder of NE 20-42-2-W5M. Anticipated uses in this area are predominantly residential. Pre-planning will be necessary to determine arterial and collector road alignments, municipal services and utilities, and future road, service and utility connections to adjoining quarter sections.
- e) NE 28 and SE 33-44-2-W5M (east of Plan 928CL). If this land was acquired from the County of Ponoka through annexation, an Area Structure Plan would be appropriate.

11.10 Council expects that developers in the private sector will pay for Area Structure Plans. 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 will contract with West Central Planning Agency or another planning agency to do the work.

11.11 Any Area Structure Plan presented for Council's consideration and adoption may be required to address a list of topics, including but not limited to:

- a) proposed new land uses in relation to adjacent existing land uses;
- b) land use densities with the planning area (e.g. single family vs. medium or high density residential)
- c) population densities arising from the proposed land uses;
- d) road types, alignments, and right-of-way standards,
- e) utility corridors;
- f) connection of proposed road alignments and utility corridors with existing similar uses on adjacent land;
- g) provision of municipal services, such as water, sewer and stormwater drainage,

- as well as utilities;
- h) school, community facility or church sites;
- i) pedestrian facilities (e.g. walkways, sidewalks, pedestrian crosswalks, school crossings) and circulation;
- j) park spaces
- c) site constraints, such as a floodplain or contaminated site;
- k) proposed standards, such as architectural controls;
- l) phasing of development

11.12 Council may require the preparation and implementation of off-site levy bylaws, oversize improvement agreements or third-party agreements to assist development, and may require that the developer pay for preparing these agreements.

11.13 S.633(2) of the Act gives Council broad discretion over what to include in this Municipal Development Plan. While preparing this Plan, Council has heard suggestions that there be further planning for such things as the Communities in Bloom program, walking trails and other recreational opportunities, an economic development strategy, and the interests of the Wolf Creek School Division. If these additional planning projects are carried out they may be incorporated into this Plan.

## 12.0 IMPLEMENTATION

### GOALS

12.1 To ensure that this Municipal Development Plan will serve the needs of the Town in general and various stakeholders specifically, on a continuing basis, and that the Plan will be kept current to serve those needs.

### POLICY

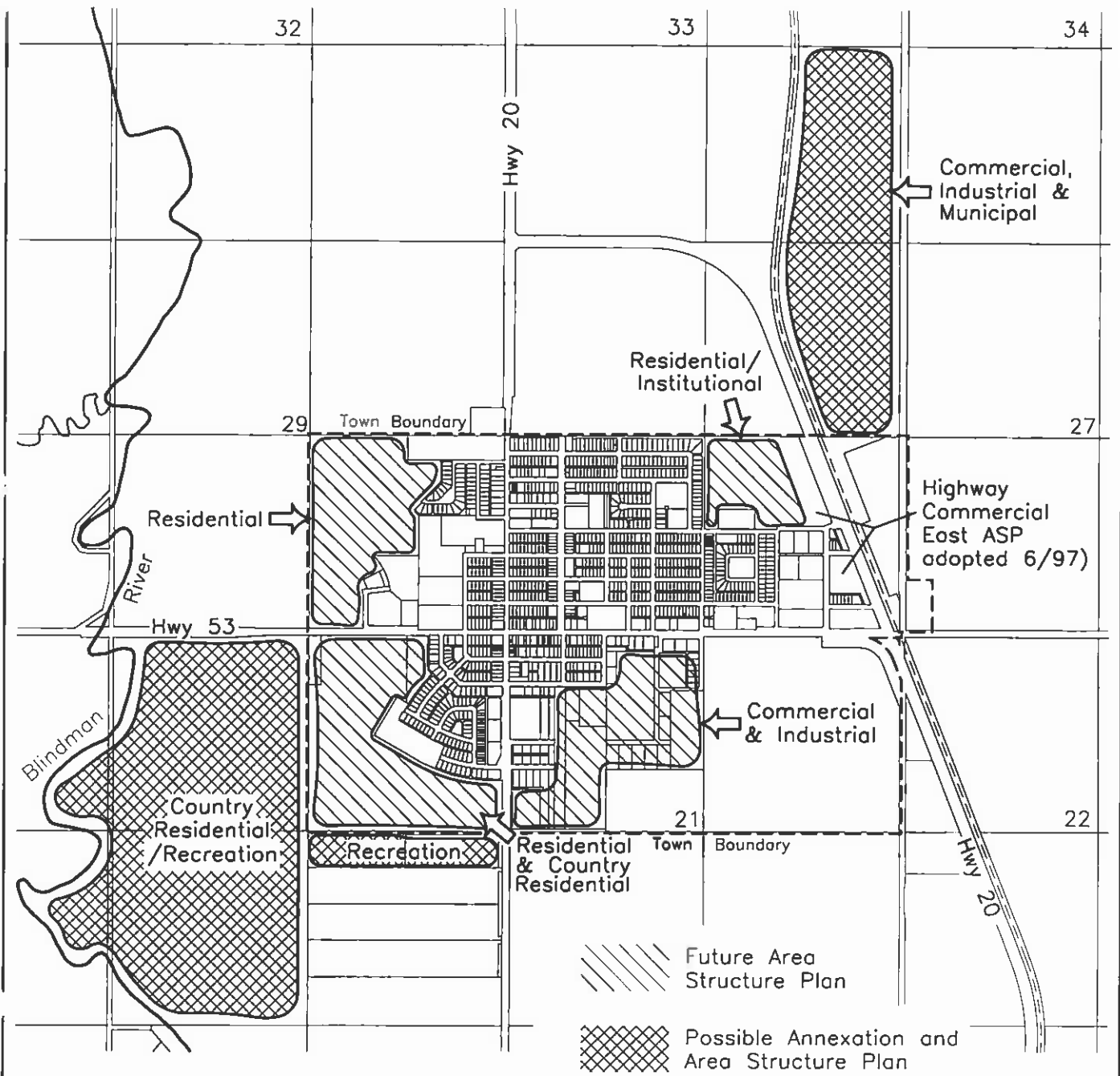
12.2 Soon after this Plan is adopted Council will contract with West Central Planning Agency or another planning agency to do a review of the Land Use Bylaw. The review will involve Town administration and interested parties in Rimbey. The purpose of the review will be to get input on the Bylaw and to revise and update it so that it conforms to the Act and this Plan.

12.3 Various policies in this Plan suggest significant spending by Council. It is not the intention of this Plan to commit Council to this spending. Council will consider spending proposals suggested in this Plan along with all other Town spending on an annual basis during budget deliberations. Pursuant to s.637 of the Act, Council is not required to

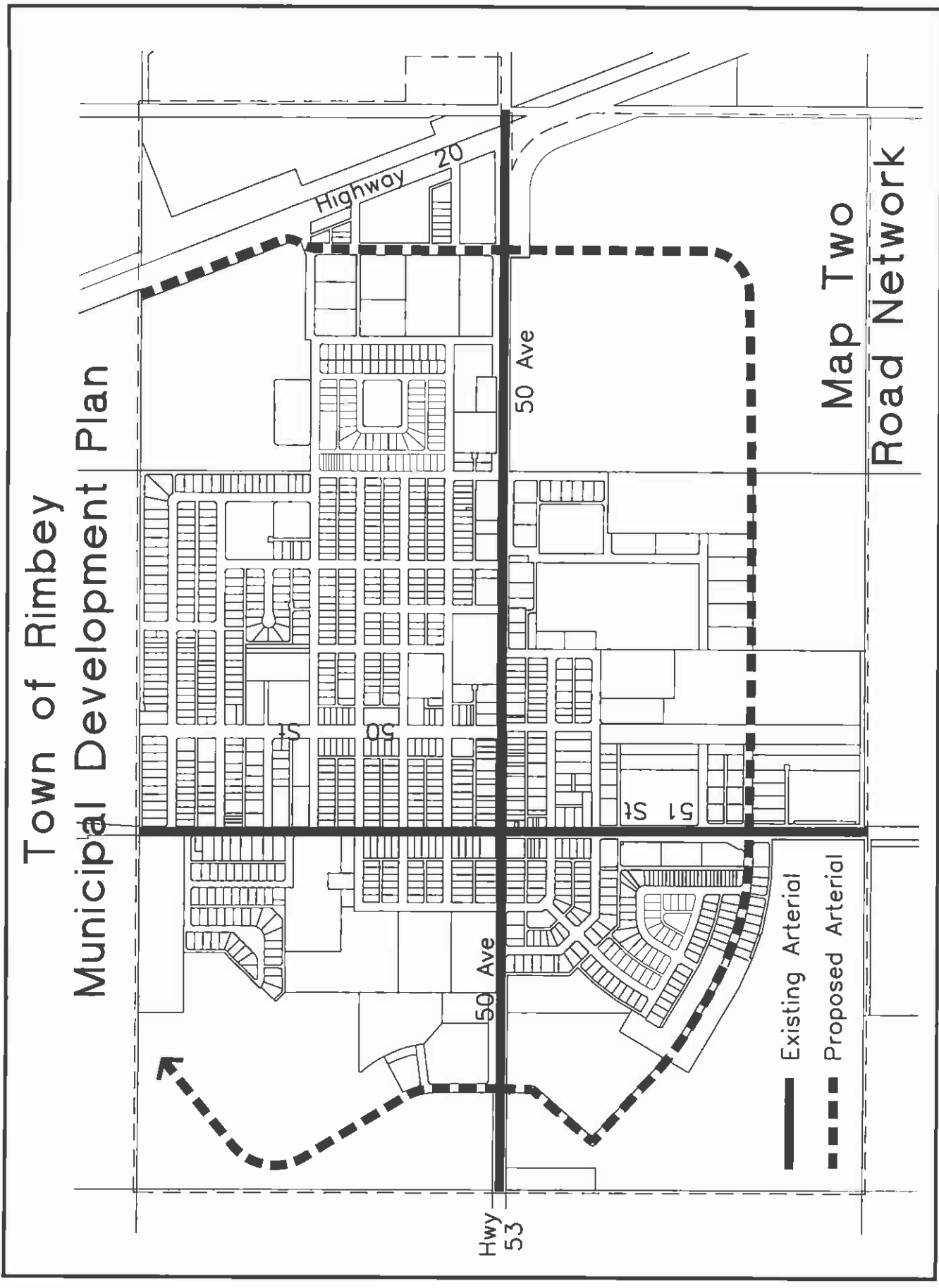
undertake any of the projects referred to in this Plan.

- 12.4 Proposals for land use change are subject to the rezoning process which includes newspaper advertising and a public hearing. Town administration may ask the applicant to be prepared for the public hearing to adequately respond to any public concerns.
- 12.5 On an annual basis, Town administration, with the assistance of West Central Planning Agency, will prepare a report for Council which updates the status of the Municipal Development Plan. This report should note any amendments made or forthcoming, any suggestions made for amendments, and any outside factors which may drive the need for Plan amendments. The purpose of this report is to allow Council to track the status of the Plan after adoption to know when it is time for a major revision of the Plan, rather than minor amendments.

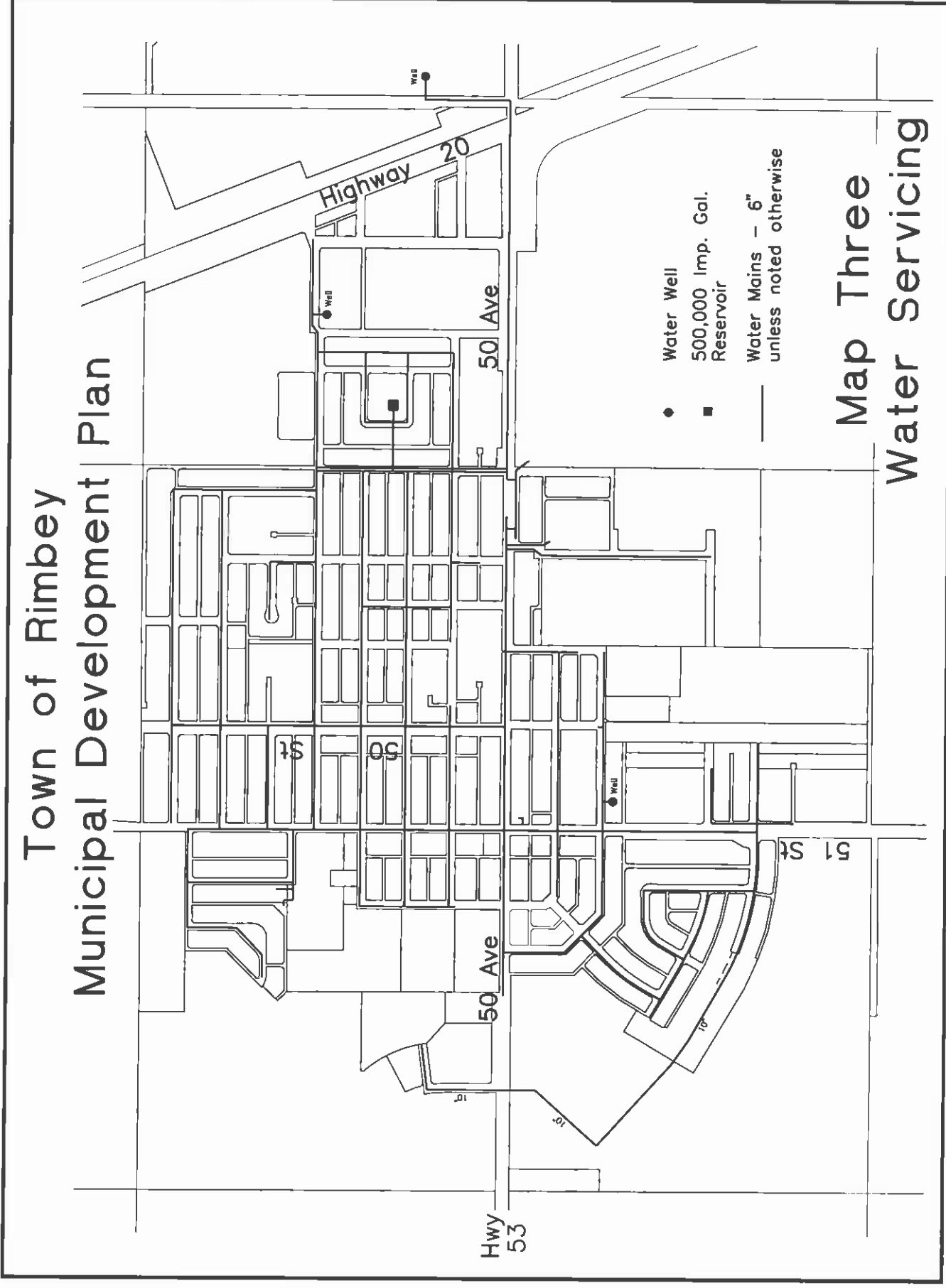
# Town of Rimbey Municipal Development Plan



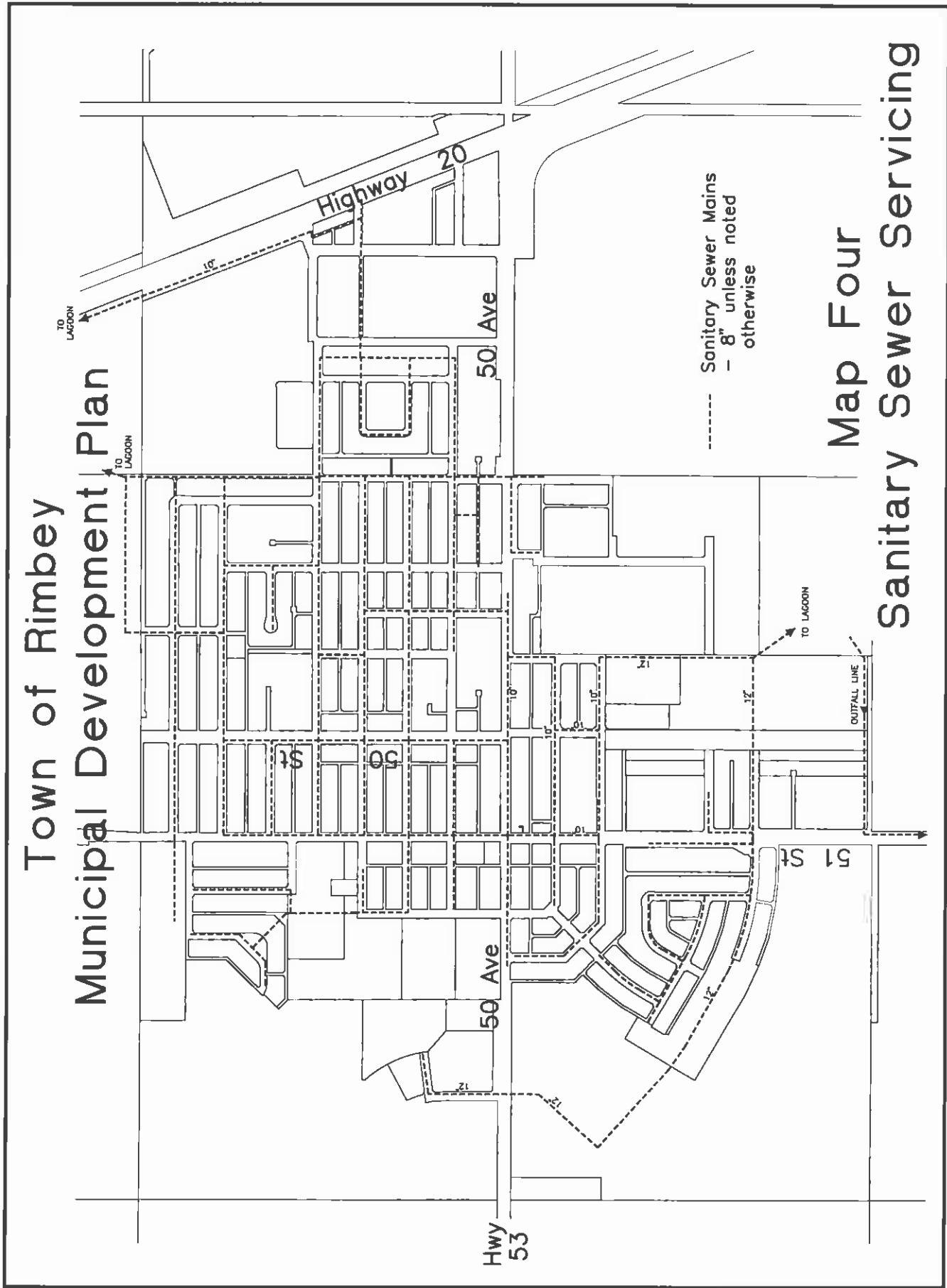
**Map One**  
**Long Term Land Use**



Town of Rimbey  
Municipal Development Plan



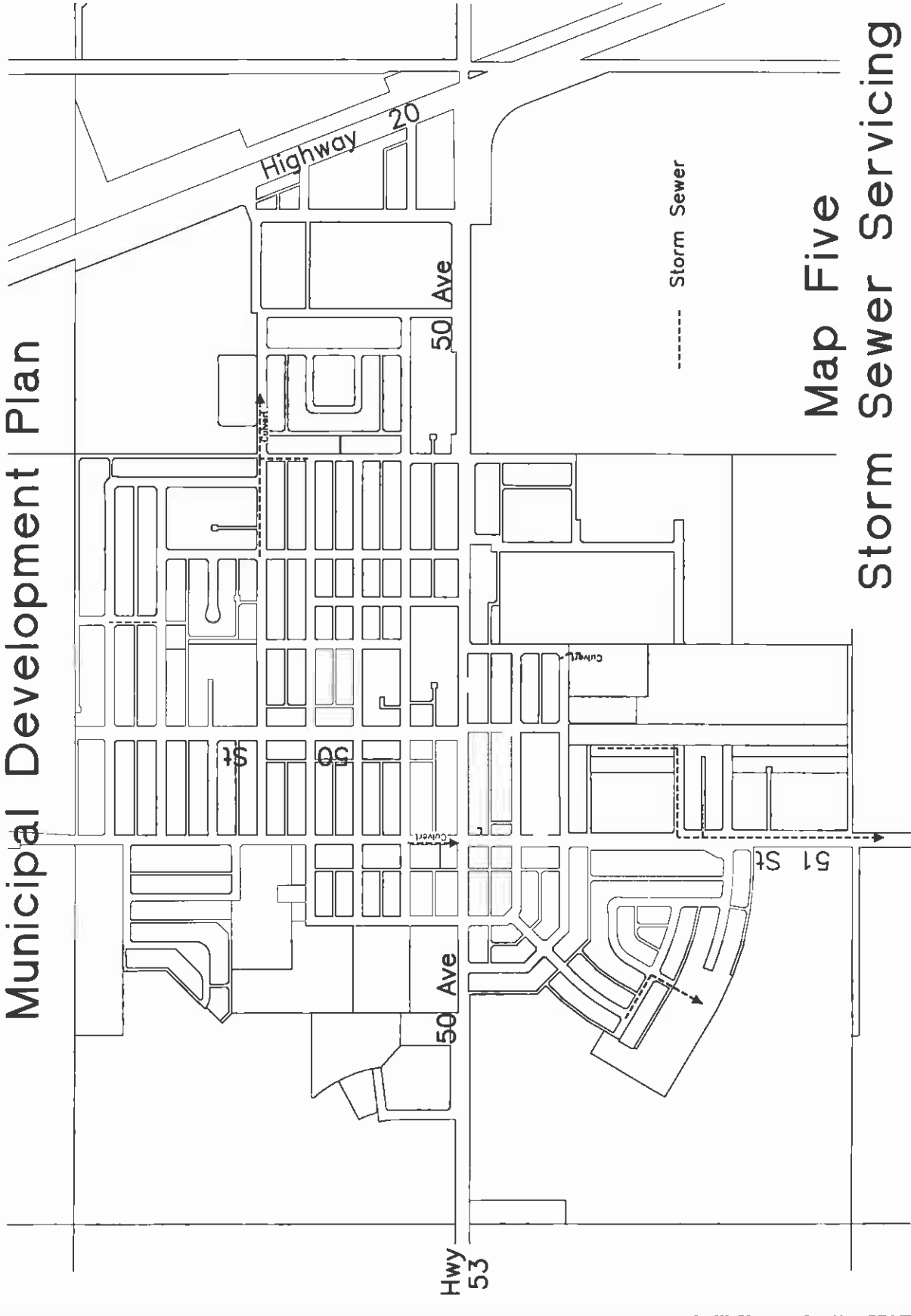
Map Three  
Water Servicing



Town of Rimbey  
Municipal Development Plan

Map Four  
Sanitary Sewer Servicing

Town of Rimbey  
Municipal Development Plan



Map Five  
Storm Sewer Servicing