

APPENDIX A

BYLAW NO. 1872

A BYLAW OF THE MUNICIPAL DISTRICT OF BONNYVILLE NO. 87, IN THE PROVINCE OF ALBERTA, TO ADOPT THE HIGHWAY 55 AREA STRUCTURE PLAN OF THE MUNICIPAL DISTRICT OF BONNYVILLE NO. 87 HEREBY CITED AS THE HIGHWAY 55 AREA STRUCTURE PLAN BYLAW.

WHEREAS, under the provisions of the Municipal Government Act, R.S.A 2000, Chapter M-26, and amendments thereto, a Council's power to pass a bylaw includes a power to amend or repeal a bylaw;

AND WHEREAS, under the provisions of the Municipal Government Act, R.S.A 2000, Chapter M-26, and amendments thereto, a Council may, by bylaw, adopt an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land;

AND WHEREAS, notice of the intention of Council to pass a bylaw has been published in a newspaper circulating in the municipality advising of the date for a Public Hearing;

AND WHEREAS, persons claiming to be affected by the proposed bylaw and any other person wishing to make representations were afforded an opportunity to be heard by Council through Public Hearing at a public Meeting of Council prior to the final passing thereof;

NOW THEREFORE, the Council of the Municipal District of Bonnyville No. 87, duly assembled in the Province of Alberta, hereby enacts the following:

1. That this document attached to, and forming part of Bylaw No. 1872, as Schedule "A" be adopted as the Highway 55 Area Structure Plan, insofar as it affects lands within the Municipal District of Bonnyville No. 87 as shown in Figure 3: Community Boundary of Schedule "A".
2. Upon third reading of Bylaw No. 1872, Bylaw No. 1239 and all amendments thereto are hereby repealed.
3. That this Bylaw shall come into force and have effect from and after the date of the third and final reading thereof.

READ A FIRST TIME IN COUNCIL THIS _____ DAY OF _____, 2024.

READ A SECOND TIME IN COUNCIL THIS _____ DAY OF _____, 2024.

BYLAW NO. 1872

READ A THIRD TIME IN COUNCIL THIS _____ DAY OF _____, 2024.

REEVE

CHIEF ADMINISTRATIVE OFFICER

DRAFT

2024

HIGHWAY 55 AREA STRUCTURE PLAN



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MUNICIPAL DISTRICT
BONNYVILLE NO. 87

1.0 INTRODUCTION

The review and update of the Highway 55 Area Structure Plan (ASP) provides a framework for the use of the lands located within a half-mile of either side of Highway 55 within the Municipal District of Bonnyville No. 87 (M.D.), between the western boundary of the City of Cold Lake Intermunicipal Development Plan boundary, to a half-mile west of the intersection of Highway 55 and Highway 892. The general location of Highway 55 is illustrated in **Figure 1: Geographic Location of Highway 55** on page 3. Highway 55 is a gateway into Cold Lake and is located immediately north of Canadian Forces Base Cold Lake. There has been a variety of land uses and development emerge along the corridor, incorporating existing agricultural areas with residential subdivisions and a mix of commercial and industrial uses. The plan seeks to ensure orderly, efficient, compatible, and sustainable land use planning throughout the plan area, minimizing land use conflicts within existing development and preserving the integrity of the Highway as a key transportation corridor.

This update is based on a review of the changing context along the Highway since the adoption of the ASP in 2001. The update is also the result of the M.D.'s full review of all planning documents in 2019, driven by the changes to the *Municipal Government Act* (MGA) as part of its modernization.

PURPOSE OF THE PLAN

The purpose of the update to the ASP is built around the following key areas:

1. Ensure the ASP reflects the updates to the MGA requirements for all municipal statutory planning documents.
2. Review the existing ASP relative to changes in the local context and update the land use and policy direction accordingly.
3. Design the plan to achieve the overall key objectives:
 - a. Protect the integrity and function of Highway 55.
 - b. Minimize land use conflicts with existing development.
 - c. Promote a high standard of design and aesthetics for development along the corridor.
 - d. Protect significant environmental features in their natural state, especially creeks and drainage courses.
 - e. Accommodate non-residential development that is compatible with adjacent uses and provides employment opportunity to the broader region.

AUTHORITY TO PREPARE THE PLAN

The authority for municipal planning, subdivision, and development control is established in Part 17 of the MGA. Section 633 allows municipalities to adopt Area Structure Plans to establish the following guidelines:

1. General land use pattern
2. Proposed sequence of development in the area
3. Overall density of population
4. Transportation networks
5. General framework for municipal services

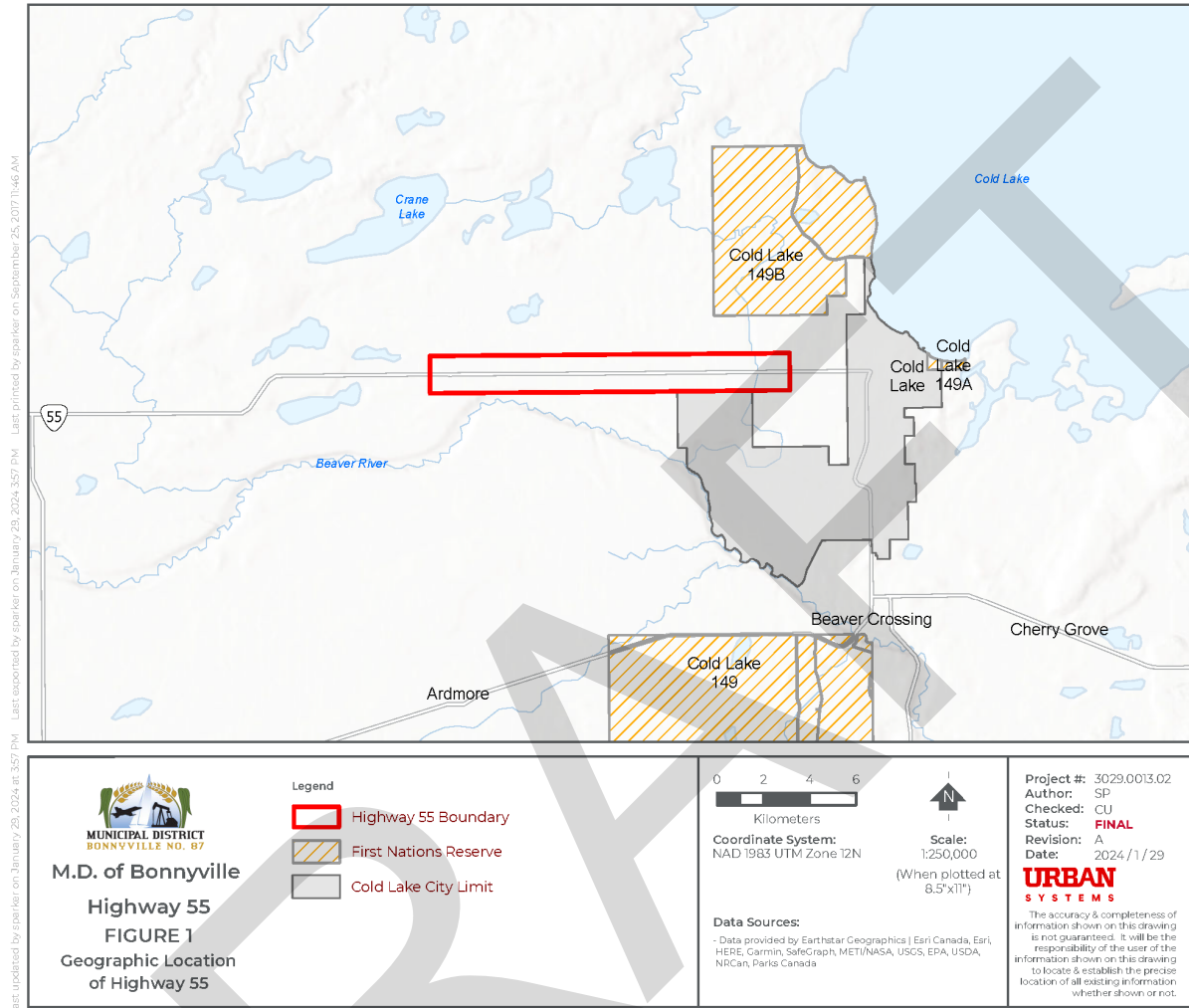
The M.D. has a variety of well-developed policies and planning documents to guide the evolution of the overall community. These documents, combined with a commitment to structured and organized planning, provide a strong base for shaping the updates to the ASP.

The ASP provides a planning framework for land uses in the plan area. The ASP should be interpreted with flexibility regarding its purpose and objectives. Questions related to the interpretation or intent of policy may be presented to Council for their consideration.



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Figure 1: Geographic Location of Highway 55



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\\s1.urban-systems.com/projects/Projects_EDM\3029\0013\02\B-Design\GIS\Projects\Proj_3029_0013_02 - MD of Bonnyville - ASP - 20230818.apr\MD of Bonnyville - Highway 55 - FIG 1 Project Location - 20240126



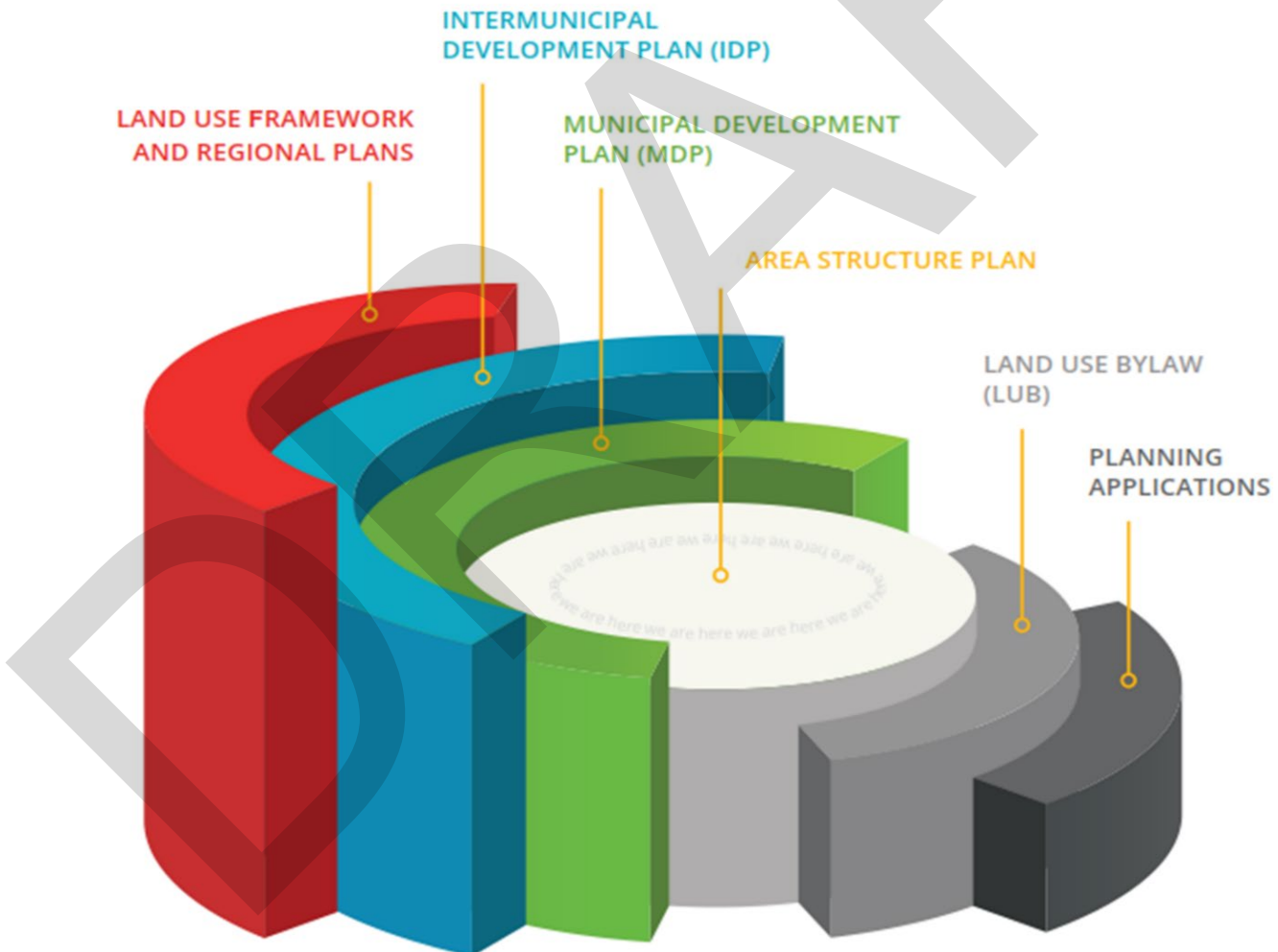
BYLAW NO. 1872 SCHEDULE "A"

Beyond the guidelines established throughout the ASP, the MGA also outlines the requirement for consistency between the ASP and any Regional Plan, Intermunicipal Development Plan, and Municipal Development Plan. A general overview of the hierarchy of planning documents is illustrated in **Figure 2: Hierarchy of Planning Documents** below.

Any information presented outside of specific policy directives are provided for information only. If there is any inconsistency between policy directives or any other text within the plan, the policy directive will take precedence. Additionally, all boundaries, symbols, and locations are intended as approximations and shall be interpreted as such.

It should be noted that the timing of specific developments may occur faster or slower than anticipated, depending on a variety of external influencing factors. The conditions that contribute to public and private sector decisions to make the necessary investments to facilitate growth and development guide the pace of development. The Plan does not specify timing, but outlines general sequencing of development, relative to priority infill areas.

Figure 2: Hierarchy of Planning Documents



2.0 SUMMARY OF THE CURRENT CONTEXT

GEOGRAPHY

Highway 55 is a critical inter-regional connection for east and west traffic, notably connecting Manitoba and British Columbia with key tourist opportunities along the route. The Highway is designated as a part of the Northern Woods and Water Tourist Corridor, connecting northern British Columbia, Alberta, Saskatchewan, and Manitoba. The Highway, within the plan area, is intersected by Secondary Highways 892 and 897, which provide significant routes and linkages to several major industries in oil and gas, agriculture operations, and forestry activities in the northern parts of the M.D. The highway corridor is located north of the Beaver River valley and escarpment, with many tributaries draining into the Beaver River intersecting the plan area.

Figure 3: Community Boundary illustrates the extent along the Highway 55 corridor.

LOCAL CONTEXT

The original ASP adopted in 2001 was shaped by the increased growth in resource activities in Northern Alberta and the M.D., with an importance on how the highway corridor can strategically support regional activities and connections. The 2001 ASP considers existing residential, commercial, and industrial uses in the area and contemplates the compatibility of future development to the wellbeing of existing agricultural lands and environmental features. The following aspects of the local context have helped inform this update.

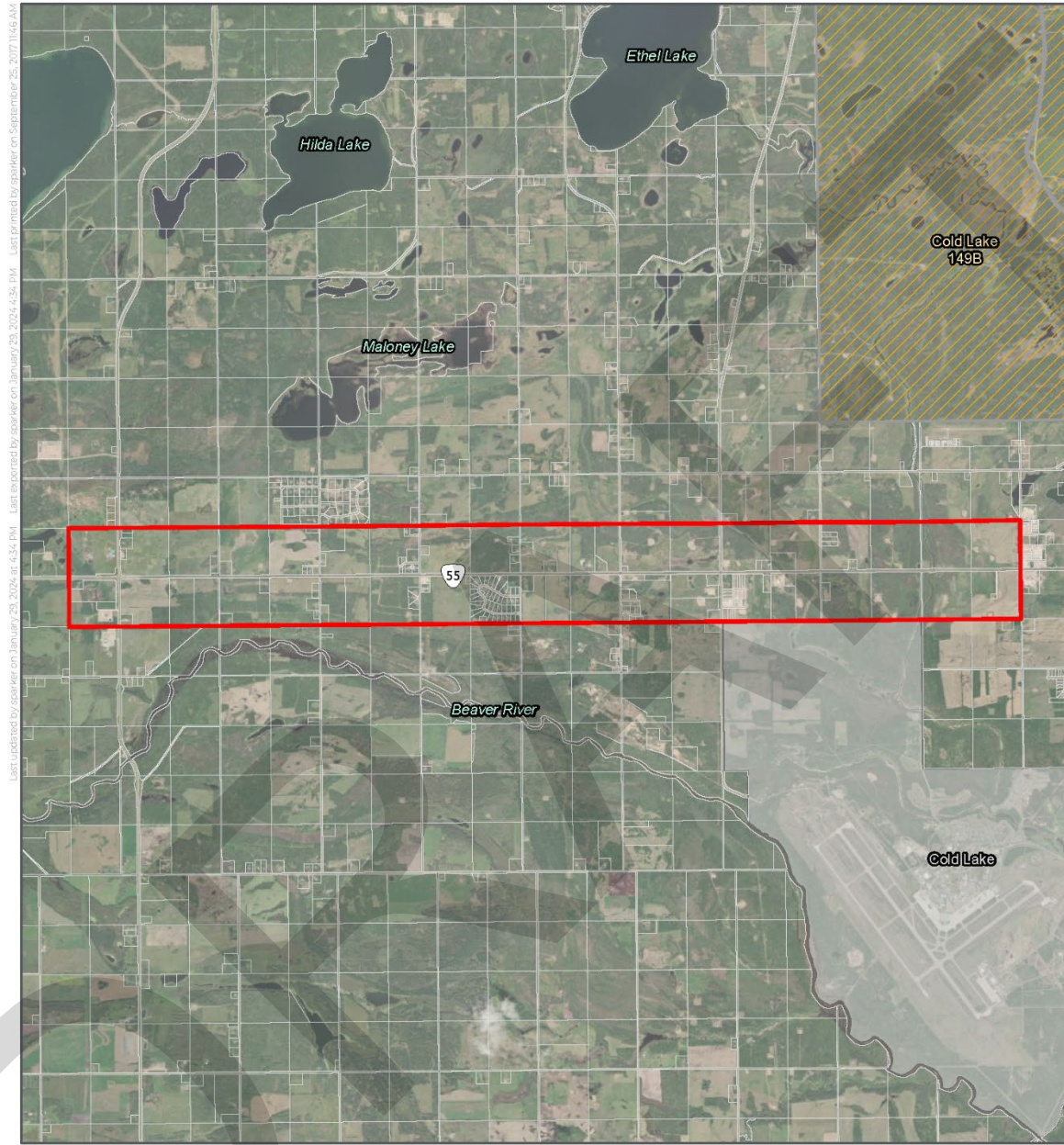
Population and Housing

There are no official sources of population or housing counts for the plan area, however we can determine the total number of houses in the area based on date of construction. Prior to 2001, there were 45 residences scattered throughout the plan area and along the corridor. Most are individual country residential subdivisions and/or farmhouses. Since the adoption of the plan there were 67 residences built. There were 18 residences developed as single country residential dwellings. The remaining 49 residences are clustered within multi-lot subdivisions of seven (7) lots, three (3) lots, and the remaining 39 are all within a single subdivision.

Beyond the residential development occurring prior to and following the adoption of the ASP, there are currently 20 vacant lots within existing country residential subdivisions that have already been redesignated and subdivided. There is also a considerable land base that has a country residential designation that could accommodate additional housing in the plan area. When the 2001 plan was adopted, there were 86.6 ha (214 ac) already designated for country residential development and since 2001, an additional 88.2 ha (218 ac) have been redesignated to country residential. The redesignations occurred in 2009/2010 when there were growing pressures to build more housing across the province, yet the entire 174.8 ha (432 ac) remain undeveloped. While the site conditions and capacity would determine the ultimate density of the lands, these undeveloped areas could reasonable be expected to yield approximately 300 additional houses.

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Figure 3: Community Boundary



Last updated by speaker on January 29, 2024 at 4:34 PM. Last reported by speaker on January 29, 2024 at 4:34 PM. Last printed by speaker on September 25, 2017 11:46 AM.

 <p>M.D. of Bonnyville Highway 55 FIGURE 3 Community Boundary</p>	<p>Legend</p> <ul style="list-style-type: none"> Highway 55 Boundary Cold Lake City Limit First Nations Reserve Cadastral 	<p>0 1,000 2,000 Meters</p> <p>Coordinate System: NAD 1983 UTM Zone 12N</p> <p>Scale: 1:85,000 (When plotted at 8.5"x11")</p> <p>Data Sources: - Data provided by MD of Bonnyville, Catalis, ESRI, NRCan, Parks Canada</p>	<p>Project #: 3029.0013.02 Author: SP Checked: CU Status: FINAL Revision: A Date: 2024 / 1 / 29</p> <p>URBAN SYSTEMS</p> <p><small>The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.</small></p>
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Built Constraints

There are considerable oil and gas pipelines, wells, and facilities throughout the region, consisting of a mix of active, suspended, and abandoned wells for natural gas and crude bitumen. Pipeline rights-of-way cross through the entire site area, limiting future subdivision and development patterns based on the required setbacks to the right-of-way boundary as well as any fragmentation of the land that these facilities create. There are several oil and gas facilities located along Highway 55 that rely on direct access to the highway. Natural gas pipelines bisect the plan area at several locations and there is an east to west fibre optics cable that parallels the south boundary from Highway 892 to the City of Cold Lake, which limits crossing opportunities along the southern edge of the plan area. Refer to **Figure 4: Built Constraints** for an illustration of the constructed features in and around the plan area.

The constrained access to Highway 55 limits potential development opportunities and road connection improvements. Despite Highway 55 being a two-laned paved primary highway, it still experiences mobility constraints, as the secondary highways and municipal roads that intersect with Highway 55 are heavily trafficked north/south connections accommodating significant demand for heavy vehicle traffic, particularly at the intersection of Highway 55 and 892.

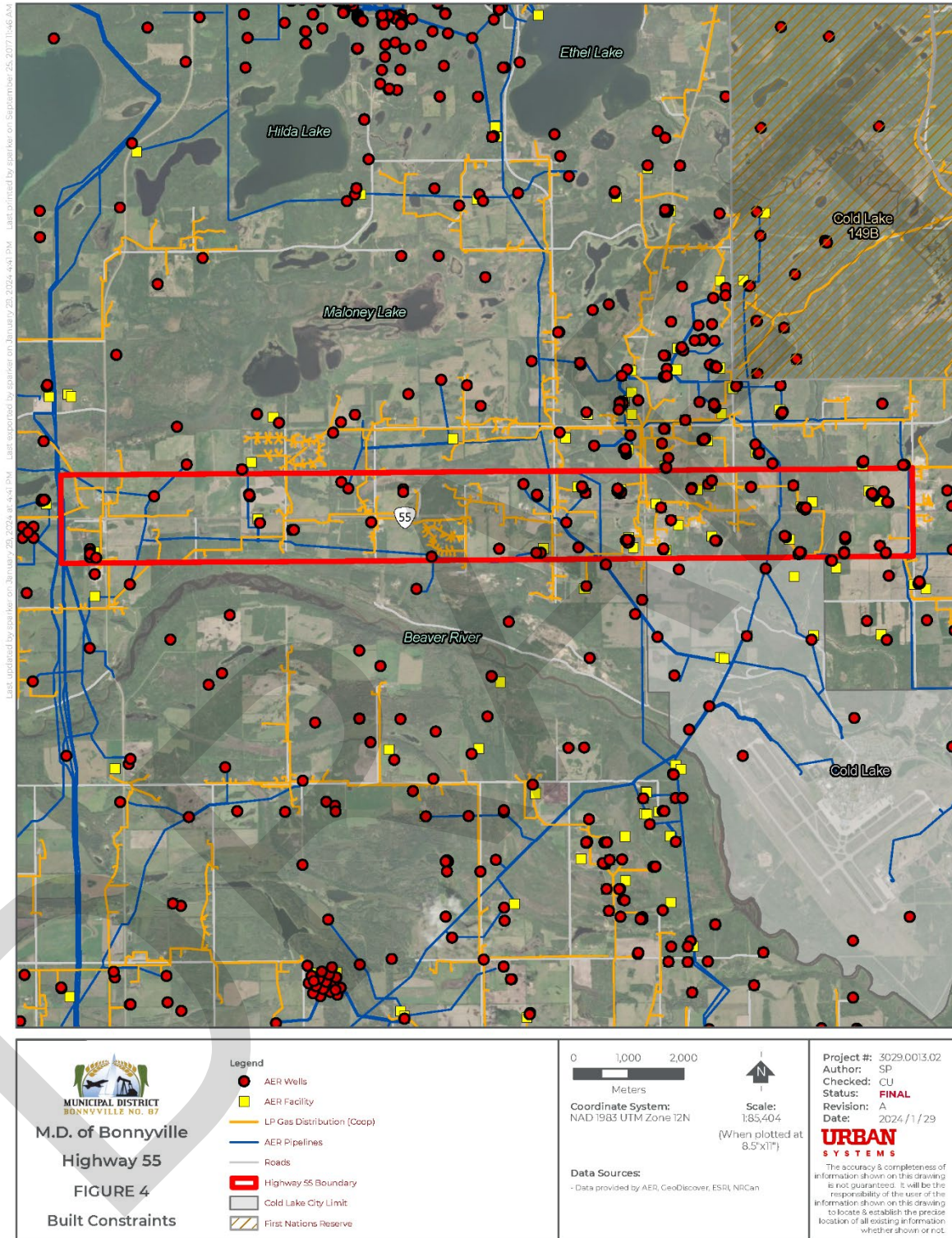
Existing Land Use

Most of the lands within the plan area remain agricultural in use. While there have been large, contiguous tracts of land that have been redesignated to country residential, this has not translated to considerable residential development. In addition to the residential transitions, there are also lands that have developed as commercial and industrial developments, leveraging the proximity to a key transportation corridor and major urban area. Within the agricultural lands, there has been a growth in home occupations, serving as accompaniments to agricultural operations. Refer to **Figure 5: Existing Land Use** for an illustration of the existing land use distribution within the plan area.



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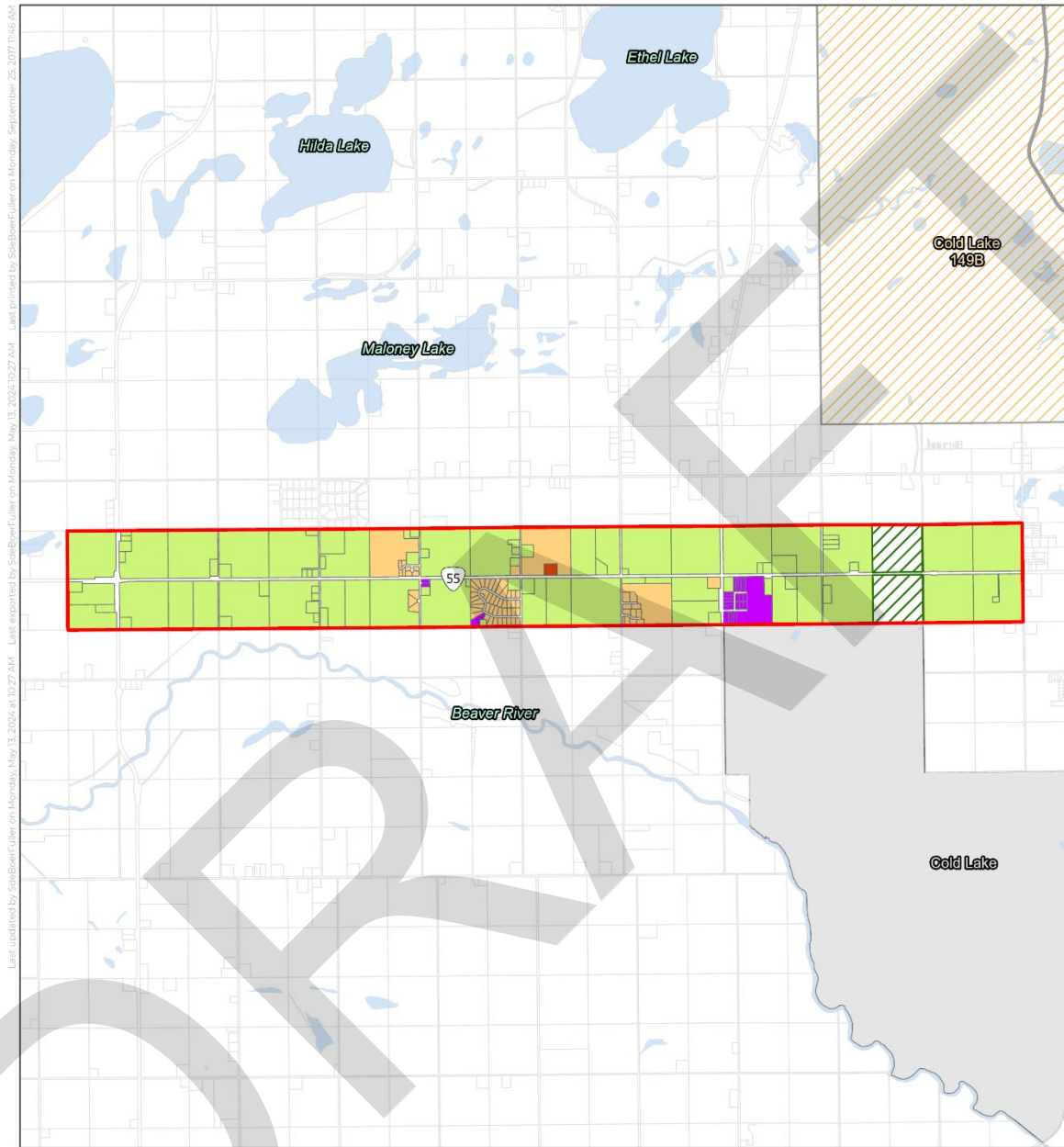
Figure 4: Built Constraints



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Figure 5: Existing Land Use

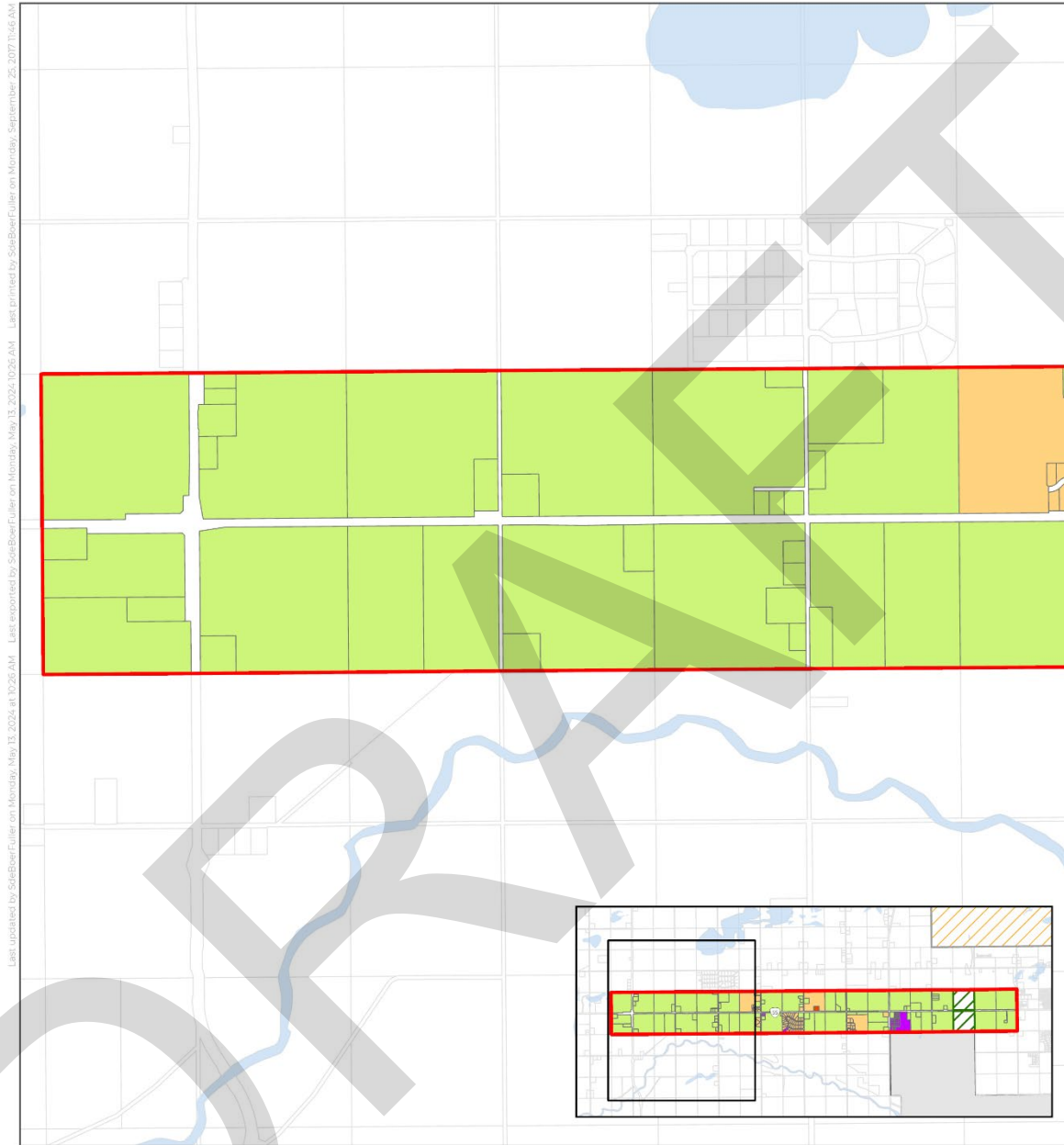


 <p>M.D. of Bonnyville Highway 55 FIGURE 5 Existing Land Use</p>	<p>Legend</p> <p>Zoning</p> <ul style="list-style-type: none"> Agriculture Country Residential Rural Commercial Rural Industrial Crown Land 	<ul style="list-style-type: none"> Highway 55 Boundary Cold Lake City Limit First Nations Reserve Waterbody
	<p>0 1,000 2,000 Meters</p> <p>Coordinate System: NAD 1983 UTM Zone 12N</p> <p>Data Sources: - Data provided by MD of Bonnyville, Catalis, ESRI, NRCan, Parks Canada</p>	<p></p> <p>Scale: 1:85,000 (When plotted at 8.5"x11")</p>

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Figure 5-1: Existing Land Use

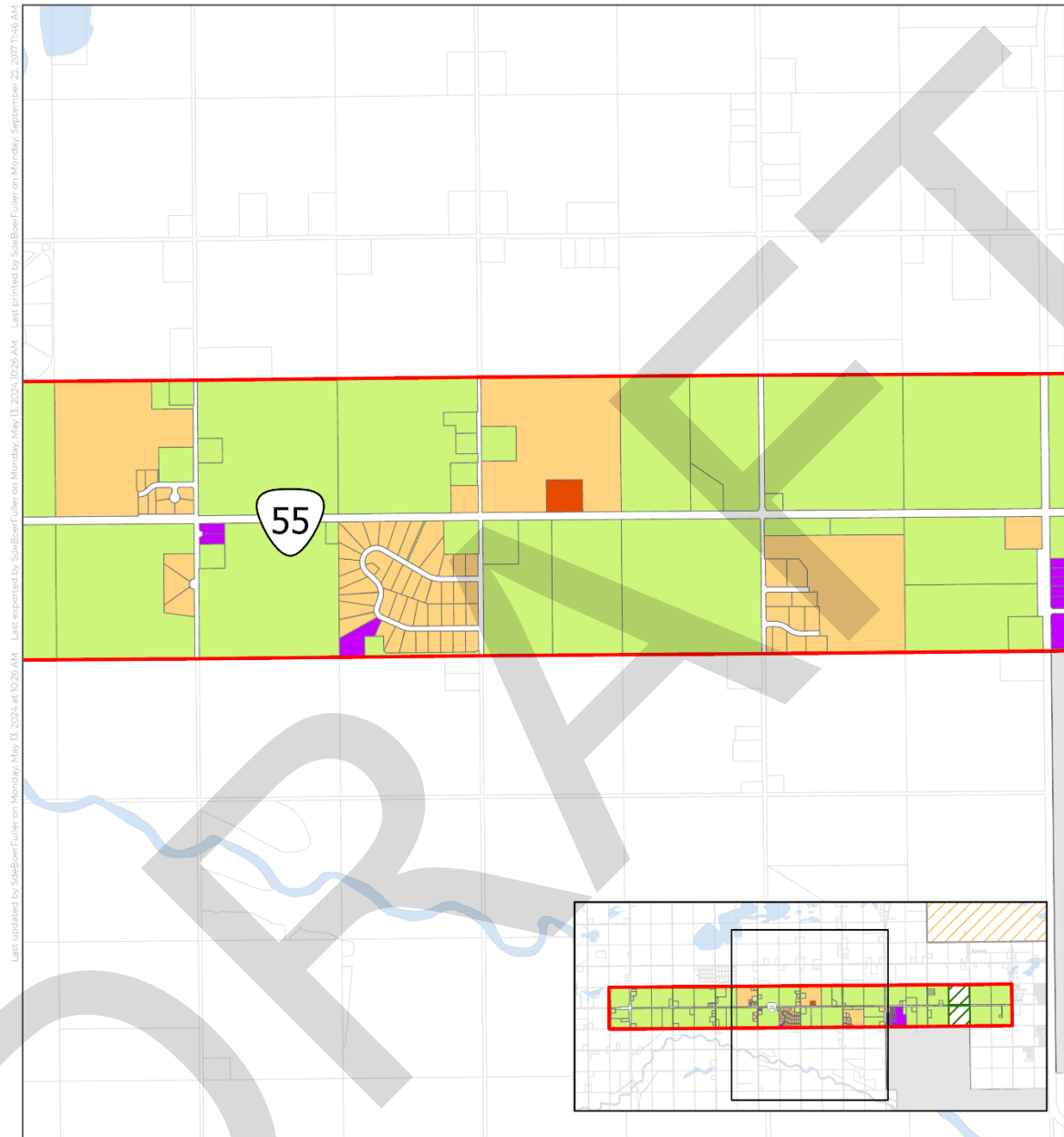



 <p>M.D. of Bonnyville Highway 55 FIGURE 5 -1 Existing Land Use</p>	<p>Legend</p> <p>Zoning</p> <ul style="list-style-type: none"> Agriculture Country Residential <ul style="list-style-type: none"> Highway 55 Boundary Cold Lake City Limit First Nations Reserve Waterbody 	<p>0 250 500 Meters</p> <p>Coordinate System: NAD 1983 UTM Zone 12N</p> <p>Scale: 1:28,000 (When plotted at 8.5"x11")</p> <p>Data Sources: - Data provided by MD of Bonnyville, Catalis, ESRI, NRCan, Parks Canada</p>	<p>Project #: 3029.0013.02 Author: SDF Checked: CU Status: FINAL Revision: A Date: 2024 / 5 / 13</p> <p>URBAN SYSTEMS</p> <p><small>The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.</small></p>
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BYLAW NO. 1872 SCHEDULE "A"

Figure 5-2: Existing Land Use

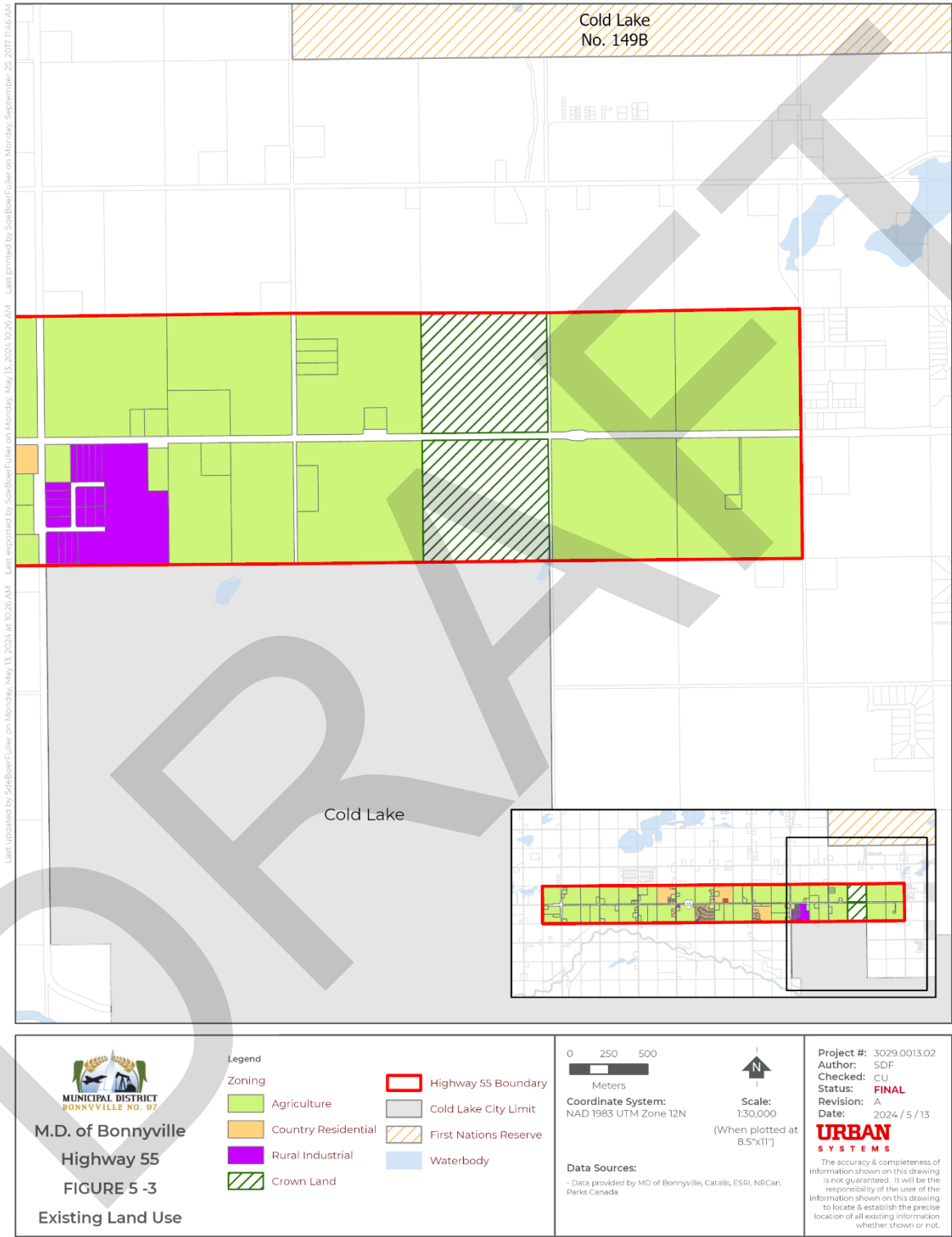


 <p>M.D. of Bonnyville Highway 55 FIGURE 5-2 Existing Land Use</p>	<p>Legend</p> <p>Zoning</p> <ul style="list-style-type: none"> Agriculture Country Residential Rural Commercial Rural Industrial Highway 55 Boundary Cold Lake City Limit First Nations Reserve Waterbody 	<p>0 250 500 Meters</p> <p>Coordinate System: NAD 1983 UTM Zone 12N</p> <p>Scale: 1:30,000 (When plotted at 8.5"x11")</p>	<p>Project #: 3029.0013.02 Author: SDF Checked: CU Status: FINAL Revision: A Date: 2024 / 5 / 13</p> <p>URBAN SYSTEMS</p> <p><small>The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.</small></p>
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Figure 5-3: Existing Land Use



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Infrastructure

The development pattern throughout the plan area is driven by the absence of municipal water and wastewater infrastructure, limiting the scale and intensity of growth. Any planned growth and development must be able to accommodate on-site water wells and wastewater treatment systems. Direct access to Highway 55 is limited and requires approval from Alberta Transportation. This requires any future development to consider access from secondary highways and the municipal road network, minimizing the impact on existing intersections along the corridor.

Given the proximity to Beaver River and the tributaries that intersect the plan area, stormwater management planning as part of new development is a critical element of supporting the health of the watershed. While this does not translate to built infrastructure, proposed development must consider its broader impact on the watershed and minimize any direct impacts on local waterbodies.

Environmental Constraints

Environmentally Significant Areas (ESAs) are important for promoting the long-term maintenance and conservation of natural features or processes. They are areas that contain rare or unique elements in the province or include elements that may require special management considerations due to their conservation needs. ESAs are assigned scores based on 4 criteria (areas with focal species, species groups or their habitats, areas with rare, unique, or focal habitat, areas with ecological integrity, and areas that contribute to water quality and quantity). Each quarter section in Alberta was evaluated for the four criteria and assigned a cumulative ESA score. A cumulative ESA score greater than 0.189 was used to designate areas as ESAs. ESAs do not represent government policy and are not necessarily areas that require legal protection, but instead, their identification on the landscape is intended to be an information tool to support land use planning and policy at local, regional, and provincial levels.

There is only one quarter section within the plan area that has an ESA score above 0.189, located south of the highway and adjacent Marie Creek, toward the eastern part of the corridor. While this is the only area that is considered an ESA, the plan area has several creeks flowing throughout, generally draining towards roadway ditches, natural over-ground stream channels, and into Beaver River. The plan area south of Highway 55 experiences significant topographic and drainage differences compared to the north, due to the Beaver River valley escarpment creating table lands sloping to the south and southeast. As the plan area is generally flat, there are no major draining issues. However, there are some isolated pockets of land with high water tables and small bodies of stagnant water, focused north of the highway.

There are three (3) quarter sections extending into the plan area along the southern boundary that have been designated as potentially containing archaeological historic resources. Any potential development will be required to demonstrate any potential archaeological resources are not disturbed.

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Additionally, the lands adjacent to CFB Cold Lake are under a zoning regulation by the Minister of National defense, whereby a bird hazard zone is recognized in relation to airport runways and approach paths. This zoning regulation limits lands in the east end of the plan area from developing uses which would attract birds. Refer to **Figure 6: Environmental Features** for an illustration of the environmental characteristics of the plan area.

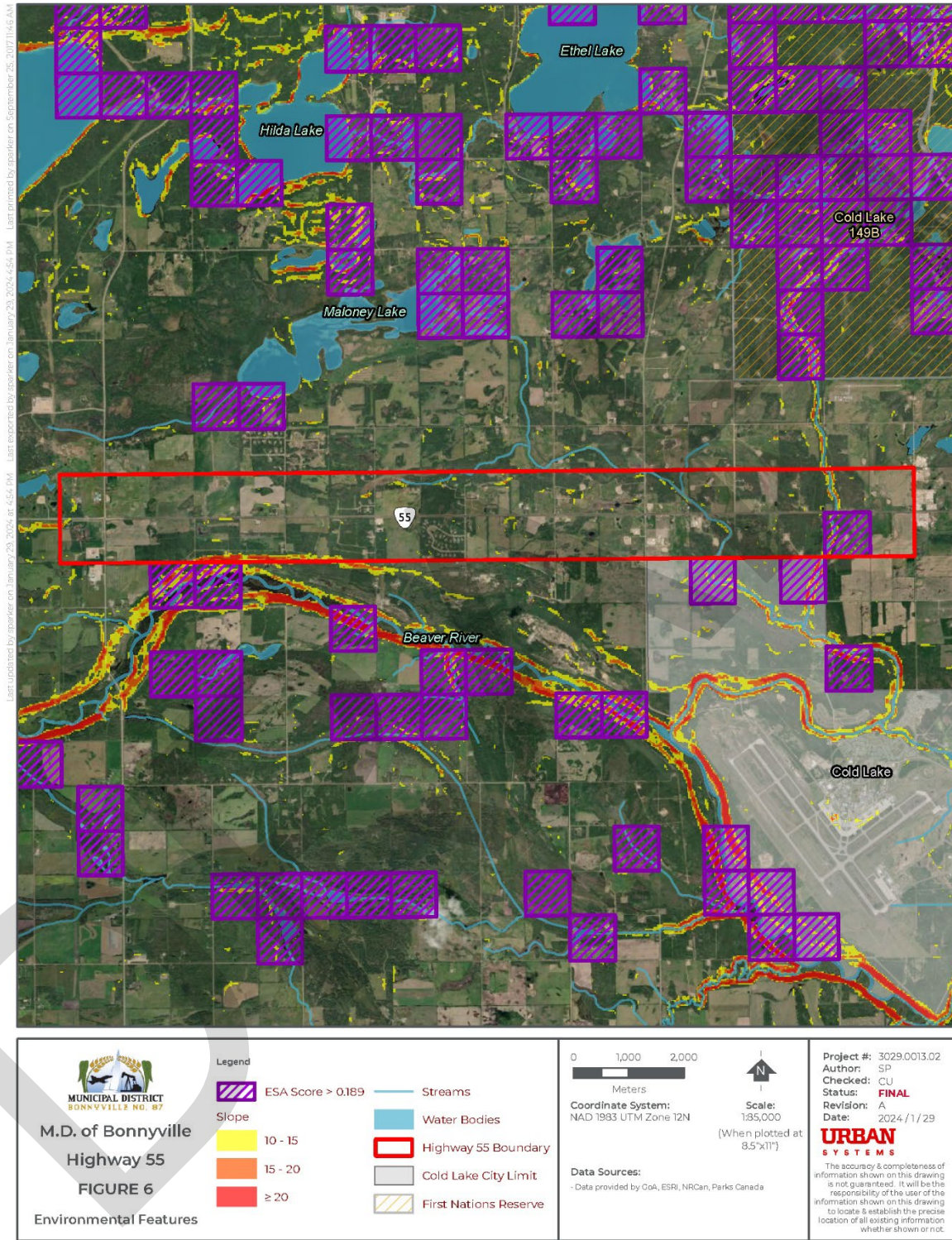
Soil Characteristics

Soil ratings that are assessed at greater than 45% are considered "Better Agricultural Lands" and have been identified as a priority for preservation within the Municipal Development Plan. There are a variety of agricultural operations within the plan area and small pockets of lands assessed as greater than 45%, however, most of the plan area contains soil conditions that are generally fair to poor. While not a predominantly agricultural area, existing operations should be protected from future development to minimize the fragmentation of existing farmlands. Refer to **Figure 7: Soil Characteristics** for an illustration of the soil quality and its distribution throughout the plan area.



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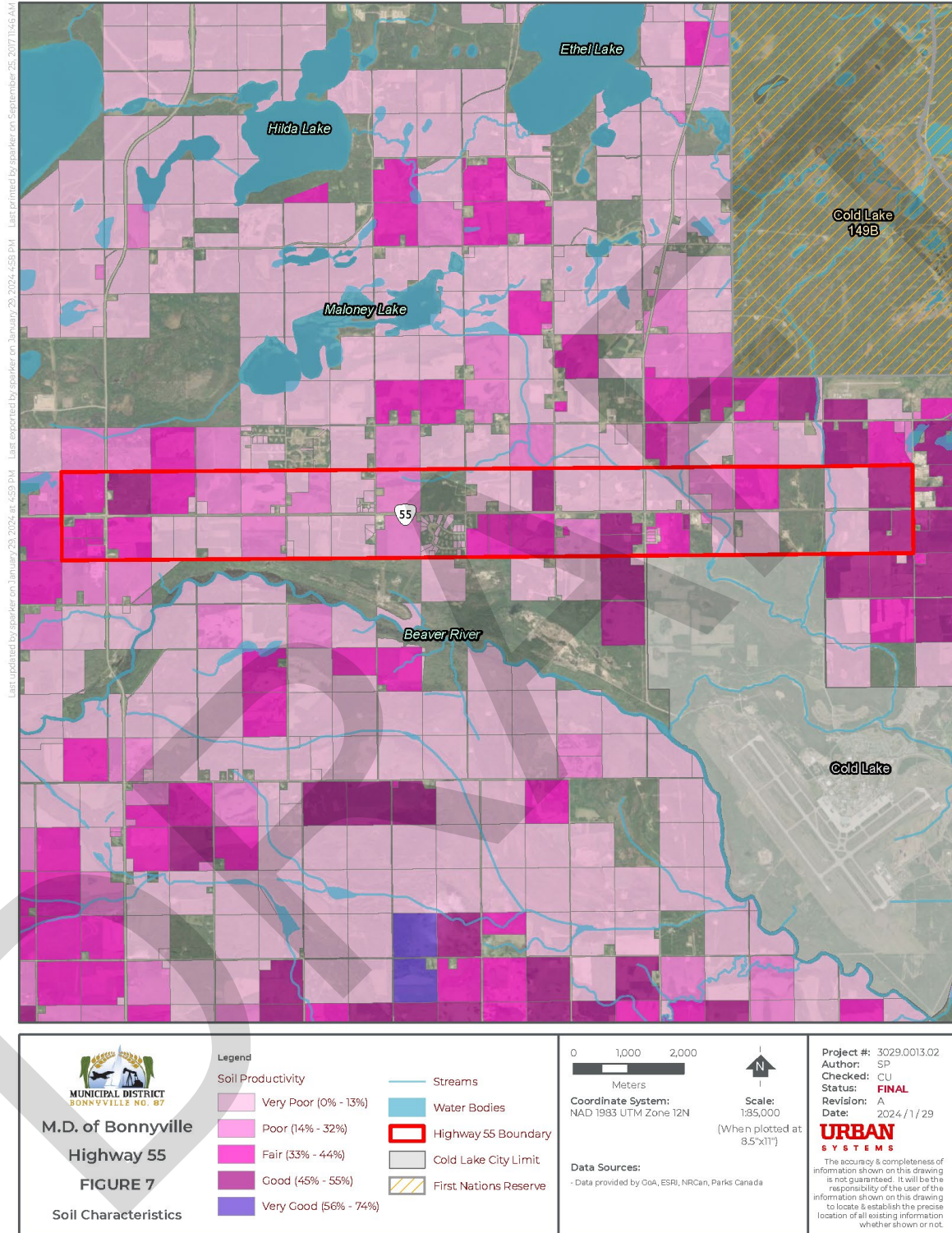
Figure 6: Environmental Features



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Figure 7: Soil Characteristics



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3.0 COMMUNITY GUIDE

DIRECTION OF THE PLAN

The original plan was adopted in 2001 and was largely shaped by an increased interest in commercial, industrial, and residential development along Highway 55. The direction of the ASP recognized the demand for development but reinforced the importance of maintaining the integrity and function of the highway as a regionally important corridor.

While traffic counts have decreased over the last five (5) years, the corridor remains a key transportation route and the average annual daily traffic consistently remains between 3,000-4,500 trips, with the majority traveling eastbound toward the City of Cold Lake.

Given the prevalence of the oil and gas sector in the M.D.'s economic base, there are consistent trips both within the plan area as well as intersecting Highway 55 to access sites in the northern part of the M.D. and beyond, creating a mix of vehicle types accessing the corridor.

While there has been development along the corridor since 2001, the scale and intensity have not created significant impact to local traffic volume or intersection capacities. While the soil assessments do not reflect high agricultural productivity, most of the plan area is either used for agricultural purposes or in its natural state.

There remain opportunities for complementary development along the corridor. There is a relatively large supply of land already designated for residential development and these areas have the capacity to accommodate considerable growth, that is not anticipated, within the plan area.

The mix of industrial and commercial uses along the corridor illustrate the diversity of development opportunities but reinforce the importance of considering the individual development applications through the lens of the impacts to the entire corridor. The update to the ASP is focused on the following key drivers:

- Consider appropriate buffers and transitions between different types of land uses.
- Protect natural areas that support the preservation of the tributaries in the plan area and contributes to the health of the Beaver River watershed.
- Provide opportunities for non-residential development that supports the economic diversification of the region.
- Consider all development along the corridor relative to its impact accessibility and traffic flow along the highway.

COMMUNITY ASPIRATION

In contributing to the overall vision of the M.D., this ASP has been developed around reinforcing the importance of balancing the preservation of agricultural operations and the natural environment, with providing opportunities for complementary and sustainable development that support broader goals for economic diversity.

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In striving to achieve a balance among growth and development, strengthening the rural character, identity, and lifestyle, and preserving the natural characteristics of the landscape, the following community aspirations represent a filter to evaluate the contributions of new development to the health of the community:

1. Ensure the opportunity for subdivision and development is measured against the value of open spaces and is part of a balanced consideration of the landscape in harmony with the natural environment.
2. Embrace dynamic and innovative developments that stimulate economic energy along the corridor and the region, clustering opportunities for economies of scale and complementary commercial and industrial uses that enhance opportunities for investment and employment.
3. Preserve the safety, accessibility, and connectivity of the Highway 55 corridor, recognizing its importance in the broader transportation network.



GUIDING PRINCIPLES

While not intended as a detailed prescription, the following principles can act as a guide to support decisions on future development inquiries and applications in support of the community aspirations:

1. **Corridor Protection:** Support a diversity of land use throughout the plan area, while reinforcing the importance of the highway corridor for its role in the broader regional transportation system.
2. **Compatible Land Use Transitions:** Development throughout the plan area respects site specific environmental features and land suitability conditions, while respecting transitions between land uses.
3. **Sustainable Mix of Uses:** Provide opportunities for a flexible range of land uses that incorporate efficiency, predictability, equity, and cost effectiveness into the decision-making process.

4.0 COMMUNITY PLAN

LAND USE CONCEPT

The land use concept for the areas around Highway 55 represents a conceptual framework, where the boundaries of the different land use classifications are general in nature. The land use concept has been developed based on the following:

1. The aspirations and guiding principles outlined in Section 2.0.
2. The relationship and compatibility to the existing development pattern.
3. The natural and physical development constraints throughout the area.
4. The continued operation and use of Highway 55.

AGRICULTURAL

The continued agricultural use of land in the plan area is encouraged, to minimize fractured land ownership and promote continued farm operations with minimal conflict. While most soils are not considered to be of high value, the continued use of these lands provides transitions between other land uses and retains a connectivity to the rural countryside.

Development Guidelines

1. Consider development proposals that mitigates the premature conversion or fragmentation of agricultural lands.
2. Evaluate agricultural operations that are adjacent to or drain into water bodies that flow into Beaver River to reduce point-source pollutants and the total maximum daily load entering the water bodies.
3. Consider retaining agricultural land as a transitional buffer adjacent commercial and industrial uses.



RESIDENTIAL

This represents lands that have already been developed as individual country residential houses as part of agricultural practices as well as multi-lot country residential subdivisions. The plan area has large tracts of land that have been designated for country residential use, but remain undeveloped, providing opportunities for future growth along the corridor. The plan encourages residential opportunities that are compatible with the natural areas, minimize impacts on adjacent agricultural operations, and consider the visual impacts from the Highway 55 corridor.

Development Guidelines

1. Retain natural site characteristics (i.e., trees, slopes, or other natural and topographical features) on individual lots, to the extent possible, to complement the character of the area and retain the ecological integrity of the lands.
2. Appropriate residential development options are encouraged, provided the proposed uses can demonstrate the following, to the satisfaction of the M.D.:
 - a. Ability to accommodate on-site water and wastewater servicing.
 - b. No negative impacts on the capacity of the transportation network and highway accessibility.
 - c. Stormwater management that addresses pre-and-post-development flows that minimizes any impacts to the surrounding water bodies.
 - d. Appropriate buffers for any transition between agricultural, commercial, or residential uses.
3. Focus new growth and development on lands that have already been designated for residential use before considering any further conversion of lands for additional housing.



COMMERCIAL AND INDUSTRIAL USES

The intent is to provide opportunities for continued industrial and commercial uses that can provide compatible economic growth along Highway 55. The expansion of non-residential uses may be considered based on the sensitivity of the site plan to local residential areas, existing agricultural operations, and natural features on and adjacent to the lands.

Development Guidelines

1. Focus development opportunities in the plan area on a mix of commercial and light industrial uses that provide employment and enhance and diversify the local economy, without negatively impacting the aesthetics along the corridor or access to the highway.
2. Promote a mix of employment uses, while reinforcing the need to minimize potential land use conflicts,
3. Supporting commercial and light industrial growth and development in the area is focused on the following guidelines:
 - a. Traffic from the proposed development will ensure safe access to the adjacent transportation network, minimizing impacts to traffic flow on Highway 55.
 - b. Incorporate appropriate buffers at the interface of any land use transition, demonstrating proposed measures to mitigate any nuisance factors (i.e., noise, odours, etc.).
 - c. The ability for the development to demonstrate the ability to accommodate on-site water and wastewater services.
 - d. Defined mitigation measures for proposed uses that may produce nuisances in terms of light, dust, noise, or traffic.



POLICY DIRECTIVES

General Policies

Objective G.1: Ensure higher order policy and regulatory documents in the M.D., as well as provincial regulations, are incorporated into planning and development decisions.

Policy G.1.1: Notwithstanding any policy direction within this ASP, the Municipal Development Plan and Land Use Bylaw shall guide and determine the suitability of redesignation and subdivision applications.

Policy G.1.2: Any proposed subdivision shall confirm setback and development restrictions associated with operating or abandoned pipelines, well sites, and facilities with Alberta Energy Regulatory requirements.

Policy G.1.3: Prior to subdivision or development approval, the M.D. may require additional studies to address any potential site contamination and necessary remediation.

Principle 1: Corridor Protection

Objective 1.1: Preserve the highways as key regional transportation corridors.

Policy 1.1.1: All new subdivision and development applications may be required to prepare a Traffic Impact Assessment (TIA) to demonstrate the potential impact to the safety, accessibility, and free-flowing traffic patterns of Highway 55.

Policy 1.1.2: The developer shall be responsible for any costs associated with the upgrade or construction of new roads.

Policy 1.1.3: The developer shall be responsible for any intersection upgrades or improvements that stem from recommendations in a TIA.

Policy 1.1.4: Access management requirements associated with Highway 55 shall also apply to the segments of Secondary Highways 892 and 897 within the plan area.



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Objective 1.2: Protect the integrity and function of Highway 55.

- Policy 1.2.1: Future subdivision or intensification of existing developed areas may require the elimination of existing approaches that provide direct access to the highway and the creation of a secondary access point from an internal road.
- Policy 1.2.2: No new access points to Highway 55 shall be supported as part of a continued access management plan for the corridor to maintain accessibility and traffic flow.
- Policy 1.2.3: Any proposed subdivision or development adjacent to Highway 55 shall demonstrate, to the satisfaction of the M.D. and Alberta Transportation, a proposed internal road network providing access to the subject lands.
- Policy 1.2.4: The M.D. shall require a 30-metre right-of-way as part of any subdivision of lands adjacent Highway 55 to preserve these areas for any potential future service road.

Principle 2: Compatible Land Use Transitions

Objective 2.1: Protect and support continued agricultural operations.

- Policy 2.1.1: Encourage the continued operation of agricultural uses to maintain the character of the plan area and leverage opportunities to use agricultural lands as transitional buffers between land uses.
- Policy 2.1.2: Where the conversion and development of agricultural lands to non-agricultural uses is deemed appropriate, the resulting subdivision design shall accommodate a transitional buffer from any existing agricultural operation.
- Policy 2.1.3: Promote new development on those lands already designated for non-agricultural uses to encourage orderly and logically sequenced development that continues to support agricultural operations.

Objective 2.2: Manage the interface between incompatible land uses on adjacent lands.

- Policy 2.2.1: Industrial and commercial areas shall be designed to create a compatible interface with existing or planned residential development on adjacent lands. Where possible, this should be through the retention of a natural vegetative buffer.



Principle 3: Sustainable Mix of Uses

Objective 3.1: Encourage a mix of residential, commercial, and industrial development that complement existing land uses.

Policy 3.1.1: Support home-based businesses within residential development provided the applicant can demonstrate, to the satisfaction of the M.D., the business can mitigate any potential impacts on surrounding residents.

Policy 3.1.2: Support a mix of land uses that enhance the broader vision of the M.D. and demonstrate benefits to residents from the ongoing diversification of the M.D.'s tax base.



Objective 3.2: Retain environmentally sensitive areas in their natural state to protect the Beaver River watershed.

Policy 3.2.1: To the extent possible, all new subdivision and development shall retain natural features and vegetation as part of the subdivision design.

Policy 3.2.2: A combination of reserves and easements shall be applied at the time of subdivision to preserve the riparian areas adjacent all permanent waterbodies within the plan area. The scale of the buffer shall be determined through a geotechnical and hydrological analysis of the tributary and adjacent lands.

Policy 3.2.3: All multi-lot residential subdivisions shall provide municipal reserve lands that demonstrate, to the satisfaction of the M.D., the protection of key natural features of the site and/or the provision of publicly accessible recreation areas.

Policy 3.2.4: Where the need for municipal reserve lands cannot be demonstrated in commercial or industrial subdivisions, cash-in-lieu of land shall be provided.

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Objective 3.3: Manage growth and development to maximize its contribution to sustainable and fiscally responsible development patterns.,

Policy 3.3.1: Stormwater management plans shall be required for multi-lot residential developments to define the regulation of stormwater discharge and water quality. All stormwater management requirements shall be the responsibility of the developer.

Policy 3.3.2: Stormwater management plans may be required for individual country residential subdivisions if the lands contain, or are adjacent to, a tributary or other water body.

Policy 3.3.3: Stormwater management plans may be required for commercial and industrial subdivisions based on the scale of the site disturbance and the proximity to existing tributaries or other water bodies.

Policy 3.3.4: Any proposed subdivision or development application may be required to demonstrate, to the satisfaction of the M.D., that the individual lot can provide the following:

- a. A suitable building site.
- b. An adequate long-term supply of potable water derived from an onsite or municipal source.
- c. Soil and topographical conditions suitable for onsite wastewater disposal.

Policy 3.3.5: The construction, and all associated costs, of the internal road network shall be the responsibility of the developer and built to the standards set by the. M.D.



5.0 COMMUNITY ACTIONS

ADMINISTERING OF THE PLAN

It is difficult to know how development will proceed in the plan area, with the timing largely based on the intent of individual landowners and whether the socio-economic context supports new development. Market conditions and the costs of community services have a considerable influence over the timing and scale of new development.

While there may be periods of greater development pressures, the plan area will likely develop incrementally over a series of smaller subdivisions or the initiated buildout of existing subdivided residential areas. Flexibility in development is important, but future growth should focus on contiguous expansion of compatible land uses, reinforcing the importance of maintain transitional buffers.

Overall, the Plan directs development toward building out those areas that have already been redesignated and/or subdivided before exploring additional conversions of agricultural lands, with an emphasis on respecting existing property owners, agricultural operations, environmentally sensitive areas within the Beaver River watershed, and the function and use of Highway 55 itself.

AMENDING THE PLAN

Any proposed amendments to the ASP shall follow the process defined within the MGA. The M.D. will engage with the community in accordance with the Public Participation Policy prior to any decision on amending the plan.

The Plan will be reviewed and updated as needed to ensure the Plan remains relevant. At a minimum, it is recommended the plan is reviewed every five years to ensure that the information, policies, and mapping remain relevant.

Beyond any changes resulting from the ASP review and initiated by the M.D., any amendments can be brought forward by individual landowners should they want to consider any changes to the direction or land use of the plan