

Municipal District of Bonnyville



HIGHWAY 55 Area Structure Plan

March 2001 – Bylaw No. 1239

Amendments:
Bylaw No. LU 461
Bylaw No. LU 473
Bylaw No. LU 475

BYLAW NO. 1239

BEING 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.

WHEREAS Section 633 of the Municipal Government Act, 1994 as amended, provides that 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.

NOW THEREFORE under the authority and subject to the provisions of the Municipal Government Act, and by virtue of all other powers enabling it, the Council of the Municipal District of Bonnyville No. 87 hereby assembled enacts as follows:

1. Bylaw No. 1239 adopting this document as the Highway 55 Area Structure Plan, insofar as it affects lands within the Municipal District of Bonnyville adjacent to Highway 55, ½ mile west of Secondary Highway 892 east to the boundary of the City of Cold Lake, is hereby adopted.
2. That this bylaw take effect on the date upon final reading thereof.

READ A FIRST TIME IN COUNCIL THIS 8th DAY OF FEBRUARY, 2001.



REEVE



MUNICIPAL MANAGER

READ A SECOND TIME IN COUNCIL THIS ¹³ DAY OF ^{May} 2001.

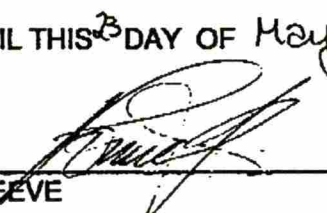


REEVE




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READ A THIRD TIME IN COUNCIL THIS ¹³ DAY OF ^{May} 2000.



REEVE



MUNICIPAL MANAGER

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Amendments

Bylaw No. 461

Bylaw No. 473

Bylaw No. 475

1 INTRODUCTION

1.1 Purpose

This Area Structure Plan (ASP) provides a framework for the future subdivision and development of those lands located within ½ mile of either side of Highway 55, from the west boundary of the City of Cold Lake, to one half (0.5) mile west of the intersection of the highway with Secondary Highway 892 (see Figure 1). The lands are contained within the Municipal District of Bonnyville No. 87.

The impetus for the preparation of this ASP stems from an increased interest in commercial, industrial and residential development along Highway 55, and the recognized need to protect the integrity of the highway, while still accommodating such development. Development interest results from recent growth in resource activities in this segment of the province, combined with the strategic regional importance of the highway corridor. However, future development must recognize existing residential, commercial and industrial uses, and potential impact on agricultural lands and environmental features. Adjacent uses located in the City of Cold Lake, and the restrictions placed on portions of the study resulting from the Canadian Forces Base Cold Lake, also must be recognized. As well, traffic control measures should be considered for protecting highway integrity.

This ASP generally meets the requirements of the Municipal Government Act and the Subdivision and Development Regulation. The ASP also is in compliance with the Municipal District's Municipal Development Plan and Land Use Bylaw No. 1207.

1.2 Process

The plan preparation process involved two major components. First, all relevant background information regarding the plan area was gathered, reviewed and synthesized. Second, stakeholder and public input was solicited during a public information session held in the Fall of 1999. This session provided the opportunity to discuss concerns and/or aspirations related both to individual land holdings, and to the area in general.

The findings of the plan preparation process are described in Sections 2.0 and 3.0 of this ASP document. Section 4.0 discusses the implications of these findings in regard to future use and a land use concept is provided in Section 5. Relevant policies are listed in Section 6.0.

2 EXISTING CONDITIONS

The Highway 55 ASP plan area encompasses 12.5 sections of land comprising some 8,000 acres (3,238 hectares). Within the plan area, Highway 55 is intersected by Secondary Highways 892 and 897. These secondary highways provide significant linkages to major oil, gas and forest industry activities, and agricultural operations within the northern part of the municipality. The highway itself also plays an important role as an inter-regional connection for east/west traffic, and is designated as part of the Northern Woods and Water Tourist Corridor, providing sightseeing and recreational opportunities and linking Manitoba to Prince George, BC.

The natural features and existing land use conditions of the plan area are described below and are shown on Figure 2. For descriptive purposes, the area has been divided into the following five sub-areas:

- **Sub-area 1** extends west, from the boundary of the City of Cold Lake to Marie Creek;
- **Sub-area 2** extends from Marie Creek west, to ½ mile east of Secondary Highway 897;
- **Sub-area 3** includes the four ¼ sections located in each quadrant of the intersection of Highway 55 and Secondary Highway 897;
- **Sub-area 4** extends from ½ mile west of Secondary Highway 897, to ½ mile east of Secondary Highway 892; and,
- **Sub-area 5** includes the four ¼ sections located in each quadrant of the intersection of Highway 55 and Secondary Highway 892.

2.1 Sub-area 1

This sub-area encompasses eleven ¼ sections, and contains the greatest level of non-agricultural development, largely because of its proximity to the City of Cold Lake.

1. Natural Features

Marie Creek is the most significant natural feature within this sub-area. The creek flows from north to south along the west boundary of the sub-area, links May, Marie and Ethel Lakes, and flows into the Beaver River, which is located approximately two miles south of Highway 55.

A second unnamed drainage feature (referred to locally as Shaw Creek) and associated low area provides drainage to the south, from within the City of Cold Lake through the North ½ of 15 - 63 - 2 W4M.

The majority of lands within this sub-area are well drained and are being cultivated for agricultural production. Tree covered lands are restricted to areas the adjacent Marie Creek and the unnamed creek, as well as in isolated pockets associated with low or wet areas or as farmstead shelterbelts.

2. Existing Land Use

The predominant land use in the sub-area is agriculture. Some industrial and single parcel country residential development is also evident. The industrial uses are concentrated on the north side of Highway 55, within the Cold Lake Industrial Park and the ¼ section located directly west of the City. However, the industrial park is largely vacant and is zoned under the Land Use Bylaw as Rural Industrial. The balance of sub-area 1 is zoned Agricultural.

A former drive-in theatre site is located in the very southeast corner of the sub-area. The site has recently been rezoned to Rural Commercial and Country Residential. The RC component accommodates a flea market and other retailing outlets on a temporary lease basis.

Most of the quarter sections comprising this sub-area (eight of eleven) are under multiple ownership. This ownership pattern is reflected in the diversity of land uses (i.e. country residential and industrial as well as agriculture). Fractured land ownership typically reduces the future viability of extensive agricultural operations, creating greater opportunity for more residential, industrial, commercial and intensive agricultural developments.

2.2 Sub-area 2

Sub-area 2 extends west from Marie Creek to ½ mile east of Secondary Highway 897. This relatively small sub-area includes six ¼ sections. CFB Cold Lake, located within the City, borders the south side of Sub-area 2.

1. Natural Features

The dominant natural features in this sub-area are Marie Creek on the east side, and an unnamed creek (locally referred to as Maloney Creek) on the west side. Maloney Creek extends from Maloney Lake, located northwest of the sub-area, and drains into the Beaver River near its confluence with Marie Creek. The rate and volume of flow in Maloney Creek is managed by Ducks Unlimited, which uses the creek to maintain the water level in the Maloney Lake at appropriate depths to support nesting and breeding of migratory fowl.

Sub-area 2 is characterized by rolling terrain with some low lying intermittently wet areas, and sandy or clay based soils. The area contains extensive tree concentrations interspersed with cleared, cultivated agricultural lands.

2. Existing Land Use

The two ¼ sections located directly west of Marie Creek are undeveloped, mostly treed and unsubdivided. The remaining ¼ sections contained within this sub-area are developed, to varying degrees, for agriculture, rural industrial activities, and associated residential developments. Specifically, three country residential and/or home business (industrial) uses exist adjacent Highway 55, with direct access onto that highway.

2.3 Sub-area 3

The four ¼ sections located in the four quadrants of the intersection of Highway 55 and Secondary Highway 897 make up this sub-area.

1. Natural Features

The two ¼ sections located north of Highway 55 are mostly treed, although some clearing is evident along the highway. Maloney Creek runs along the north boundary of this sub-area, and then extends southeast through the sub-area's northeast corner, thereby fragmenting this corner for development purposes. The lands located along the north side of the highway, west of the intersection, are treed, and low and wet. As such, development potential is limited.

The two ¼ sections located south of Highway 55 are cleared, and are being actively cultivated for crop production. Tree cover is restricted to isolated stands adjacent fence lines or residences. The agricultural potential for these two ¼ sections appears good based on the existing agricultural activities. The agricultural potential of the two ¼ Sections north of Highway 55 is limited by the low wet areas associated with Maloney Creek, and the low treed area located adjacent Highway 55 west of Secondary Highway 897.

2. Existing Land Use

Each of the four ¼ sections comprising this sub-area contains a *first parcel out*, two of which are residentially developed. The land ownership reflects this subdivision pattern. Existing development, therefore, includes residential uses, agriculture and extensive undisturbed natural areas.

2.4 Sub-Area 4

This sub-area extends for five miles, between Secondary Highways 892 and 897, and includes the Riverhurst community hall with its associated recreational developments.

1. Natural Features

The lands located south of Highway 55 display significant topographic and drainage differences from the lands north of the highway. The Beaver River valley escarpment is located along the south boundary of the sub-area. As a result, the *table lands* slope to the south/southeast, and are relatively well drained. Although the river valley system creates a barrier to roadways, the valley escarpment provides a significant opportunity for scenic views. Excepting two treed ¼ section, the table lands located south of Highway 55 are being actively farmed.

North of Highway 55, the lands are not as well drained. A minor water course and associated treed low areas extends through much of the northeast portion of the sub-area, and agricultural activities are limited. Although the lands located further west are agriculturally productive, these lands are *dotted* with isolated and unimproved low areas. Agricultural activities include hay and crop production, and grazing (pasture).

2. Existing Land Use

This sub-area is predominantly developed for agricultural purposes. Most subdivision activity has been confined to single residential parcels or 80 acres splits. As is noted above, Riverhurst Community Hall is located one mile west of Secondary Highway 897, and an undeveloped parcel, zoned as Rural Commercial, is located on the north side of the highway, ½ mile west of the hall facility. Although some ¼ sections have been subdivided to allow for a first parcel out, more than half of the quarters comprising this sub-area are unsubdivided, and are under single ownership.

2.5 Sub-area 5

The four ¼ sections located in the four quadrants of the intersection of Highway 55 and Secondary Highway 892 comprise this most westerly sub-area.

1. Natural Features

The sub-area is relatively flat and well drained, with most of the lands cleared for agriculture. Significant tree stands are concentrated in the southwest quadrant, and smaller stands are located in the remaining quadrants. Pockets of low lying areas are scattered throughout the sub-area. Crop production is the dominant agricultural activity, suggesting a relatively high soils capability.

2. Existing Land Use

The regional importance of the Highway 55/Secondary Highway 892 intersection and Secondary Highway 892 is supported by the degree of development within Sub-area 5. Secondary Highway 892 is the major road access to the major oil sands developments located north of Highway 55.

A store and gas bar facility is located adjacent the east side of Secondary Highway 892, north of the intersection with Highway 55. An industrial home business type of operation is located ½ mile south of the highway, also fronting the east side of the secondary highway. As well, a portion of the ¼ section located in the northwest quadrant the sub-area is being used as a work camp. The southwest quadrant contains a repeater station which links to an optical fibre line that runs along the south boundary of the study area (see Section 2.8), as well as a parcel fronting onto the highway which accommodates a vacant industrial building. Finally, a major north/south pipeline right-of-way extends along the west side of the sub-area.

2.6 Adjacent Lands

The lands located adjacent the Highway 55 ASP plan area display a land use pattern similar to that of the subject area. Agriculture is the predominant use, with farmsteads and isolated country residences, and rural industrial and home business types of operations are scattered throughout. Canadian Forces Base Cold Lake is located directly south of Sub-area 1 and, since no roads cross the base, traffic movements are constrained. This means that development located between the base and Highway 55 must be accessed via the highway. The Beaver River poses a similar constraint along the south side of the westerly portion of Sub-area 4, as does the Cold Lake Indian Reserve (IR 149 B), located one mile north of the Sub-areas 1 and 2.

These constraints to mobility emphasize the importance of the Secondary Highways that intersect with Highway 55 in regard to north/south connections through the plan area.

The City of Cold Lake borders the ASP area to the east and southeast. However, although the City boundary coincides with the east boundary of the plan area, the developed built up portion of the City is located more than one (1.0) mile further east. The intervening City lands, located near the intersections of Highways 55 and 28, are proposed for future industrial and commercial development, while residential development is proposed further east, adjacent to existing residential uses.

2.7 Transportation

Highway 55 is a two-lane paved primary highway, extending through the centre of the study area. The highway functions as an important rural arterial providing access to the heavy oil, forestry and natural gas developments north of the highway, and to the abundant recreational opportunities in the region, as well as to adjacent agricultural operations.

The intersection of Highways 55 and 28 is located immediately adjacent the east boundary of the study area. Highway 28, although within the City of Cold Lake, provides access to the southeast corner of the plan area (NE ¼ 15 63 – 2 W4M).

North/south municipal roads are developed within government road allowances generally at 1.0 mile intervals within the plan area. However, as is noted above, these roads do not extend through Canadian Forces Base Cold Lake to the south, and the Cold Lake Indian Reserve (IR 149) to the north, so that north/south traffic movements are restricted. Such movements also are restricted by the Beaver River, which extends along the southwest portion of the plan area. The restriction result in considerable pressure on Highway 55 as the principal access route both within, and beyond, the plan area, and reinforces the need to protect the integrity of the highway.


Traffic volumes on Highway 55 vary significantly from east to west. At the Highways 55 and 28 intersection, up to the Highway 55 and English Bay Road intersection, annual traffic volumes are approximately 2,500 vehicles per day. This volume decreases to approximately 2,200 vehicles per day along the east leg of the Highway 55/Secondary Highway 897 intersection. The north and south legs of this intersection experience daily traffic volumes of approximately 600 and 500, respectively.

The Highway 55/Secondary Highway 897 intersection is located near the centre of the study area, and links the Marie Lake area, the west side of Cold Lake, the Cold Lake Indian Reserve and area resource developments to the highway. Secondary Highway 897 extends south of Highway 55, adjacent the west boundary of CFB Cold Lake, to just north of the Beaver River. The secondary provides alternate access to the base (Medley), and through the base to Highway 28 within the City of Cold Lake.

Traffic volumes on the west leg of the Highway 55/Secondary Highway 897 intersection decrease to approximately 2,000 vehicles per day for one mile, up to the municipal access road to Ethel Lake. Beyond the Ethel Lake access road, along the east leg of the Highway 55/Secondary Highway 892 intersection, volumes drop an additional 100 vehicles per day to approximately 1,900 vehicles.

Secondary Highway 892 extending along the west side of the plan area provides access to the Cold lake ESSO heavy oil plant at Leming Lake. The proposed expansion of this plant is likely to further increase traffic movements at the Highway 55/Secondary Highway 892 intersection. Daily traffic volumes (vpd) recorded in 1998 for the four legs of the Highway 55/Secondary Highway 892 intersections are:

- Highway 55 (east leg) 1,860 vpd
- Secondary Highway 892 (north leg) 1,750 vpd
- Highway 55 (west leg) 1,100 vpd
- Secondary Highway 892 (south leg) 1,350 vpd




Traffic counts along Highway 55 show relatively high percentages of trucks (15 to 20 percent) with particularly high percentages at the Highway 55/Secondary Highway 892 intersection. The turning movement counts for the intersection also show a high percentage of left turning heavy vehicles north, off the highway, to the ESSO plant.

2.8 Utilities

No communal services are available within the plan area, so that all developments are serviced on-site. Surface drainage is accomplished via roadway ditches, and natural over-ground stream channels. In the west portion of the plan area, the lands generally drain toward the Beaver River. Although the plan area is well drained, isolated areas with high water tables and small bodies of standing water are common, particularly north of the highway.

An east/west fibre optics cable (Right-of-Way Plan 882 1070) parallels the south boundary of the study area from Secondary Highway 892 to the City of Cold Lake. Development on, and road crossing of, this line should be discouraged.

2.9 Natural Resources



Natural resource activities in the sub-area are limited to the extraction of oil and gas resources. Oil and gas facilities, including a gas gathering system located in the NW 14-63-3 W4M, exist in most of the $\frac{1}{4}$ sections comprising the sub-area. The facilities are limited to a single well, and associated pipeline and road access and, therefore, the constraint to future development is limited. However, AEUB regulations and guidelines must be considered at the time of development, regarding setbacks associated with pipelines and wellheads. Most well sites are accessed via lease roads extending off the north/south municipal roads, rather than directly off Highway 55.

3 PLANNING CONTEXT

3.1 Existing (Zoning) Districting

With two significant exceptions, most lands within the Highway 55 Area Structure Plan area are zoned Agricultural under the Land Use Bylaw. The exceptions are:

- **first**, a 1.0 mile *fringe* extending west of the boundary of the City of Cold Lake which is zoned Controlled Urban Development District (CUD); and
- **second**, the Cold Lake Industrial Park which is zoned Rural Industrial (RM) and is located adjacent the north side of Highway 55, two miles west of Cold Lake.

The industrial park is subdivided into 19 parcels, four of which are developed.

Although the majority of the lands are districted for agricultural purposes, several development permits have been issued for major and minor home occupations. The majority of these home businesses are related either to the construction and/or servicing of oil and gas facilities, or to providing support for surrounding agricultural operations. These uses, therefore, are well suited to the rural environment.

Lands adjacent CFB Cold Lake have been placed under a zoning regulation by authority of the Minister of National Defence. The regulation defines a bird hazard zone relative to the airport runways and approach paths. This regulation affects lands within the east end of the plan area (Sub-areas 1 and 2), and prohibits uses which would attract birds. Developments such as landfills or sewage lagoons, therefore, are not permitted within the limits defined by the regulation.

3.2 Relevant Municipal Development Plan Policies

The existing land use and development patterns of the ASP area conform to the Municipal District of Bonnyville's current Municipal Development Plan and Land Use Bylaw. The impact of these statutory documents on future land use within the plan area is as follows:

1. **Agriculture** – Policy 2.1 of the Municipal Development Plan, and the related goal and plan objectives, indicate that agricultural lands are to be preserved to the extent possible and the *right to farm* shall be protected. Given that much of the plan area is being used as pasture land and for crop production, the intent of Municipal Development Plan agricultural policies would best be met by encouraging the continued use of these lands for agricultural activities.

The Municipal Development Plan allows the subdivision of a second agricultural small holdings parcel of between 20.0 and 80.0 acres in size, provided the proposed agricultural use represents a more intense use of the land than is common to extensive agricultural operations. This recently approved policy, combined with the continued application of the existing first *parcel out* policy, allows ¼ sections to be divided into three titled areas (two subdivided parcels and the remnant). In addition, parcels fragmented from the balance of the quarter section may be subdivided.

2. **Country Residential** - Although no multi-lot country residential subdivisions are located within the plan area, a number of country residences exist on first *parcels out*. Proximity to Cold Lake, mature and attractive tree cover, river valley views, high quality transportation access, and varied topography combine to create an opportunity for continued such development.

The Municipal Development Plan Goal for Country Residential Development is: *To provide opportunities for multi-lot country residential living in a manner that reduces potential land use conflicts and protects the integrity of the environment.*

Although a ¼ section zoned Agricultural may be subdivided into as many as three parcels, assuming water and sewage services can be supported on-site, multi-lot country residential subdivisions resulting in more than three parcels per ¼ section require a rezoning to one of the two appropriate Country Residential Districts. **First**, the CR1 District may be applied. This District provides for lot sizes of 1.2 hectares (3.0 acres) to 2.0 hectares (4.94 acres). **Second**, the CR2 District, which provides for larger country residential lots with sizes ranging from 2.0 hectares (4.94 acres) to 4.04 hectares (10.0 acres) may be appropriate to allow for proper on-site sewage disposal and/or hobby farming activities.

The Municipal Development Plan also states that *multi-parcel country residential development may be permitted only if such development is:*

- a. *located in close proximity to similar land uses;*
- b. *within the fringe areas as agreed to through Intermunicipal Agreements; and/or joint Area Structure Plans;*
- c. *located in close proximity to natural amenity areas such as lakeshores, or*
- d. *located away from predominantly agricultural areas.*

This means that those areas located either near natural features such as the Beaver River, close to Cold Lake, or on unimproved treed lands, may be considered for country residential development.

3. **Rural Commercial** - The Municipal District's objective for commercial development as stated in the Municipal Development Plan is: *to provide opportunities for commercial uses to locate in suitable locations in the Municipal District.* The plan also specifies criteria for the subdivision of land for a highway commercial use within the Agricultural District if:

- a. an application to redistrict the lands as per the intended use is approved.
- b. the development is appropriate to an agricultural area (i.e. agri-based or provides direct support to the agricultural industry; or, requires a relatively large amount of unserved land);
- c. the Development Authority is satisfied that no suitable alternative is available within an existing commercial or industrial land use district;
- d. the development is compatible with neighbouring land uses;
- e. the development will not constrain farming operations; and
- f. the parcel size is kept to the minimum necessary to accommodate the proposed use.

The purpose of the Rural Commercial District of the Land Use Bylaw is *to provide a wide variety of retail and service commercial uses, which will meet the needs of area residents.* Although only one site is currently zoned as rural commercial within the plan area, Highway 55 provides an opportunity for further such rezoning.

- 4. Rural Industrial** - The Municipal Development Plan recognizes the importance of industrial activity to the economic well being of the Municipal District, and encourages such development to locate in industrial parks, rather than randomly throughout the municipality.

As was previously noted, most of the ASP area is zoned Agricultural, which allows for resource extraction and processing type industries. However, under the new Land Use Bylaw (approved in 2000) individual, isolated sites for most other forms of industrial operations, as well as multi-lot industrial parks, such as the Cold Lake Park, must be rezoned from Agricultural to Rural Industrial (RM) prior to subdivision or development permit approval. This District allows for a variety of industrial and commercial uses and the purpose of which is to *support the types of industrial development suited to a rural area.*

Major and Minor Home Business uses are allowed within the Agricultural District, so that the existing construction and other industrial/commercial uses which exist, as part of a residential use, will continue to operate without a Land Use Bylaw district amendment (rezoning).

- 5. Transportation** - Municipal Development Plan policy requires that the functional integrity of highways be maintained with service roads or controlled highway access points approved by Alberta Transportation. This policy must be reflected by the Highway 55 ASP, which, in turn, needs Infrastructure's approval prior to future subdivision along the highway corridor (as per the Subdivision and Development Regulation).

- 6. Environmental Reserve** - Municipal Development Plan Environmental Reserve policies, which protect naturally occurring watercourses and their valleys, apply to developments close to Marie Creek and the Beaver River, as well as several unnamed drainage courses. Specifically, Policy 5.5 requires that development be setback 30 metres (100 feet) from the top-of-the-bank of Marie Creek or the Beaver River. As well, at the time of subdivision, the Municipal District may require the dedication of an Environmental Reserve strip up to 30 metres in width from the top of the bank of a river or creek bed. At the very least, a minimum six (6.0) metre (19.7 foot) wide strip abutting a watercourse must be dedicated as Environmental Reserve to protect the natural drainage within the plan area.

Landowners are strongly encouraged to maintain a buffer of natural vegetation along these watercourses, and the Municipal District may accept the dedication of the lands as conservation easements (Municipal Development Plan Policy 5.2). Finally, any development close to the boggy lands, such as those located north of the Highway in the west portion of the plan area, will be required to prepare a geotechnical assessment in order to identify measures to ensure a safe building site and appropriate methods of providing on-site water and waste water facilities (Municipal Development Plan Policy 5.4).

7. **Urban Fringe** - It is important to note that the east end of the Highway 55 Area Structure Plan area is within the City of Cold Lake Fringe Area as defined by the Controlled Urban Development District (CUD), so that subdivision and development applications need to be referred to the City for comment. Also, although no intermunicipal agreement exists with Cold Lake, the proximity of the Highway 55 ASP area to the City requires that the Municipal District continue its good *neighbour policy*. This policy ensures that any uses, which locate in the one mile fringe area do not adversely affect the City.

3.3 Stakeholder Input

A stakeholder workshop was held on July 29, 1999 at the Ardmore Community Centre for landowners within, and adjacent to, the plan area. Development potential of the area, landowner aspirations, and the implications of such aspirations on the integrity of the highway were discussed. The significant input resulting from workshop is summarized below.

- Although the majority of landowners recognized the need to limit direct access to Highway 55 for safety reasons, clear support for limiting new access to local roads and intersections was not evident.
- Some landowners were also opposed to requirements to dedicate right-of-way for future service roads or intersection improvements.
- Concern was expressed in regard to the possibility that lands would be redistricted to uses other than agriculture, which may affect the value of the land for agriculture and prematurely remove the lands from production.
- The majority of landowners in the study area have no development plans beyond continuation of their agricultural operations. The following exceptions were noted:
 - NE 15-63-2 W4M (Sub-area 1) – Two of the land owners that occupy this ¼ section, located directly west of the City of Cold Lake, are interested in further development; the flea market parcel (in the southeast portion the ¼ section) is proposed to be redeveloped and extended for some more intensive form of commercial development.
 - SW 22-63-2 W4M (Sub-area 1) – The owner of the 80 acre parcel in the central portion of the quarter has future plans to develop country residential parcels on a portion of the parcel.
 - NE and NW 17-63-2 W4M and the SE 20-63-2 W4M (Sub-area 1) – These three ¼ sections are under single ownership; future owner aspirations may include some country residential development, particularly for the area adjacent Marie Creek.
 - NW 13-63-3 W4M (Sub-area 3) – a home occupation (dog kennel) exists in the east portion of the quarter; no plans for expansion were noted by the landowner.
 - SE 22-63-3 W4M (Sub-area 4) – The north portion of this quarter, adjacent Marie Creek, was noted as having potential for country residential development.
 - NW 18-63-3 W4M (Sub-area 4) – The potential of the south portion of the ¼ section, adjacent the Beaver River, for future Country Residential development also was noted.

However, no immediate development aspirations were expressed.

- NW 13-63-4 W4M (Sub-area 5) – An existing home business industrial type of operation is located in the southwest corner of the quarter. This development may stimulate similar uses in future.
- SE 14-63-4 W4M (Sub-area 5) – A vacant industrial building on a 10 acre parcel is located in the northeast corner of the parcel, adjacent Secondary Highway 892. Depending on future traffic volume, the building and parcel may become an active industrial operation.

4 IMPLICATIONS FOR FUTURE LAND USE

A number of significant implications regarding opportunities for, and constraints to, future land uses and development in the Highway 55 ASP area result from the existing conditions and stakeholder input, as summarized in the foregoing sections. The most significant of these are described below.

1. Natural Features

Other than the local boggy conditions, particularly evident in the north/central and north/west portions of the ASP area, existing natural features do not constrain future development. In fact, the attractive, mature tree cover evident throughout much of the area, combined with sloping terrain associated with creek and river valleys, provide considerable opportunity for country residential and tourism accommodation type uses.

Marie Creek and the Beaver River are the most dominant natural features. These watercourses, and their tributaries, should be preserved in their natural state as wildlife corridors and fish habitat. However, assuming proper setbacks are applied, and recognizing the aesthetic amenities of the existing trees and the view potential, these features provide particularly high quality opportunities for country residential development.

2. Existing Land Use

Agricultural and associated farmsteads are the predominate uses within the plan area. Most non-agricultural development in the plan area is located adjacent Highway 55, and is concentrated adjacent the City of Cold Lake boundary or near the intersections of Highway 55 and Secondary Highways 897 and 892. Future development is most likely to continue to concentrate in these portions of the area.

Single parcel, country residential uses are scattered throughout the plan area. However, although no multi-lot subdivisions exist as an anchor for future such development, large blocks of land between Marie and Maloney Creeks remain undeveloped, and contain mature tree stands and varied terrain. Future development options for this segment of the plan area (Sub-area 2), therefore, will be largely influenced by natural features, rather than existing land use.

3. Agricultural Capability

The quality of the agricultural soils within the study area is generally fair to poor. Agricultural uses are limited to hay and forage production and pasture. In spite of this relatively low soil, however, extensive agricultural activities should be encouraged to exist as long as possible, as per Municipal Development Plan policies and landowner aspirations. The marginal nature of existing extensive agricultural uses means that removing even small portions of agricultural lands could jeopardize the viability of the remaining lands. Therefore, proposals for changes in use should contemplate on a ¼ section basis, the impact on the remnant lands, as well as the implications on adjacent development.

4. Natural Resource Features

Natural resource extraction facilities (gas and oil wells) are located within nearly every ¼ section contained within the ASP area. As such, the area is criss-crossed with gathering pipeline rights-of-way. These facilities will influence future subdivision and development patterns. Although virtually all the pipelines require setbacks that are equal to the right-of-way boundary, residential developments must respect the 100 metre setback from wellheads and battery sites as prescribed by the Subdivision and Development Regulations (MGA). Larger industrial or commercial uses may incorporate pipeline rights-of-way as part of open storage yards or parking facilities, usually coincident with rear or side yard boundaries.

5. Municipal Development Plan Policies

The Municipal Government Act requires that the policies of all statutory plans comply with one another. This means that the relevant Municipal Development Plan policies listed Section 3.0 must be considered by a future land use concept proposed for the plan area, and the supporting ASP policies.

6. Stakeholder Input

Most landowners who attended the stakeholder workshop indicated a desire to continue to farm. Exceptions included owners of lands located adjacent, or near, significant natural features, the City of Cold Lake and, to some extent, the intersections of Highway 55 with the two secondary highways.

5 FUTURE LAND USE CONCEPT

The future land use concept proposed for the Highway 55 Area Structure Plan area is shown on Figure 3. The concept reflects the findings of the review of all relevant background information and, in particular, the input received through the landowner consultation process. The concept identifies short and longer term development strategies, and provides a framework for detailed area specific outline planning and subdivision design. The concept also incorporates the intent of the Municipal Development Plan and the Land Use Bylaw. Finally, the concept responds to the following objectives.

- To provide the opportunity to realize the full development potential of the plan area.
- To protect the integrity of Highway 55.
- To recognize the Municipal Development Plan's goals, objectives and policies.
- To protect significant environmental features in their natural state.
- To direct country residential development to natural amenity areas, and away from better agricultural lands or potentially incompatible land uses.
- To minimize future land use conflicts.
- To recognize the physical capacity of the plan area to sustain development.
- To promote industrial and commercial uses, in appropriate locations, which meet the policy criteria of the Municipal Development Plan, particularly in terms of the types of such uses which are best suited to the Municipal District.
- To encourage, where feasible, the development and application of design, landscaping and signage guidelines to enhance the visual qualities of industrial/commercial development adjacent Highway 55.

The land use concept identifies lands within the ASP plan area which are best suited for more intense country residential, industrial and highway commercial development. However, based on existing conditions and public input, most of the area is proposed to remain as farmland. This means that home business types of industries and resource extraction operations may continue to be considered as a discretionary use within the agricultural community.

Two of the above listed objectives are particularly relevant to the proposed concept. **First**, a fundamental assumption of the future land use concept is that no new access to Highway 55 will be allowed. Access for all new lots will be oriented, via service roads where applicable, to adjacent municipal roads. **Second**, environmental protection of the creeks and drainage courses is a priority.

The Highway 55 future land use concept is described below on a sub-area basis.

1. Sub-area 1 (Cold Lake to Marie Creek)

The east half of this sub-area provides the greatest opportunity for short-term development in the study area. The current industrial land uses north of Highway 55 and west of the City, (the west quarter of the SW ¼ 22 and SW of 21-63-2 W4M) should continue to be developed for rural industrial uses. The proximity of the lands adjacent the City's west boundary and the development objectives of the respective landowners suggest that the remainder of the SW ¼ 22-63-2 W4M and the SE of 21-63-2 W4M will be developed for country residential uses.

Access to support further subdivision and development in the SW ¼ 22-63-2 W4M should be oriented to a service road adjacent the Highway. This access pattern reflects the existing service road dedication both within the ¼ section, and within the City of Cold Lake located directly to the east.

Alternatively, if a high density rural industrial subdivision is proposed for the south portion of the SE 21, the eastward continuation of 1st within the Cold Lake Industrial Park, and across ¼ section to the municipal road along its east side, is recommended. Continuation of this industrial collector may eliminate the need for a service road adjacent the Highway, resulting in a more efficient road system since lots will front onto both sides of an internal roadway. However, lots *backing onto* Highway 55 will still enjoy a high quality of visibility from highway traffic.

In the long term, increased industrial and residential activity along this segment of highway may result in traffic congestion at the intersection of the local road with Highway 55, ½ mile west of Cold Lake. Sufficient land, therefore, should be set aside to provide for flared intersection treatment.

The land use concept proposed for the quarter section south of Highway 55, and adjacent the west boundary of the City of Cold Lake, assumes expansion of the existing commercial and residential uses. Such expansion is most likely to occur in the form of highway commercial type operations along Highway 28 and 55. Because the value of the lands for highway commercial uses diminishes relative to the distance from the highway, lands located more than 100 metres from of the highway may be more appropriate for other commercial activities, such as business/light industrial uses.

Recognizing the natural amenity provided by Shaw Creek (not named by the province), those lands contained within the balance of the aforementioned ¼ section (NW 15-63-2-W4M), which back onto the creek, are best suited for country residential uses. An Environmental Reserve or Reserve Easement strip, at least six metres from the top of the bank of Shaw Creek, should be maintained. Depending on the density of development, municipal reserve owing may be applied adjacent the Environmental Reserve to enhance a potential linear park feature.

The existing access to the southeast Rural Commercial parcel should be considered as the primary point of access onto Highway 28, and no further access points should be permitted further north along that highway, thereby protecting the integrity of the Highway 28/55 intersection. Access along the north boundary of this ¼ section should be coordinated with the proposed access pattern for the lands north of Highway 55, within both the Municipal District and the City.

It is important to note that the *nose* shaped fragment located in the southwest corner of the T intersection at the junction of Highways 28 and 55, is within the City's boundary. Regardless, future development of this fragmented parcel should be coordinated with the development of the balance of the ¼ section to the west (located in the M.D.).

Further west within Sub-area 1, the two ¼ sections which are fragmented by Marie Creek (SW 20 and NW 17 63-2 W4M) are well suited for future country residential development. The quarter sections are extensively treed, and exhibit interesting topographic variation. The agricultural value of these lands is limited by soil quality. However, the sandy soil may require special measures in order to accommodate waste water disposal.

The portions of these two ¼ sections, located west of the creek, may be accessed from the local road adjacent the west side. A field (lease road) approach exists to the south. However, gaining access to the portions of the ¼ sections to the east of the creek will require the construction of a service road from the road allowance ½ mile to the west.

At the time of subdivision, a minimum 10 metre wide Environmental Reserve strip, setback from the top-of-the-bank adjacent either side of the creek, should be dedicated to protect the Marie Creek valley in its natural state.

The remaining lands located along Highway 55, between Shaw Creek and Marie Creek (NW ¼ 15, N ½ 16, NE ¼ 17, and the SE ¼ 20-63-02 W4M), are proposed to continue to be used for agricultural purposes. Further development of these quarter sections should be limited to the subdivision, and permitted and discretionary use provisions of the Agricultural District.

2. Sub-area 2 (Marie Creek to ½ Mile East of SH 897)

The two ¼ sections located west of the local road paralleling Marie Creek display the same potential for country residential development as those to the east (within Sub-area 1). These quarters are also extensively tree and, with the exception of some well sites, are undeveloped. Access is available from the local road to the east.

Maloney Creek (not named by the province) bisects the south-westerly ¼ section (NE 13-63-3 W4M) of the sub-area. This feature, and the treed areas that parallels it, provide an opportunity for some further country residential development which may be accessed from either the local road to the east, or off Highway 55, assuming the access requirements of Alberta Transportation are met.

An Environmental Reserve of Reserve Easement (minimum of six metres wide as measured from the top of the bank) should be provided at the time of subdivision to protect the natural treed features.

Although much of the remaining lands within Sub-area 2 are extensively treed, no other natural features which would create an opportunity for a change in land use and intensity of development are evident. As such, the lands are proposed to remain as agricultural.

3. Sub-area 3 (Intersection of SH 897 and Highway 55)

The four ¼ sections surrounding the intersection of Secondary Highway 897 and Highway 55 are being used primarily for agricultural production. Two single parcels have been subdivided out of the original quarters at the intersection. These parcels are located on either side of the secondary, south of Highway 55. Access to each is off Secondary Highway 897. The parcel to the west is undeveloped while the parcel to the east contains a residence. No demand for further subdivision and/or more intense development has been identified at this intersection, so that the lands should remain agricultural. Regardless, Maloney Creek traverses the northeast quadrant of this sub-area, and provides an opportunity for future country residential use. Access to this quadrant (SW 24-63-3-W4M) should be from existing approaches adjacent Secondary Highway 897, and the six metre wide reserve requirement should be applied (see above).

4. Sub-area 4 (West of SH 897 to East of SH 892)

The Riverhurst Community Hall is located near the east end of the sub-area, adjacent the south side of Highway 55. The Municipal Development Plan states that country residential development is supported in proximity to similar uses; therefore, country residential development could compliment the community function of the Riverhurst Hall. Controlled access, to the satisfaction of Alberta Transportation, should be maintained to accommodate any such future development.

The Beaver River Valley is the most prominent feature at the west end of the sub-area, and provides the south portions of the N ½ 18-63-3 W4M with opportunities for view lots adjacent the top-of-the-bank. Protection of the valley escarpment and associated lands should be the emphasis of Country Residential development proposals for these areas. A 30 metre wide Environmental Reserve or Reserve easement strip, as measured from the top of the bank, should be provided to protect the integrity of this regionally significant river.

Although some significant concentrations of natural tree cover, which provide local country residential development opportunities are scattered throughout the balance of Sub-area 4, based on the existing agricultural land use pattern and lack of development interest or demand, the land use concept proposes that agriculture remain the dominant use. An undeveloped Rural Commercially zoned parcel located on the north side of Highway 55 is testimony to the limited demand for non-agricultural uses in Sub-area 4.

5. Sub-area 5 (Intersection of Highway 55 and SH 892)

Two of the four ¼ sections that surround the Highway 55/Secondary Highway 892 have undergone some form of subdivision and development. A gas station/convenience store is located adjacent the east side of Secondary Highway 892, in the north east quadrant of the intersection. A subdivision application has been conditionally approved for four industrial parcels which back onto Highway 55, and are accessed off an internal road extending off the secondary. The subdivision has not been registered. Regardless, any further industrial development at this intersection should extend from the existing and proposed commercial/industrial uses within this quadrant, and internal roads and access should continue to extend off Secondary Highway 892, to the satisfaction of Alberta Transportation.

Excepting two single *parcels out* developments, including a significant home business in the south east quadrant and an abandoned industrial development/parcel in the southwest quadrant, most of this sub-area is being actively and productively farmed. The wet lands evident in the northwest quadrant pose a constraint to both agriculture and other forms of development. As such, the land use concept assumes a continuation of the current uses for much of the sub-area.

6 AREA STRUCTURE PLAN POLICIES

The following policies have been developed to implement the ASP objectives listed in the previous section and integrated into the Land Use Concept shown on Figure 3. These policies are intended to support, and be applied in concert with, the existing Municipal Development Plan policies and Land Use Bylaw regulations.

6.1 Land Use

- 6.1.1 All future subdivision and development of lands in the Highway 55 ASP area shall comply with the Land Use Concept shown on Figure 3 of this ASP and with the policies listed herein.
- 6.1.2 Existing agricultural uses should be encouraged to continue to operate, particularly in those areas designated as such by the Land Use Concept.
- 6.1.3 Any significant subdivision and/or development proposals for non-agricultural uses within the area designated as agriculture on Figure 3 shall require an amendment to this Area Structure Plan, as well as to the Municipal District of Bonnyville Land Use Bylaw.
- 6.1.4 Land currently districted Agricultural shall not be redistricted in advance of a subdivision and/or a development permit application. A redistricting application (application to amend the Land Use Bylaw) shall be submitted concurrent with a subdivision and/or a development permit application. In circumstances considered appropriate by the Subdivision and Development Authority, a redistricting application shall be preceded by an Outline Plan.
- 6.1.5 Lands designated as Country Residential (see Figure 3), which are deemed to be undevelopable based on detailed groundwater and soils conditions, either shall remain in their natural state or be used for agriculture.
- 6.1.6 Where a rural industrial subdivision, highway commercial subdivision or a multi-lot country residential subdivision (in excess of five lots) is proposed within the Highway 55 ASP plan area, the applicant shall prepare and submit to Council a detailed Outline Plan which considers the following:
 - a. proposed land use;
 - b. specific types of development;
 - c. internal circulation;
 - d. impact on external roads and identification of required improvements at access points designated by this ASP onto Highway 55, to the satisfaction of Alberta Transportation, and onto Secondary Highways 897 and 892, to the satisfaction of the Municipal District of Bonnyville;
 - e. the provision of municipal and environmental reserve;
 - f. on-site servicing requirements including potable water source, waste water disposal and

- storm water management;
 - g. development standards and design criteria appropriate to the type of uses proposed;
 - h. identification of locations where screening and buffering is required and proposed techniques; and,
 - i. any other specific items as required by Council and the Development Authority.
- 6.1.7 An Outline Plan area shall encompass the entire $\frac{1}{4}$ section unless otherwise agreed to by the Development Authority.
- 6.1.8 The Development Authority may require that a major development application be preceded by a public consultation process as specified by the Municipal District. Where the need for municipal reserve lands cannot be demonstrated, cash-in-lieu of municipal reserve lands shall be provided as per the policies of the Municipal Development Plan.

6.2 Transportation

- 6.2.1 At the time of subdivision to allow for Country Residential, Commercial or Industrial developments, the Municipal District may require that existing approaches to Highway 55 be closed, and that direct parcel access be restricted to internal subdivision roads (see Figure 3).
- 6.2.2 No new direct property access to Highway 55 will be permitted. Future access to the highway will be accommodated from secondary highways or municipal roads.
- 6.2.3 The Municipal District of Bonnyville shall consult with Alberta Transportation regarding potential improvements to secondary highway and service road intersections to better accommodate both existing, and future, traffic volumes.
- 6.2.4 Subdivision applications for lands located adjacent to Highway 55 shall dedicate to the Municipal District of Bonnyville a 30 metre wide service road right-of-way to allow for the construction of new, or extension of existing, service roads. Alternate dedicated roadway systems may be considered. Any such dedication must meet the requirements of Alberta Transportation.
- 6.2.5 The Municipal District of Bonnyville shall work with the landowners/developers of the S $\frac{1}{2}$ 21 and the SW 22 63-2 W4M to ensure the provision of safe and efficient access in keeping with the existing subdivision patterns and which respect the integrity of Highway 55.
- 6.2.6 The existing access to the NE $\frac{1}{4}$ 15-63-2 W4M shall be considered as the primary point of access onto Highway 28, and no further access points shall be permitted along Highway 28. The portion of Highway 55 adjacent the north boundary of this $\frac{1}{4}$ Section is within the City of Cold Lake, therefore, access along the north boundary of this $\frac{1}{4}$ section should be coordinated with the proposed access pattern for the lands north of Highway 55, within both the Municipal District and the City of Cold Lake.

- 6.2.7 Access to the portions of the NW ¼ 17-63-2 W4M to the east of Marie Creek to allow for country residential development will require the construction of a service road from the road allowance located adjacent the east side of the NE ¼ 17-63-2 W4M.
- 6.2.8 Access to the portions of the SW ¼ 20-63-2 W4M to the east of Marie Creek to allow country residential development will require the construction of a service road from the road allowance located adjacent the east side of the SE ¼ 20-63-2 W4M.
- 6.2.9 Resolving the access to future Country Residential development in the portion of the NE ¼ 13-63-3 W4M west of Maloney Creek will require an access management study, to the satisfaction of Alberta Transportation/M.D. of Bonnyville, at the time of development or highway improvement.
- 6.2.10 Further subdivision or intensification of development of the lands adjacent Highway 55, between the west boundary of the Plan area to Secondary Highway 897 shall require completion of a site specific access management plan to the satisfaction of Alberta Transportation and the Municipal District of Bonnyville.
- 6.2.11 Alberta Transportation may limit access onto Secondary Highway 897 to protect the integrity of this roadway and its intersection with Highway 55.
- 6.2.12 The access management standards and intersection and approach construction requirements applied to Secondary Highway 892 will be the same as those for Highway 55.
- 6.2.13 Required future road widening to any existing roads shall be dedicated at the time of subdivision.
- 6.2.14 All roads shall be constructed to Municipal District standards. These standards may vary from time to time.
- 6.2.15 The developer shall be responsible for the cost of upgrading all existing roads and constructing all new roads, as well as the cost of intersection or approach improvements.

6.3 Utilities

- 6.3.1 All proposed subdivision must satisfy the Development Authority that each lot created is capable of providing for on-site municipal services appropriate to the proposed use.
- 6.3.2 Water wells must comply with the Sanitation Regulation of the Public Health Act and meet the licensing requirements of the Water Act.
- 6.3.3 All private sewage systems must comply with the Alberta Labour's Private Sewage Systems Standards of Practice.
- 6.3.4 On-site or communal water reservoirs for fire protection may be required for multi-lot subdivisions to the satisfaction of the Municipal District.
- 6.3.5 The integrity of the Telus Fibre Optic Cable shall be protected.

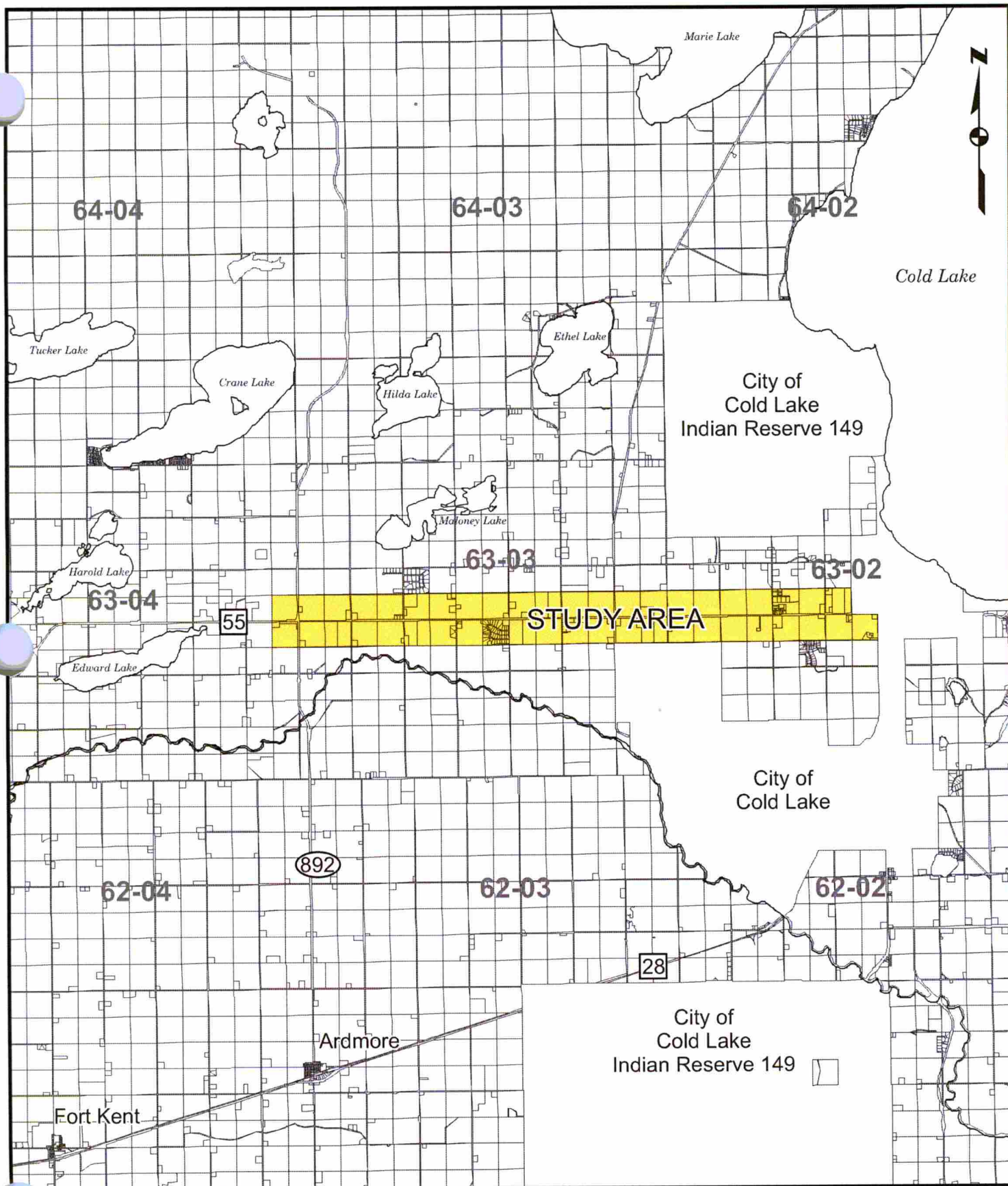
- 6.3.6 Proposed storm water management techniques shall accompany major subdivision and development applications. The techniques proposed shall be appropriately licensed by Alberta Environmental Protection and to the satisfaction of the Development Authority.
- 6.3.7 The Municipal District of Bonnyville shall, in the short term, work with the landowners in the Cold Lake Industrial Park and, in the longer term, the developers of the SE 21 and the SW 22 63-3 W4M to ensure that adequate on-site water storage for fire protection is available.
- 6.3.8 Any further development shall ensure that adequate service is available from shallow utility companies and necessary easements and/or rights-of-way are obtained.
- 6.3.9 The setbacks from pipelines, well sites, batteries or other natural resource extraction facilities as recommended by the Alberta Energy and Utilities Board shall be applied.

6.4 Natural Features

- 6.4.1 Applications to subdivide land adjacent to the Beaver River shall clearly identify the river's top-of-the-bank (valley break) contour and shall dedicate to the Municipal District of Bonnyville, as Environmental Reserve, a 30 metre wide strip extending back from the top-of-the-bank. All lands from below the top-of-the-bank to the high water mark of the River also shall be dedicated as Environmental Reserve, unless the applicant can demonstrate that these lands are developable.
- 6.4.2 Applications to subdivide land adjacent to Marie Creek shall clearly identify the creek's top-of-the-bank (valley break) contour and shall dedicate to the Municipal District of Bonnyville, as Environmental Reserve or Reserve Easement, a 10 metre wide strip extending back from the top-of-the-bank. All lands below the top-of-the-bank, up to the high water mark, also shall be dedicated.
- 6.4.3 Applications to subdivide land adjacent unnamed water courses shall clearly identify the creek's top-of-the-bank contour and shall dedicate to the Municipal District of Bonnyville, as an Environmental Reserve or Reserve Easement, a 6.0 metre wide strip extending back from the top-of-the-bank. All lands below the top-of-the-bank, up to the high water mark, also shall be dedicated.
- 6.4.4 Existing natural features, including vegetation, shall be preserved, wherever possible, by integrating these features into the design of new subdivisions.
- 6.4.5 Municipal reserve lands may be provided, as part of a multi-lot country residential subdivision, where it can be demonstrated, to the satisfaction of the Municipal District, that the lands can be developed as functional park/open space. This includes using municipal reserve to preserve attractive, mature tree stands, as long as the lands are relatively flat and well drained. Lands along naturally occurring watercourses also may be considered for municipal reserve purposes if such lands abut Environmental Reserve lands, and allow for the development of functional park/open space.

6.5 Implementation

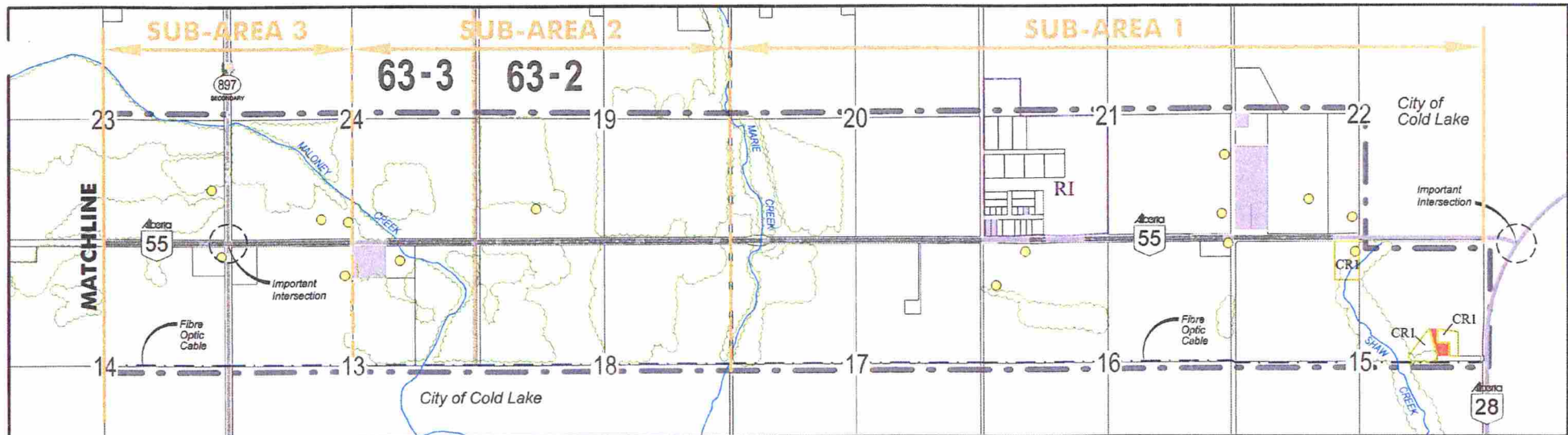
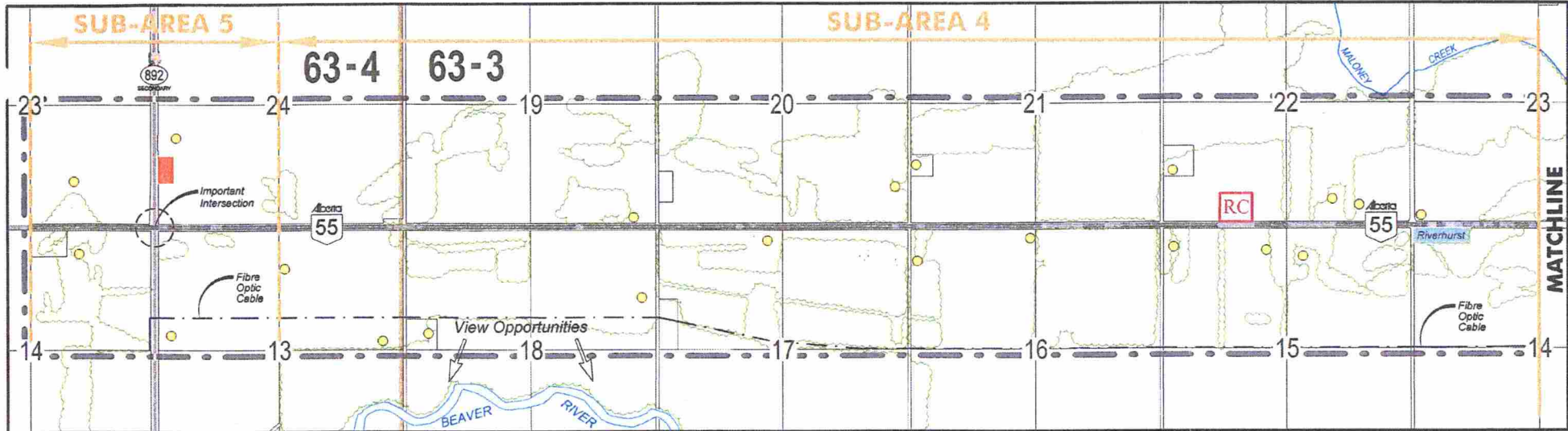
- 6.5.1 Pursuant to the provisions of Section 633(1) of the Municipal Government Act, this ASP shall be adopted by the Municipal District of Bonnyville as the Highway 55 Area Structure Plan. All subdivision and development within the Highway 55 ASP plan area shall be in accordance with the provisions and policies of this ASP, as well as those of the Municipal Development Plan and Land Use Bylaw.
- 6.5.2 Council, from time to time, may choose to amend this ASP. As part of the amendment process, the required public hearing will ensure the opportunity for considering input from all existing and future landowners.
- 6.5.3 The Municipal District of Bonnyville may require that Plan amendments be accompanied by a site-specific access management study, completed to the satisfaction of Alberta Transportation and the Municipal District of Bonnyville, to determine an appropriate pattern of access for the proposed development and adjacent lands.



Highway 55 Area Structural Plan

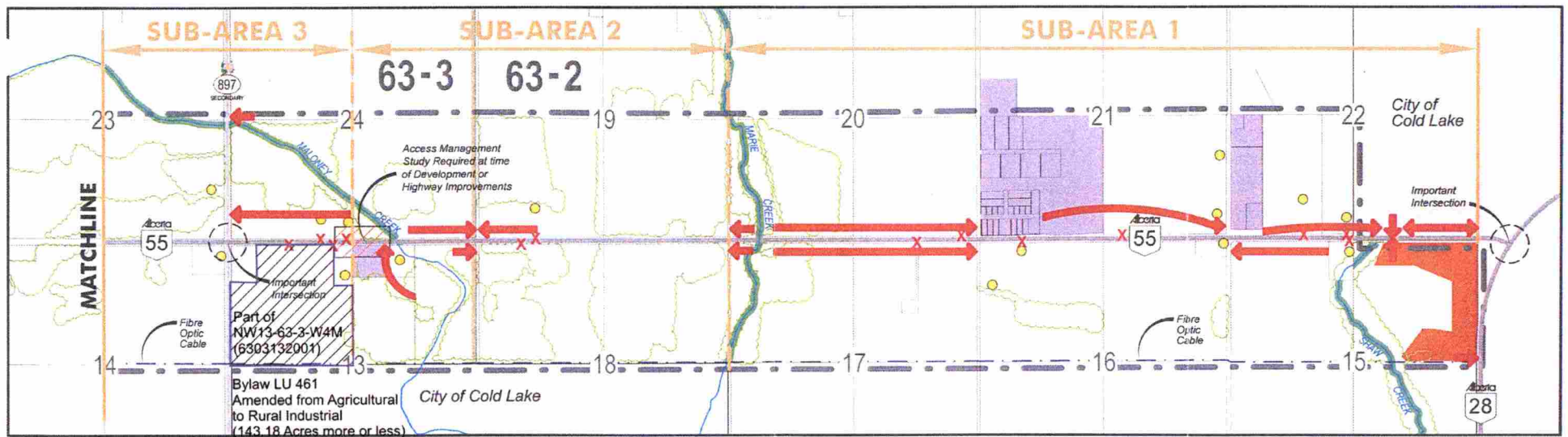
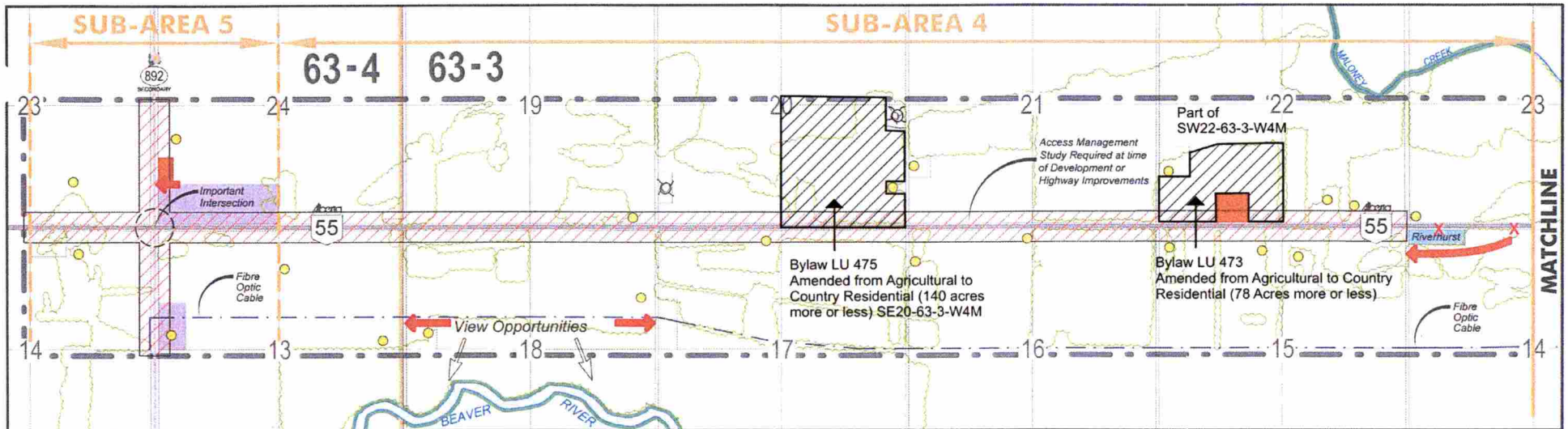
Figure 1

Regional Context



	Study Area Boundary		Commercial		Rural Commercial		Highway 55 Area Structural Plan Figure 2 EXISTING CONDITIONS
	Farmstead / Country Residence		Industrial		Rural Industrial		
	Tree Areas		Institutional / Community Facility		Country Residential		

WJC June 12 2001 LUB_EX00.dwg OCTOBER 2000



	Study Area Boundary		Future Access		Agricultural		Environmental Protected Area		Highway 55 Area Structural Plan
	Farmstead / Country Residence		Future Access Closures		Country Residential		Industrial		
	Tree Areas				Commercial		Institutional		FUTURE LAND USE CONCEPT

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OCTOBER 2000

BYLAW NO. LU 461

BEING A BYLAW OF THE MUNICIPAL DISTRICT OF BONNYVILLE NO. 87, IN THE PROVINCE OF ALBERTA, TO AMEND BYLAW NO. 1239, HIGHWAY 55 AREA STRUCTURE PLAN FOR THE MUNICIPAL DISTRICT OF BONNYVILLE NO. 87

WHEREAS Council has adopted the Highway 55 Area Structure Plan pursuant to Bylaw No. 1239 and;

WHEREAS it is deemed expedient to amend the Highway 55 Area Structure Plan as set out in Section 692 of the Municipal Government Act, R.S.A. 2000, as amended.

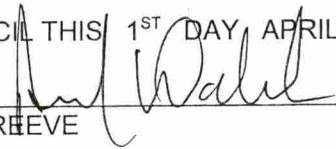
NOW THEREFORE under the authority and subject to the provisions of the Municipal Government Act, and by virtue of all other powers enabling it, the Council of the Municipal District of Bonnyville No. 87 hereby assembled enacts as follows:

1. Bylaw No. 1239 being the Highway 55 Area Structure Plan of the Municipal District of Bonnyville is hereby amended as follows:

THAT the Future Land Use Concept, Figure #3 be such that NW 13-63-3-W4M (148.18 acres) be amended from Agriculture to Industrial Area as shown on the attached Appendix A, Detail Map LU 461.

2. This bylaw take effect on the date upon final reading thereof.

READ A FIRST TIME IN COUNCIL THIS 1ST DAY APRIL ,2009.


REEVE


CHIEF ADMINISTRATIVE OFFICER

READ A SECOND TIME IN COUNCIL THIS 28th DAY OF October, 2009.


REEVE


CHIEF ADMINISTRATIVE OFFICER

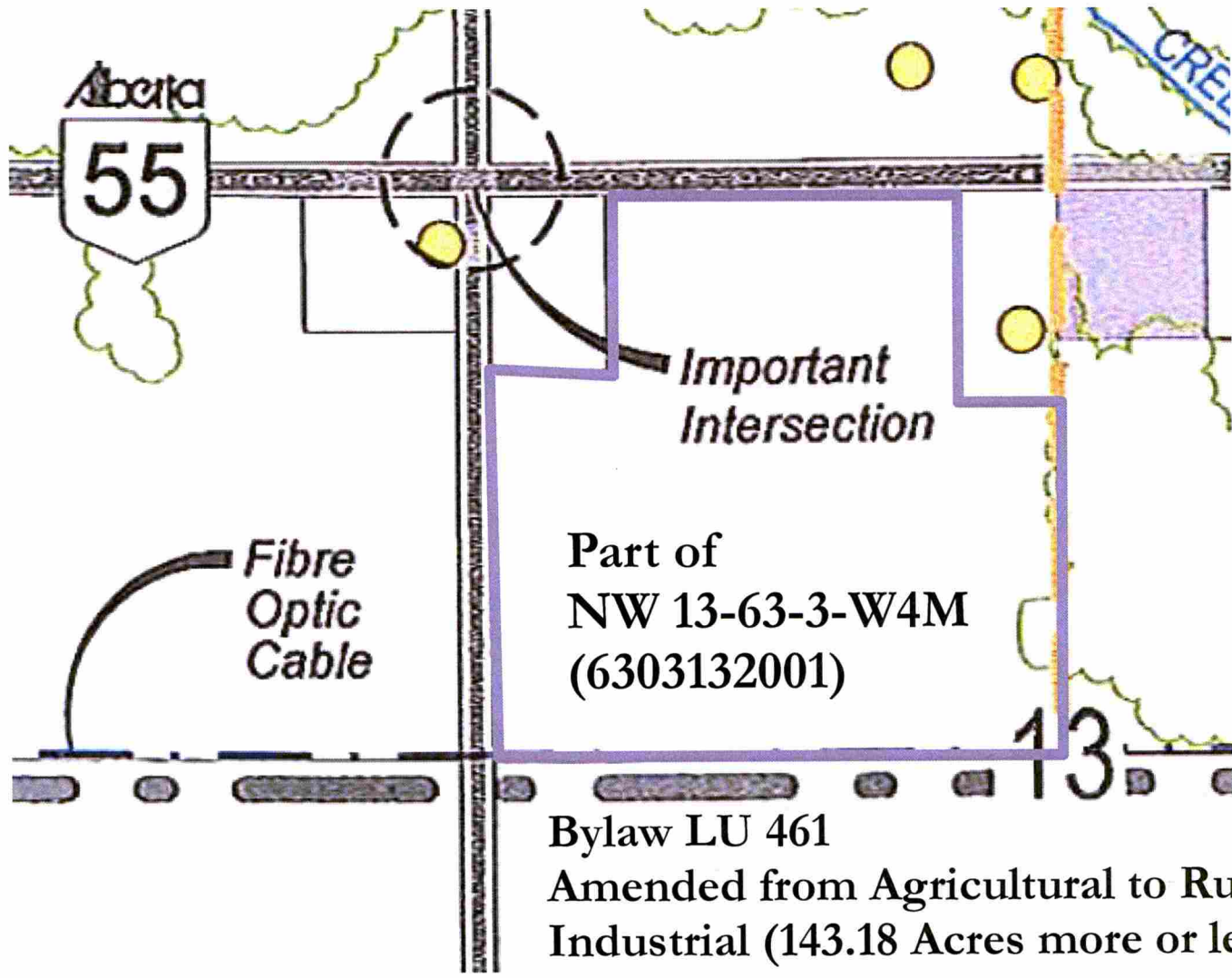
READ A THIRD TIME AND FINALLY PASSED THIS 28th DAY OF October ,2009.


REEVE


CHIEF ADMINISTRATIVE OFFICER

Appendix A - LU 461

Bylaw #1239 (Highway #55 Area Structure Plan)



Bylaw LU 461
Amended from Agricultural to Rural
Industrial (143.18 Acres more or less)



Commercial



Industrial



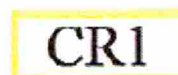
Institutional / Community Facility



Rural Commercial



Rural Industrial



Country Residential

BYLAW NO. LU 473

BEING A BYLAW OF THE MUNICIPAL DISTRICT OF BONNYVILLE NO. 87, IN THE PROVINCE OF ALBERTA, TO AMEND BYLAW NO. 1239, BEING HIGHWAY 55 AREA STRUCTURE PLAN FOR THE MUNICIPAL DISTRICT OF BONNYVILLE NO. 87

WHEREAS Council has adopted the Highway 55 Area Structure Plan pursuant to Bylaw No. 1239 and;

WHEREAS it is deemed expedient to amend Bylaw No. 1239 as set out in Section 692 of the Municipal Government Act, R.S.A. 2000, as amended.

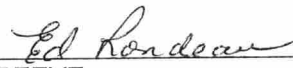
NOW THEREFORE under the authority and subject to the provisions of the Municipal Government Act, and by virtue of all other powers enabling it, the Council of the Municipal District of Bonnyville No. 87 hereby assembled enacts as follows:

1. Bylaw No. 1239 being the Highway 55 Area Structure Plan of the Municipal District of Bonnyville is hereby amended as follows:

THAT Figure 3 Future Land Use Concept be amended such that the SW 1/4 Section 22-63-3-W4M containing 78 acres more or less be rezoned from Agriculture 'A' to Country Residential 'CR', as shown on the attached Detail Map Bylaw No. LU 473.


2. This bylaw take effect on the date upon final reading thereof.

READ A FIRST TIME IN COUNCIL THIS 28TH DAY OF OCTOBER, 2009.


REEVE


CHIEF ADMINISTRATIVE OFFICER

READ A SECOND TIME IN COUNCIL THIS 13TH DAY OF January, 2009.
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REEVE


CHIEF ADMINISTRATIVE OFFICER

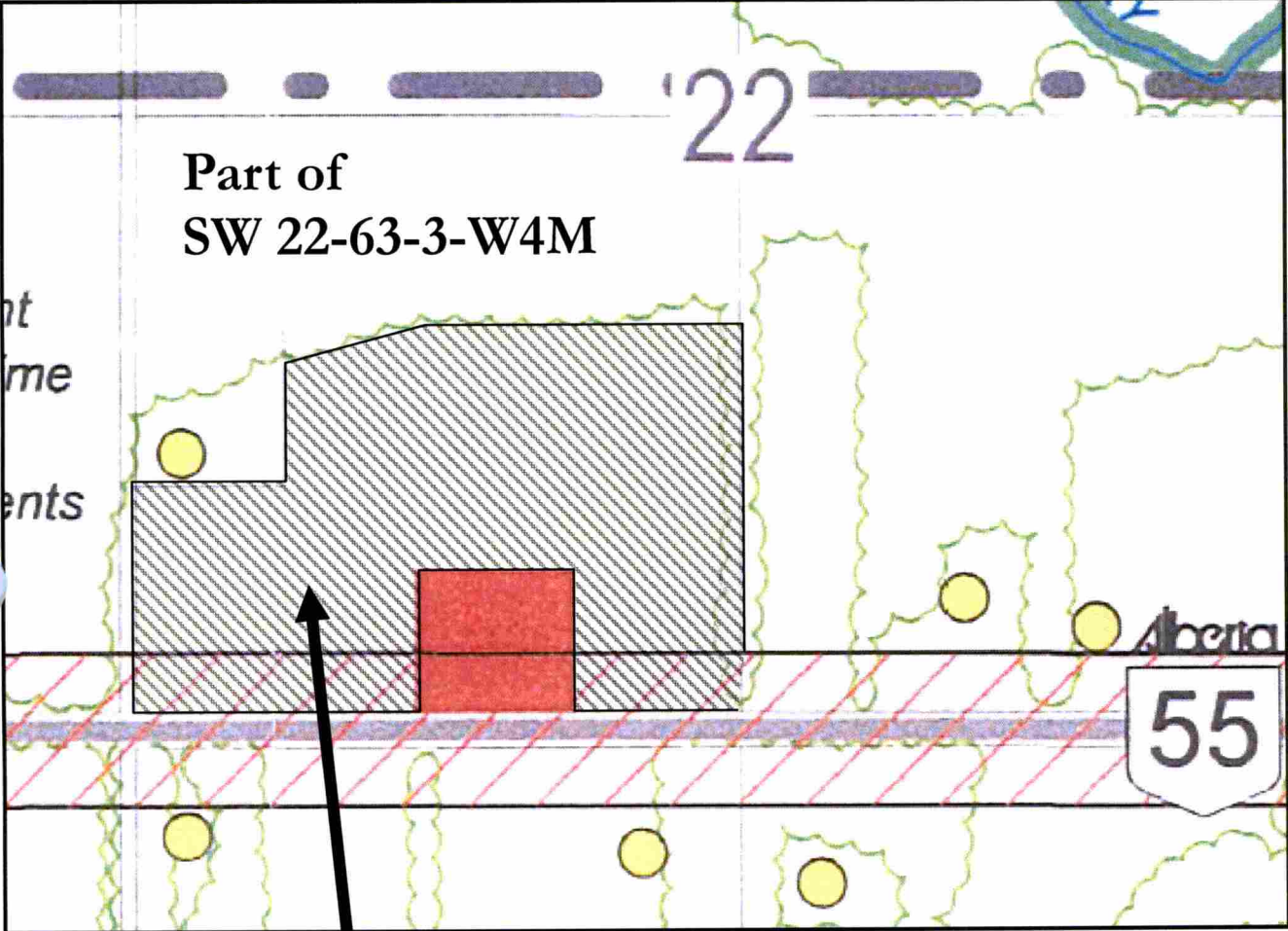
READ A THIRD TIME AND FINALLY PASSED THIS 13TH DAY OF January, 2009.
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REEVE


CHIEF ADMINISTRATIVE OFFICER

Detail Map - LU 473

Bylaw #1239 (Highway #55 Area Structure Plan)



Bylaw LU 473
Amended from Agricultural to Country Residential (78 Acres more or less)



Agricultural



Environmental Protected Area



Country Residential



Industrial



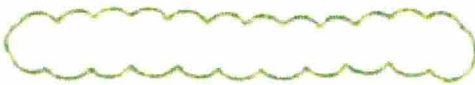
Commercial



Institutional



Farmstead /
Country Residence



Tree Areas

BYLAW NO. LU 475

BEING A BYLAW OF THE MUNICIPAL DISTRICT OF BONNYVILLE NO. 87, IN THE PROVINCE OF ALBERTA, TO AMEND BYLAW NO. 1239, BEING HIGHWAY 55 AREA STRUCTURE PLAN FOR THE MUNICIPAL DISTRICT OF BONNYVILLE NO. 87

WHEREAS Council has adopted the Highway 55 Area Structure Plan pursuant to Bylaw No. 1239 and;

WHEREAS it is deemed expedient to amend Bylaw No. 1239 as set out in Section 692 of the Municipal Government Act, R.S.A. 2000, as amended.

NOW THEREFORE under the authority and subject to the provisions of the Municipal Government Act, and by virtue of all other powers enabling it, the Council of the Municipal District of Bonnyville No. 87 hereby assembled enacts as follows:

1. Bylaw No. 1239 being the Highway 55 Area Structure Plan of the Municipal District of Bonnyville is hereby amended as follows:

THAT Figure 3 Future Land Use Concept be amended such that the South East 1/4 Section 20-63-3-W4M containing 140 acres more or less be rezoned from Agriculture 'A' to Country Residential 'CR' as shown on the attached Detail Map Bylaw No. LU 475.


2. This bylaw take effect on the date upon final reading thereof.

READ A FIRST TIME IN COUNCIL THIS 28TH DAY OF OCTOBER, 2009.


REEVE


CHIEF ADMINISTRATIVE OFFICER

READ A SECOND TIME IN COUNCIL THIS 13TH DAY OF January, 2009.
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REEVE


CHIEF ADMINISTRATIVE OFFICER

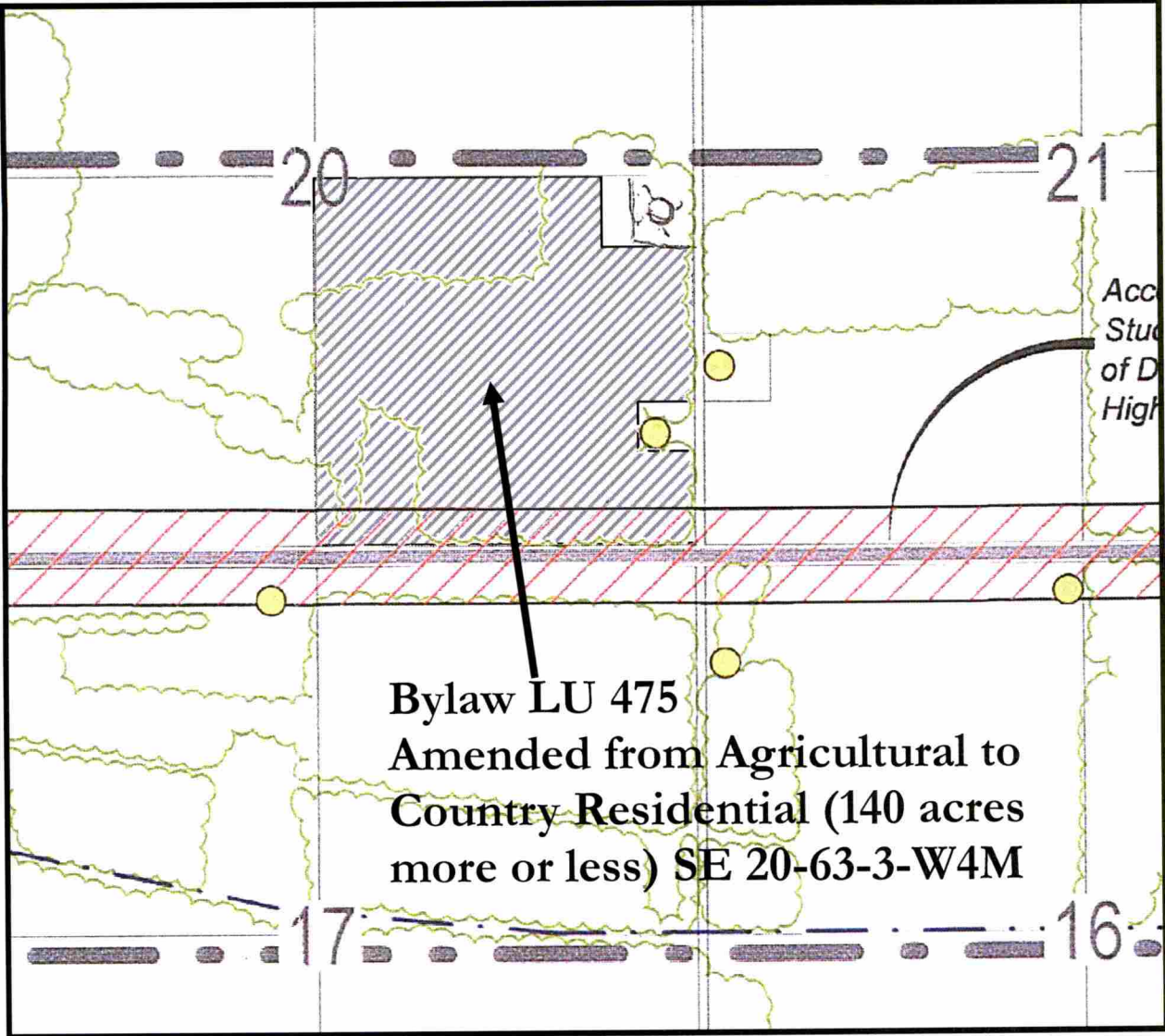
READ A THIRD TIME AND FINALLY PASSED THIS 13TH DAY OF January, 2009.
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REEVE

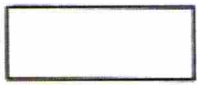

CHIEF ADMINISTRATIVE OFFICER

Detail Map - LU 475

Bylaw #1239 (Highway #55 Area Structure Plan)



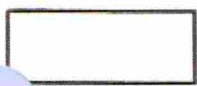
**Bylaw LU 475
Amended from Agricultural to
Country Residential (140 acres
more or less) SE 20-63-3-W4M**



Agricultural



Environmental
Protected Area



Country Residential



Industrial



Commercial



Institutional



Farmstead /
Country Residence



Tree Areas