



Mountain View
COUNTY

Building Rural Better

SOUTH MCDOUGAL FLATS AREA STRUCTURE PLAN

Bylaw No. 02/10

Consolidated Version June 24, 2015
(As amended by Bylaw No. 09/15)

Note: All persons making use of the consolidation are reminded that it has no legislative sanction, that the amendments have been embodied for convenience of reference only, and the original bylaw should be consulted for all purposes of interpreting and applying the bylaw.



Bylaw No. 02/10 - South McDougal Flats Area Structure Plan amended by the following:

Bylaw No. 17/12 (October 3, 2012)

Bylaw No. 09/15 (June 24, 2015)

Acknowledgements

The consulting team of Scheffer Andrew Ltd. would like to thank the Steering Committee for their guidance, valuable insight and direction in the preparation of the South McDougal Flats Area Structure Plan.

Steering Committee Members

Marlow Currie	Member at Large (Chair)
Lindsay Beal	Member at Large (Vice-Chair)
Norma Bicknell	Member at Large
Greg Campkin	Member at Large
Annette Clews	Town of Sundre
Councillor Gerald Ingeveld	Mountain View County
Councillor Liz Negropones	Mountain View County
Councillor Everett Page	Mountain View County
Reeve Al Kemmere	Mountain View County

Mountain View County Administration

Diana Hawryluk	Director of Planning and Development
Daria McDonald	Planner II
Tracey Connatty	Planner I
Kim Jamieson	Administrative Assistant
Steve McInnis	Director of Operational Services
Doug Plamping	Chief Administrative Officer

1 Introduction

1.1 Purpose of Plan

The purpose of this area structure plan (ASP) is to provide policy direction and guidance for the South McDougal Flats (SMF) area to ensure orderly development and sound land use planning decisions in the future.

An ASP is intended to function as a long range document with a planning horizon of around 20 years. It is anticipated that as variables change, this plan will evolve with amendments. Plan amendments in the future should remain consistent with the broad intent of the plan.

This plan is intended to replace the West Sundre ASP that was prepared in 2003. A new Municipal Development Plan (MDP) was adopted in October 2007 and it became apparent that this planning area required a new policy framework that is consistent with the policies of the new MDP.

1.2 Plan Area

The South McDougal Flats Area Structure Plan is within Mountain View County (MVC) sharing its boundary with the Town of Sundre. The plan area stretches from the western boundary of the Town of Sundre to Coal Camp Road (Range Road 63). While the majority of the plan area is located south of Highway 584, a small portion of the planning area (6+ quarter sections) is located on the north side of Highway 584. The Red Deer River forms the southern boundary (refer to Figure 1 - Location Plan).

SMF has a land area of approximately 9500 acres. The planning area is largely undeveloped but can generally be characterized by the presence of highway commercial and industrial development along the Hwy. 584 corridor with a transition to lower density country residential subdivisions and acreages in the southern and western reaches, closer to the Red Deer River corridor. The County owned and managed Sundre Airport is a key land use within the southeast corner of the plan.

The planning area is home to a diversity of uses and interests. It has an abundance of natural resources (e.g. gravel); natural beauty (e.g. river corridor); and County infrastructure (e.g. Hwy. 584, Sundre Airport) which makes the area attractive for industry, residential, recreation and tourism related pursuits.

1.3 History of South McDougal Flats

Originally, McDougal Flats was named after David McDougall - a Methodist missionary who purchased a significant landholding within the study area. David McDougall sold his land in 1909 to a Norwegian man named Nels T. Hagen. Hagen took over McDougall's trading post and added a post office naming it Sondre, which is Norwegian for South. This is how the Town of Sundre received its name. Hagen was also the first individual to begin farming on the Flats. Agriculture was the first land use and continues to be an integral component of the landscape and the community.

The first school in the area was established in 1910 at the present day corner of Hwy. 584 and Range Road 60. This school closed in the 1960s and has been transformed into a community hall which hosts various clubs, functions and events to this day. Another significant development in the evolution of South McDougal Flats was the establishment of the McDougal Chapel Missionary Church which was organized in 1934. The area was home to a number of different organized

religious groups including the Roman Catholics, the Evangelists, Anglicans, and Presbyterians. The diversity of its people added to a unique mix of religions and cultures in the area. A clear example of a strong spirit of cooperation occurred in 1911 when a fire burned down the Methodist church and services were held in another church until they could settle back into their own one again.

The Town of Sundre was born a small settlement post that housed services such as a library, hotel and an outpost. Located on the banks of the Red Deer River and close to timber, aggregates, and oil reserves, Sundre (and its outlying area) was later able to meet the needs of resource developers after the Second World War. The proliferation of these industrial interests continues to this day.

2 Policy Context

There are a number of policy documents and management guidelines that affect land use planning within SMF. The applicable legislation and some of the key background documents / studies are reviewed below.

2.1 Provincial Legislation

The South McDougal Flats ASP has been prepared in accordance with Section 633 of the Municipal Government Act (MGA). The plan is intended to provide guidance and policy direction for future land use, subdivision and development within the plan area. According to the MGA, an ASP must address the following:

633(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an area structure plan.

(2) An area structure plan

(a) must describe

- i. the sequence of development for the proposed area,
- ii. the land uses proposed for the area, either generally or with respect to specific parts of the area,
- iii. the density of the population proposed for the area either generally or with respect to specific parts of the area, and
- iv. the general location of major transportation routes and public facilities,

and

(b) may contain any other matters the council considers necessary.

2.2 Land Use Framework

The Land-use Framework is implemented and supported through Bill 36 (Alberta Land Stewardship Act). The purpose of the Land-use Framework is to manage growth through sustainable and smart growth principles. Local decision making will still be left up to the municipalities, however, in the future their decisions and plans will have to be consistent with this regional plan. There are seven main strategies the Land-use Framework will focus on:

1. Develop seven regional land-use plans based on seven new land-use regions.

2. Create a Land-use Secretariat and establish a Regional Advisory Council for each region.
3. Cumulative effects management will be used at the regional level to manage the impacts of development on land, water and air.
4. Develop a strategy for conservation and stewardship on private and public lands.
5. Promote efficient use of land to reduce the footprint of human activities on Alberta's landscape.
6. Establish an information, monitoring and knowledge system to contribute to continuous improvement of land-use planning and decision-making.
7. Inclusion of aboriginal peoples in land-use planning.

The Land Use Framework is a document that focuses on managing growth efficiently, not stopping it. Municipalities within Alberta are expected to adopt a likeminded attitude when it comes to developing policies for their municipality.

2.3 Municipal Development Plan

The County's Municipal Development Plan (MDP) provides guidance for growth management and development into the future. The aim of the MDP is on how to remain rural, yet demonstrating that we are a progressive by developing a tax base which supports agricultural, residential and businesses.

Bylaw No. 17/12

The MDP identifies areas east and west of the Town of Sundre as one of six (6) Growth Centres in the County. The SMF planning area comprises the western portion of this Growth Centre. Although this area has been designated as a Growth Centre, it does not mean that there will be a boom of development immediately. This ASP is intended to provide more detail planning direction in conformity with the general goals, objectives and policies set by the MDP. The key MDP policies regarding Growth Centres are as follows:

- Future development of higher density residential (5 lots or greater per quarter section), highway commercial and industrial park and/or higher density uses should be directed to the identified growth centres and Economic Growth Nodes supported by an Area Structure Plan(s)/Area Redevelopment Plan and/or a detailed concept plan(s), where deemed applicable by Council.
- Development within the growth centres and an Economic Growth Node may require piped communal or municipal treated water and sanitary sewer services, and asphalt internal roads with paved access to the County Collector Network. Developers may provide communal water and sewer services for all new developments exceeding four (4) titles per quarter section and shall meet or exceed the standards of both of County and Alberta Environment except where interim servicing standards have been approved. Inter-municipal Development Plans prepared by the County and an adjacent urban centre may require that municipal water and wastewater infrastructure be provided to the same standards as lands within the urban centre. This Plan acknowledges that Inter-municipal Development Plans should require that infrastructure in the IDP area be planned and if built, shall be consistent with the standards of the urban center.

- Notwithstanding MDP Policy 7.3.2, staged servicing solutions for water and sanitary services may be permitted at the County's discretion, provided that it meets County and Provincial Regulations and is consistent with any applicable IDP.
- All development applications shall provide for appropriate buffering and interface between current and future land uses.

Bylaw No. 17/12

2.4 Land Use Bylaw

The Land Use Bylaw (LUB) establishes districts and the corresponding regulations for the use of the land and buildings in Mountain View County (MVC). While the MDP and this ASP provide the planning goals, objectives and policies for the area, it is the LUB by which the policies are directly implemented. The LUB should be consistent with planning policy and direction in order to ensure the successful interpretation and implementation of this ASP.

Bylaw No. 17/12

2.5 MV Region Parks, Recreation and Culture Facility Master Plan

The Parks, Recreation and Culture Master Plan was approved by Council in March 2009. The objective of this plan is to develop a long term (5 to 10 years) sustainable plan for parks, recreation and cultural facilities for MVC. This plan generally identifies the recreational facilities in the region that are near the end of their lifecycles and will need either upgrades or replacements within the next ten years. It also identifies potential sports field improvements over the next three years, and that the Region has deficiencies when it comes to arts and cultural spaces, outdoor rinks, tennis courts, outdoor fields and soccer fields. The Master Plan states that the Region is in need of new and/or improved Community Halls within the next ten years and needs an integrated trail system that will include specific linkages that accommodate developments planned on the urban fringes.

The specific needs assessment for the Town of Sundre concludes that the Town and surrounding areas are in need of a central recreation site, an arena to replace the existing one, soccer fields (two additional pitches within the next 5 years) and an integrated trail system. While there may not be a desire to locate facilities and structures in SMF that might unnecessarily duplicate the role of the Town in serving specific recreational needs, there may be areas and opportunities in SMF to meet some of these needs.

2.6 Environmentally Significant Areas: MV County

MVC recently approved an update report on its Environmentally Significant Areas (ESAs) mapping. Specific objectives of this report included the following:

- review and revise/update the 1991 Sweetgrass report;
- map the environmentally significant areas within MVC, using aerial photograph interpretation and field survey observations;
- determine what ecological characteristics the public values;
- identify valuable historical resources;
- offer guidelines for future management of the various identified ESAs and methods to fill data gaps; and

- summarize methods, results and recommendations for use by MVC for planning purposes

There are two (2) areas within SMF subject to an ESA classification: Red Deer River Corridor (in the south) and Bearberry Creek (in the north). Refer to Figure 3 - Environmentally Significant Areas Mapping.

2.7 Red Deer River: State of the Watershed Report (2008)

This report discusses the Red Deer River Watershed and the importance of protecting this watershed. The Red Deer River watershed provides clean water resources to agricultural, municipal, industrial and recreational users as well as helping to maintain healthy crops and support wildlife. The Red Deer River is 724 km long and stretches from the Rocky Mountains moving through rangelands, urban centres and rural municipalities to 8 km beyond the Saskatchewan border. Watershed management seeks to maintain a pristine and healthy watershed which contributes to the overall health of the environment.

SMF is part of the Red Deer River Watershed. Therefore, development and activities of any kind should minimize and/or mitigate impacts on the Red Deer River and the corridor. This Plan seeks to adopt a watershed approach founded on the basis that Alberta's water resources must be managed within the capacity of individual watersheds recognizing there are limits to the available water supply. While land and water are closely linked, these resources have not historically been managed in a fully integrated manner. Future development and activity in SMF should adhere to this approach.

2.8 Town of Sundre: Intermunicipal Development Plan

MVC and the Town of Sundre has adopted an Intermunicipal Development Plan (IDP). One of the key purposes of the IDP is to ensure orderly development, while protecting the area surrounding the Town of Sundre for future expansion. This purpose has particular relevance to this ASP given that the boundaries of SMF are fully within MVC but directly adjacent to the Town of Sundre. Portions of SMF have been identified as part of the Town's urban fringe (i.e. the area surrounding the Town that will be protected for the future growth of the Town) and are within the Referral Area (i.e. the area in the County to be protected for the long term growth of the Town). Refer to Figure 4 - Intermunicipal Development Plan. This Plan seeks to accommodate the needs of both the Town and County and to conform to the IDP document and process.

The Memorandum of Agreement (MOA) between the County and Town is another important relationship document. This MOA is intended to form the basis of an agreement between the Town and County to cover the majority of services provided by the Town for county residents and to provide for revenue sharing for developments in the County that are connected to the Town's water and/or wastewater services. Together, the IDP and MOA are intended to form the basis of cooperative effort between the Town and the County to work together to better serve the needs of their communities.

2.9 Adjacent Area Structure Plans

SMF lies adjacent to a number of planning areas. While the adjacent areas do not necessarily impact the planning policy framework for this plan, it is important to understand how policy may be applied in adjacent areas to ensure comprehensive planning for a feature that may cross through numerous ASPs (e.g. Red Deer River or a highway corridor).

2.9.1 Southeast Sundre ASP (Bylaw No. 14/06)

The Southeast Sundre ASP was adopted in January 2007. SMF and Southeast Sundre share the Red Deer River corridor as a boundary. Despite its recent adoption, it is anticipated that the Southeast Sundre ASP will likely be rescinded in order to bring it into conformity with the newly adopted MDP. Similar to SMF, Southeast Sundre is outside of the Town of Sundre but within the overall 'Growth Centre'.

2.9.2 Bearberry-Red Deer River Corridor ASP (Bylaw No. 07/08)

The Bearberry-Red Deer River Corridor ASP was adopted in March 2008. It is located in the northwest corner of MVC and covers approximately 194.8 square kilometres. The plan area, similar to SMF, contains a diversity of landscapes and a large quantity of natural resources. The Bearberry-Red Deer River Corridor is a desirable place for residents seeking a rural lifestyle and for visitors looking for a recreational escape. Unlike SMF, this area lies outside of a designated growth centre and therefore has a strong rurally focused policy direction.

SMF and the Bearberry-Red Deer River Corridor ASP share Coalcamp Road as a boundary and the Red Deer River Corridor as an important management feature. For ease of administration and the desire for the comprehensive management of the Red Deer River Corridor, this Plan seeks to utilize a consistent policy framework to that which was adopted by the Bearberry ASP. The Bearberry ASP was however completed prior to the recently adopted Environmentally Significant Areas Report by the County.

2.9.3 Bergen ASP (Bylaw No. 08/08)

The Bergen ASP was adopted in March 2008. It is in the western section of Mountain View County, immediately south of this planning area. The Bergen ASP covers approximately 171.4 square kilometres. SMF and Bergen also share a common boundary represented by the Red Deer River corridor. As such, a similar policy framework will be applied by this ASP to manage the corridor and guide land use and development accordingly.

3 Existing Area Characteristics

3.1 Physical Landscape

SMF has a diverse landscape that is comprised of a range of land uses such as industry, agriculture, country residential, gravel pits, airport facilities and recreation. The area is served by Highway 584 which represents the northern boundary of the study area. Most of the business, institutional and industrial development is situated along this highway corridor including an industrial park, McDougal Flats Hall, McDougal Chapel, and West Fraser Mills Ltd.

The majority of development in SMF is concentrated along Range Roads 55 and 60. Key users in these locations include the following industries/businesses: West Fraser Mills Ltd, GDK Gravel Pit, GAP Creek Wood Products, Whiteley's Milling, Sundre Contracting and further south along Range Road 55 is the Sundre Airport. South of these industries, the uses thin out into agriculture, country residential and recreational uses along the Red Deer River Corridor. Uses in the southern half of the planning area consist of the Coyote Creek Golf & RV Resort, Arrowen Campground, a few country residential subdivisions, and rural acreages.

The southern boundary of the planning area is represented by the Red Deer River corridor. The shoreline and vegetation communities along the Red Deer River are identified as Environmentally Significant Areas (ESA). The northern boundary of the planning area borders Bearberry Creek (along 4 quarters) and Highway 584 (5 quarters). Bearberry Creek is also identified as an Environmentally Significant Area. Refer to Figure 5 - Existing Land Use Inventory for an illustration of land use types in the area.

Generally, the lands in the planning area are relatively flat. Views of the mountains are fairly open with the exception of the southern and western parts of the planning area where the tree cover is quite dense.

Overall, the physical setting of SMF is diverse and provides opportunities for a range of desires and uses. Location along Highway 584 provides a good opportunity for industry and transportation; the Red Deer River Valley and adjacent lands provides a desirable setting for recreation and permanent and seasonal home ownership; the abundance and quality of aggregate reserves allows opportunity for natural resource extraction; the history of the area is supportive of agriculture; and the Sundre airport provides an opportunity and base for business, tourism and recreation.

3.2 Land Ownership

There are 3 types of land ownership within the plan area: Crown, County and Private. Refer to Figure 10 - Land Ownership Map. The majority of land within the planning area is privately owned (approximately 81%). Crown owned land constitutes 12% of the planning area while County owned lands represent the smallest portion (approximately 7% of the planning area).

The majority of Crown land is adjacent to the Red Deer River with a small portion around the airport. The County owns the airport lands and three (3) quarter sections to the immediate east of the airport.

3.3 Industrial / Natural Resource Extraction

SMF is home to a large number and mix of industrial uses. Uses which require extensive land areas for outdoor storage, stockpiling, etc. have tended to locate in the Flats outside of Town. The entire area is also identified as having an abundance of good quality gravel therefore natural resource extraction has and will continue to be a major land use consideration.

The West Road Industrial Park is a major industrial area that is home to a peat moss producer, trailer truck supplier and individual storage containers, among other uses. Also located within this industrial park is Sundre Contracting, the largest gravel producer in the area and a long-standing one having extracted gravel since the 1940's. This gravel pit borders the northern portion of the Sundre Airport and by all accounts, extraction is expected to continue over the long term. A number of other private and county owned gravel pits are situated in the area as well as a future provincially owned quarter section of land (along Range Road 60) slated for long term extraction likely beyond the planning horizon of this ASP. The County owns 3 quarter sections of land adjacent to the east side of the airport reserved for future gravel extraction to help meet the County's needs.

3.4 Roads and Utilities

The northern boundary of the planning area can generally be defined by Provincial Highway 584 (there are ten (10) quarter sections to the north of it up to Bearberry Creek). It is a paved highway that carries a high volume of traffic due to its function as a major east-west transportation route. It serves a mix of vehicle types from smaller automobiles to gravel and logging trucks. Hwy. 584 links the Town of Sundre west to Bearberry and Hwy. 734. Given its function as a key access route, many businesses, industries and highway commercial developments have located alongside it generally between the Town of Sundre's boundary westward to Range Road 55.

There are six (6) north / south roads linking Highway 584 to the southern reaches of the planning area. These roads include Highway 22, Range Roads 55, 60, 61, 62, and 63 (Coalcamp Rd). Refer to Figure 6 - Existing Roads and Utilities Map.

Electrical power, natural gas and telephone are readily available in most of the existing residential and industrial developments.

3.5 Energy Facilities

There are several companies that own pipelines in the area. The Energy Resources Conservation Board (ERCB) stipulates setbacks that require a "minimum distance that must be maintained between any energy facility (i.e.: a drilling or producing well, a pipeline, or gas plant) and a dwelling (i.e.: rural housing development or public facility)". These setbacks vary according to the type of development and whether the well, facility or pipeline contains natural gas. The County has adopted these setbacks as a minimum. Refer to Figure 6 for pipeline locations.

3.6 Water Distribution System

There are no municipal water utilities in the area as residential and private properties are serviced by private water systems. There is an existing 250mm watermain that terminates at the Town of Sundre / SMF boundary just south of Hwy 584 (refer to Figure 6).

The Town of Sundre, located in the northeast corner of the study area, currently has a Wastewater Treatment and Water Distribution facilities. In 2003, Stantec prepared a report on behalf of the

County to review the capacities of the wastewater and water facilities in the Town of Sundre. Subsequent to this, a review of the facility capacities was completed by BSEI for the Town of Sundre in December 2003 and a Water System Study was completed in June 2008.

The BSEI servicing review found that the water distribution currently has additional capacity of 120,840 gpd that could service an additional population of between 1,000 and 1,350. With a population growth projection of 2.75%, this capacity is expected to be reached between 2017-2020. Additional water supply could be provided by acquiring license to existing wells #2 and #3 that could provide an additional flow of 490 gpm. A cost estimate of \$8M would be required for the numerous upgrades in the water treatment plant and water distribution system. The additional capacity could potentially meet the demands for a population of 6,900 and the current projected population in 2032 of 5,100 people for the Town of Sundre. Therefore, with upgrades to the water system, there would be additional water capacity that would exceed the projected water demands for the Town of Sundre in 2032.

3.7 Wastewater Distribution System

There are no municipal waste water utilities in the area as residential and private property is serviced by private waste water systems. There is an existing 200mm sanitary line that terminates at the Town of Sundre / SMF boundary just south of Hwy. 584 (see Figure 6).

A review of the Town of Sundre's existing wastewater facility was completed by BSEI in 2003. The results of the review show that the existing Waste Water Treatment Facility has a daily capacity of 450,000 gallons. The document estimated the facility has a capacity to service a population of approximately 3,560 to 4,670 people. With an estimated population growth rate of 2.75% for the Town, the capacity of the wastewater treatment facility would be reached between 2019-2029.

Within the Spring of 2009, however, the Town was awarded \$6M in federal / provincial funding that will be used to service the east side of Sundre. As a result of providing municipal servicing and tie-ins east of the river, it is anticipated that the treatment facility will reach capacity well before the previously forecasted 2019-2029 time period. According to the Town, it is estimated that 2014 represents a reasonable year in which upgrades will likely be required.

4 South McDougal Flats Growth Analysis

The Province's Land Use Framework seeks to manage growth responsibly through smart growth principles and preparing the Province for increased levels of growth while maintaining the pristine and natural components of the land. SMF is in a 'Growth Centre' and is intended to accommodate future growth and development to meet the County's needs. The MDP defines a growth centre as "an area designated around previously identified growth nodes, economic development nodes, and/or existing urban areas where future development will be directed, including residential and business uses". Sundre clearly represents the existing urban area around which this growth centre is based.

The MDP does not provide specific targets or parameters regarding uses or the types of growth that are to be directed to or accommodated within these growth areas. Rather, a very general policy approach has been used which allows a great deal of flexibility for individual growth centres to accommodate a wide range of uses and development types appropriate to the area. "Residential and business uses" represent the key directions for the accommodation of future population growth and economic development opportunities, however, there may be other uses that should be considered if they would be more appropriately located in SMF than the rural area of the County or urban areas, such as the Town of Sundre.

On a very broad scale, this Plan is intended to accommodate a wide range of development types and scales that contribute to economic development for the County. It is also intended to accommodate a significant amount of population growth in order to ease development pressures on the County rural area. Given the existing mix and character of uses already in the SMF area, addressing land use compatibility will be a major requirement of specific development proposals in the future.

4.1 Population Projection

The following table summarizes the projected population growth in MVC for the next 50 years, according to various growth scenarios (i.e. low, medium and high). By using a 20 year planning horizon (typical for ASPs), the County is expected to grow by around 2700 (low growth) – 4700 (high growth) people.

Table 1: Population Projections for Mountain View County

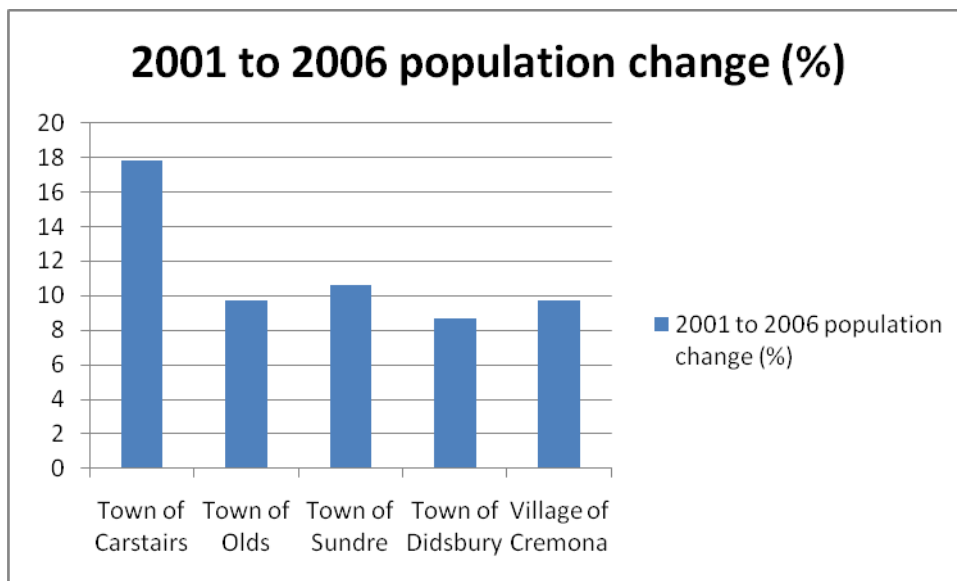
Years	Low Growth (0.99%)	Medium Growth (1.3%)	High Growth (1.63%)
2006	12391	12391	12391
2011	13015	13218	13437
2016	13672	14100	14569
2021	14362	15041	15794
2026	15087	16045	17124
2031	15848	17116	18566
2036	16648	18257	20131

2041	14788	19225	21475
2046	18371	20507	23282
2051	19298	21876	25244
2056	20273	23638	27815

*Source: Mountain View County Planning Department

The following chart identifies the five (5) Towns around which the County growth centres are located. Between 2001-2006, the Town of Sundre had the second highest growth rate among the 5 urban centres in the County; however, it is evident that all 5 centres are growing close to or at a 2% annual rate with the exception of Carstairs, at almost 3%.

Chart 1: Population Change (2001-2006)



Using a high growth scenario (4700 population increase by 2026) and according to the latest 5 year trend, SMF could expect to absorb almost 1000 people over the next 20 years. In no way is this figure intended to dictate policy direction; it merely serves as information to benefit future decision making within the planning area (e.g. provision for recreational facilities, timing for servicing extensions/upgrades, public facilities, etc.).

Figure 8 (Residential Densities Map) forecasts the addition of 600-1500 units based on full build out of SMF (this range is contingent upon the degree of density bonusing). The County uses a 2.5 person / household figure which would add an estimated 1500-3750 people when the Plan reaches full build-out. For illustration purposes, the high forecast of 3750 people would almost be capable of accommodating the entire County's projected population growth for the next 20 years.

The 3750 population figure is a generous one consistent with the MDP policy direction for growth centres. This is a long term plan that identifies the areas where population is expected to be concentrated which is in keeping with the community's desire for high density residential growth

along the Hwy 584 corridor and closer to the Town of Sundre boundary. The timing for this growth will be dependent upon the market, the individual landowners and the County.

5 Planning Phases and Public Consultation

5.1 Planning Phases (Phases 1-4)

In preparation of the South McDougal Flats ASP, the workplan involved four (4) phases: Generating Ideas and Background Research (Phase 1), Plan Preparation (Phase 2), Plan Review (Phase 3) and Final Plan Approval (Phase 4). Much of the interaction and contact with the public was completed as part of Phase 1 of the planning process.

Each phase consisted of multiple meetings between Scheffer Andrew Ltd. (SAL), the Steering Committee and Mountain View County Staff. The Steering Committee was comprised of area residents, County Staff and Councillors whose involvement was key to ensuring that stakeholder interests were expressed through the duration of the planning process.

5.2 Public Consultation

A number of public consultation sessions were held prior to the preparation of the draft ASP. These sessions included:

- Issues Identification Public Meeting (November 25, 2008)
- Community Visioning Session (January 13, 2009)
- Airport Stakeholders Meeting (February 13, 2009)
- Public Design Charrette (March 21, 2009)
- Public Open House - Draft ASP Review (September 10, 2009)

As part of Phase 1 of the planning process, several surveys were conducted as well as the preparation of reports and summaries. These deliverables included:

- SWOT survey / analysis
- Issues Analysis Report
- Visioning Session Summary

The collective purpose of the public consultation sessions, surveys and analysis reports was to provide a strong information base of public input for the development of the ASP. While this information does not form part of the policy framework of this Plan, this information should be consulted in the preparation of development proposals and during the review of applications by the County.

5.2.1 Issues Analysis Report

The purpose of the Issues Identification public meeting was to obtain a preliminary list of public issues and concerns to develop an understanding of the baseline conditions in the planning area. This process also included a Strengths, Weaknesses, Opportunities, Threats (SWOT) Analysis to confirm community values and priorities in recognition of preparing the area for future growth management.

At the meeting, the public was given an opportunity to provide its comments on issues affecting the planning area. A survey was also distributed requesting the public to rank the strengths, weaknesses, opportunities, and threats facing SMF.

5.2.2 Community Visioning Session

A Community Visioning Session was held on January 13, 2009 in the McDougal Chapel. Twenty-five (25) participants attended this public session, the majority of them residents of SMF. The purpose of the visioning session was to review existing background information, discuss SWOT results, identify values/issues/concerns and to brainstorm visions for the future. Six (6) themes or topic areas were the focus for the visioning session brainstorming: Environment/Conservation; Land Use; Economic; Transportation/Infrastructure; Social/Community; and Recreation.

5.2.3 Land Use / Growth Survey

Following the community visioning session, a Land Use/Growth Survey was mailed to all of the landowners in SMF. A total of 119 surveys were completed from a total of 558 landowner mail-outs. The land use survey was developed based on the public input received to date on the various issues affecting the planning area and the ideas and visions expressed by the community. The survey results were used to help formulate the objectives, goals and policies of the ASP.

5.2.4 Public Design Charrette

The public design charrette was held on Saturday, March 21, 2009 at McDougal Chapel. Relying upon background information, particularly the guidance from the land use / growth survey results, participants formed into 4 groups where they interactively developed their own land use concepts for the area. The design charrette was successful in allowing a hands-on approach for people interested in the future of SMF to physically plan their ideas and concepts. This ASP utilizes many of the ideas arising out of the design charrette workshop.

5.2.5 Public Open House – Draft ASP Review

The Draft ASP was circulated to all landowners within the planning area in mid-August 2009 for review. On September 10, 2009, an Open House was held to present the document and its key policies. The open house was attended by approximately 30 individuals. Additional input was sought from the community on issues or concerns related to the ASP and the level of satisfaction on the policy direction within.

6 Key Directions

6.1 Plan Area Vision

Rather than the development of a singular vision for SMF, a number of specific goals were developed for the various theme areas of the Plan (see below).

6.2 Plan Area Goals

The following goals were created for the various theme areas as part of the community visioning exercise:

1. Land Use: To allow growth and development in appropriate areas while mitigating any negative environmental impacts.
2. Social / Community: To maintain and encourage the historic western lifestyle of the area.
3. Recreation: To create recreational corridors focused on the natural features for multi-use trails, passive recreational activities, and tourism related pursuits.
4. Economic:
 - a) To create an economic corridor along Highway 584 while encouraging home based businesses throughout the area.
 - b) To manage the operation of gravel pits economically and environmentally.
5. Environment / Conservation: To protect and conserve water, the natural setting and wildlife habitat and corridors.
6. Transportation / Infrastructure: To create an efficient, sustainable and safe transportation and infrastructure system.
7. Airport: To enhance the airport's ability to support commercial, residential and recreational uses for community economic development.

7 Key Components of Planning Area

The planning area contains a number of uses and features which are strongly valued and in some instances, in conflict with one another. The community has expressed concerns over land use conflict and incompatibility particularly related to heavy industrial interests and their impacts upon country residential areas and the associated rural lifestyle. It is understandable that competing interests exist given the nature in which the area has developed over the last 100 years.

As a growth centre, it is not the intent of this Plan to eliminate or constrain the ability of existing land uses to continue, if not flourish. Rather, the intent is to recognize the diversity of existing land uses and to apply clearer planning direction and policy around which those uses may co-exist.

A number of existing components or building blocks have been identified in the plan area:

7.1 Agriculture

- Many existing operational farms and ranches in SMF
- Residents value these lands - maintaining the history of the area and connection to the past
- Value the open space farming/ranching allows
- Recognize limitations on the productivity of the land/soil (gravel underburden)
- Majority of agriculture is in the western portion of the planning area

7.2 Community Centre

- South McDougal Flats Hall has been in the area since the beginning of the twentieth century and is generally known and regarded as the area's political meeting hall (originally it was a school)
- Community does not wish to replace the community hall but would like to build and expand on its unique character – create a 'hub' for the community that could hold larger events (e.g. wedding parties, reunions)
- Opportunity to provide a joint use facility / arrangement between existing hall and future recreational activities

7.3 Airport

- Sundre Airport built in 1984/85 by Alberta Transportation
- The runway is approximately 4,346 ft
- Airport is used by aviation enthusiasts, recreation seekers, Medivac (fixed-wing and helicopter), Charters, Alberta Sustainable Resource, Forestry and West Country Emergency Operations.
- Residents and stakeholders view the airport as a unique and important facility to have in the area (for recreation, tourism, economic development)
- Majority of residents and stakeholders would like to see the airport play a larger role in future economic development

- It is important to recognize the airport as an existing and expanding use. Applications for development within the vicinity of the airport may require the preparation of a noise study and the implementation of any recommendations to ensure regulatory compliance and land use compatibility.

7.4 Highway Corridor

- Existing, well established corridor - comprises mainly industrial uses
- 'Gateway to the west'
- Busy with industrial traffic such as logging trucks, gravel trucks, oil patch trucks and equipment
- Provides access to the entire community as the main east-west connector
- Corridor includes the community hall and therefore provides access to the community focal point of the area
- Major desire to improve aesthetics of corridor - should be more visually appealing to the public

7.5 Red Deer River Corridor

- Area of primary recreation for full time and seasonal residents as well as people seeking a recreational destination
- Major component of open space and natural heritage system within SMF (well vegetated), prone to flooding
- Ideal for passive uses such as walking, dog-walking, trail riding, picnics and day use
- Designated recently as an Environmentally Significant Area by Council approved ESA study
- Major desire to restrict the types of recreational uses that are destructive to the corridor
- Strong preference for a formal trail system and controlled access points

7.6 Residential

- Large amount of country residential housing located in southern area of the plan and west of Range Road 60 - strong desire to maintain this existing rural character
- Higher density residential exists closer to the Town of Sundre (e.g. Willow Hill Estates)
- Other residential forms and tenures include mobile home parks, seasonal RV parks, campgrounds
- Potential to encourage live-work opportunities; home-based businesses that do not negatively impact adjacent developments and to provide future residential development that is more economically feasible to service and sustain

7.7 Industrial

- Important land use for the County's tax base

- Source of employment for residents in SMF and other parts of the County
- Strong desire, logical and appropriate to ensure continued success of industrial base along the Hwy 584 corridor (existing residents strongly opposed to piecemeal industrial uses scattered throughout the planning area)
- MDP policy direction to site industrial uses within well planned Industrial/Business Parks
- Strong preference for buffers where industrial uses interface with adjacent lands
- Natural resource extraction activity is prevalent throughout the planning area and expected to continue throughout the duration of the planning horizon for this ASP

8 Land Use Policy Areas

This section contains the specific policies to guide future land use and development within SMF. Each of the following policy areas corresponds to a designation on Figure 7 - Land Use Concept. All lands within SMF are designated under a policy area in order to direct land uses to the most appropriate areas and to guide the development of land uses within the context of the planning goals for the area.

8.1 Agriculture

The conservation of farmland and ranchland is very important to the history and character of the County. Ranching operations and livestock grazing are the prominent agricultural uses within the planning area. The intent of these policies is to allow existing agricultural operations to continue without disruption or interference within the western and southern portions of the plan area.

8.1.1 Goals

- a) To ensure that the significant aspects of the western agricultural history of SMF are retained.
- b) To recognize the importance of agriculture to the Plan Area and the County.

8.1.2 Objectives

- a) To recognize the presence of existing agricultural operations within the plan area.
- b) To ensure that agricultural uses are accommodated in appropriate areas through long range planning and buffering.
- c) To ensure that existing agricultural operations are allowed to continue in Development Phases 3 and 4 (Figure 9) of SMF.
- d) To encourage specialized farming and other operations which conserve land and contribute to economic development.

8.1.3 Policies

- a) Existing agricultural uses within Development Phases 3 and 4 (Figure 9) shall be considered as conforming uses. This Plan does not support the premature conversion of agricultural lands in these areas and supports the continuation of these operations for the duration of the planning horizon.
- b) Non-agricultural uses shall respect existing agricultural operations, including their hours of operation, their odors and noises and the traffic they create. New agricultural uses or expansions shall similarly respect the presence of adjacent non-agricultural uses.
- c) Where a discretionary agricultural use is to be approved, where possible it should be directed to a site that will not provide the potential for land use conflict with future growth related uses.
- d) Extensive agriculture is encouraged on existing agricultural lands in the Agriculture designation. New agricultural uses within the Industrial, Highway Commercial and Residential designations shall be strongly discouraged.

- e) Development of new Confined Feeding Operations (CFOs) shall not be supported within 1.6 km (1 mile) of SMF, as directed by the MDP.
- f) Development and/or subdivision shall occur in conformity with the Agricultural policies of the MDP.

8.2 Residential Development

There are a number of country residential subdivisions and acreages within the plan area. Country residential lots have become increasingly popular for people seeking a more rural lifestyle. SMF is a highly desirable location because it borders the Town of Sundre as a convenient service centre, it is relatively close to Calgary and the Hwy 2/2A corridor, the mountains and in close proximity to the Red Deer River which provides for a range of recreational opportunities. However, the traditional multi-lot country residential subdivisions that have been approved in the past are becoming increasingly unsustainable as they consume large parcels of land and are expensive to service and maintain. Through the MDP, the County is seeking to apply smart growth, conservation design and other sustainable development principles to future rural residential development.

The following goals, objectives and policies are intended to guide residential development, design and form within the plan area.

8.2.1 Goals

- a) To encourage a variety of housing options within the plan area.
- b) To allow for subdivision and residential development while being conscious of land conservation.
- c) To encourage conservation design principles such as clustered developments in accordance with the MDP.
- d) To encourage residential development that is more sustainable and designed to minimize County costs to deliver services, maintenance and operations.

8.2.2 Objectives

- a) To provide opportunities for entry level and retirement housing options in order to appeal to and accommodate a wider population demographic.
- b) To locate higher density residential areas near the Town of Sundre, Highway 584 corridor and Community Centre.
- c) To cluster country residential lots in order to preserve land and create better utility of lands.

8.2.3 Policies

- a) All proposed multi-lot residential development should require a Concept Plan to support re-designation and subdivision applications in the residential areas. Applications shall adhere to Section 10.2.1 of this Plan.

Bylaw No. 17/12

- b) All residential architecture shall be sensitive to the rural/country nature of the community.

- c) New development should be of a high visual quality, compatible with and sensitive to existing uses.
- d) Applications should demonstrate a high visual appeal and promote the historic western lifestyle of the area.
- e) While single family detached housing is expected to be the standard form of housing in the study area, this plan supports the development of alternative forms of housing (i.e. duplexes, townhomes) if the application demonstrates compatibility, rationale for the housing style and a comprehensive landscape and buffering plan.
- f) All future residential development will require the issuance of a development permit.

Bylaw No. 17/12

- g) Residential development shall occur in accordance with the Residential Policies of the MDP unless otherwise directed by this ASP.

8.3 Highway Commercial

Areas designated Highway Commercial provide locations for a broad range of commercial uses that, for the most part, are not suited to locations within the neighbouring urban area of Sundre. Generally, this designation is intended to cater to vehicular traffic and may provide a combination of services and uses for the travelling public and the regional resident.

8.3.1 Goals

- a) To concentrate highway commercial development along Hwy 584 generally between the 'Community Centre' and the Town of Sundre.
- b) To create a visually appealing highway corridor between SMF and the Town of Sundre.

8.3.2 Objectives

- a) To provide for a range of highway and service commercial uses along the Hwy 584 corridor.
- b) To ensure the highest standards for new development including the application of architectural and landscaping guidelines that complement the historic western lifestyle of the area and that improve the appearance of the Highway.
- c) To ensure future development is well integrated and does not create any undue negative impacts in terms of land use compatibility and access points.

8.3.3 Policies

- a) Where highway commercial areas are adjacent to existing or planned residential development or other sensitive land uses, restrictions on outdoor storage and garbage storage, and requirements for substantial setbacks, landscaped strips, screening, and other measures to buffer the highway commercial uses, shall be required through the land use redesignation and development permit application process.
- b) The County shall require a consistent approach to the positioning of buildings and to the design of site plans within the Highway Commercial area.

South McDougal Flats Area Structure Plan

- c) Improvements to the function and appearance of existing strip commercial development and the highway corridor shall be encouraged. Expansions of existing uses should require an improvement plan in the context of addressing how goal 8.3.1b shall be satisfied.
- d) Municipal road access to all highway commercial sites shall be reviewed. If located on a provincial highway, Alberta Transportation shall determine the access points and standards for development. If located on a County road, the County shall determine the local road access points and the standards for development.
- e) A future road network is shown on the Land Use Concept (Figure 7) intended to provide primary access to the highway commercial corridor. Direct access to Hwy. 584 should be avoided, wherever possible.
- f) Joint and internal access arrangements between sites are encouraged in order to reduce the number of access points to the County Collector Network (CCN) and local road network.
- g) All municipal roads accessing the highway commercial area shall connect to the CCN. Municipal roads to the CCN from internal roads shall be paved and provided at the developer's expense and constructed to approved County standards.
- h) All new development, expansions and redevelopments shall be subject to the policies of Section 10.2 of this Plan.
- i) Highway Commercial forms of development shall provide architectural, design and landscape plans in conformity with the County's design guidelines and industrial design guidelines of the LUB.

8.4 Industrial

SMF has a large existing industrial base just south of Hwy 584. These businesses are important to the County economy as they support employment opportunities and heavily contribute to the municipal assessment base. The range of uses includes light industrial such as warehousing to natural resource extraction.

Residents understand that these uses are important within the area but there is a fundamental concern that these uses heavily impact other areas when they are located on a piecemeal basis.

It is the intent of this Plan to allow a wide range of industrial uses within the lands designated for 'Industrial' on the Land Use Concept. However, in order to recognize the needs of existing and future industry and to address concerns over land use compatibility, the industrial area of the Plan may not allow for the full range of uses. The LUB provides land use districts that generally reflect the intensity of specific uses. Zoning of individual sites in the industrial area will be implemented according to the land use districts of the LUB. These districts are differentiated on the basis of the range of permitted uses or industrial processes, the potential impacts such uses or processes would have on adjacent areas and the scale and intensity of development allowed. The intent of this Plan is to direct and group industrial uses so as to maximize their compatibility and minimize any negative impacts on nearby residential or other sensitive land uses.

This Plan recognizes these existing industrial areas and supports their long term viability. Industrial areas that are appropriate for future industrial use are shown on the Land Use Concept (Figure 7).

8.4.1 Goals

- a) To designate sufficient industrial land to accommodate the growth anticipated during the planning period and an allowance for sufficient choice in terms of location, size of parcels and servicing requirements.
- b) To encourage future industrial uses to locate in business parks with close proximity to Hwy 584.
- c) To encourage new development to be attractive and well designed.
- d) To ensure good land use compatibility between new industrial development and the surrounding community.

8.4.2 Objectives

- a) To provide adequate buffers between industrial uses and adjacent land uses in order to limit the negative impacts on the surrounding community.
- b) To enforce strict architectural guidelines on industrial buildings, including landscaping guidelines.
- c) To ensure screening requirements are in place for outdoor storage.

8.4.3 Policies

- a) New industrial development is encouraged to locate within business parks. These business parks shall consist of multiple lots with shared access and servicing and concentration of compatible uses in a planned and properly developed area for industrial and/or commercial uses.
- b) A concept plan shall be required for all proposed business parks.

Bylaw No. 17/12

- c) Development in business parks shall:
 - i. maintain high standards of visual appearance;
 - ii. provide integration with the surrounding area;
 - iii. reduce negative impacts from such potential polluters including but not limited to noise, traffic, air emissions, runoff;
 - iv. address interface issues with current and future adjacent developments including, but not limited to, the provision of landscaping and buffering.
- d) Development in all business parks shall be encouraged to utilize green development guidelines wherever possible, particularly for water conservation, collection and storage of supplemental fire suppressant water sources, and individual pressurized sprinkler systems.
- e) Applications for business parks and other industrial forms of development shall provide architectural, design and landscape plans in conformity with the County's design guidelines and industrial design guidelines of the LUB.

- f) The intensification of existing industrial business parks shall be encouraged as a first priority for adding new sites for industrial use. This may require municipal piped water and sewer services subject to the provisions of the MDP and IDP.
- g) New industrial uses shall be directed to the lands designated for such use on the Land Use Concept (Figure 7). Any proposals for industrial uses outside of this designated area will only be considered if there is adequate justification demonstrating why the development cannot be accommodated within the industrially designated supply area.
- h) Where industrial uses are proposed adjacent to existing or planned residential development or other sensitive land uses, restrictions on outdoor storage and garbage storage, and requirements for substantial setbacks, landscaped strips, screening, and other measures to buffer the industrial uses, shall be required through the land use redesignation and development permit application process.
- i) Joint and internal access arrangements between sites are encouraged in order to reduce the number of access points to the CCN.
- j) All municipal roads accessing the industrial area shall connect to the CCN. Municipal roads to the CCN from internal roads shall be paved and provided at the developer's expense and constructed to approved County standards.
- k) Internal road systems have not generally been proposed within the industrial area in order to provide flexibility for future development. Future proposals shall require an internal road network layout that demonstrates logical, well planned linkages to adjacent areas and ultimate connection to the CCN.
- l) All new development, expansions and redevelopments shall be subject to the policies of section 10.2.

8.5 Airport

The Sundre Airport has been a successful community airport since its construction in 1984. An active flying club, support from industry and community uses and participation has seen this airport survive through very challenging times. MVC is the owner and operator of the airport. One of the primary reasons for reviewing and replacing the West Sundre ASP was that the airport had not been incorporated into the plan. Airports require specific consideration as the restrictions on development and the regulations on airports to be followed are different than the standard provincial regulations for land use and its development. An airport is an expensive amenity and while it is part of the transportation infrastructure, the general population often considers an airport as a private club. This perception is generally inaccurate. The general public is not aware of the industrial, commercial and government use of a small airport as well as the emergency uses. As owners of the Sundre Airport, MVC is responsible for the maintenance of the airport. MVC has determined that the Sundre Airport is an important and integral component to the economic well-being of the County and wants to ensure its continued existence and success.

The Sundre Airport was built in 1984/85 by Alberta Transportation as a 900 m (2,953 ft) runway. In 1990 Runway 14/32 was extended to a total length of 1,324.84 m (4,346 ft) with a 110 m (330 ft) northerly extension and a 314.84 m (1,033 ft) southerly extension. It has a paved taxiway and a paved apron with edge lighting. It is a Code 2B Day/Night Non-instrument VFR (Visual Flight Rules) Runway. The sod cross wind strip is a Code 1B Day Non Instrument VFR Runway that is heavily used

when the Chinook winds blow. The airport terminal building provides facilities for travelling pilots and a meeting place for the local pilots.

The Sundre Airport is the first small public airport in Canada to have an operational Global Navigation Satellite System (GNSS) LetDown with Wide Area Augmentation System (WAAS) capabilities. The Sundre Airport is situated in South McDougal Flats on the West side of Mountain View County amongst the industrial areas and business sites of west Sundre and is capable of handling the latest corporate jets with on-board computers as well as various Turbo-Prop aircraft for corporate and charter shuttling of employees, partners and commodities, 24 hours a day, 7 days a week in marginal weather.

Sundre is presently an unmanned airport. There are no official records of aircraft movements or use at the airport. The airport is designed for smaller aircraft and there are no calculated noise contours for the airport.

Community surveys demonstrated that the majority of residents and stakeholders would like to see the airport play a larger role in the future economic development of the County.

The County also owns and operates the Olds/Didsbury Airport. The advantage for Mountain View County is to operate the two airports in harmony rather than in competition. The vision for the Olds/Didsbury Airport is to be the business airport. Nestled between the Towns of Olds and Didsbury, this airport is well situated to provide support for local businesses as well as providing opportunities for recreational flyers. However, the vision for the Sundre Airport that was developed in the 2001 Strategic Planning Session with the County and stakeholders is as follows:

The Sundre Airport is the premier recreation destination airport in central Alberta that also facilitates light industrial and commercial development.

An important element of a long-term development plan is that the general development direction is determined while ensuring that options are kept open. Flexibility is critical with economies based on natural resource extraction and development. This vision allows the airport to provide a business function, but with the proximity to the beautiful eastern slopes, recreation related uses and the Red Deer River, the opportunity to emphasize the integration with recreation is excellent.

In March 2001, the County hired a consultant to facilitate a strategic planning session for the Sundre airport. At that session four planning principles for the airport were developed:

1. Safety – Transport Canada (TC) regulates airports with safety being the primary concern. Any Development Plan must meet regulations and ensure any new development meets the appropriate zoning requirements. Federal regulations and guidelines must be adhered to at all times. TC monitors and regulates the operation of airports to ensure safety.
2. Efficiency – airport users require the airport to be operated in an effective and efficient manner and expect the airport owner to provide a high level of service.
3. Community – the airport is a vital part of the community (e.g. Medivac, charter operations). Airports generate jobs, economic activity and facilitate community service.
4. Economics – airports must be economical and provide service at an appropriate level and cost.

The aviation industry is moving towards user pay facilities. The costs and benefits of upgrading the airport must be determined in some measurable fashion. One of the issues that airports, particularly

those in Alberta, must give consideration to is revenue generation. Airports are expected to be self-sustaining, if not profit driven. The effective leasing and use of land at the airport is one major component in generating revenues (along with terminal building concessions, parking, aviation and passenger fees etc.).

The March 2001 Strategic Plan also identified objectives for the airport.

Objective 1: To develop a land use plan for the airport and adjacent lands

Actions:

- Prepare a development plan for airport lands
- Complete the South McDougal Flats Area Structure Plan
- Develop Direct Control Districts for surrounding lands

Objective 2: To operate a financially self-sustaining airport

Actions:

- Develop user pay policies
- Pursue Alberta Community Airport Program Funds
- Increase revenues by reviewing leases (existing and future)
- Conduct a study on the collection of landing fees
- Investigate capital investment in facilities and services

Objective 3: To improve communication between the airport and all stakeholders

Actions:

- Prepare a communications strategy
- Meet with the key stakeholders and establish partnerships
- Meet with the Town of Sundre and establish a protocol agreement
- Meet with industry to develop understanding of future growth possibilities

Objective 4: To keep abreast of all current and proposed regulations

Actions:

- Maintain membership in the Alberta Airports Management Association
- Develop land uses in conformity to the Municipal Government Act and TC Regulations

Objective 5: To market the Sundre Airport

Actions:

- Identify the markets
- Identify the growth opportunities
- Prepare marketing strategy
- Develop joint promotional programs

Objective 6: To ensure the airport operates in an environmentally responsible manner

Actions:

- Develop environmental standards for all new development on the airport property
- Ensure all new development meets the requirements of the Alberta Environmental Protection and Enhancement Act

Objective 7: To operate the airport in the most effective manner

Actions:

- Conduct an assessment of the operational alternatives
- Adopt bylaw establishing the airport operation

There are several land use related characteristics that may impact the safe continued operation of an airport:

- Height of structures in the take off and approach areas
- Dust, smoke, airborne particulates in the vicinity of an airport that could impact visibility
- Electronic interference
- Bird attractors that could then interfere with aircraft movements

Compatible uses are those that do not impact the safe operations of an airport.

During the preparation of the South McDougal Flats Area Structure Plan (2009) the responses from the public during the community visioning session, community survey and comments received at various open houses provided general support for the Sundre airport and the following key direction, goals and objectives.

Key Direction

To enhance the airport's ability to support commercial, residential and recreational uses for community economic development.

8.5.1 Goals

- a) To promote economic development at the airport.
- b) To plan for future runway extension.
- c) To ensure the safe and efficient operation of the airport.

8.5.2 Objectives

- a) To create a recreational and economic development relationship with Coyote Creek through the use of golf cart or walking trails between the two destinations.
- b) To work towards extending both runways.
- c) To develop the cross wind runway to accommodate more aircraft sizes and types.
- d) To market the Sundre Airport.
- e) To expand development opportunity at the airport.
- f) To allow for residential hangar development.
- g) To ensure that new development meets the current high standards of appearance.

The airport shall be divided into four land use categories. Each of those categories has been prepared as a separate policy area (refer to Airport Plan under List of Figures).

8.5.3 Residential Airpark / Hangar Homes

The purpose of a residential airpark or hangar home is to allow an aviation enthusiast or pilot to live on an airport and be close to their aircraft for security, maintenance and frequent use. There are several examples of residential airparks in western Canada including: Twin Island Airpark and Okotoks Air Ranch in Alberta and Mabel Lake in the North Okanagan.

The market for residential airpark or hangar homes is not large but it is a specialty market. Research has demonstrated that the average airpark includes up to 150 hangar home lots. The lots range in size from 6,000 sq. ft. to 32,579 sq. ft.

The hangars generally range in size from 50 x 42 ft to 80 x 75 ft. The houses range in sizes and prices and are both attached and detached to the hangar.

Aircraft and vehicles may use the same “laneway/taxiway” in a bareland condominium configuration and ownership pattern.

The permitted uses are:

- Residential dwelling
- Aircraft hangars
- Accessory buildings

8.5.3.1 Policies

- a) MVC will identify an area for residential airport development and create a strategy for the subdivision and sale of these lots.
- b) The County may develop this airport or may sell the land to a private developer.
- c) Servicing standards for airport lots will be the same as those for other similar residential developments in the County.
- d) Prior to the development of a residential airport, the following studies shall be completed to the satisfaction of MVC: storm water management, servicing strategy for potable water and wastewater, and an environmental site assessment.
- e) Both attached and detached homes and hangars will be permitted on the airport lots.
- f) Sundre residential airport development will be developed and subdivided as a bareland condominium.
- g) The Sundre Residential Airport will be a gated community, where access to airside development will be restricted and the enforcement of the restrictions shall be the responsibility of the condominium association.
- h) Internal roads/taxiways will be utilized jointly by aircraft and personal vehicles within designated areas.
- i) The condominium association will be responsible for the operation and maintenance of the entrance gates, internal roads and taxiways, landscaping and municipal servicing.
- j) Architectural guidelines will be developed in conjunction with the Mountain View County Airport Management Committee and will form part of the Bareland Condominium Association Bylaws as well as being registered on title.
- k) Maximum height for structures should be 45 ft.
- l) A new land use bylaw district shall be prepared to establish setbacks, maximum site coverage and permitted and discretionary uses.
- m) An access fee shall be charged to each condominium owner for the use of the main taxiway and runway to subsidize the operation and maintenance of the airport infrastructure. The County will ensure the appropriate contract is executed (likely with a condominium association) for payment of the access fees.
- n) A representative of the owners of the units in the Sundre Residential Airport Condominium shall be a member of the MVC Airport Management Committee.

8.5.4 Airside Development

The airside development at the Sundre Airport will allow for expansion and growth along both runways. Appropriate airside uses include those that require access to the runway and taxiway and include hangars for personal, business and government use. The airside designation includes a wide variety of aviation related industrial / commercial businesses which benefit from having direct airside access or otherwise have a need to be located within the aviation services community. It is

critical to restrict airside land for these uses and not allow non-aviation uses (they can be alternatively located on the groundside lands). The permitted uses include:

- Hangars
- Sundre Residential Airpark
- Fixed base operation
- Aircraft parts, service, maintenance and manufacturing
- Airlines, cargo and courier
- Helicopter services
- Aviation related offices, retail, restaurants and personal services
- Agricultural and open spaces
- Day use, tie-down and transient aircraft parking areas

8.5.4.1 Policies

- a) A consulting engineer specializing in airport engineering will be hired to prepare new mapping for future protection areas for extending runways to achieve maximum length for each runway.
- b) The MVC Airport Management Committee will prepare a detailed land use plan for the airport and expedite the sale of lots.
- c) A market assessment will be completed and all sale prices will be based on current market assessment.
- d) In future, land at the airport will not be leased. However, all existing leases will be honoured. Tenants will be offered the opportunity to purchase their lots in exchange for release from their lease. Should a tenant prefer to continue leasing the property, the lease, including option to renew will be honored by MVC.
- e) The County will identify lots for subdivision and sale for airside development.
- f) Non-aviation uses shall not be approved on airside lots with the exception of supporting secondary uses (for example office or storage space for an aviation use).

8.5.5 Groundside Development

This area provides for a wide range of commercial / light industrial uses that benefit from location at the airport and are compatible with each other and airport operations but do not require direct runway or taxiway access. Included in these uses are businesses that support the airport, corporations, airlines and passengers, or the rest of the aviation community. Permitted uses include:

- Agriculture and open spaces
- Aircraft parts, service, maintenance and manufacturing
- Airline, cargo and courier operations

- Automotive services
- Helicopter operations and services
- Hotels, motels and campgrounds
- Caretaker residential suites
- Offices, retail, restaurant and personal services
- Public and car rental parking
- Storage and warehousing

8.5.5.1 Policies

- a) The County will encourage the development of the groundside lands at the airport for commercial and light industrial uses.
- b) All development in the groundside area will be compatible with the airport operations.
- c) No development on groundside lands will create dust, smoke, unduly attract birds, create electronic interference and be of a height that will impact the operation of the airport.

8.5.6 Operational Reserves

This land is the area established for the long term needs of the airport to provide for the movement of aircraft and other facilities directly related to aviation. The permitted uses include:

- Agriculture and open spaces
- Aircraft servicing
- Terminal building and expansion area
- Runways, taxiways, aprons
- Essential airport services
- Fueling and aircraft ground handling operations
- Navigational aids, lighting and meteorological installations
- Parking and car rental
- Roads and utilities

8.5.6.1 Policies

- a) All lands in the Operational Reserve shall be retained in the ownership of MVC.
- b) No development shall occur on the operational reserve lands unless it is related to the operation of the airport and meets Transport Canada regulations.

- c) Until such time as the lands are required for airport operational use, the lands may be leased for extensive agriculture or utilized for natural resource extraction.
- d) Any natural resource extraction uses must mitigate against bird attraction and interference with the safe operation of the airport.

8.5.7 General Airport

The Sundre Airport provides an excellent opportunity for economic development and tourism attraction in the area. However, the airport must be operated in a safe and efficient manner under the Transport Canada regulations. In addition, the maintenance of the airport shall remain a priority for the County to ensure that the airport is operational in all but the severest weather conditions.

The Sundre Airport is a very attractive and well maintained facility. It is critical that architectural guidelines are adopted and placed on title of each new lot to ensure that the colours (natural earth tones), the roof pitch (3/12 minimum), the scale of the buildings and the landscaping surrounding the structures meet the current level of development and continue to enhance the Sundre Airport as an attractive, well maintained facility.

8.5.7.1 Policies

- a) Land uses at the airport shall be divided into four categories: Airside, Groundside, Operational Reserve and Airpark.
- b) The land uses at the airport shall generally follow the land use concept illustrated on the 'Airport Plan' contained in this ASP.
- c) A new airport land use district shall be prepared and adopted to guide development on the airport lands.
- d) All lots on airport land that are created for sale and development shall have sale prices based on current market values.
- e) Airside lots will be assessed and annual frontage or access fee to support the continued maintenance and operation of the airport. An access fee would need to be collected as part of a unit owners condominium fees.
- f) MVC Airport Management Committee will negotiate a service contract with the Sundre Flying Club for certain maintenance and operational services, for compensation.
- g) General phasing of the development at the airport will begin with the build out of the existing airside development area and the first phase (50 lots) of the residential airpark. Future phases will be determined by market demand.
- h) The MVC Airport Management Committee will develop a set of architectural and landscaping design guidelines that will be placed on title for every airside and groundside lot.
- i) The architectural controls will address colours, styles, roof lines, landscaping and scale and will be in conformance with the MVC LUB.
- j) The Airport land use district in the MVC LUB will be revised to reflect the land uses proposed in this ASP.

- k) All aviation and airside uses will be considered to be permitted uses within the LUB.
- l) All non-aviation and groundside commercial uses and districts will be considered discretionary uses within the LUB.
- m) All new airport development shall identify a building envelope and provide a Real Property Report to the MVC Airport Management Committee upon completion of the construction.
- n) Maintenance and snow removal shall remain a high priority for the County.
- o) A full survey of the airport infrastructure, structures, navigational equipment etc. will be conducted identifying the appropriate setbacks for new development.

8.6 Community Centre

The Community Centre, identified at the intersection of Hwy. 584 and Rge. Rd 60, is intended to provide an identifiable centre and focal point for the SMF community. The intent is to create a vibrant and active core that is comprised of a mix of uses.

Existing institutional uses at this intersection provide a logical foundation upon which to build and strengthen this community focus. It is recognized that some flexibility regarding the ultimate size, location and configuration of the Community Centre may be necessary given existing development and uses at and in close proximity to the intersection. West Fraser Mills Ltd. is one such use.

South McDougal Flats Hall and McDougal Chapel provide existing venues for hosting events and meetings. This plan supports the long term viability of these institutions through facility upgrades and joint use arrangements, as required.

The Community Centre includes the intersection and its four (4) quadrants. It is understood that this is a node that will develop and evolve over time, likely through the preparation of individual development applications. While individual applications are required in order to grow and strengthen this Centre, an integrated design is important to ensure the functionality of the Community Centre, as a whole. Individual applications shall not compromise the functionality of the Community Centre, as a whole.

The Community Centre will function as a mixed-use node. As a community gathering place, it shall be an activity hub comprised of local retail, personal service uses and institutional uses. This node shall be supported by neighboring rural residential uses, community recreation facilities, parks and pedestrian linkages. Large format retail and uses that require vast areas of land which are not conducive to a pedestrian environment are strongly discouraged.

Bylaw No. 17/12

8.6.1 Goals

- a) To create a vibrant and identifiable community focal point.
- b) To ensure the long term viability of an attractive and unique Community Centre in SMF.

8.6.2 Objectives

- a) To provide appropriate land uses adjacent to the community centre that complement the Centre's function as a community focal point.

- b) To provide open space / pedestrian linkages between the community centre and surrounding high density rural residential areas
- c) To encourage expansions and/or upgrades to SMF Hall in order to accommodate larger scale events and activities.
- d) To create visually pleasing corridors leading to the Community Centre.

8.6.3 Policies

- a) Commercial development shall be limited to small-scale service and retail uses that contribute to the rural nature of the plan area.
- b) Suitable setbacks or buffers shall be required to ensure compatibility with existing or proposed adjacent land uses.
- c) Development within and adjacent to the SMF Community Centre policy area should include an internal, linked trail network facilitating pedestrian transportation.
- d) Major future public community amenities or facilities should be located at or in the vicinity of the Community Centre so as not to undermine its planned function.
- e) All new development or redevelopment of existing buildings and sites should comply with the Commercial & Industrial design guidelines of the LUB.
- f) Future development applications at or adjacent to the 'Community Centre' shall be required to demonstrate contribution to the function of this node.

8.7 Recreation

The SMF area provides a number of recreational activities and opportunities. These activities range from active to passive recreational pursuits, some based on trails and others based on condominium resorts requiring servicing. Clearly, "recreation" can include uses which have varying degrees of intensity, impacts and infrastructure requirements.

Local residents and visitors mainly use the Red Deer River corridor as the primary focus for recreation and this is supported by this Plan. The community has expressed however a strong desire to limit the corridor to passive recreational activities and a desire to restrict intensive uses which can negatively impact the functions and features of the ESA corridor. As a result, the Plan designates 'Recreational' areas (see Figure 7) near or adjacent to the Red Deer River corridor as the primary focus for more intensive recreational activities such as recreational / resort type development, RV parks and campgrounds.

Other recreational components of the Plan include the pathways and trail system as well as facilities such as sports fields, playgrounds and parks. These uses are not restricted to the Recreational designation on the Land Use Concept and are supported within all areas of the Plan.

8.7.1 Goals

- a) To provide active and more intensive recreational facilities in appropriate areas of the planning area that are not otherwise suitable within the Red Deer River Corridor.
- b) To support recreation and tourism opportunities in SMF that are complementary to the plan area.

- c) To provide good connections or linkages to primary recreational areas, particularly the Red Deer River Corridor.

8.7.2 Objectives

- a) To ensure all future subdivision applications provide appropriate trail links.
- b) To coordinate landowners to dedicate lands for the identified trail corridors.
- c) To work with the Provincial Government and landowners to ensure a continuous trail that is parallel to the Red Deer River and links to the Town of Sundre trail system.
- d) To create an active recreational component at or adjacent to the Community Centre.

8.7.3 Policies

- a) Campgrounds and recreational vehicle sites should be encouraged to locate in the Recreational designation.
- b) Commercial recreational development is permitted and may include campgrounds, resorts, dude ranches with fixed roof accommodation, spas, golf courses and ancillary clubhouses and other forms of recreational operations that are operated for commercial gain.
- c) Commercial recreational development shall not include bareland condominium subdivisions for seasonal recreational vehicle sites.
- d) Applications for bareland condominium subdivision for the development of seasonal recreational facilities shall be considered as a residential development and required to meet all the criteria for access, and all other criteria identified in accordance with the MDP and will be considered in this area.

Bylaw No. 17/12

- e) Recreational and tourism related uses that support the economic development function of the airport are strongly encouraged.
- f) Future recreational opportunities involving the reclamation of gravel pits shall be pursued, where feasible and desired by the community.
- g) Recreational uses that complement the agricultural history and character of the area, such as equestrian centres/facilities, are supported in appropriate locations in the plan area.
- h) The provision of pedestrian corridors and trails shall be in accordance with the policies of Section 8.9.

8.8 Red Deer River Corridor

The protection and management of environmental resources is an important aspect to maintaining the plan area's quality of life. The Red Deer River corridor represents not only one of the plan area's most significant environmentally sensitive areas but also one of its most significant natural amenities. Natural areas, such as the Red Deer River corridor, and their inherent recreational opportunities are important lifestyle components for rural residents and visitors alike and the

policies in this plan support the conservation of the river corridor to preserve the long-term environmental and recreational benefits.

The Red Deer River Corridor as shown on Figure 7 - Land Use Concept is coincident with the ESA boundary recently adopted by the County. The Red Deer River corridor was found to meet the following ESA criteria:

- Hazard lands and areas which are unsafe for development in their natural state such as lands in the flood hazard area or prone to flooding; steep unstable slopes; or which pose severe constraints on types of development such as Aeolian surficial deposits and permanent wetlands;

Bylaw No. 09/15

- Areas which perform a vital environmental, ecological or hydrological function such as aquifer recharge;
- Areas which contain an unusual diversity of plants and/or animal communities due to a variety of geomorphological features and microclimatic effects;
- Areas which contain large and relatively undisturbed habitats and provide sheltered habitat for species which are intolerant of human disturbance;
- Areas which provide an important linking function and permit the movement of wildlife over considerable distances, including migration corridors and migratory stopover points.

According to the ESA study, the Red Deer River corridor is generally considered pristine in its existing state, potentially with low levels of disturbance but meeting several of the ESA criteria. Efforts should be made to minimize development (including grazing, cropping, land clearing, oil and gas exploration and development, intensive recreational use, etc.) in these areas. This management objective is consistent with the community's desire to restrict intensive recreational uses in the corridor such as ATV use, camping areas, hunting and off road vehicle use.

Through the public consultation sessions, the residents made it very clear that the corridor should be used for low impact activities only. The protection and management of this corridor is vital as it serves as a wildlife corridor and has a history of flooding. This area should be protected from intensive uses such as vehicles, littering and development.

8.8.1 Goals

- a) Preserve and enhance the natural characteristics of the river corridor and its riparian buffers.
- b) Accommodate environmentally responsible development focused on recreation and tourism-oriented uses that preserves the integrity of existing land uses.
- c) Provide public recreation areas offering residents and visitors opportunities to enjoy and study the natural features of the corridor.
- d) To protect the river corridor from inappropriate use.
- e) To create public awareness about ESA areas.

8.8.2 Objectives

- a) To direct development in areas that will not negatively affect the river corridor and are not in the flood hazard area or areas prone to flooding.

Bylaw No. 09/15

- b) To limit recreational uses in the river corridor to passive uses only.
- c) To encourage the creation of an environmental stewardship program based on the preservation of the corridor.
- d) To provide a formal trail system within the Red Deer River Corridor linking with the Town of Sundre trail system.

8.8.3 Policies

- a) Applications for development in the corridor shall require an environmental impact assessment to be completed to identify detailed boundary delineation and an assessment of long term consequences.
- b) All proposed development within the Red Deer River Corridor area shall conform to the policies outlined under Section 9.7 - Sensitive Features and Environmental Protection.
- c) When considering a proposal for redesignation, subdivision or development the County may, at its discretion, require the developer to prepare and submit a geotechnical report prepared by a qualified professional that is satisfactory to the County in form and content and in accordance with current Alberta Environmental Protection Guidelines.
- d) Where the preparation of an environmental assessment and/or geotechnical report has been required, the County may at its discretion:
 - i. Require further evaluation of the subject land and/or affected lands;
 - ii. Require the preparation of an Outline Plan or Concept Plan;
 - iii. Impose conditions of approval, where applicable;
 - iv. Require the dedication of environmental reserve, where appropriate;
 - v. Require the design of the development to provide community and public access to the river;
 - vi. Require any other mitigative measures deemed appropriate by the County.
- e) New public access sites shall be low-impact parks and environmental reserves, without improvements, appropriate for picnics, water access where suitable, and boat access for non-motorized boats such as kayaks and canoes. Preferred access points for trails and pathways are shown on Figure 7 - Land Use Concept.
- f) New recreational residential development is not desirable or generally supported in the corridor however it may be considered if the following criteria are met:
 - i. The proposed development is serviced by communal water and sewer systems that are licensed by the province and in compliance with County standards;

- ii. Supportive plans and studies have been prepared in accordance with Policy Sections 9.7 and 10.2 of this Plan.
- g) In order to increase awareness and public education, the County should consider publishing and displaying ESA mapping and supporting data to foster public awareness of significant features and management considerations and stimulate involvement in responsible land management.
- h) Appropriate signage identifying the corridor as an ESA and identifying restricted activities should be erected along the public access points to the river.
- i) As a formal access point and drop off area, a parking area at the southern end of Range Road 55 should be considered in conjunction with a formal day use park/picnic area. In the planning and design process for formalizing any public access points to the Red Deer River corridor, the County shall work with the Province and area residents to address issues related to but not limited to: location, function, detailed design, nuisance, and transportation impacts.

8.9 Pedestrian Corridors / Trails

The pedestrian corridors, trails, and pathways are shown on Figure 7 - Land Use Concept. An important component of this Plan is the creation of pedestrian corridors, particularly linking the residential areas to the Community Centre. These corridors are intended to provide a safe route for residents to access destinations within the community. There are two major pedestrian corridors shown within the central section of the plan: a north-south corridor connecting the Red Deer River Corridor to the Community Centre; and an east-west corridor connecting the existing country residential subdivisions in the southwest part of the Plan to the Community Centre, airport and eastern sections of the plan. This east-west corridor is also intended to serve as an identifiable buffer between the industrial area and the less intense, rural area to the south. Several other minor trails and pathways are intended to generally connect residential areas to the Community Centre.

A trail is conceptually shown within the Red Deer River Corridor with the intent of creating a formal trail system linked to the Town of Sundre. Another trail/pathway is also proposed to link the Town of Sundre (along Hwy 584) to the Community Centre.

8.9.1 Policies

- a) The pedestrian corridor / trail system shall generally follow the routes identified on the Land Use Concept - Figure 7.
- b) Council shall support the establishment of a pedestrian corridor along Range Road 60 linking the Red Deer River Corridor to the Community Centre and along a future road connecting Range Road 61 to Range Road 55. These corridors shall be constructed within either the road right-of-way or parallel municipal reserve dedication.
- c) The pathways and trails should be constructed at the time of new development, to link existing and new residential areas to the destination points (i.e. Community Centre, Red Deer River Corridor).
- d) Pathways and corridors should be constructed to the satisfaction of the County.
- e) The use of utility easements for pathways and pedestrian connections may also be supported, subject to review and approval by the applicable authorities.

9 Specific Policy Areas

There are a number of planning and land use considerations that require specific policy direction. The policies of this section are intended to supplement the policy framework of Section 8 (Land Use Policy Areas).

9.1 Residential Densities

The residential density limits are identified on Figure 8 - Residential Densities.

- a) The multi-lot rural residential designation permits up to 4 lots per quarter section.

Bylaw No. 17/12

- b) The higher density rural residential designation permits up to 48 lots per quarter section.

Bylaw No. 17/12

- c) Any application for Residential or Recreational Residential shall satisfy the approving authority that the density proposed is sustainable.

9.1.1 Low Density Rural Residential

- a) The low density rural residential designation is intended to accommodate clusters of up to three (3) titled lots, retaining the balance of the quarter as the fourth title. This intent is in keeping with the desire to ensure that the viability of existing agricultural operations is not compromised and that the rural character of this area is maintained. Areas designated for the multi-lot rural residential designation are planned in the southern and western sections of the plan area in recognition of their proximity to the County Collector Network (Coalcamp Rd./Hwy 584). This designation also recognizes that previous subdivision has occurred in some of these quarter sections but there is an intent to restrict development density to a maximum of four (4) lots per quarter. Some of these quarter sections have previously been subdivided in excess of 4 lots per quarter section and therefore no new lot creation will be permitted.

Bylaw No. 17/12

- b) Dwellings associated with farming operations shall be permitted in accordance with the provisions of the MDP and the Agricultural District in the LUB.
- c) Low density residential development of up to three (3) titled lots, retaining the balance of the quarter section as the fourth (4) title, may be supported if the following criteria are met:
 - i. The subdivision shall not result in more than four (4) titles in the quarter section.
 - ii. The maximum total area taken from a previously unsubdivided quarter section for residential development shall not exceed 4.05 ha (10 acres).
 - iii. The minimum lot size is 2 acres (0.81 ha.). Parcel sizes should be 2-3 acres however, larger lots may be considered (up to a maximum of 5 acres) where setbacks, topography and easements prevent the creation of reasonable building envelopes.

Bylaw No. 17/12

- d) Proposed new undeveloped lots should be clustered in an area that allows the balance of the quarter to remain in agricultural production.
- e) Low density clustered development shall be supported by a planned internal subdivision road identified in an approved Concept Plan and in accordance with the County's access management guidelines.

Bylaw No. 17/12

- f) New undeveloped lots should be clustered to existing development on the quarter section including but not limited to residential development existing on the proposed area to be subdivided and/or approved subdivision on contiguous neighbouring quarter sections where reasonably possible.
- g) The development should be located on the periphery of the quarter section and contiguous to previously subdivided lots to minimize access roads, to discourage panhandle roads, and to minimize the use of agricultural land and natural areas for roads.

9.1.2 Higher Density Rural Residential (5-48 lots)

The higher density rural residential intended to accommodate multi-lot development up to a maximum of 48 lots on a quarter section. The preferred locations for this redesignation, as shown on the Land Use Concept, are adjacent to the Hwy. 584 corridor between the Town of Sundre and Community Centre at Rge. Rd. 60.

The high density residential designation is located and planned with the intention that a large number of future residents will support the Community Centre function and add to its vibrancy. These high density areas are also located in close proximity to the County Collector Network to take advantage of the larger capacity road system.

Higher density rural residential development (5 lots up to a maximum of 48 lots) shall be considered for a land use redesignation and subdivision and may be supported if the following criteria are met:

- a) The minimum lot size shall be 2 acres (0.8 ha)
- b) The lots shall be sited to allow the balance of the quarter to remain as open space or in agricultural operation where appropriate;
- c) A concept plan for the entire build out of the site shall be required;
- d) The development should be proposed adjacent to any existing development or approved subdivision on contiguous neighbouring quarter sections;
- e) The development should be proposed on the periphery of the quarter section to minimize access roads and to minimize the use of agricultural land for roads;
- f) New development that requires access off Hwy. 584 shall develop the access to the standards of Alberta Transportation;
- g) Developers shall prove suitable water and sewer services for all new developments that shall meet or exceed the standards of both the County and Alberta Environment. Servicing solutions shall be determined as part of the concept plan; and

- h) Consultation with adjacent landowners should precede any applications to the County. Written confirmation from the neighbors should be provided to the County.

Bylaw No. 17/12

9.2 Natural Resource Extraction

The jurisdiction over sand and gravel extraction operations is shared between the Province and County. Federal jurisdiction may even be involved in cases where fish and fish habitat may be affected.

The Provincial interest in non-renewable resources is expressed through general Land Use Policies developed in 1996 pursuant to Sec.22 of the MGA. The relevant policy framework is as follows:

- Municipalities are encouraged to establish land use patterns which accommodate natural resource extraction or harvesting and processing, while at the same time, minimizing potential conflict with nearby land uses and any negative environmental impact.
- Municipalities are encouraged to identify areas where the extraction of surface materials (e.g. sand and gravel) should be a primary land use.
- Municipalities are encouraged to direct subdivision and development activity so as not to constrain or conflict with non-renewable resource development.

In maintaining consistency with the Province's direction, MVC implemented general and specific policies within the MDP regarding planned extraction, buffering, agreements, and reclamation. The guiding policy, in terms of planned extraction states:

"Extraction of natural resources, particularly sand and gravel deposits, prior to the subdivision and/or development of the lands for other uses shall be encouraged."

It is well known that the SMF planning area has significant natural resources, particularly sand and gravel deposits, in addition to oil, gas and forest reserves.

There are a number of privately owned and County owned gravel pits operating in the area, including one large private gravel pit that is located adjacent to and north of the Sundre Airport. Given the abundance of gravel underlying SMF, it is acknowledged that there will likely be future interests by private landowners and / or other parties for natural resource extraction operations throughout the planning area.

The 2008 Provincial Land-use Framework recognizes that there are policy gaps when it comes to managing subsurface and surface activities within the Province. The Framework identifies that the Government of Alberta is working on this in order to develop better integrated policies to guide land use planning in the future. Monitoring the outcomes of the Province's actions (i.e. new policy development) will provide further direction on natural resource extraction within SMF and MVC. It is also anticipated that additional guidance and policy direction will be included within the future Regional Plan governing MVC, as a whole.

Notwithstanding the implications of future Provincial decisions and potential new policy directives, at the time of adoption of this Plan, the policy priority is to extract non-renewable resources prior to development, where feasible.

However, as clearly conveyed through the public consultation program, the impacts of gravel pits are a major concern for existing residents and the community feels threatened by the uncontrolled

proliferation of them within the planning area. While the community, for the most part, recognizes that natural resource extraction is expected to occur within the area, residents have expressed the following specific concerns:

- lack of rehabilitation / reclamation of existing pits;
- uncertainty over timing with respect to reclamation;
- lack of faith relative to enforcement mechanisms and procedures;
- concern over when and where new gravel pits may be located (lack of notice and involvement in planning and decision making processes).

The public perception is that these concerns either cannot or will not be addressed by the Province and/or County. As a result, there is frustration with the industry as a whole, the permitting process and the regulation and reclamation process after licences have been issued.

Despite public perception that there may be a lack of controls and regulations in place governing extraction, the Province permits and regulates pits through the Conservation and Reclamation Regulation, Environmental Protection and Enhancement Act and the Code of Practice for Pits (2004) made under the aforementioned Acts. Municipal jurisdiction over sand and gravel operations extends over the following matters: land use compatibility through statutory plans (MDP, ASP), the LUB and the development permitting process and subdivision process. As part of an application for natural resource extraction, the LUB requires an applicant to submit detailed information, including but not limited to: a detailed site sketch; volume of material to be removed; length of operation; days and hours of operation; traffic generation, buffer zones; haul routes; noise and dust mitigation measures; excavation and reclamation sequence; and a reclamation plan inclusive of phasing.

There is jurisdictional overlap between a number of matters that must be addressed in a natural resource extraction application. Therefore, it is essential that the authorization and permitting processes of both the Province and MVC operate in a harmonious and effective manner to the benefit of the operators, County, residents and all those affected by these projects.

Consistent with Provincial policy and the MDP, this ASP supports the extraction of gravel prior to development. However, applications for extraction shall be expected to be comprehensive in detail and include a thorough public consultation program that documents the process of addressing impacts and the public response.

9.2.1 Goals

- a) To extract resources in an environmentally friendly manner.
- b) To recognize the importance of gravel to the County and Provincial economies.
- c) To recognize extraction as an interim land use requiring appropriate and timely reclamation.

9.2.2 Objectives

- a) To ensure reclamation plans are in place for new pits with an after use that is beneficial to the community and in keeping with the intent of this Plan.
- b) To encourage reclamation of existing pits.

- c) To ensure that gravel pit owners work with the County and the community in designing reclamation plans.
- d) To design gravel extraction and reclamation to allow for future airport runway extensions, particularly the east-west cross wind runway.

9.2.3 Policies

- a) Natural resource extraction activities are considered an interim use rather than an ultimate or final land use within the plan area.
- b) Extraction of natural resources, particularly sand and gravel deposits, prior to subdivision and development of the lands for other uses shall be encouraged.
- c) All future gravel extraction will require the appropriate approvals from government agencies. The County will utilize conditions upon development approvals in order to minimize the impacts on adjacent developments, the community and the environment.
- d) Reclamation plans should include returning the land to a state as intended by this Plan (Figure 7 - Land Use Concept). Alternative uses shall be considered if it is not feasible to establish an after use in accordance with Figure 7. This consideration shall be addressed and reviewed through the required approvals process.
- e) Natural resource extraction will occur in accordance with the permitting requirements under County By-law 30/08, all relevant Bylaws and the Natural Resources policies within the MDP.
- f) Progressive reclamation is encouraged and proponents shall be required to demonstrate the intended plan through the development permitting process.
- g) Reclamation plans shall include detailed concept plans showing the conceptual after-use design for the licensed parcel. Reclamation plans shall be subject to a comprehensive public consultation program.

9.2.4 Progressive Reclamation and Final Uses

Natural resource extraction is considered an interim land use. It is the strong intent of this Plan that progressive reclamation occur in a timely manner. Progressive reclamation means that reclamation is completed sequentially within a reasonable time after the extraction of resources is complete. The County shall work with the Province through the permitting process to ensure that reasonable timeframes are imposed and that progressive reclamation is being enforced.

As one area of a pit or quarry is being extracted, reclamation shall be completed in the areas where the reserves have been exhausted. This is beneficial in many ways as it reduces the open areas within a pit or quarry; reduces soil erosion potential; and reduces double-handling of soil materials.

After-uses of pits and/or quarries typically include the following: agriculture; naturalization and wildlife habitat; wetlands, flood storage and habitat development; golf courses; recreational parks and lakes, trails and conservation lands; forestry; urban uses.

Bylaw No. 09/15

The SMF Land Use Concept (Figure 7) identifies the preferred and final land uses based on existing conditions and land use patterns. It is recognized that SMF has a high water table and it is expected

that specific after uses would likely include water bodies, ponds, or lake features. These are features that could be incorporated within the preferred after use as part of cluster development design for residential, industrial, commercial and recreational developments.

There have been many successful reclamation and progressive rehabilitation plans for pits and quarries within Alberta and Canada. Intended as a means of guidance and illustration only, some examples are as follows:

EXAMPLES OF PROGRESSIVE RECLAMATION AND FINAL USES



(Before) Active Gravel Pit



(After) Revegetated



(Before) Sand/Gravel extraction
below water table



(After) Rehabilitated for use as a horse farm



A rehabilitated pit that now functions as a residential lake community



This recreational facility is a good example of a progressively rehabilitated site adjacent to an extraction operation. A working pit is located in the background.



This example shows the beginnings of a golf course that incorporates water features into the design. Extraction continues in the background.

9.3 Community and Protective Services

Although there is a sizable rural population residing in the plan area, community services, including schools, health, protective and emergency services are located in and delivered out of nearby urban locations. As the population in the plan area changes and grows, it will be important that the County

monitors the impact of growth on education, health, police, fire and ambulance services and facilities.

9.3.1 Goals

- a) To monitor the impacts of population growth on education, health and recreation services and programs.
- b) To cooperate with service providers and adjoining municipalities to promote the availability of community and protective services.

9.3.2 Policies

- a) In approving a subdivision, ten percent (10%) of the area being subdivided into new parcels shall be required as dedicated Municipal Reserve lands. However, if site characteristics do not warrant the dedication of municipal reserve or there is an opportunity in the future to dedicate more suitable lands as municipal reserve from the balance of parcel, then the County may defer reserve dedication in whole or in part. If the County determines that the dedication of municipal reserve is not warranted, the County will require money-in-lieu of municipal reserve.
- b) When municipal reserve lands are required as part of a subdivision, the design of a subdivision shall provide reserve lands that merit use as open space. Wherever possible these lands should be located and aligned to provide continuity with existing or potential future municipal and environmental reserve lands or other forms of public open space in adjoining land.
- c) Within the plan area, public recreation areas should provide for day use activities, which may include, but are not limited to, sports fields, playground equipment, picnic sites, and trails.
- d) A monitoring study of the Red Deer River Corridor should be undertaken and a detailed management plan prepared to guide use within the corridor. The management plan could be distributed to existing and new homeowners within the plan as an educational package.
- e) The County shall monitor the ability of McDougal Flats Hall and site to meet the needs of the area and, should improvements and/or expansion be required the County shall assist the community to help facilitate proposed changes. Facility improvements will likely be required in the short term and could be financed through the density bonusing policies or cash-in-lieu of reserve funds.
- f) The County, in consultation with the school authorities, shall monitor the availability of classroom space to accommodate school age children residing in the plan area.
- g) The County shall continue to monitor growth in the plan area with respect to additional needs for police services.
- h) As subdivision and development continue in the plan area, the County shall continue to monitor the ability of fire and ambulance services to meet generally accepted response times.
- i) For subdivision and development applications in the locations that have a substantial portion of woodlands, the County shall require that Firesmart principles and fire prevention details are included as part of the application. In these areas, any approval of an application shall include conditions that require the implementation of Firesmart principles and fire prevention details.

- j) The County shall continue to seek opportunities to share protective and emergency services with adjoining municipalities.

9.3.3 Garbage and Recycling Collection

- a) The Mountain View Regional Waste Management Commission provides garbage and recycling services to the area. The services are provided as bins and the public can dispose of garbage and recycling in these bins. The Waste Management Commission provides individual garbage pick-up to businesses within the urban areas (e.g. Town of Sundre) but not currently to businesses within the rural areas (e.g. SMF). A future central depot / transfer point would be logical at or near the Community Centre in order to fulfill its intended function.

9.3.4 Police Services

- a) Police services to the Plan Area are provided by the Sundre detachment of the Royal Canadian Mounted Police (RCMP).

9.3.5 Fire Services / Protection

The Plan Area is in an area of the Municipality that is serviced by a volunteer fire department provided by the Town of Sundre. Parts of the study area are largely treed and contain existing country residential subdivisions. Presently, there are no fire smart practices for these subdivisions. For example, there is no escape route for many subdivisions in case of fire and there are no strategies to clear under brush. This plan strongly supports the safety of the residents and property and will integrate FireSmart practices into the policies for all future developments in treed areas. Reducing the risk of wildfire in the windland and urban interface is very important.

9.3.5.1 Policies

- a) All developers will prepare and submit Wildfire Hazard Assessment with initial proposals.
- b) All developers must prepare emergency plans with all concept plans. The plan must be developed in conjunction with the local fire department.
- c) All developments in treed areas will provide fire service access routes.
- d) All roads will meet adequate requirements for emergency vehicle access including width, grade, curves, layout, design, and maintenance.
- e) Developers shall submit a fire protection plan for all new land use redesignations, subdivisions and concept plan applications.

9.4 Cooperation with the Town of Sundre

The Town of Sundre and MVC have agreed to undertake an Intermunicipal Development Plan (IDP) which will address land use principles and policies affecting both jurisdictions. A Memorandum of Agreement (MOA) has also been developed relating to the sharing of costs for the provision of services by the Town to residents of the County and for the sharing of revenue in exchange for the extension of water and wastewater services by the Town to the County.

The IDP and MOA together will form the basis of cooperative effort between the Town and the County to work together to serve the needs of both communities.

SMF is adjacent to the Town of Sundre and there are 14 quarter sections (either partially or entirely) within SMF that are within the boundaries of the IDP. One of the purposes of the IDP is to protect the area surrounding the Town for future expansion. Some of the lands in SMF are proposed for long term annexation; others in the short term. The key policies of the 'IDP Areas', identified on Figure 4, are identified as follows:

9.4.1 Fringe Area

- a) All subdivision and discretionary use development permit applications within the IDP Fringe that normally require the approval of the County Municipal Planning Commission, will be referred to an Inter-municipal Planning Commission.
- b) The IDP Fringe will, where growth patterns remain as anticipated, be the priority area for future annexations by the Town.
- c) The planning process in the IDP Fringe will be a cooperative effort between the Town and the County. Developers will be required to work with the Town and County planning departments to ensure that the development is compatible with the future growth patterns of the Town.
- d) An area structure plan will be required for any multi-lot subdivisions which will create two or more lots in addition to the remnant parcel, on a quarter section, excluding quarter sections containing both a farmstead /undeveloped country residential site and fragmented parcel. The ASP will be referred to the Town for input and the County shall consider the input from the Town prior to approval.

9.4.2 Referral Area

- a) These lands are intended to identify:
 - i. Future long term growth areas for the eventual growth of the Town, while still permitting compatible development to occur; and
 - ii. Those areas in the County proposed to be connected to water and wastewater services provided by the Town.
- b) All subdivision and discretionary use development permit applications, Land Use Bylaw amendments and Area Structure Plans within the referral area will be referred to the Town for comment.
- c) Development standards will be applied by the County that will ensure that orderly redevelopment of the referral area can occur.
- d) All new industrial and commercial developments and residential developments of more than three lots within the referral area will be designed to be served by municipal water and wastewater infrastructure at the same standard as lands within the Town, for the eventual connection to Town water and wastewater services, such connection to be at the property owner's cost.
- e) No new or expanded confined feeding operations will be permitted within the referral area.
- f) The County will apply to the Town for connection to water and wastewater services for new developments within the referral area that require these services.

9.4.3 Urban Referral Area

- a) These lands are intended to identify those areas where the County has an interest in protecting the adjacent land uses.
- b) The Town has agreed that all subdivision and discretionary use development permit applications, Land Use Bylaw amendments and Area Structure Plans within the urban referral area will be referred to the County for comment.

9.4.4 Land Use Policies

- a) Mountain View County agrees that all development within the IDP Fringe will be planned to minimize the impact on the growth of the Town.
- b) Mountain View County agrees that all development permit applications in the IDP Fringe will be planned with an urban overlay for servicing.

In considering development permit applications in the Referral Area, the County Municipal Planning Commission will ensure the proposed development conforms to the intent of Figure 7 - Future Land Use Concept.

- c) The Inter-municipal Planning Commission will consider the impact developments will have on the appearance of the entrance corridors to the Town.
- d) The Inter-municipal Planning Commission will review all developments referred to it to ensure environmentally sensitive areas are protected.

9.4.5 Water and Wastewater Services

- a) Mountain View County agrees to require all new developments in the Short-term Annexation area and IDP Fringe to be developed with water and wastewater services to the same standards as the Town.
- b) The Town has agreed that all development within the Short-term Annexation area and IDP Fringe will be permitted to connect to the Town's water and wastewater services based on the conditions of the Memorandum of Agreement, and subject to the Memorandum of Agreement being executed.
- c) For developments located within the Short-term Annexation area and IDP Fringe or Referral Area requiring or proposed to require water and wastewater services from the Town, the County will submit the relevant portions of the development agreement, including full details on the water and wastewater servicing standards and anticipated volumes, for the Town's approval.
- d) The Town, subject to available capacity, payment of the user fees and Alberta Environment approval, has agreed to continue to accept, from County residents and developments, wastewater from holding tanks that complies with the standards set by the Town.

9.4.6 Transportation Systems

- a) The Town and County will cooperate on the development of all future Transportation Master Plans.

- b) When subdivisions are approved in the Plan area, all right-of-way requirements will be secured to ensure that long term transportation and road plans can be implemented when warranted.
- c) As a condition of development approval in the Short-term Annexation area and IDP Fringe, all internal roads shall be constructed to the Town standards. As a condition of development approval in the IDP Referral Area, the County may require that the internal roads are constructed to Town standards.

9.4.7 Utility Corridors

- a) The Town and County acknowledge that the future development within the plan area is dependent on access to water and wastewater services, and the Town and County agree to work together to ensure the corridors for these services are protected.
- b) The Town and County also acknowledge that the development of the oil and gas industry has played an integral part in the development of the region. The Town and County will work with the oil and gas industry to ensure orderly development of the Plan Area is not unduly restricted by the development of oil and gas infrastructure, including pipelines.
- c) The Inter-municipal Committee formed under the MOA will be the forum used to discuss issues relating to utility corridors. The County and the Town will work together to develop an agreement to implement a land use policy that will ensure municipal utility corridors are protected and gas and utility pipeline developments and power lines do not place undue restrictions on future development.

9.4.8 Economic Development

- a) The municipalities have agreed to work together to promote and support economic development that is good for both municipalities. Land use policies will be developed that will support and encourage a cooperative effort in support of economic development.

9.5 Roads and Utilities

The main road network (see Figure 6) in the plan area consists of Highway 584 and Coalcamp Road on the western boundary. The remainder of the plan area is served by a network of local roads. For the road network to continue to provide effective and safe access and egress, and thus contribute significantly to the life of the community, it is important that the road network is protected from undesirable encroachment and a multiplicity of accesses.

It is important for individual, family and community health that each development is adequately serviced by water and sewer systems. To protect waterways, it is also important that stormwater management meets provincial standards.

9.5.1 Goals

- a) To promote an effective and safe roadway network.
- b) To require appropriate setbacks from roadways.
- c) To require all development to provide water, sewer and stormwater management systems that meet county and provincial standards.

- d) To provide for development in a manner consistent with the sustainability of groundwater resources.

9.5.2 Policies

- a) The County's long term road hierarchy and road development standards shall guide all future development plans and applications. As development proceeds in the plan area, the County should regularly review and monitor the CCN in terms of its ability to meet the needs of the community.
- b) All local roads providing access to residential, commercial, and/or industrial developments shall connect directly to the CCN, with the exception of development and/or subdivision under the provisions of the Agricultural Land Use Policies of the MDP.
- c) Internal subdivision roads shall be constructed in accordance with County Policy.

Bylaw No. 17/12

- d) Internal subdivision roads should be paved and provided at the developer's expense and the extent of paving shall be in accordance with County Policy. This policy does not apply to development and/or subdivision under the Agricultural provisions of the MDP.
- e) All new multi-lot development that requires access off a provincial highway shall develop the access to the standards of Alberta Transportation.
- f) The County will work with the Town of Sundre under the IDP for access to piped treated water and sanitary sewer services.
- g) Subdivision applications proposing access from the CCN shall adhere to the County's access management guidelines.
- h) The County may require a traffic impact assessment for any proposed subdivision or development within 800 m of Highway 584, or the CCN.
- i) A stormwater management plan, prepared by a qualified professional engineer, in accordance with provincial regulation, may be required for all future subdivision and/or development in accordance with provincial regulations.
- j) The County may require grading plans and elevations to be registered on title through a restrictive covenant with the County prohibiting any development other than that which complies with the approved grading plans and elevations, in order to ensure proper post-development drainage of the site.
- k) Depending on the density of development, sanitary sewage shall be treated through a graduated method of systems in accordance with the Transportation and Utilities policies of the MDP.
- l) Individual water well and sewage systems that meet provincial and municipal standards are permissible for development that total five (5) or fewer lots within a quarter section.
- m) The County shall not approve a development if the intended supply of water is groundwater and studies pursuant to the Water Act indicate the groundwater resources are insufficient or the use of groundwater may unduly impact groundwater users already in the area. However, the County may approve the subdivision or development if hauling in potable water and a cistern or cisterns are to be used in place of or partially in place of groundwater.

South McDougal Flats Area Structure Plan

- n) The County may introduce recycling services within the plan area, preferably in a central area represented by the Community Centre.
- o) A Dark Sky policy shall be applied to development in the Agriculture, Recreation, Highway Commercial, Industrial, and Residential designations of the plan area, such that high mast streetlights shall not be permitted. Lighting for security and safety shall be provided by low mast, lower wattage standards. It is preferred that lighting should be powered by solar power.
- p) Fibre optics and other telecommunications facilities shall be encouraged as part of development applications and within the plan area in order to maximize communications efficiencies and economic opportunities for home-based businesses, provided such communications facilities do not create hazards for the Sundre Airport's flight procedures and GNSS.

9.6 Crown Lands

Twelve percent of land within the plan area is Crown Land, most of it within the Red Deer River Corridor and subject to an ESA classification. These lands are very important for the amenity values they provide, including scenic treed highlands and slopes, streambank protection, habitat for wildlife and watershed conservation. However, the lands also are important to the agricultural industry for grazing. The use of these lands should be mostly limited to grazing and tree harvesting in accordance with the provincially approved timber harvesting plans. The County should initiate dialogue with the Province in an attempt to ensure consistency between the use and management of these lands and the County's Environmental Protection guidelines.

9.6.1 Goals

- a) To liaise with Provincial Departments regarding the effective management and use of Crown land.

9.6.2 Policies

- a) It is encouraged that grazing leases on Crown lands limit grazing to suitable lands such that steeper slopes along the Red Deer River remain wooded. Timber removal on grazing lease lands should be limited, particularly along ridgelines.
- b) Where Crown land forms part of or is adjacent to an ESA or sensitive feature, it is encouraged that any use of that Crown land should be undertaken in a manner that:
 - i. Minimizes impacts on the lands;
 - ii. Promotes continuity of woodland habitat;
 - iii. Protects site amenities, such as views, steep slopes and drainage courses.
- c) It is encouraged that any public recreation use on Crown land should be undertaken in accordance with the provincial rules and guidelines for public access onto Crown lands, including leased Crown land.

9.7 Sensitive Features and Environmental Protection

Within the plan area, the community expressed a desire to conserve lands that are environmentally sensitive and contribute significantly to the amenity values of the plan area. These include watercourses, wetlands, woodlands and the Red Deer River corridor. Lands that pose hazards for

development and public safety are considered environmentally significant, and for the purposes of this Plan are deemed to be lands with sensitive features.

Policies that promote conservation measures to protect environmentally sensitive features will not only assist the retention of the rural ambience of the plan area, but will also enhance the quality of life of the area's residents, as well as promote public safety.

9.7.1 Goals

- a) To protect sensitive features from inappropriate use.
- b) To promote appropriate environmentally responsible development within and adjacent to sensitive features.
- c) To provide for development in a manner consistent with the sustainability of surface and groundwater resources.

9.7.2 Policies

- a) The lands and features identified on Figure 3 as Environmentally Significant Areas may not be a complete representation of sensitive lands and features in the plan area. MVC may determine from time to time that additional lands and features may be classed as sensitive as per County Policy.
- b) The exact boundaries of a sensitive feature may be determined by the County as part of the process to consider a subdivision application or a development application, or by land purchase to establish a public park, natural area or other form of conservation area or by a special study authorized or recognized by the County.
- c) The provisions of Section 9.7 apply to all lands identified on Figure 3 and other lands identified in accordance with Section 9.7.2 a). A proponent of a proposed subdivision or development, by the provisions of a study, expert opinion or other information acceptable to the County, may demonstrate that the lands within and adjacent to the proposal are not sensitive, but the County shall be the final authority.
- d) The use of land, including agricultural, within the area of a sensitive feature must:
 - i. Have a strong conservation emphasis, and
 - ii. Must be appropriate to the capability and capacity of the sensitive feature.
- e) The Red Deer River shall be protected from any development immediately adjacent to the boundary of the River. A proposed development within 100m of the boundary of the Red Deer River shall be referred to Alberta Sustainable Resource Development. The Department's comments should be reflected in the County's decision on the proposed development.
- f) For lands prone to flooding by the Red Deer River, the retention of tree cover should be strongly promoted to help maintain the banks of the river. Extensive agricultural uses such as grazing and hay lands may be appropriate.
- g) No development shall take place in the floodway unless compliant with the regulations set out in the Land Use Bylaw. Development within a flood fringe may be permitted, if compliant with the

regulations set out in the Land Use Bylaw. Development within areas prone to flooding may be permitted if compliant with the regulations set out in the Land Use Bylaw.

Bylaw No. 09/15

- h) The Red Deer River corridor area shall remain a natural preserve. Any development that may be approved on lands adjacent to the natural area shall be setback a sufficient distance from the boundaries in order to help maintain the character and integrity of the natural area.
- i) The County shall require the dedication of an environmental reserve or an environmental reserve easement for the following:
 - i. A swamp (i.e. wetland), gully, ravine and natural drainage course;
 - ii. Land that is subject to flooding;
 - iii. Land that is considered unstable;
 - iv. Land abutting the bed and shore of a lake, river, stream or other body of water; and
 - v. The County shall require, in accordance with the Municipal Government Act, environmental reserve where public access is planned or potentially will be required in the future.
- j) The width of an environmental reserve or environmental reserve easement along the Red Deer River shall be no less than 20 m from the top of the bank, and no less than 10 m from the top of the bank for other streams and lakes within the plan area. Larger dedications may be required by the County depending upon the nature and sensitivities of the shoreline area and banks and the scope and density of proposed uses.
- k) An environmental reserve or environmental reserve easement adjacent to a wetland shall be wide enough to preserve ecological functions, but shall be no less than 6 m in width.
- l) Where subdivision or development within the area of a sensitive feature is to be permitted, the subdivision and development shall:
 - i. Integrate sensitive features into the design to promote their conservation while enhancing the subdivision or development;
 - ii. Promote continuity among adjacent sites through the conservation or provision, wherever possible, of habitat and/or open space corridors;
 - iii. Protect other site amenities, such as views, steep slopes and drainage courses, to enhance the subdivision or development.
- m) Development shall be directed away from hazard lands, those being:
 - i. Lands that are susceptible to erosion, subsidence or slumping; and
 - ii. Flood prone lands.
- n) For a proposed subdivision or development within or adjacent to a sensitive feature the County may require a wildlife and/or fishery study to determine what conditions may need to be placed on the subdivision or development to conserve habitat and species.

10. Administration

10.1 Development Phasing

The MGA requires that an ASP address development phasing. Development phasing reflects the extension of municipal piped services and construction of roads. Municipal services currently extend to the edge of the Town of Sundre adjacent to the SMF boundary as shown on Figure 6 - Existing Roads and Utilities Map.

All future development will be considered based on the existing infrastructure. If new roads are required, or if existing roads require upgrading, the developer will take full responsibility for this and will fulfill the standards and requirements of Mountain View County and/or AT.

Figure 9 illustrates the development phasing. Priority Areas 1 and 2 are generally the areas where development and growth pressures are expected within the 10-20 year horizon of this Plan. Most of these areas are expected to develop on full municipal or communal services, with some exceptions depending on the nature of the proposed use.

- a) Development of lands in the South McDougal Flats ASP shall occur in accordance with the four Priority Areas identified on Figure 9.
- b) Priority Area 1 is the infill of the existing highway commercial and industrial area. Proposed development may require the submission of a Concept Plan in accordance with Section 10.2.1 of this Plan.
- c) Priority Area 2 is the higher density residential areas north of the Hwy. 584 corridor west to the Community Centre, the Sundre Airport and recreational areas in the southeast section of the plan area.

Bylaw No. 17/12

- d) Land within Priority Area 2 could develop at the same time as Priority Area 1 if utilities and roads are extended to full County standards, or other suitable servicing arrangements are made.
- e) Priority Area 4 is represented by the agricultural and low density rural residential areas in the western section of the Plan. Any development in this area is expected to be serviced by individual water and sanitary systems and development may therefore occur at the discretion of the landowner.

10.2 Evaluation of Development Proposals

The following tools will be used as a guide for proponents of development applications within the plan area and by staff to evaluate the suitability of applications.

10.2.1 Application Requirements

All redesignation and subdivision applications (resulting in 2 or more parcels) proposed in the Plan Area must submit a Concept Plan that should include, but not be limited to the following:

- a) a surface drainage and stormwater management plan;

- b) a municipal and environmental reserve dedication strategy;
- c) architectural controls and guidelines that address the relevant goals and policies of this Plan;
- d) transportation network illustrating access points and roads that meet current County standards;
- e) phasing for development, including preparation of a concept plan that addresses densities compatible with provisions of servicing strategies, access points, and provision of municipal reserves;

Bylaw No. 17/12

- f) emergency services plan that will be coordinated with the County;
- g) demonstration of how the new development will be compatible with existing development and adjacent uses and agricultural operations;
- h) periphery landscaping and aesthetic details that will enhance the development area (if required);
- i) a strategy to address recreational uses, open space, and potential pathway development for use by area residents;
- j) traffic impact assessment;
- k) conduct and document community consultation program;
- l) geotechnical evaluation;
- m) hydrological evaluation;
- n) sustainability measures evaluation;
- o) historic resources impact assessment;
- p) any other studies or matters as required by the County.

10.2.2 Planning Impact Analysis

Planning Impact Analysis will be used to evaluate applications for land use redesignation and for any proposal at the discretion of the County, to determine the appropriateness of a proposed change in land use and to identify ways of reducing any adverse impacts on surrounding areas.

Scope of Planning Impact Analysis

- a) Planning Impact Analysis will be undertaken by the proponent and reviewed by municipal staff and will provide for participation by the public in accordance with County requirements and procedures.

10.2.2.1 General Proposals

- a) Proposals for a change in the use of land require the application of Planning Impact Analysis and will be evaluated on the basis of criteria relevant to the proposed change.
- b) Where a land use redesignation or development permit application is for a general change in land use and does not relate to a specific development proposal, or where site specific

information on the future development of the site is not required, all or some of the following criteria may be considered:

- i. compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;
- ii. the size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;
- iii. The supply of vacant land in the area which is already designated and/or zoned for the proposed use.

10.2.2.2 Site Specific Proposals

a) Where a land use redesignation or development permit application is for a specific development proposal, or where more site specific and detailed information on the type and nature of future development is required, all or some of the following criteria may be considered:

- i. all of the criteria listed for general development proposals;
- ii. the height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;
- iii. the extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contributes to the visual character of the surrounding area;
- iv. the location of vehicular access points and their compliance with the County's access management guidelines, and the likely impact of traffic generated by the proposal on the road network, on pedestrian and vehicular safety, and on surrounding properties;
- v. the exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;
- vi. the potential impact of the development on surrounding natural features and any cultural heritage resources;
- vii. constraints posed by the physical and man-made environment, including but not limited to locations where adverse effects may limit development (e.g. contaminated soils);

b) measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and roads which have been identified as part of the Planning Impact Analysis.

10.3 Monitoring and Review

The effectiveness and the continued relevance of this plan will be reviewed from time to time because factors affecting land use, development, servicing availability, farming and natural resource use are dynamic.

a) The County shall monitor the effectiveness of this plan:

- i. as the plan's policies are applied in processing proposed applications to redesignate, subdivide and develop land; and

- ii. in communications with other authorities and community groups in dealing with matters of common interest that affect the plan area.
- b) The County should review this plan in its entirety every five years and coincide with MDP reviews and updates. A monitoring plan has been developed for this ASP to assist County staff with the annual monitoring of Plan implementation.
- c) Between major reviews, the County shall monitor the rate and form of land use change in the plan area. In the opinion of Council, if the rate and form of growth seems to exceed or lag behind that of the planning direction for the South McDougal Flats area, Council may initiate an amendment to the Area Structure Plan that would result in the desired effect.

10.4 Plan Amendment

Because of the dynamics of social and economic change, it may be necessary from time to time to consider changes to the South McDougal Flats Area Structure Plan.

- a) The Council of Mountain View County or a person or persons having an interest in land in the plan area may initiate an amendment to the South McDougal Flats Area Structure Plan.
- b) If an amendment is initiated by a person or persons having an interest in the Plan area, prior to commencement of the bylaw amendment process the County may require the initiator to support the proposed amendment with a report or reports and other background information.
- c) The process to consider a proposed amendment to the Plan shall be in accordance with the process required in the Municipal Government Act and County procedure policies. When considering a proposed amendment, the County shall:
 - i. consult affected adjoining municipalities; and
 - ii. refer the amendment to any adjoining municipality, school authority, provincial department and agency, and any other person, group or agency the County feels the amendment may affect.

10.5 Plan Interpretation

When interpreting the policies of this plan, use of the words, “shall”, “should”, and “may” will have the following meaning:

“shall”	is an operative word which means the action is mandatory;
“should”	is an operative word which means that in order to achieve the plan’s objectives, it is strongly advised that the action be taken; and
“may”	is an operative word which means that there is a choice, with no particular direction or guidance intended.

Glossary of Terms

The definitions of these terms are intended to provide a better understanding of the context in which the term is used within this Area Structure Plan. Not all terms used within this Area Structure Plan are defined below. This glossary should be read in conjunction with the glossary of the Municipal Development Plan.

Buffering

An area within a property or site, generally adjacent to and parallel with the property line, either consisting of existing natural vegetation or created by the use of trees, shrubs, and/or fences which is designed to limit views and sound from affecting the development tract adjacent to property and vice versa.

Cash-in-Lieu

This term refers to the contribution of money to the Municipal Reserve (MR) fund equivalent to the market value of the land required to meet the 10% Municipal Reserve dedication requirements under the Municipal Government Act; the acceptance of the contribution of cash-in-lieu of land dedication is at the discretion of Council.

Charrette

A brief but intense design workshop in which stakeholders and interested citizens are invited to contribute to the work of an interdisciplinary team during the earliest stages of design and planning.

Cluster development

Development approaches that concentrate residential buildings of lots within a portion of a site, with the intention of retaining a significant area of the land to be utilized for appropriate agricultural uses, open space, recreation, and conservation of environmentally sensitive features.

Community Centre

This is an area or meeting place used by members of the community for social, cultural, or recreational purposes. For the purposes of this ASP, the community centre does not refer to a single building but rather a collection of buildings, places and spaces located within a mixed-use node.

Concept Plan

Interchangeable with term outline plan which refers to a plan, may be adopted by resolution that relates to a proposed development and its relationship to existing and/or future development of adjacent lands. All concept plans may include the following information:

- 1) Existing situation – A baseline description of the following matters and an evaluation of the potential impacts on the proposed development:
 - a) Existing land use, ownership and development;
 - b) Topography geotechnical, hydrological, hazard and/or environmental conditions that characterized the area;

- c) Existing servicing agreements, utilities, and transportation routes;
- d) Any other matters that Municipality requires to be investigated.

2) Local Development Matters – A description and evaluation of the following matters describing the proposed development within the concept plan area:

- a) The proposed uses of lands within the concept plan area;
- b) The proposed parcel size and density for the concept plan area;
- c) The proposed internal road hierarchy and its impacts on the Provincial and Municipal road networks;
- d) Reserve dedication strategy and environmental protection measures;
- e) Proposed servicing agreements
- f) Any other matter the Municipality requires to be investigated.

Based on the scope and intensity of development proposed, concept plans may require the provision of supportive reports and/or studies completed by a qualified professional including but not limited to: servicing study, geotechnical assessment, traffic impact assessment, stormwater management plan, biophysical assessment and preliminary engineering plans and specifications. Concept plans shall be prepared in accordance with approved County policy.

Bylaw No. 17/12

Conservation Design

A density neutral system that takes into account the natural landscape and ecology of a development site and facilitates development while maintaining the most valuable natural features and functions of the site. One objective of this design approach is protecting the essential physical, chemical, and biological characteristics of the environment against degradation.

Contiguous

The development of areas immediately adjacent to one another without intervening vacant land or undevelopable lands.

County Collector Network

The county's officially recognizes road network for which long term plans for maintenance and/or upgrading exists and may not include asphalt paved, chip seated, and gravel roads. See Appendix A.1.7 for map.

Dark Sky

Concepts and practices that attempt to reduce light pollution, particularly in rural areas, in order to conserve energy, reduce glare, maintain rural character, safe gourd wildlife (who are often disturbed by excessive light), and maintain views of the night sky and stars.

Density

A measure of the number of units (lots, dwellings, people, etc.) within a specified area. This ASP often refers to density expressed as lots or parcels per quarter section.

Discretionary use

Refers to a land use or building provided for in a land use bylaw that may or may not be permitted, subject to the discretion of the approving authority.

Environmentally significant area

Areas that are important, useful and often sensitive features of the landscape, that provide long-term benefits by protecting biodiversity, natural ecosystem function, area and unique features, wildlife movement corridors, and public values. Identification of ESAs is an important tool in land use planning. For the purposes of this plan, ESAs are those that have been identified in Environmentally Significant Areas: Mountain View County prepared in 2008 by Summit Environmental Consultants and adopted by Council in 2009. Council has determined that all ESAs shall be ranked equally for planning purposes. Refer to the ESA: MVC report for additional information.

Ecologically sensitive area

Areas whose ecological function and integrity are, or may be, valuable to certain land uses. These may include Environmentally Significant Areas (ESAs), riparian areas, vegetated areas, or areas with steep slopes.

Floodway

The portion of the flood hazard area where flows are deepest, fastest and most destructive. The floodway typically includes the main channel of a stream and a portion of the adjacent overbank area. The floodway is required to convey the design flood.

Bylaw No. 09/15

Flood, Design

The current design standard in Alberta that is the one percent flood, defined as a flood whose magnitude has a one percent chance of being equaled or exceeding in any year. Although it can be referenced to as a 100-year flood, this does not mean that it will occur once every hundred years.

Bylaw No. 09/15

Flood Fringe

The portion of the flood hazard area outside of the floodway. Water in the flood fringe is generally shallower and flows more slowly than in the floodway.

Bylaw No. 09/15

Flood Hazard Area

The area of land bordering a water course or water body that would be affected by the 1 in 100 year design flood (a flood that has a 1% chance of occurring every year) under encroachment conditions. The Flood Hazard Area includes the floodway and flood fringe and may include areas of overland flow.

Bylaw No. 09/15

Groundwater

Water found beneath the surface of the earth. The depth at which soil pore spaces and fractures or voids in rock become saturated is known as the water table. Groundwater is naturally recharged through precipitation and infiltrated (and is therefore affected by the permeability of surface materials), and can be withdrawn for agricultural, industrial or municipal uses (and is therefore affected by settlement density and wells).

Growth Centre

An area designated around previously identified growth nodes, economic development nodes, and/or existing urban areas where future developments will be directed, including residential and business uses

Hazard Land

Lands which may be prone to flooding, shoreline erosion or slope instability hazards or any hazard that may result in loss of life or injury, property damage, social and economic disruption or environmental degradation and lands in proximity to water bodies and water courses with slopes greater than 10%.

Bylaw No. 09/15

Intensification

This term refers to a process of adding new development elements to an area by building on vacant lots and/or redeveloping existing lots and/or buildings.

Land subdivision

Subdivision is the legal division of a single parcel of land into two or more smaller parcels. By subdividing land, each parcel created is given a separate land title. Prior to being registered with Alberta Land Titles, each subdivision must receive subdivision approval from the County.

Municipal reserve

With the approval of a subdivision application, the County is entitled up to 10% of the land being subdivided for municipal purpose (parks, schools, etc) if for some reason, reserve land is not required, the County can take cash-in-lieu of the land.

Permitted use

Land use or buildings that are not provided for in the land use bylaw and that shall be approved.

Prohibited use

Land use or buildings that are not provided for in land use bylaw and that shall not be approved.

Riparian area

Area adjacent to a watercourse or water body, typically with unique ecosystems that occur in transitional areas between the terrestrial (dry) and aquatic (wet) ecosystems. They include flood hazard areas, areas prone to flooding, streambanks, lakeshores and wetlands and may exist within

any land use area. They are typically more productive in terms of plant and animal species, diversity and biomass, than upland area and often function as wildlife movement corridors.

Bylaw No. 09/15

Riparian buffer

The area on either side of a water course or water body in which land use and development are highly controlled in order to protect the ecological function. According to the Alberta Fish and Game Association, 30 meters on either side of a water course or water body is normally adequate for nutrient, metal and chemical removal, however 100 meters is ideal for wildlife corridors and water/snow infiltration, and 200 meters are preferable for sediment removal and erosion control. Mountain View County currently requires dedication of a minimum of 6 m Environmental Reserve and/or Environmental Easement from the surveyed top of bank at the time of subdivision.

Steep slopes

A slope in excess of 10% is considered to be the threshold above which construction, drainage, layout of utilities, etc. are more complex and more expensive, and where erosion potential is increased. Mountain View County currently requires that development on slopes of 10% or more may require a geotechnical report.

Surface water

Water collecting on the ground in the form of water courses (stream, rivers, etc) water bodies (lakes, ponds, etc) or wetlands (land whose soil is permanently or seasonally saturated with moisture, and which may be partially or completely covered by water, including swamps, marshes, bogs, sloughs, etc) These features are important as source of freshwater and as ecosystems containing often diverse plant and animal life.

Wetlands

Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support vegetation that is adapted for life in saturated soil conditions. Wetlands are protected through a variety of federal and other regulations.

Wildlife corridor

An area or habitat that allows movement of various species between areas of human inhabitation. It is desirable to avoid fragmentation of patches, so that continuous corridors for wildlife movement can be maintained.

List of Acronyms

ASP:	Area Structure Plan
AT:	Alberta Transportation
CFO:	Confined Feeding Operation
CCN:	County Collector Network
ERCB:	Energy Resources Conservation Board
ESA:	Environmentally Significant Area
GNSS:	Global Navigation Satellite System
IDP:	Intermunicipal Development Plan
LDRR:	Low Density Rural Residential
LUB:	Land Use By-law
MDP:	Municipal Development Plan
MGA:	Municipal Government Act
MR:	Municipal Reserve
MOA:	Memorandum of Agreement
MVC:	Mountain View County
NDB:	Non Directional Beacon
SMF:	South McDougal Flats
SWOT:	Strengths, Weaknesses, Opportunities, Threats
TC:	Transport Canada
VFR:	Visual Flight Rules

List of Figures

Figure 1 – Location Plan

Figure 2 – Existing Zoning

Figure 3 – Environmentally Significant Areas

Figure 4 – Intermunicipal Development Plan

Figure 5 – Existing Land Use Inventory

Figure 6 – Existing Roads and Utilities

Figure 7 – Land Use Concept

Figure 8 – Residential Densities

Figure 9 – Development Phasing

Figure 10 – Land Ownership

Sundre Airport Tentative Plans

Figure 1 - Location Plan

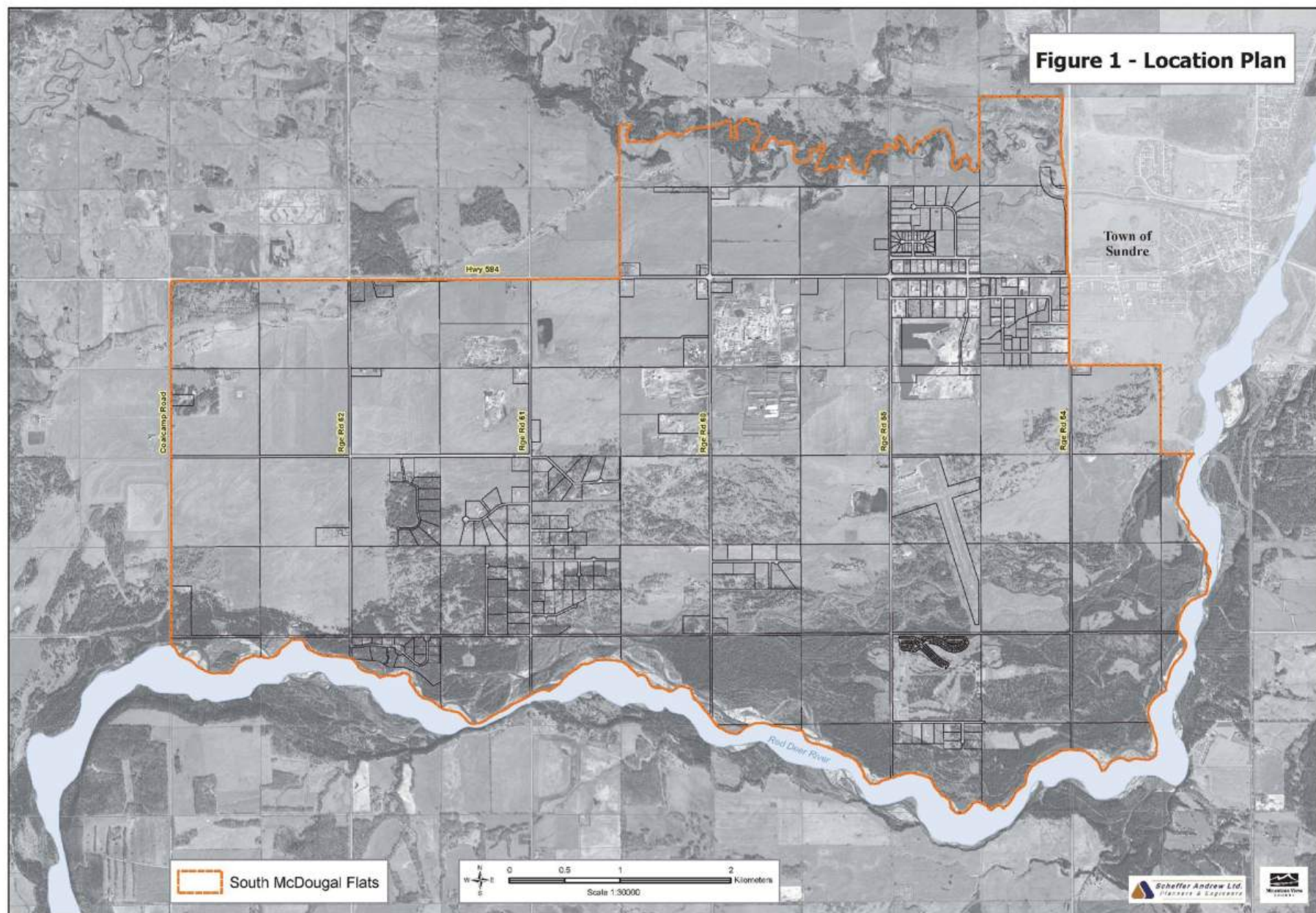
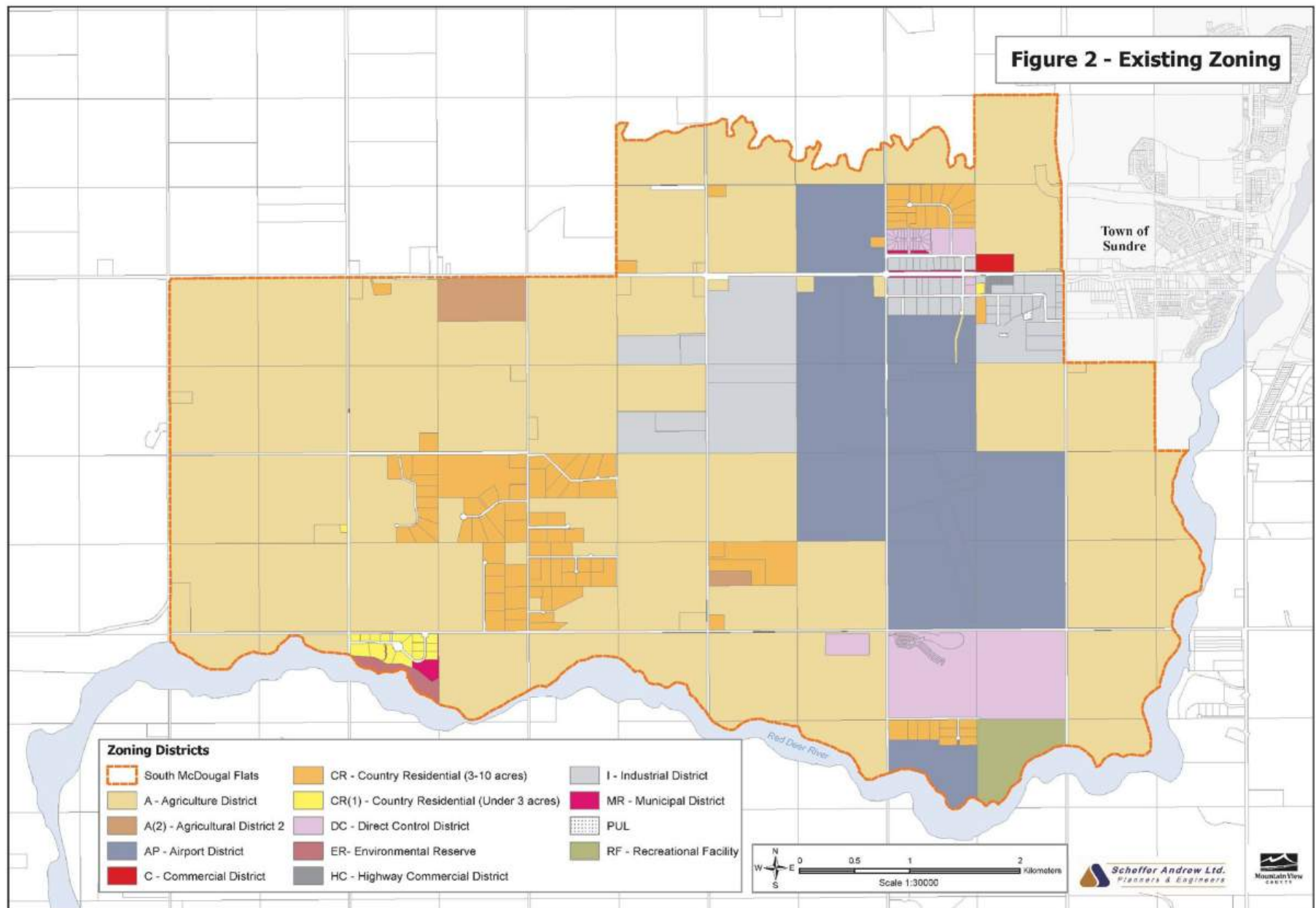
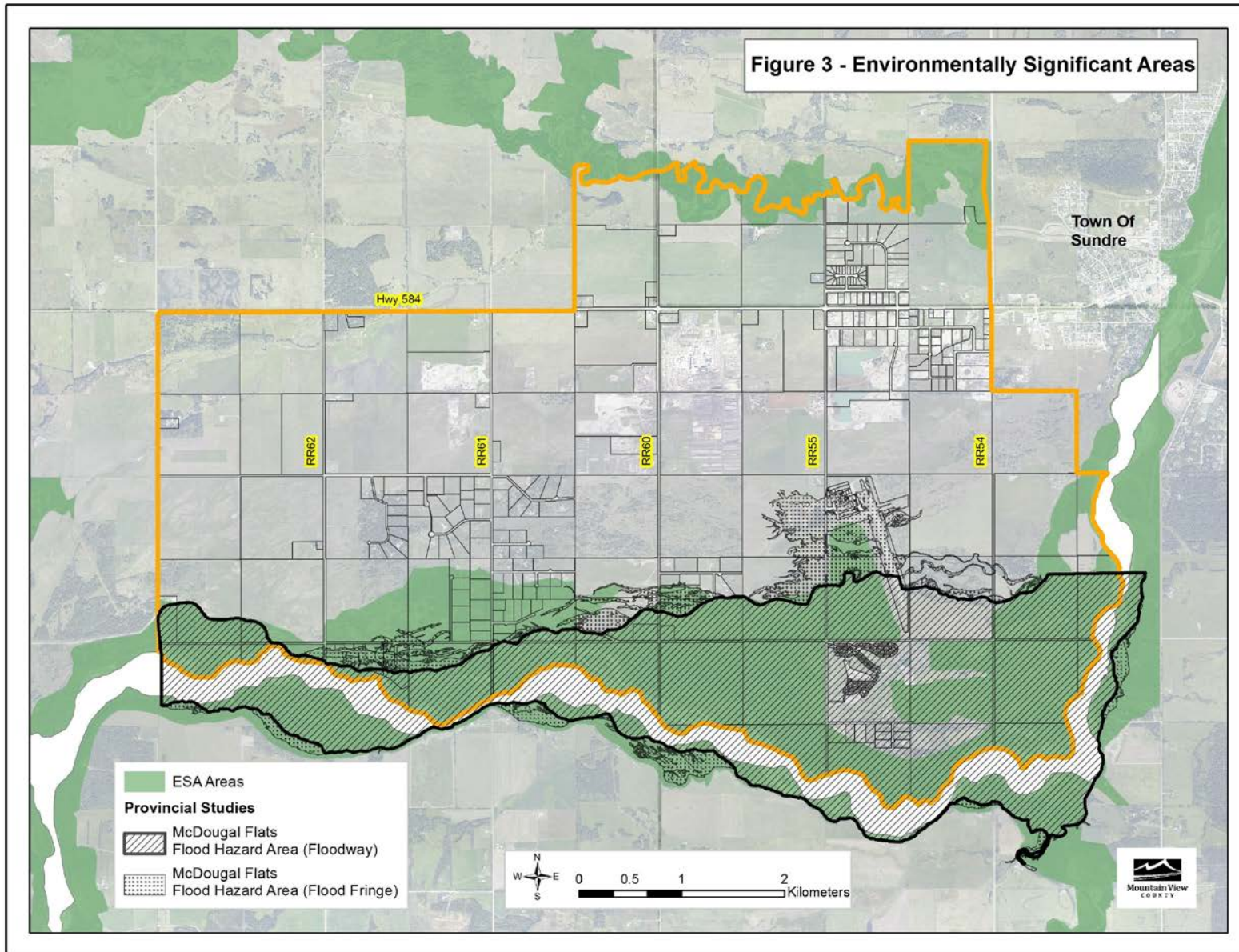


Figure 2 - Existing Zoning

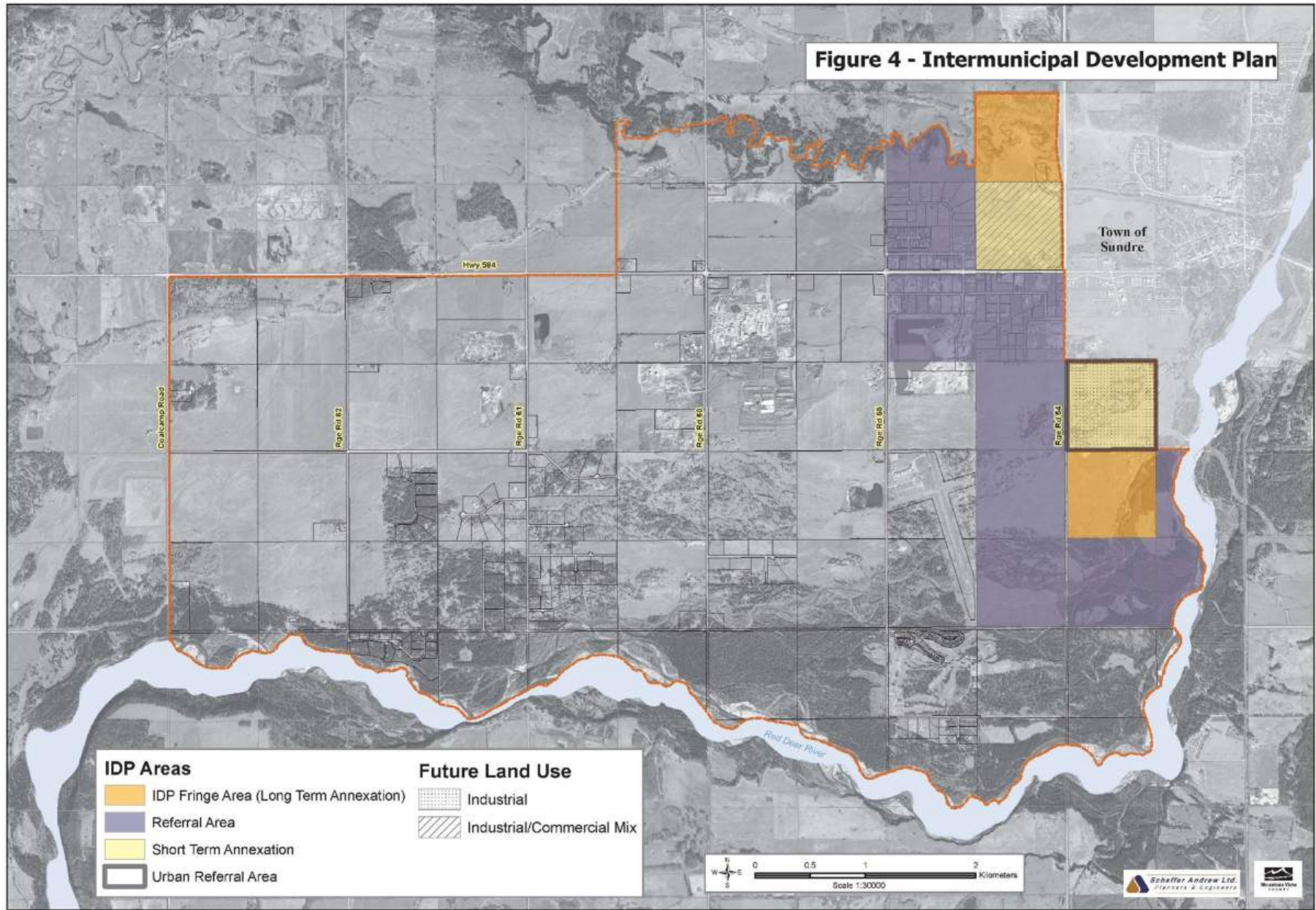


South McDougal Flats Area Structure Plan



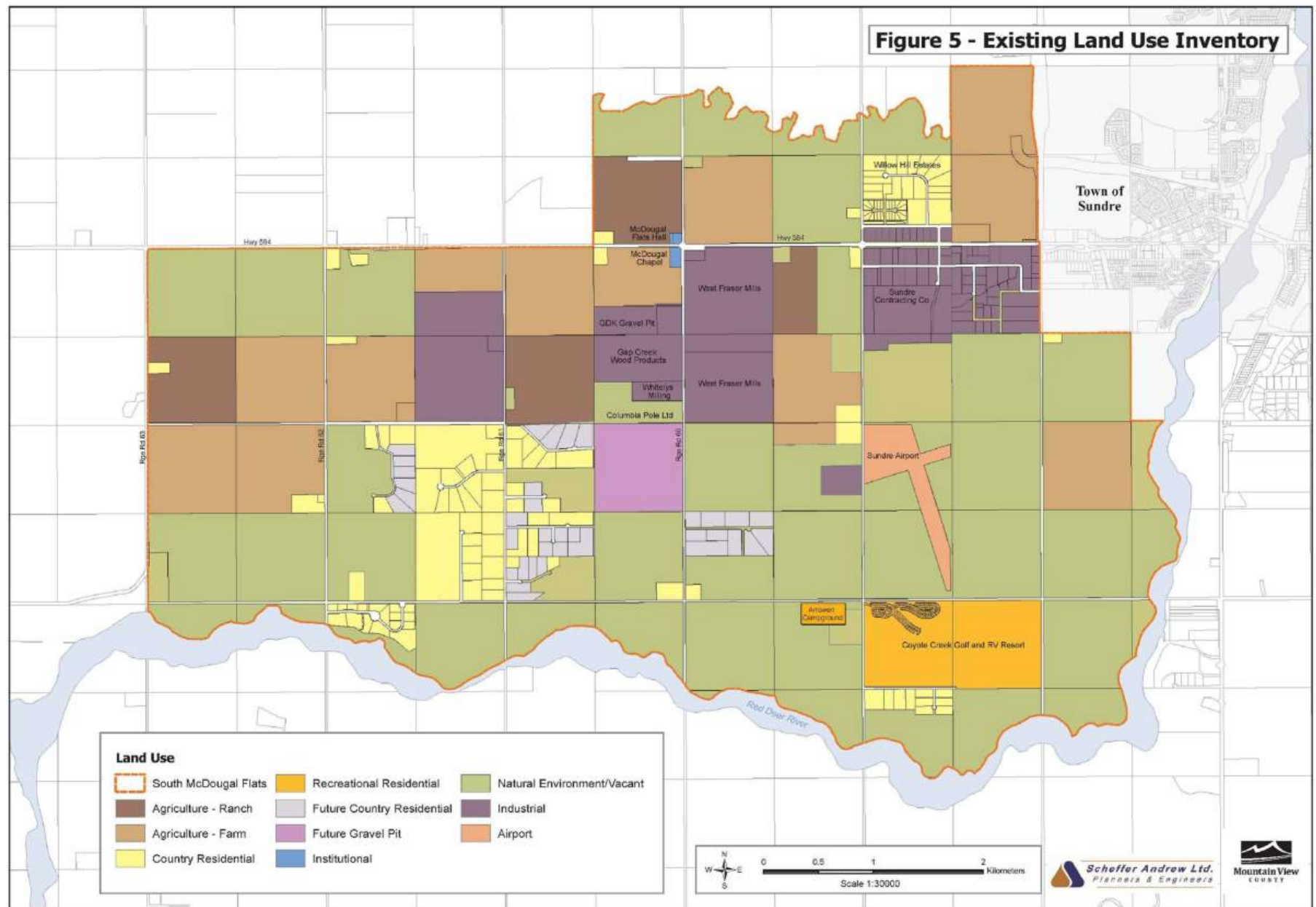
South McDougal Flats Area Structure Plan

Figure 4 - Intermunicipal Development Plan



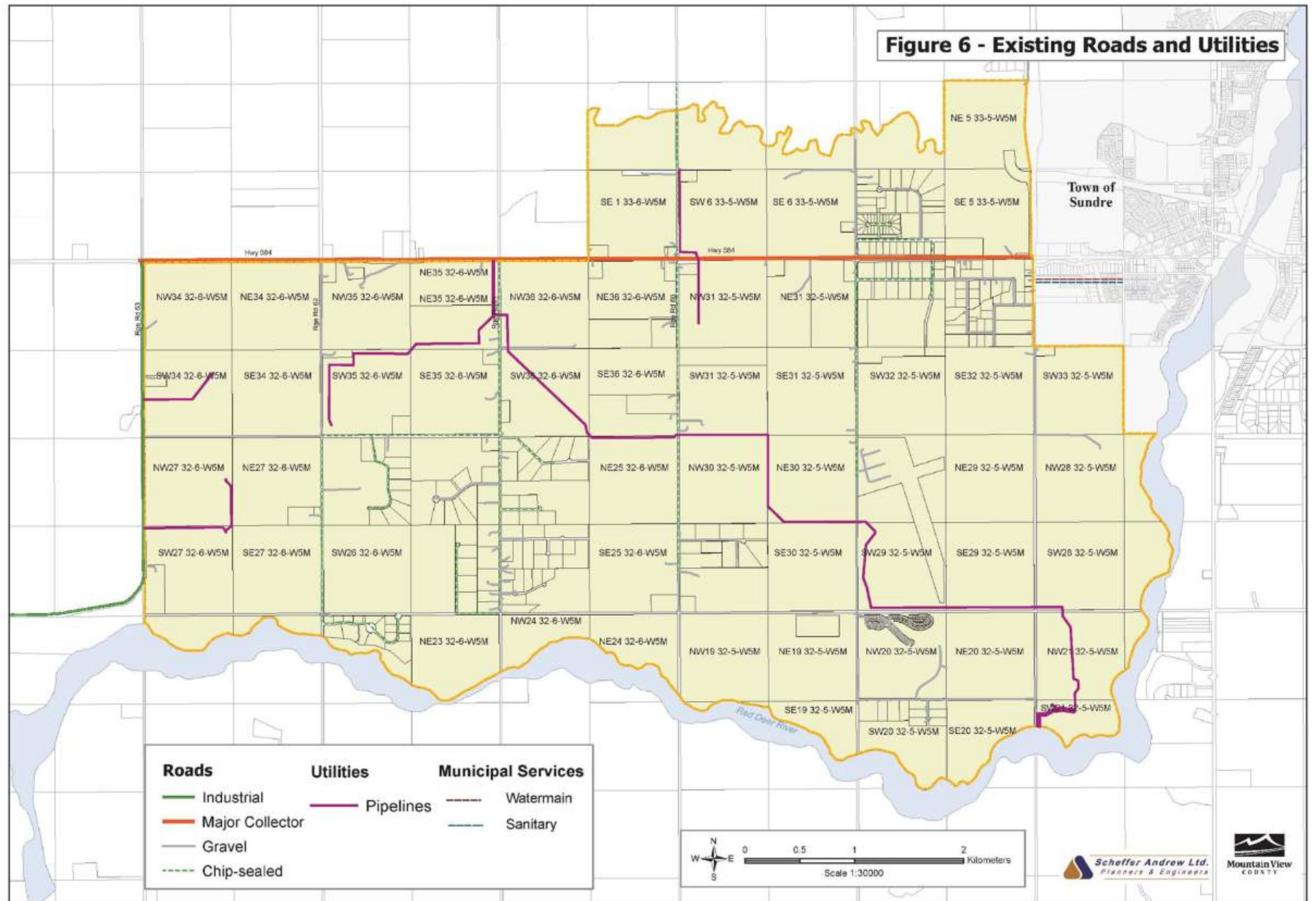
South McDougal Flats Area Structure Plan

Figure 5 - Existing Land Use Inventory

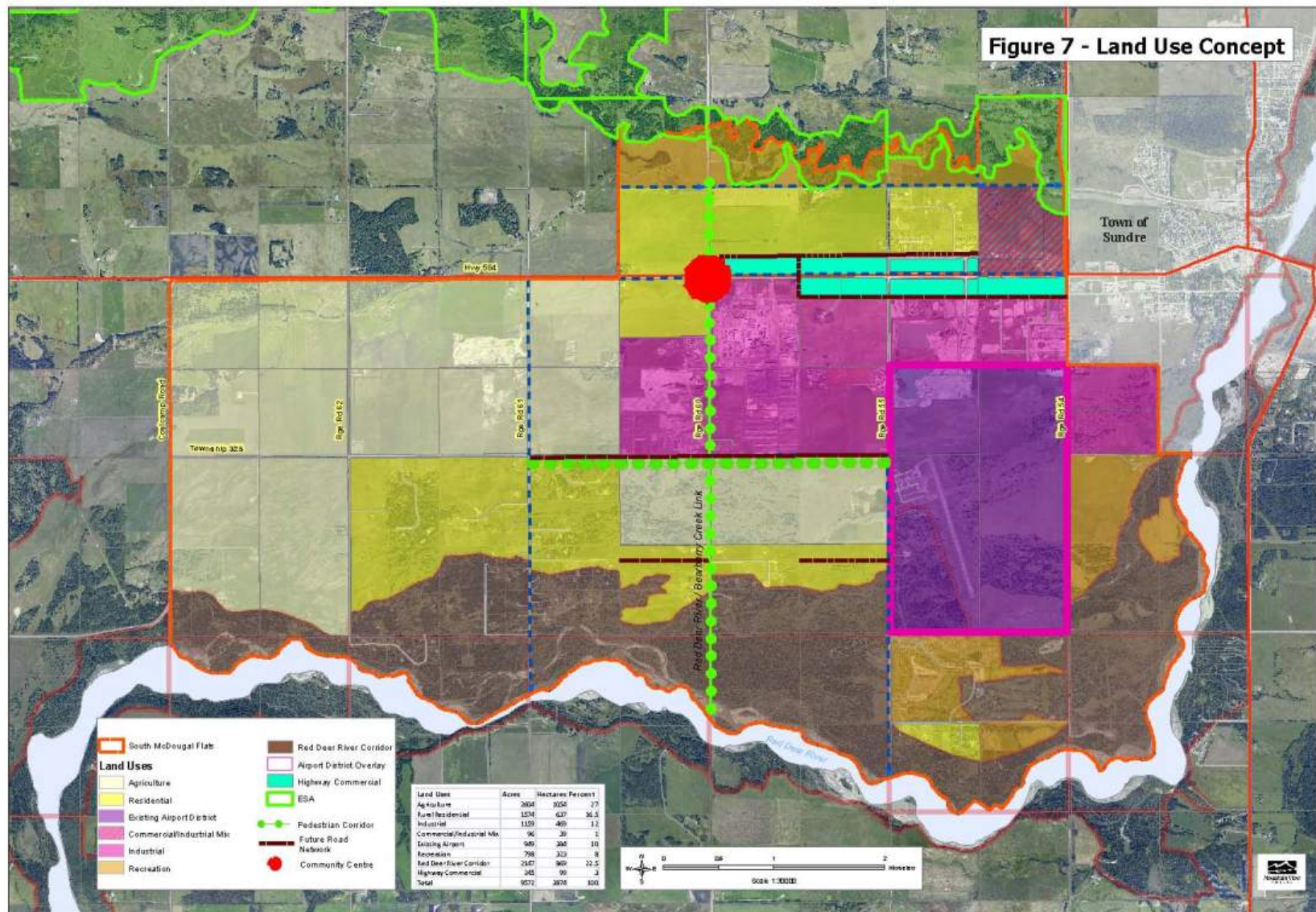


South McDougal Flats Area Structure Plan

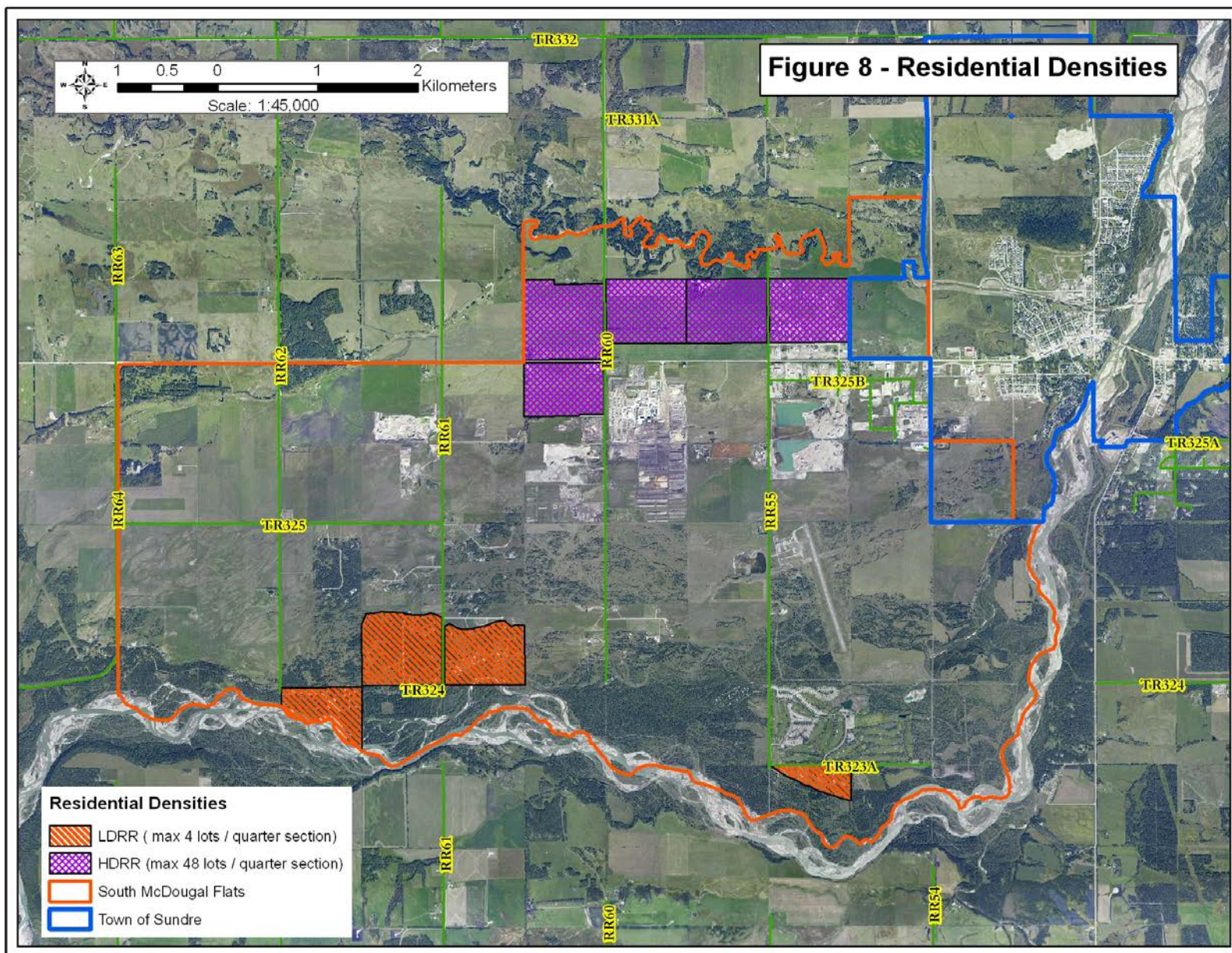
Figure 6 - Existing Roads and Utilities



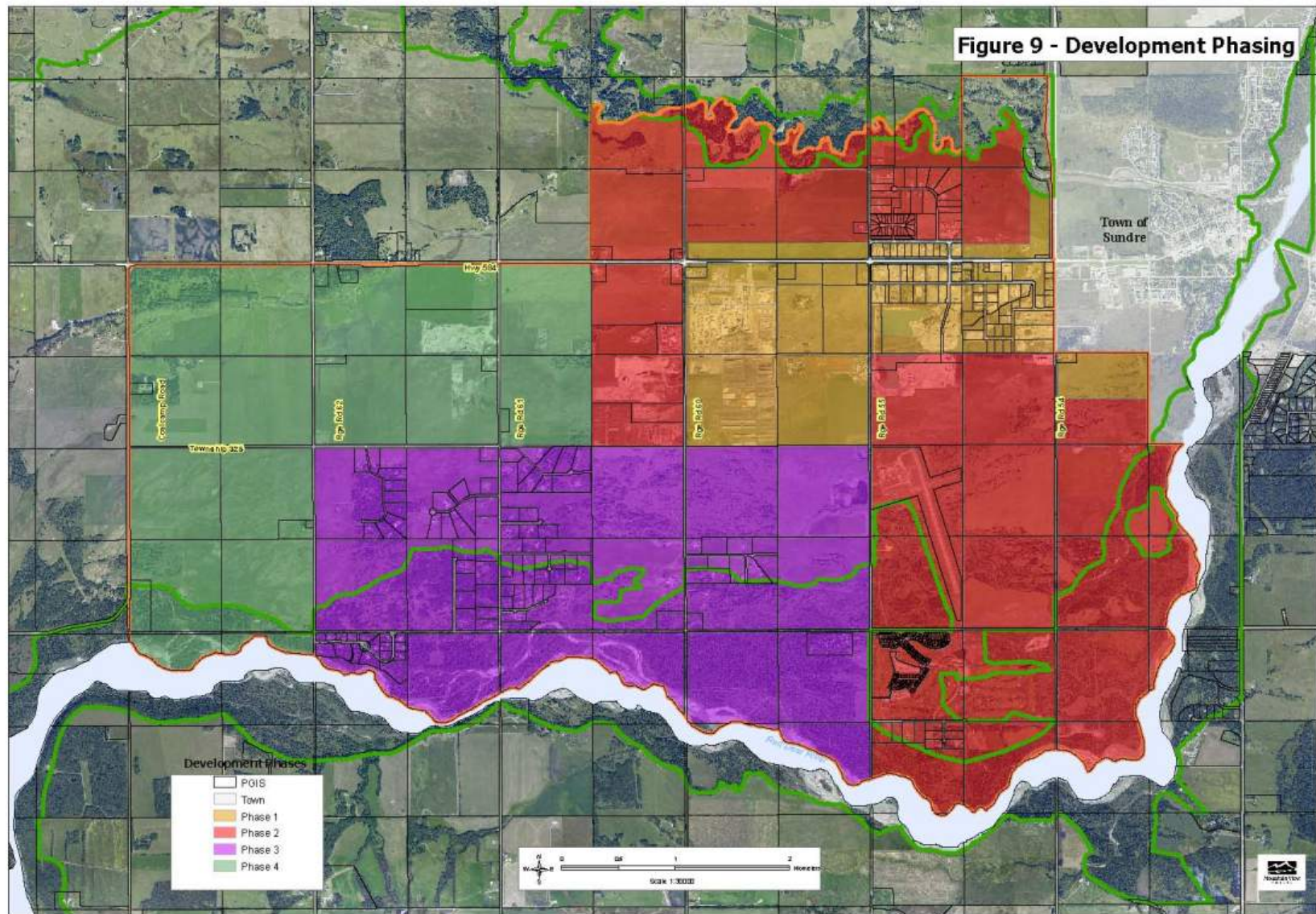
South McDougal Flats Area Structure Plan



South McDougal Flats Area Structure Plan

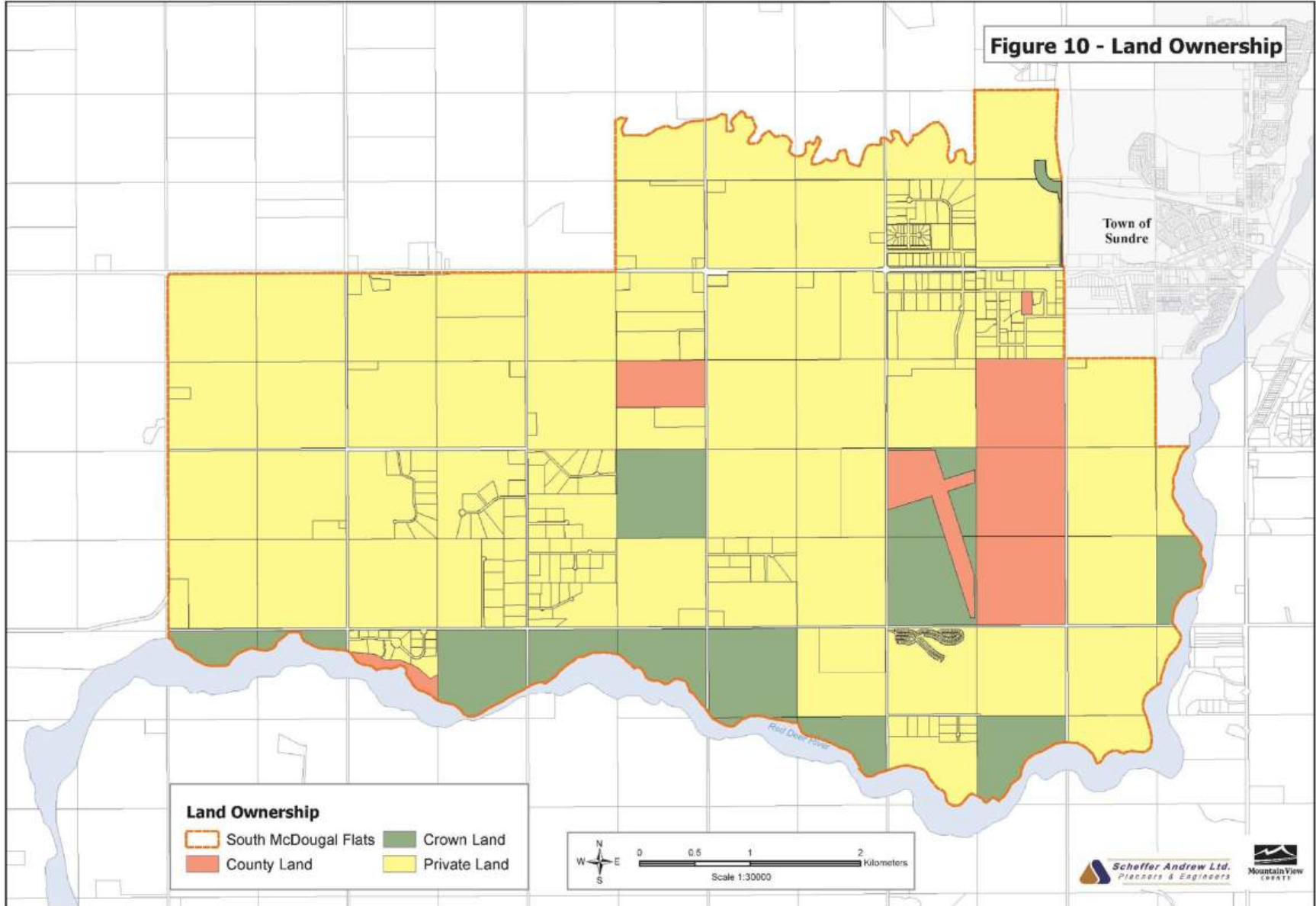


South McDougal Flats Area Structure Plan

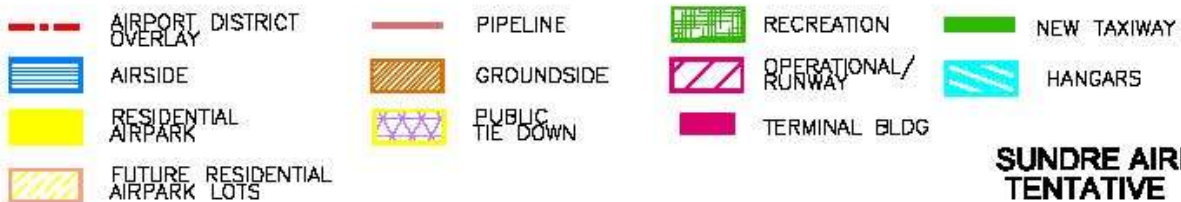
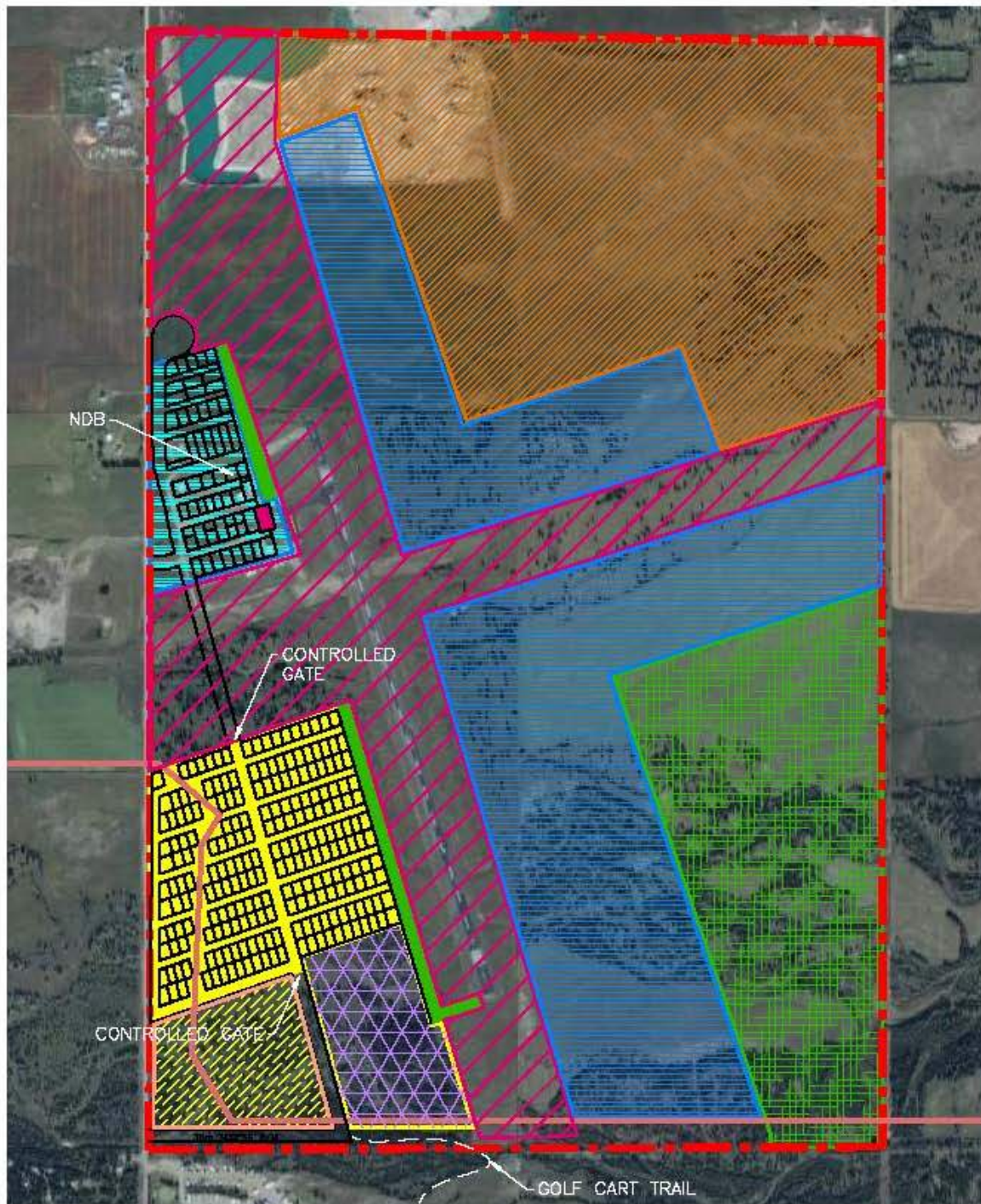


South McDougal Flats Area Structure Plan

Figure 10 - Land Ownership



South McDougal Flats Area Structure Plan



**SUNDRE AIRPORT
TENTATIVE PLAN
SOUTH McDOUGAL FLATS**

N.T.S.