

TOWN OF PENHOLD



MUNICIPAL DEVELOPMENT PLAN

October 2019



TOWN OF PENHOLD MUNICIPAL DEVELOPMENT PLAN

1.0	Introduction and Purpose	1
2.0	Community Context and Trends.....	2
3.0	Vision Statement.....	6
4.0	Land Use Concept/General Development.....	7
5.0	Growth Management and Financing of Urban Growth	10
6.0	Urban Form and Design.....	15
7.0	Residential Development	18
8.0	Commercial Development.....	23
9.0	Industrial Development	26
10.	Open Space and Environment	29
11.0	Agriculture	34
12.0	Economic Development	36
13.0	Community, Recreation and Cultural Services and Facilities	39
14.0	Social and Emergency Services.....	42
15.0	Transportation.....	45
16.0	Utility Services	50
17.0	Public Participation	53
18.0	Intermunicipal Cooperation	55
19.0	Implementation	58
	Map 1 - Regional Context	61
	Map 2 - Significant Features	62
	Map 3 - Future Land Use Concept	63
	Appendix A: Guidelines For Development Adjacent Railway	64
	Appendix B: Process To Prepare Outline Plan	67
	Appendix C: Glossary Of Terms.....	60

1.0 Introduction and Purpose

The *Municipal Government Act*, RSA, 2000 (as amended) requires every council of a municipality to adopt a municipal development plan (MDP). The *Act* states that an MDP must address such issues as future land use and development in the municipality, the provision of municipal services and facilities, and intermunicipal issues such as future growth areas and the co-ordination of transportation systems and infrastructure. Although they are required, an MDP has many benefits for the Town of Penhold. Benefits include advocating for a safe and healthy community, protecting significant environmental, social, or cultural features, and encouraging an inclusive community that meets the variety of needs of the citizens.

The overall purpose of the Penhold Municipal Development Plan (MDP) is to guide future growth and development to ensure that it is sustainable, orderly, appropriate, complementary, efficient, and that it enhances the quality of life for the citizens of Penhold. The MDP is primarily a policy document that can be utilized as a framework for the physical development of the community within which both public and private sector decision making can occur. As a policy document it is, for the most part, general in nature and long range in its outlook. The MDP provides the means whereby Council can evaluate immediate situations or proposals in the context of a long range plan.

Sections 1.0 and 2.0 of the MDP provide introductory and background information about the role of the plan, recent growth and development trends in Penhold and significant features influencing the future development of the community. These parts are presented for information only and are not to be interpreted as policy statements.

Section 3.0 of the MDP provides a vision of the type of community that Penhold aims to be in the future. A broad set of goals identify the key directions that the Town will pursue in order to achieve this vision for each major topic area covered by the plan. Section 4.0 provides an overview of the major elements in the Future Land Use Concept and general direction of urban growth.

Section 5.0 and subsequent sections contain a mix of background and descriptive information, goal, objectives and policies. Each section contains specific statements that are intended as policy to guide decision making on planning and development issues. Throughout the plan, the background and objectives sections are not to be interpreted as policy but as context with which to guide policy interpretation or the exercise of discretion.

2.0 Community Context and Trends

Regional Setting

The Town of Penhold is located approximately 11 kilometres southwest of the City of Red Deer and approximately 15 kilometres northeast of the Town of Innisfail. Former CFB Penhold, now the Hamlet of Springbrook within Red Deer County, is approximately 3.5 kilometres northwest of the Town of Penhold. The Red Deer River (see Map 1: Regional Context/Location) is approximately 6 kilometres to the west of the Town.

Three highways provide access to Penhold. Highway 2A intersects the Town from north to south linking to the City of Red Deer to the northeast and the Town of Innisfail to the southwest. Highway 42 connects to the QEII Highway approximately 3 kilometres to the east. Highway 592 leads west to cross the Red Deer River and intersects with Highway 781.

The Town is located along and bisected by the main railway line connecting Edmonton and Calgary. The associated rail sidings located within the Town continue to be used. Both Grey Street and Highway 42 provide means to cross the railway within the Town boundaries.

Penhold is situated within the watershed of Waskasoo Creek, a tributary of the Red Deer River, which flows in a northerly direction into the City of Red Deer. The area east, northeast and southeast of Penhold, referred to as Penhold Flats, consists of a wide, flat plain. To the west, the terrain is relatively flat with the most notable feature being the Fleming Marsh which straddles the boundary between the Town and County. Agricultural land uses surround Penhold.

Development and Community

Commercial activities presently found in Penhold are largely convenience retail and personal services. This includes three gas stations/convenience stores, restaurants, a local hotel/pub and liquor store, personal services and a grocery store. For the most part, these activities are concentrated along Highway 2A between Highway 42 and Minto Street. The majority of the current designated commercial land has been developed therefore there is a need for additional commercial land to accommodate future Town growth and the growing population.

The Town's present industrial base consists largely of farm equipment and material suppliers, home building and construction suppliers, railway operations, bulk materials handling and oil field services. These activities are concentrated along the railway and station grounds and along Windsor Avenue between Lucina Street and Emma Street. Some existing industrial uses are in close proximity to residential uses and development reflecting the historical origins of the community. The newly annexed area in the northeast offers the opportunity for future industrial development.

The Town's proximity to the larger urban centres of Red Deer and Innisfail promotes a commuter or bedroom community function for the Town of Penhold. While this has positive aspects, the cost of municipal services falls mostly on the residential portion of the assessment base. As of 2018, non-residential assessment accounted for 11.76 percent of the Town's

assessment base and residential assessment accounted for 87.76 percent. A more balanced growth in the assessment base, in the form of commercial, industrial and non-residential development, not only provides more local employment opportunities but assists with the costs of providing, maintaining and improving municipal services. Balanced growth also must take into account environmental impacts and impacts on the community's overall quality of life.

Currently, open space in Penhold takes the form of larger school grounds and recreation sites such as the former landfill, and smaller parks integrated with residential lots. There are few examples of linear parks and corridors that connect the large open space areas to one another. The community's inventory of community, recreation, and cultural services and facilities includes the campground, baseball diamond developed on the former landfill, sports fields, outdoor ice rink, splash park, and community gyms connecting to the Town's Multiplex and secondary school. The Penhold Multiplex includes a regional public library, meeting rooms, a fitness centre, and NHL size rink. Memorial Hall provides a venue for community meetings and community service organizations while the Senior Citizens Drop-in Centre provides specific services to older segments of the Penhold and district population.

Historically, Penhold's typical residential density was 10 units per hectare of developable land as a result of a housing mix of primarily single detached dwellings on larger lots. In recent years, development of more single family dwellings on narrow lots, duplex, and row housing lots has increased. In 2016, the Town's density was 12.5 units per hectare of developable land.

The predominant form of housing unit remains the single-detached dwelling. As of 2016, approximately 79 percent of the housing stock was in the form of single detached dwellings and other low density types of housing, such as semi-detached dwellings and manufactured homes. The remaining 21 percent of the housing stock was in the form of small scale, three storey apartments, four plexes and row housing. The trend towards low density housing being the main form of residential development with select locations for multi-family housing is expected to continue.

Population Growth

In 1951, Penhold was home to 174 persons. This number had increased to 452 by 1971 based largely on the community's role as a service centre for the local agricultural community. Like other communities in Alberta, Penhold's population growth was heavily influenced through the 1970s by the oil and gas boom. Between 1971 and 1981, the population tripled increasing from 452 persons to 1,531 persons. Penhold's total population has been gradually increasing since the 1981 Federal Census and, as of the Town's municipal census in 2014, Penhold's population had grown to 2,842 persons. The Town of Penhold's Municipal Census indicates a total town population of 3,563 in 2019.

There is a notable trend towards smaller average household size (number of persons within a single dwelling unit) within Penhold starting in 1999 and moving through to 2014. Over this fifteen year period the average household size has decreased from 2.62 persons in 1999 to 2.28 persons in 2014. This is reflective of the increasing number of multi-family dwelling units

constructed in the community as well as broader societal changes towards smaller sized households.

Development Influences

Map 2 identifies the significant features that influence the future growth pattern of the Town of Penhold. These features represent constraints to urban development as well as opportunities for the creation of an attractive, interesting urban community.

While the highways that serve the community provide good access they also pose constraints relating to residential areas straddling high traffic routes and balancing the desire to access land along the highway with maintaining the ability of the highway to move traffic. The Canadian Pacific Railway forms a significant barrier to contiguous development of the community and separates the west portion of the Town from the east.

Rights-of-ways running through the Town place constraints on the future layout of lots and roads as they may contain pipelines and similar features that limit the use of the space. While there are constraints associated with rights-of-way, they also provide an opportunity for linear parkways. In addition, gas/oil facilities have setbacks that restrict development in their proximity. Similarly, although overhead power lines are necessary features, they restrict uses and development in the swath of land underneath them and produce some noise.

The regional waste water line, regional lift stations, reservoirs, and municipal water wells all influence the direction and timing of growth and the potential land uses near these features. However, these features are also important and allow Penhold to accommodate growth.

Existing land use patterns set the stage for development of adjacent lands. The distribution of existing community service, recreation and education facilities influences residential land use patterns. Similarly, the existing development of commercial and industrial properties presents opportunities and constraints for the future development of nearby properties.

Waskasoo Creek and its associated floodplain represent a considerable influence on the future growth direction of the Town. Waskasoo Creek places a constraint on the nature of land uses that can be developed along the creek and proximity of development to the creek. At the same time, the floodplain lands along the creek provide opportunities for outdoor recreation uses, unique permanent open space, and a potential outlet for a storm water management system.

Fleming Marsh prevents large scale town growth to the west, while also providing a natural area to explore.

The former landfill site, located in the NE 31-36-27-4, has limited development potential beyond its current use as a sports field and limits residential within 130m from the site.

Proximity to the Red Deer Regional Airport also may have an influence on Penhold depending on the nature of future improvements to the airport and increases or changes in the frequency and type of air service provided.

Future Trends and Opportunities

Penhold's advantageous location midway between Edmonton and Calgary within the Highway 2 Corridor, where the Alberta Government projects 5.2 million people will reside by 2046, provides excellent opportunities for future growth and development. Proximity to Red Deer, the regional trading center, and the strong regional economic base provide the promise for a dynamic and prosperous future.

The share of future regional population growth attracted to Penhold will be dependent on several factors including:

- people's preference for small town living;
- the availability of affordable housing relative to other opportunities in the Region;
- economic and employment opportunities in the Region or within commuting distance;
- availability of recreation and leisure opportunities; and
- the level of services provided in the community.

Based on historical trends, Penhold's population will increase. Using the average annual rate of 3.95 percent growth experienced between 1964 and 2014, the Town's population is projected to reach as high as 11,028 by 2049 (over next 30 years). At some points over this 30 year period, housing construction spurts will result in higher annual population growth, as it occurred in 2014. It is evident by the 2019 population of 3,563 that the growth rate is accurate. This shows that the Town, with assistance and investment by the development community, can foster greater amounts and rates of growth.

It is anticipated that Penhold's role as a local service centre and a commuter community will continue. With Highway 2A leading into Red Deer, the number of people choosing to live in Penhold and commute to employment opportunities in Red Deer has increased. A similar relationship, although on a smaller scale, occurs between Penhold and Innisfail. As a result, it is expected that the predominant form of future development in Penhold will be for residential purposes.

In addition to the trends discussed above, Penhold's future growth and development will be influenced by larger societal trends and changes. Some of these are:

- increasing uncertainty and change resulting from fluctuations in the oil and gas sector, grants and funding available from senior levels of government and Provincial and Federal legislation;
- continued advancements and changes in technologies relating to communication, information technology and transportation; and
- increased awareness and need to integrate social, environmental and economic considerations into planning and development decision making.

Note: For more up to date information on rates of growth and development trends please contact Town staff

3.0 Vision Statement

Looking into the future, Penhold citizens see their Town as a place with a unique identity embodying the best qualities of life in a prosperous, small town within a country setting, and as a community characterized by containing:

Environmental/Physical Components

- Outdoor recreation through major open spaces, treed green spaces/parks in residential areas, as well as a trail system connecting areas of the town
- Well-designed, attractive entranceways and landscaped boulevards with trees along major and local roads
- Visually interesting, architecturally well-designed, and attractively landscaped streetscapes, including in residential areas

Social/Community Service Components

- Accessible emergency services (fire, medic, ambulance, police)
- Accessible, centrally located community and recreation facilities with high priority on joint use/shared facilities (e.g. library/municipal/RCMP offices, multiplex, arena, wellness centre, community hall)
- Social opportunities and events available for all age groups from children to seniors
- A safe, family-friendly community, with a variety of housing options, educational facilities, amenities, and services that support quality of life

Economic Components

- Mutually beneficial partnerships to provide cost effective resources and services
- An efficient transportation system that provides connections to services and employment in neighbouring communities
- A vibrant commercial core in addition to other commercial and industrial areas providing services and employment opportunities
- New and maintained infrastructure that meets the needs of the community while being cost effective

4.0 Land Use Concept/General Development



Goal

To plan and manage growth and development in an environmentally, socially and fiscally sustainable manner that benefits existing and future residents and members of the community. The Future Land Use Concept (Map 3) identifies the preferred long range growth and land use pattern as envisioned by the Town. This includes the type and location of different land uses, the general location of major roads, and possible growth areas. The land use concept may be further defined through the preparation and adoption of statutory and non-statutory plans for smaller portions of the Town.

Key concepts shown in the Future Land Use Concept include:

- The appropriate balance of assigned residential, commercial, and industrial land uses to accommodate a population up to approximately 11,500 while maintaining the goal of 70:30 residential to non-residential ratio in the local property assessment base;
- The location of commercial land along Highway 2A and Highway 42 to allow for access points and to ensure it is visible to encourage travelers to stop;
- Industrial areas for long-term expansion located to avoid or minimize conflict with non-industrial uses, provide choice between the three major industrial areas to the west, northwest, and northeast, and provide employment opportunities;
- Future school sites to meet the needs of the projected 2,300 students across all grade levels in four schools;
- Major road networks comprised of highways, arterial roads, and collector roads to manage the future increased volume of vehicle traffic with a focus on establishing a grid to move traffic around rather than through major residential areas;
- The flood hazard area affects developable land opportunities, while providing open space and recreational opportunities along a significant “green spine.”

The Land Use Bylaw shall be utilized to implement the MDP policies through the designation of land use districts and the application of development standards for each district. In this regard, the boundaries between the land uses shown on Map 3 are not to be rigidly interpreted and the specific boundaries shall be determined through the designation of the Land Use Bylaw districts.

The Future Land Use Concept illustrated in Map 3 should not be viewed or interpreted in isolation from the goals, objectives, and policies expressed throughout the text of the Municipal Development Plan. Any identified future land uses, goals, objectives, or policies related to lands outside the Town's current boundaries are statements of future intent or preference and are not binding on the owners of these properties.

Policies

4.1 Location of Major Land Uses The Town shall direct future residential, commercial, industrial and open space uses to the areas conceptually shown for each of these major land uses on the Future Land Use Concept (Map 3).

4.2 Boundaries and Size of Areas for Major Land Uses The boundaries between each major land use category and the relative size of each area shown on the Future Land Use Concept (Map 3) shall not be rigidly interpreted. Where a more detailed plan, such as an area structure plan or outline plan is available, the boundaries and areas of the specific uses in the more detailed plan shall prevail. Where different Land Use Bylaw Districts have been applied, the boundaries and areas of specific uses shall be based on the Land Use Bylaw Districts.

4.3 Development Adjacent to CPR Right-of-Way Subdivision and development of land adjacent to the CPR railway tracks shall be undertaken in a manner that mitigates the impact of rail operations on adjacent uses. The Town may require a noise study or other type of study (e.g. visual impact study, vibration study) that may, in the opinion of the Approving Authority, be considered necessary to properly evaluate subdivision and development proposals along the railway tracks. Appendix A: Guidelines for Development Adjacent Railway should be consulted in making development and subdivision decisions on properties next to the railway right-of-way.

4.4 Development Setback from the Former Landfill Subdivision or development within the development setback from the former landfill site shall only be permitted in accordance with the Subdivision and Development Regulation. Applications for subdivision or development of the existing residential lots that are located both south of Lucina Street and west of the Town boundary shall be considered infill development per the Subdivision and Development Regulation.

4.5 Development near Oil or Gas Well Subdivision or development within 100m of an oil or gas well shall only be permitted in accordance with the Subdivision and Development Regulation.

4.6 Location of New High Pressure Pipelines, Sour Gas Facilities, or Landfill Sites Through an Intermunicipal Development Plan, other means of cooperation with Red Deer County, and consultation with the oil and gas industry, the Town shall encourage any landfills, high pressure pipelines and sour gas facilities be located at least 1.5 kilometres (0.93 miles) beyond the long term growth area of the Town.

4.7 Existing Sour Gas Facilities The Town shall consult with the Alberta Energy Regulator (AER) regarding the potential for new development in the vicinity of existing sour gas facilities and shall refer to the AER, applications for subdivision and development of land, in accordance with the Subdivision and Development Regulation as approved under the Municipal Government Act (MGA).

4.8 Development Adjacent Altalink Power Lines Outline plans, subdivision applications, and development applications involving lands within 30 metres of the overhead power lines shown on Map 2: Significant Features shall be circulated to Altalink for their review and comment.

5.0 Growth Management and Financing of Urban Growth



Background

The management of growth and development is a key responsibility of the Town of Penhold. Growth management is the process of accommodating changes and growth in the community while directing the location and pattern of development. It ensures that the qualities that attract growth to Penhold are not significantly diminished as the size of the community increases. Growth management is also a tool to ensure that development occurs in a manner that contributes to and works towards making the community's future vision a reality.

A lack of coordinated growth management can lead to land use conflicts and inefficient servicing patterns. This in turn can affect the ability of the Town to provide municipal services in a cost effective manner and achieve the optimal use of limited funds for capital improvements and upgrades.

Goal

To manage the rate, type and direction of future growth and development in a manner that will enhance the sense of community is compatible with the heritage, character, and physical setting of Penhold and is within the financial capacity of the community.

Objectives

- (a) To ensure urban development and expansion provides for the future land use requirements of Penhold while recognizing the need to retain for as long as possible the agricultural use of lands
- (b) To manage urban development in a responsible, orderly, and cost-efficient manner providing the necessary degree of land use control and adherence to good planning principles
- (c) To encourage development, operational, and maintenance practices that contribute to attractive and pleasant urban spaces and minimize the operational and maintenance cost of municipal services and infrastructure
- (d) To ensure the availability of land for current and future development needs in a timely fashion

Policies

5.1	Outline Plan Required	Prior to considering a change in a Land Use Bylaw designation that allows for more intense subdivision or development than presently exists on larger parcels of land, the Town shall require the preparation of an outline plan to the Town's satisfaction (please refer to Appendix B for the general process). Any additional studies, testing, and approvals that may be required to determine the suitability of the subject lands for development may also be required and shall be the responsibility of the developer.
5.2	Outline Plan - where Land Use Bylaw Designation is in place	Where large parcels of land have been designated for development under the Land Use Bylaw but not yet subdivided into smaller parcels or approved for more intense development than presently exists, the Town may require the preparation of an outline plan to the Town's satisfaction (please refer to Appendix B for the general process). Any additional studies, testing and approvals that may be required to determine the suitability of the subject lands for development may also be required and shall be the responsibility of the developer.
5.3	Land Use Bylaw Amendment Considerations	In considering a proposal for a change in Land Use Bylaw designation, subdivision or development, the following matters should be taken into account where applicable: <ul style="list-style-type: none">▪ the type and scale of the proposed use or uses;▪ the suitability of the site for the proposed use or uses;▪ site design with respect to natural topography, treed areas, landscape features, wetlands, and

- steep slopes;
- compatibility with surrounding existing and future land uses;
- proposed access, intersection treatments and impacts on the road system;
- availability of municipal utility services;
- provision of open space in terms of public access and use;
- adequacy of parcel sizes to support the intended use, design, and appearance;
- consistency with provisions contained in applicable statutory plans and the Land Use Bylaw;
- proximity to oil and gas infrastructure, wastewater treatment facilities and solid waste handling facilities;
- the need for the development and the benefits the development would bring to the community; and
- any other matters deemed relevant by the Town.

5.4 Contiguous Growth	<p>Wherever possible, development shall be contiguous to existing built areas unless the Town deems servicing and road requirements are more efficient in areas isolated from the existing built-up areas.</p>
5.5 Encouraging Infill Development	<p>The Town shall encourage infill residential and commercial development on vacant or underutilized parcels of land in established neighbourhoods provided consideration is given to: compatibility in height, scale and design of adjacent buildings in the area;</p> <ul style="list-style-type: none"> ▪ continuity with nearby streetscape and lot patterns; ▪ compatibility with surrounding land uses; ▪ appropriate landscaping, provision of parking / loading, and preservation of existing vegetation; ▪ integration and preservation of buildings considered to have historical and / or architectural significance; and ▪ capacity of municipal utilities and infrastructure unless otherwise directed in an area redevelopment plan.
5.6 Allocation of Costs of Growth	<p>The Town shall manage growth and development in such a manner that an inappropriate amount of the cost of servicing new lands and development will not be borne by ratepayers. This may include land banking and development by the Town.</p>
5.7 Allocation of Costs of Development	<p>Developers shall be responsible for the construction and initial maintenance of municipal utilities, including required extensions and oversizing, unless otherwise specified in a development agreement with the Town.</p>

5.8 Requirements of New Growth in Development Agreements	<p>The Town shall establish, and periodically review and amend, its detailed requirements respecting the installation of municipal infrastructure, park and recreation development, off-site levy contributions, endeavour to assist provisions, security provisions and other matters pertinent to the financing of new growth and development to be included in development agreements with prospective developers.</p>
5.9 Municipal Investment in Infrastructure and Services	<p>Any public expenditure for improvements or municipal services proposed within this plan to be funded by the Town shall be subject to the Town's operating and capital budgeting priorities and approvals process and shall be evaluated in relation to the needs of the community and town-wide spending priorities.</p>
5.10 Monitoring of Growth and Development	<p>Penhold's growth and development should be monitored by the Town in relation to:</p> <ul style="list-style-type: none"> ▪ the rate of population growth and new housing construction ▪ the supply of serviced and non-serviced land for residential, commercial and industrial uses ▪ the capacity of the water, sanitary sewer, and storm water systems ▪ road access, safety and internal traffic patterns ▪ adequacy of open space system and community services ▪ any other matter deemed appropriate by Council
5.11 Adequate Supply of Land	<p>To ensure the provision of an adequate supply of land to meet short-term and long-term development needs, the Town should:</p> <ul style="list-style-type: none"> ▪ undertake and periodically update utility and road studies to provide overall direction for infrastructure investments ▪ coordinate the placement and sizing of services and roads to ensure the availability of readily serviceable land and support the logical expansion of development areas ▪ keep landowners and developers informed of long range growth patterns and land consumption
5.12 Annexations	<p>The Town shall identify growth needs and directions for Penhold and plan for any necessary annexation to ensure an adequate supply of serviceable land.</p>
5.13 Efficient Utilization of Infrastructure	<p>The Town shall give priority to the efficient utilization of existing and planned capacity in utility and transportation infrastructure in determining appropriate short-term growth directions.</p>

**5.14 Location of
Employment
Opportunities**

The Town shall seek to reduce travel demands by assessing the potential for locating appropriate employment opportunities in or adjacent to residential areas through more detailed area structure plans, area redevelopment plans, and outline plans.

6.0 Urban Form and Design



Background

Urban form refers to the physical layout and design of Penhold's urban environment. It includes matters such as location of growth, density, street patterns, major transportation routes and systems, major open space areas, and employment nodes. Urban design deals with the visual quality of the built environment. High quality urban design can enhance the distinctiveness of parts of the community and promote social objectives such as creating a strong sense of place and belonging and interaction amongst community members. It creates character and interest through such elements as the design of public parks, attractive streetscapes, and the contribution of individual buildings towards creating attractive outdoor spaces. Urban design can also influence the safety of the urban environment through the establishment of highly visible and lively spaces.

Goal

To create an attractive, safe, functional, and stimulating physical environment where residents and visitors experience a strong sense of place and community pride

Objectives

- (a) To promote high quality architecture and design in commercial, industrial, institutional, and residential development

- (b) To support and encourage innovative neighbourhood and building designs
- (c) To ensure public spaces are designed with community safety as a priority
- (d) To encourage environmentally friendly building practices and the incorporation of existing natural features into urban designs

Policies

6.1 Promoting a Compact Urban Design That Encourages Walkability	<p>The Town should promote a compact and efficient urban form by facilitating appropriately designed mixed use areas with retail and office uses, higher density housing, schools, institutional uses, and other community facilities to minimize the need for new transportation infrastructure and encourage less reliance on the private automobile.</p>
6.2 Urban Design that Encourages Pedestrian Accessibility	<p>The Town shall promote urban design that encourages pedestrian accessibility by providing the following:</p> <ul style="list-style-type: none"> ▪ functional and attractive pedestrian linkages between adjacent neighbourhoods and to existing and proposed trails; ▪ pedestrian facilities designed for universal accessibility; ▪ clearly marked pedestrian crossings.
6.3 Crime Prevention Through Environmental Design (CPTED)	<p>The Town shall encourage the use of Crime Prevention Through Environmental Design (CPTED) in new developments to avoid the creation of areas hidden from view and isolated spaces, as well as provide clear sightlines, sufficient lighting and promote natural surveillance throughout the Town.</p>
6.4 Green Buildings	<p>The Town shall encourage developers and builders to follow the voluntary LEED™ green building rating system administered by the Canadian Green Building Council or follow sustainable building practices compatible with LEED™ standards. Sustainable building practices include:</p> <ul style="list-style-type: none"> ▪ minimizing storm water volumes through the installation of roof top gardens or on-site cisterns; ▪ installing water saving plumbing fixtures; ▪ using water efficient landscaping; ▪ increasing energy performance through reduction in demand, harvesting site energy and efficient building design; ▪ reducing waste by extending the life of existing buildings and using local and recycled building materials;

- improving indoor environmental quality through efficient heating and ventilation; and
- reducing light pollution and energy costs by installing outdoor lights that are designed to minimize escape of light to the sky or beyond the site.

6.5 Green Infrastructure

The Town shall incorporate existing natural features as part of the overall infrastructure systems. This may include using existing wetlands as storm water management facilities wherever possible and planting shrubs and trees to improve air quality along major roads and within industrial areas.

7.0 Residential Development



Background

To ensure residential development in Penhold meets the needs of its residents, it is important to promote a variety of housing options, ensure an adequate supply of land for development, and create complete neighbourhoods.

Variety of housing options can include single detached dwellings, semi-detached dwellings, multi-family units, and special housing. Affordable housing should also be included in residential developments. Having a variety of housing options will attract and cater to citizens with different ages, desires, incomes, and lifestyles.

In order to develop residential areas, there must be an adequate supply of land in appropriate places. The Town will need to continue to ensure a supply of land for residential development, as they have done by annexing lands for future development in the past. In doing this, it is important to consider the other adjacent existing and future land uses to avoid conflicting uses.

Residential development is not limited to the design and types of homes being built; it may also include the non-residential land uses in the design of neighbourhoods. This means there will be services and public uses that are more accessible to citizens, especially those with reduced means of transportation or less mobility. An added benefit of including non-residential uses in residential development is providing a destination for people to walk to close to home, providing recreation and improving the health of citizens.

Goal

To facilitate a balanced range of housing opportunities supporting the needs and preferences of all household types and income levels within attractive, aesthetically pleasing residential areas.

Objectives

- (a) To identify areas suitable for new residential development and ensure an adequate supply of land for residential purposes
- (b) To ensure a high standard of residential development and neighbourhood design
- (c) To promote a mix of housing types to meet a variety of lifestyles, life cycle demands, and market requirements
- (d) To promote a compact and efficient urban form by facilitating infill development in existing residential and gradually increasing the overall density of the Town
- (e) To encourage re-investment and infill in older neighbourhoods

Policies

7.1 Location of Future Residential	The Town shall direct residential development to the areas identified on the Future Land Use Concept (Map 3).
7.2 Variety in Housing	The Town shall encourage the provision of a variety of housing forms in terms of lot size, dwelling type, appearance, and affordability.
7.3 Housing Mix	The Town shall require that an adequate mix of housing is achieved throughout the community ensuring that single detached dwellings do not exceed 70% of the total housing stock. Variations may be considered within new developments if approved within a statutory or non-statutory plan.
7.4 Housing Forms	The Town shall encourage the integration of differing forms of housing on a street-by-street basis using medium density housing forms such as semi-detached dwellings and row housing to transition from low density housing to multi-family housing wherever possible.

7.5 Rental Housing	<p>The Town shall encourage the provision of rental housing to accommodate a variety of household types, income levels, and lifestyles. This may include all forms of housing from single detached dwellings to multi-family housing.</p>
7.6 Multi-family Housing Site Locations	<p>In locating sites for multi-family housing, the following criteria should be applied:</p> <ul style="list-style-type: none"> ▪ close proximity to a major collector or arterial road; ▪ adjacent or nearby open space and path system; ▪ proximity to a school; and ▪ compatibility with existing housing.
7.7 Manufactured Homes	<p>Manufactured homes may be permitted only:</p> <ul style="list-style-type: none"> ▪ as replacements for units within existing manufactured home communities; or ▪ as part of a comprehensively designed and architecturally controlled manufactured home subdivision or park that is integrated with the overall design and character of surrounding residential uses; or ▪ on an individual site basis where such development is of a standard of design that is equal to the character and appearance of residential properties surrounding the subject site.
7.8 Residential Buffers	<p>Residential areas shall be adequately buffered from highways and industrial and commercial areas.</p>
7.9 Highway Screening	<p>In considering development along the Town's significant Gateway Corridors (Highway 42/592 and Highway 2A) the Town shall ensure that adequate screening and noise attenuation structures are in place that buffer adjacent development from the highway and provide an aesthetically pleasing entryway to the Town.</p>
7.10 Design Density	<p>The overall design density for the existing and future residential area of the Town should average between 10 and 12.5 dwelling units per gross developable hectare. This design density does not apply to individual sites. Variations may be permitted if accommodated in an adopted statutory or non-statutory plan.</p>

7.11	Subdivision Design	<p>The Town shall require a high standard of subdivision design to promote the efficient use of land, roads, and utilities, compatibility between housing types, and land uses and aesthetically pleasing residential environments. Subdivision designs should:</p> <ul style="list-style-type: none"> ▪ provide for varied lot sizes to accommodate different housing types, sizes, and designs; ▪ minimize through traffic on local roads; ▪ provide sufficient on-street and off-street parking; ▪ encourage the retention and integration of natural and historically interesting amenities and features; ▪ accommodate adequate parks, open space, and pathway systems; ▪ provide opportunities for lots with and without lanes; ▪ provide buffers and/or distance separation of land uses and features of lesser compatibility; and ▪ promote high visual standards and interesting streetscapes.
7.12	Affordable and Special Needs Housing	<p>The Town of Penhold encourages the provision of affordable and special needs housing in the community. Specifically:</p> <ul style="list-style-type: none"> ▪ the Town shall monitor the demand for and supply of special housing; ▪ the Town shall designate suitable sites to accommodate special housing; ▪ the Town shall encourage the Government of Alberta and the Government of Canada to fulfill their mandates with respect to the provision of affordable housing; ▪ the Town should consider partnering with private, public and non-profit organizations in the creation of affordable housing and special needs housing.
<p>For the purpose of this policy, affordable housing shall be defined as appropriately designed dwelling units that are accessible to households below Penhold's median income.</p>		
7.13	Design and Architecture of Residential Structures	<p>The Town shall encourage high quality design and architectural appearance for all new and renovated residential structures. This may be put into effect through criteria and guidelines established in the Town's Land Use Bylaw, area structure plans, area redevelopment plans or outline plans.</p>
7.14	Inclusion of Nonresidential Land Uses	<p>The design of new neighbourhoods shall be encouraged, but not required, to include compatible non-residential uses, such as local commercial services and public uses that serve the needs of area residents in an effort to create neighbourhood identity and bring basic services closer to residents.</p>

7.15	Small Lot Residential Development	The Town may consider creating one or more districts in the Land Use Bylaw to facilitate the development of single detached dwellings on small or narrow lots (e.g. less than 50 ft traditional frontage and less than 120 ft traditional lot depth).
7.16	Secondary Suites	The Town shall consider development of secondary suites in low density residential areas to broaden the range of available, affordable housing options.
7.17	Infill and Intensification in Older Neighbourhoods	<p>Residential and mixed use infill projects that make a positive contribution to the aesthetics, overall architectural appeal, and quality of older neighbourhoods shall be encouraged where there is adequate capacity in the major municipal infrastructure to accommodate the impacts of the project.</p> <p>The following should be taken into account:</p> <ul style="list-style-type: none"> ▪ similar placement on the lot to other buildings on adjacent properties in relation to front and side parcel boundaries; ▪ sensitive increases in building mass with landscaping and architectural treatment used to achieve transition between larger and smaller buildings; ▪ preservation of existing mature vegetation to the greatest extent possible; and ▪ positive contribution to the streetscape in terms of building appearance, landscaping and parking areas. <p>Where necessary, as determined by Council, the Town may establish infill guidelines for older neighbourhoods through the Land Use Bylaw.</p>

8.0 Commercial Development



Background

Commercial development serves many purposes and is a vital component of a community. It provides local and regional goods and services, acts as employment areas, and contributes to the health and vitality of the local economy. Concepts for commercial development evolve and there are a variety of forms that may occur. Local convenience stores, plazas, malls, large format retailers, and power centres are among the types of commercial development possible.

Goal

To support the development of commercial areas that meets the needs of Penhold and the surrounding areas and provides a focal point that contributes towards a strong sense of community identity.

Objectives

- (a) To identify lands for future commercial development at locations highly accessible to residents, traveling motorists, and potential customers

- (b) To sponsor and encourage the creation of a clearly identifiable commercial core or central business area
- (c) To minimize conflicts between commercial and non-commercial land uses
- (d) To encourage aesthetically pleasing commercial development
- (e) To promote commercial development that generates opportunities for local employment.

Policies

8.1	Location of Future Commercial	The Town shall encourage the location of commercial development within the areas identified on the Future Land Use Concept (Map 3).
8.2	Commercial Development Requirements	<p>All commercial development shall be required to address the following to the satisfaction of the Development Authority:</p> <ul style="list-style-type: none"> ▪ have a high quality of external design and finishing that complements or improves upon the appearance of existing development in the vicinity; ▪ have a high quality of landscaping and aesthetically pleasing site design; ▪ have controlled vehicle access from highways and collector roads; ▪ provide for safe onsite vehicular movement, safe and convenient pedestrian movement and linkages to the open space system; and ▪ provide adequate buffering between commercial development and surrounding existing and future residential areas in order to minimize noise, traffic, light, and visual impacts.
8.3	Promoting a Compact Urban Form	The Town shall strive for the development of compact commercial areas and encourage development and redevelopment to maximum allowable densities.
8.4	Mixed Use Development in the Central Business Area	The Town shall encourage mixed use development in the central business area that includes complementary land uses such as community, cultural, recreational, entertainment, public uses, and residential uses above the main floor.

8.5 Central Business Area Design Concept To facilitate possible improvements and development of a central business area, the Town should, in consultation with property owners of the area, undertake a design concept that addresses:

- optional streetscape improvements such as signage, boulevard landscaping and tree planting, street furniture, and lighting;
- safe and convenient pedestrian movement, vehicle traffic patterns, and parking areas;
- integration of a variety of uses with the intent of creating an interesting and vibrant area; and
- building orientation, design and appearance guidelines fostering an attractive and pedestrian friendly environment.

8.6 Revitalization of Older Commercial Properties The Town will encourage the revitalization and adaptive reuse of existing underutilized or vacant commercial properties.

8.7 Location of Local Commercial Sites The Town shall support the development of local neighbourhood convenience commercial sites in select locations on major arterial and collector streets and shall prohibit such uses from locating adjacent to school sites. Care shall be taken to choose sites which minimize land use conflicts with nearby residential properties but at the same time, provide convenient access to neighbourhood patrons.

8.8 Pedestrian Oriented Design Standards New development and major redevelopments will be encouraged to use pedestrian oriented building and site design (building entrance close to or directly accessible to the public sidewalk) rather than vehicle oriented designs (parking lot separating building from public sidewalk) wherever possible.

9.0 Industrial Development



Background

Land for industrial development opportunities, in locations that meet the needs of a broad range of industrial activities, is a vital part of overall community planning. Industrial uses and locations serve as major employment areas, contribute to the standard of living enjoyed by residents, and supplement the residential tax base to fund services provided to residents. Successful industrial areas rely on ready access to regional and provincial transportation infrastructure, support services, and skilled labour. Locations for a range of industrial activities should be free of potential constraints so as to not hinder future industrial expansion. The ability to expand Penhold's industrial land base is key to the community's long-term economic success and sustainability.

Goal

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

Objectives

- (a) To encourage existing industries to maintain and expand their operations
- (b) To attract new industrial development to locations within the community
- (c) To minimize conflicts between industrial and non-industrial land uses

Policies

9.1	Location of Future Industrial	The Town shall encourage the location of industrial development within the areas identified on the Future Land Use Concept (Map 3).
9.2	Appearance and Attractive Design	The Town expects and shall encourage a high standard of site development, including the screening of storage yards, site landscaping, and attractive building design. Industrial subdivision or development proposals shall address potential impacts on adjacent land uses.
9.3	Screening and Buffering	Where industrial development occurs or exists adjacent to non-industrial land uses, the Town shall require the provision of sufficient screening and/or buffering to minimize potential impacts on the non-industrial areas. This may include the provision of landscaping, fences, and/or berms.
9.4	Community Character/ Quality of Life/ Environment	While a broad range of industrial uses and development should be accommodated, industrial uses and development which in the opinion of the Town would detract from the community's character, quality of life for residents or unduly impact on the environment or the Town's infrastructure may not be permitted.
9.5	Heavy Industrial Locations and Screening and Buffering	Heavy industries shall be directed away from residential areas, recreation and institutional facilities, and commercial districts and shall be separated from non-industrial uses by light industry, landscaped screens and buffers, or both.
9.6	Using and/or Storing Hazardous Materials	Industries which involve the use and storage of hazardous materials should not be permitted in proximity to residential, recreational and institutional land uses.

9.7 Land Use Compatibility with Industrial Development The Town, through provisions in detailed plans and the Land Use Bylaw, shall ensure that adequate separation distances and transition between industrial and non-industrial uses are maintained in locating any industry that may create land use conflicts with regard to noise, dust, vibration, smoke, and odour or pose safety and risk management issues.

9.8 Promoting Environmentally Friendly and Innovative Industrial Uses The Town shall encourage the development of more innovative and environmentally friendly industrial employment centre concepts such as business parks, high tech campuses, research parks, and eco-industrial parks.

10.0 Open Space and Environment



Background

The parks and open space system is a highly valued aspect of the community. The recreational and cultural opportunities provided contribute greatly to the satisfaction of residents. Individuals and groups are able to pursue a wide range of activities based on their differing interests and abilities. Natural features are an important contributor to the high quality of life enjoyed by residents. Integrating these features into the open space system helps create an attractive and desirable community. It reinforces the interrelationships and linkages between urban dwellers, their surroundings, and the natural systems that residents depend upon.

The provision of linked open spaces that provide a combination of natural and constructed areas adds to the character and liveability of a community. It improves appearances in residential and built areas and contributes to the physical and mental health of residents. Joint use of sites for education, community recreation, and cultural purposes enhances the value and maximizes the use of open space resources.

Goal

To facilitate the preservation of significant natural areas and the provision of integrated, accessible and well-planned open spaces which support a broad range of leisure and recreation opportunities catering to all age groups, income levels, and skill levels.

Objectives

- (a) To conserve and sensitively incorporate natural features as an integral part of the community's open space system
- (b) To provide open spaces that are functional and effective in satisfying the needs of residents and visitors to the community
- (c) To ensure a system of pathways linking parks, open space, and natural areas will develop as the community grows
- (d) To encourage the sharing and optimal use of open space between multiple uses
- (e) To support programs and initiatives that increase awareness and public involvement in environmental management and conservation
- (f) To promote environmental sustainability principles in land use planning decisions and development practices
- (g) To recognize the value and contribution natural areas and functions make towards quality of life in an urban setting

Policies

10.1 Preserving Natural Features	The Town shall identify significant natural features to be preserved and integrated into the open space system for public use and/or environmental protection or public safety, where feasible. Specific areas identified in the Future Land Use Concept (Map 3) are the Fleming marsh and Waskasoo Creek.
10.2 Environmental Reserve – Lands Unsuitable for Development	Through the subdivision process, the Town shall require that lands considered unsuitable for development are dedicated as environmental reserve or placed under environmental reserve easements in accordance with the provisions of the Municipal Government Act. Lands dedicated as environmental reserve or placed under an environmental reserve easement shall remain in their natural state or be used as a public park.

10.3 Environmental Reserve - Buffers Adjacent to Fleming Marsh	<p>When lands adjacent the Fleming marsh are subdivided, a strip of land shall be dedicated as environmental reserve to provide a buffer between the natural feature and the developed area and provide public access to the marsh. The width of the required dedication shall be determined in consultation with Alberta Environment and Parks and shall be no less than 6m in width.</p>
10.4 Environmental Reserve - Buffers Adjacent to Waskasoo Creek	<p>When lands adjacent Waskasoo Creek are subdivided, a strip of land shall be dedicated as environmental reserve to provide a buffer between the natural feature and the developed area and provide public access to the creek. The width of the required dedication shall be determined in consultation with Alberta Environment and Parks and shall be no less than 6m in width. Public open space along Waskasoo Creek shall form an integral part of the Town's future open space system and accommodate key trails routes as shown on the Future Land Use Concept (Map 3).</p>
10.5 Waskasoo Creek Floodplain	<p>The Town shall not permit subdivision and development of land for residential uses within the 1:100 floodplain of Waskasoo Creek, as identified in the most current Alberta Environment and Parks flood hazard mapping for Waskasoo Creek and as shown on the Future Land Use Concept (Map 3).</p>
10.6 Proposed Subdivisions in Waskasoo Floodplain	<p>All subdivision, development, and changes in land use that are proposed within the 1:100 floodplain shall be circulated to Alberta Environment and Parks for their review and input. Subdivision and development of in the floodplan shown on the Future Land Use Concept (Map 3) may be considered subject to the following:</p> <ul style="list-style-type: none"> <li data-bbox="571 1256 1441 1393">▪ no development of buildings within the floodway and no construction of landscaping features or other improvements within the floodway that would obstruct the flow of water shall be allowed; <li data-bbox="571 1404 1441 1573">▪ development shall be restricted to areas within the flood fringe or on sites sufficiently elevated to be considered a flood fringe area without adversely impacting the continuity of the floodway or other properties through the displacement of flood waters; and <li data-bbox="571 1584 1441 1740">▪ any subdivision and development that is allowed within the 1:100 floodplain shall be undertaken in accordance with Alberta Environment and Parks requirements for modifications to the floodplain and use suitable flood proofing techniques.

10.7 Amount of Reserve Dedication Upon subdivision, the Subdivision Authority shall require that 10 percent of the developable land, defined as the gross parcel area excluding land dedicated as environmental reserve, is dedicated as municipal reserve in accordance with the provisions of the Municipal Government Act. Dedication of municipal reserve, in combination with environmental reserve dedications, shall be used to provide school sites, parks, recreation areas, and linear park corridors that accommodate key trail routes as identified on the Future Land Use Concept (Map 3).

10.8 Municipal Reserve Dedication in Residential Subdivisions Municipal reserve dedication in residential subdivisions shall ordinarily be provided in the form of land. Municipal reserve sites shall be located to allow for convenient access by the public and shall not consist of lands that contain excessive slopes, are susceptible to flooding, or are legally encumbered. Municipal reserve dedication may be taken as in the form of cash-in-lieu where, in the opinion of the Town, dedication in the form of land is either unnecessary or not desirable.

10.9 Playgrounds and Parks in Residential Areas Local playgrounds and parks shall be provided within residential areas and sited to be accessible to the immediate neighbourhood and provide safe environments. Wherever possible, linkages between open spaces, community facilities, schools, the central commercial core and housing areas shall be provided using an integrated system of linear parks and pathways.

10.10 Municipal Reserve Landscaping Municipal reserve parcels shall be landscaped by the developer to the Town's satisfaction. Where possible, existing mature trees and vegetation shall be preserved and incorporated into the design and landscaping of park spaces.

10.11 Use of Open Spaces The Town shall support the use of open space areas to accommodate as broad a range of activities and user groups as possible without creating unsafe conditions or high potential for conflicts among users.

10.12 Municipal Reserve Dedication in Non-Residential Subdivisions Municipal reserve dedication in non-residential subdivisions shall be provided in the form of a cash-in-lieu contribution unless, in the opinion of the Town, land is required to provide buffers between different land uses. Cash-in-lieu contributions shall be used to enhance and upgrade other reserve sites or acquire additional park areas in accordance with the Municipal Government Act.

10.13 Open Space Master Plan The Town shall prepare an Open Space Master Plan to forecast future outdoor recreation and open space needs and establish a program for the ongoing maintenance of public open spaces.

10.14 Types of Parks The Town recognizes the benefits of providing a combination of active and passive parks in the community with a range of amenities for residents. The planning and design of parks will include consideration of the need for a variety of types of parks and the need to match park infrastructure and amenities with the needs of residents. This shall include creating shaded areas in each park.

10.15 Environmental Education and Awareness Initiatives The Town should investigate the establishment of a stewardship program or similar initiative to, among other things, provide education, promote awareness, and encourage residents to value biodiversity, plant native vegetation, naturalize their property, and assist in monitoring the health of the Town's natural areas.

10.16 Timing of Conservation Planning and Efforts The Town shall recognize that planning and efforts to conserve natural features in and around Penhold must be initiated well in advance of urban expansion or development of the surrounding lands. This will require conversations with the owners of features that are identified for conservation well before lands are annexed or planned in detail for urban expansion or non-agricultural use.

10.17 Conservation Tools In addition to environmental reserve dedication and possible conservation reserve designation, the Town shall investigate the possible use of such tools as land purchases, land swaps, tax incentives, leasing and conservation agreements or easements, and other similar mechanisms as a means of conserving natural features both within and in the areas surrounding Penhold.

11.0 Agriculture



Background

The Town of Penhold is an urban municipality located within a rural region containing a variety of agricultural activities. Red Deer County contains some of the most productive agricultural land in the province making this a key economic activity in the region. Farming has been a lifestyle for several generations and the agricultural base has supported the growth and development of Penhold.

The Municipal Development Plan acknowledges that occasionally landowners and residents may incur some effects of agricultural operations. These effects can take the form of odours, dust and smoke, application of fertilizers, slow-moving machinery, and operations such as combining late into the evening. Over the long-term, it is envisioned that existing agricultural land within the Town boundaries will convert to urban land uses and development. However, good agricultural land and existing farming operations within the Town of Penhold should be protected for as long as possible until required for future urban development.

Goal

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

Objectives

- a) To recognize the need to retain for as long as possible the agricultural use of better agricultural lands
- b) To promote general understanding of farm practices by Town residents and landowners and encourage farming practices that minimize their potential effects on Town residents and landowners

Policies

11.1 Protection of Agricultural Lands Agricultural land and existing farming operations within the Town shall be protected for as long as possible until required for future urban development.

11.2 Orderly Progression and Staging of Development The Town shall ensure an orderly progression and staging of development in order to prevent premature land development and to minimize land use conflicts with existing agricultural operations.

11.3 Intensive Livestock/Confined Feeding Operations Extensive agricultural land uses such as field crops may be allowed in future urban development areas, but intensive livestock operations/confined feeding operations, as defined by Alberta Agriculture, Food and Rural Development's 2000 Code of Practice for the Responsible Livestock Development and Manure Management, shall not be permitted.

11.4 Compatibility of Land Uses The Town shall promote compatibility between the urban land uses within Penhold and the agricultural operations within Red Deer County within the vicinity of the municipal boundaries. The Town may consider the use of mechanisms available to achieve compatibility such as buffers between urban land uses and adjacent farming operations, policies/designations in intermunicipal development plans, referral responses on development applications, and general communication with Red Deer County.

11.5 Intensive Livestock/Confined Feeding Operation Location Through the Penhold/Red Deer County Intermunicipal Development Plan and other means of cooperation with Red Deer County, the Town shall not support new intensive livestock/confined feeding operations or the expansion of existing operations within the Intermunicipal Development Plan area.

12.0 Economic Development



Background

In order to make Penhold more economically sustainable, and an attractive place to reside, it is important to attract and retain business investment, create employment opportunities, and expand the local tax base. Economic development entails attracting new businesses seeking to enter the regional and provincial market, as well as providing an environment where existing businesses can thrive and expand. Creating an attractive community with high quality amenities and services is a vital component in attracting and keeping the skilled labour force that local businesses, including the tourism sector, require for success.

Several tools are available to the Town to foster and encourage the type and amount of economic development desired by the community. Regional cooperation through organizations like the Central Alberta Economic Partnership (CAEP) is one such tool. Others include having information needed for investment decisions readily available, straightforward approvals processes, and managing the supply of serviceable land to accommodate economic development proposals.

Goal

To enhance and encourage local economic activity to provide a municipal tax base capable of supporting facilities, amenities, and activities desired by Penhold residents and ratepayers, and providing sufficient and varied employment for residents of all ages.

Objectives

- (a) To strive to reduce the tax load for residential properties by pursuing a 70:30 residential to non-residential ratio in the local property assessment base
- (b) To cooperate with partners in the Region in promoting appropriate economic development
- (c) To pursue increased opportunities for local employment
- (d) To advocate investment in education and training programs to promote a skilled labour force

Policies

12.1	Economic Diversification	The Town shall support the diversification of the economic base of Penhold and the Region through the development and expansion of economic activities.
12.2	Ratio of Non-Residential to Residential Assessment	The Town shall strive to achieve a 70:30 ratio of residential to non-residential assessment by encouraging appropriate economic development.
12.3	Home-Based Business/ Occupations	The Town shall encourage and facilitate development of home-based businesses and home occupations that are compatible with residential land uses.
12.4	Attracting Economic Activity	The Town shall continue to work with partners in the Region and senior levels of government to attract additional economic activity to the area, diversify the existing economic base and foster the continued growth and success of existing economic sectors and businesses.
12.5	Attracting and Maintaining a Skilled Labour Force	The Town should encourage the efforts of businesses, employers, community agencies, educational institutions, and senior levels of government to attract and maintain a local skilled labour force to meet the expanding needs of industry and commerce.
12.6	Marketing Available Commercial/ Industrial Properties	The Town shall actively market available commercial and industrial properties and strive to ensure that land use planning decisions maintain an adequate supply of readily serviceable commercial and industrial land.

12.7 Community Character/ Quality of Life/ Environment While a broad range of economic activity should be accommodated, activities which in the opinion of the Town would detract from the community's character, quality of life for its residents, or unduly impact the environment of the Town's infrastructure may not be permitted.

12.8 Leasehold Space for Commercial/ Industrial Operations The Town should encourage the development of industrial and commercial buildings which would provide leasehold or condominium space for small commercial or industrial operations.

13.0 Community, Recreation and Cultural Services and Facilities



Background

Major open space, recreation and cultural facilities foster and encourage interaction among community members, as well as providing venues for individual development. Health and wellness in an urban setting can be significantly influenced through the provision of easily accessible recreation and cultural experiences in both indoor and outdoor settings. Planning for, and expanding, these necessities and amenities is part of ensuring that Penhold remains a community offering a high quality of life.

Heritage conservation has many cultural, social, and economic benefits. Conserving heritage enables a community to retain and convey a sense of its history, and provides aesthetic enrichment as well as educational opportunities. Heritage resources help us understand where we have come from so that we can appreciate the link in our built environment from past, to present, to future. Historic buildings become landmarks and touchstones for the community, and the retention of historic elements serves to moderate the impact of rapid change. Key landmark buildings, monuments, historic homes, and period streetscapes all add to the vibrancy and character of Penhold.

Goal

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

Objectives

- (a) To ensure land is available for future community, recreation, cultural, and educational service facilities
- (b) To establish an adequate range of cultural, leisure and recreational opportunities, varying in scale and nature to meet the needs of a variety of age groups, income levels, and skills
- (c) To plan for and provide capital investment in recreation and community facilities
- (d) To encourage volunteer participation and partnerships in the development of recreation and community facilities
- (e) To recognize the importance of Penhold's heritage in creating a unique sense of place and fostering community identity

Policies

13.1 School Facilities	The Town ultimately desires the provision of school facilities in the community spanning early childhood education through to Grade 12 and shall encourage school authorities in this regard.
13.2 Opportunities in Existing Facilities	The Town shall support the use of joint agreements with Red Deer County and school authorities to make effective use of existing and future facilities in providing cultural, leisure, and recreation opportunities for Penhold residents.
13.3 Funding and Provisions through Joint Ventures	The Town shall explore and pursue all approaches to the funding and provision of cultural and recreation services/facilities, including the involvement of the public, private and not-for-profit sectors and the formation of partnerships for this purpose.
13.4 Use of Reserve	As subdivision occurs, the Town shall ensure that municipal reserve lands are dedicated and assembled to provide the public/community service sites as needed.
13.5 Community and Recreation Facilities Master Plan	The Town shall prepare a Community and Recreation Facilities Master Plan to forecast future needs and establish a program for addressing anticipated needs.

13.6 Arts and Culture When planning parks and outdoor public spaces, the Town shall investigate opportunities to create and include performance/display space or activity space for arts and culture events.

13.7 List of Historically Significant Properties The Town shall maintain an inventory of historically, architecturally and culturally significant properties and, where appropriate, shall consider the protection of properties with municipal or provincial historic designation.

14.0 Social and Emergency Services



Background

Community and protective services encompass a broad range of services provided to the whole community, neighbourhoods, and individuals. These services help make Penhold a safe community in which to live and work and create an environment where all residents have the opportunity to enjoy a high quality of life. A key focus is to ensure that individuals, families, and communities in need are able to access a range of support services and that all community members are able to participate in and feel part of the larger community. Related to this is the physical environment's ability to encourage interaction through formal and informal contact with neighbours and with other community members.

Penhold currently has a number of facilities that provide social, religious, and emergency services to town residents as well as the surrounding rural community. Among these are religious assemblies, the fire hall, Memorial Hall, and the Town Office. Hospital services and a broad range of medical and health services are available in both Red Deer and Innisfail. FCSS programs, Neighbourhood Place, and social services are provided through regional partnerships. Emergency services currently consist of policing services through a contract with the RCMP, the regional ambulance service, and a locally based volunteer fire department.

Goal

To ensure that residents, and the surrounding area, are well-served by accessible and affordable social and emergency services that meet community needs and reflect the levels of service desired by the community.

Objectives

- a) To provide, encourage, and support an adequate range of social care, day care, and religious opportunities to meet the needs of the community in appropriate and accessible locations
- b) To encourage and facilitate provision of public and private programs, services, and support which promote the well-being of Penhold residents of all ages and enhance, strengthen, and stabilize family and community life
- c) To protect the residents of Penhold from criminal activity and unlawful conduct and ensure that the community can adequately deal with emergency situations

Policies

14.1 Community Needs	The Town shall work with public and private providers of health and social services to meet community needs.
14.2 Emergency Services	The Town shall continue to provide emergency services either directly or in cooperation with service providers and should prepare a Regional Emergency Services Strategy to guide the provision of these services.
14.3 Promoting Volunteerism	The Town shall promote volunteerism as one means of addressing community needs and shall encourage business and industry to participate in partnerships to help provide services and facilities to assist in meeting community needs.
14.4 Accommodating Social Facilities	The Town shall ensure that its planning documents accommodate the development of facilities that house social services and programs, religious services, and health services within the community. Such facilities shall be directed to locations that are compatible with existing and future surrounding land uses.

14.5	Social Facilities Location, Design, and Uses	<p>Facilities accommodating social, religious, and health services should be:</p> <ul style="list-style-type: none"> ▪ located in areas convenient to users generally in proximity to major activity areas, shopping facilities, or open space; ▪ designed to permit phased expansion; ▪ able to accommodate multiple uses; and ▪ accessible to handicapped persons and seniors.
14.6	Encouraging Compatible Land Uses	<p>The Town shall encourage the integration of compatible land uses such as child care services, religious assemblies, youth oriented facilities, senior facilities, and extended care facilities in appropriate locations.</p>
14.7	Crime Prevention Through Environmental Design	<p>The Town shall encourage the use of Crime Prevention Through Environmental Design (CPTED) principles in site planning for all private and public development as a means of enhancing both security and safety within the community.</p>
14.8	Protective Services	<p>The Town shall ensure provision of police, fire, and ambulance services that are appropriate and meet the needs of the community. Where feasible, the Town shall encourage the co-location of police, fire, and ambulance services in a location within the Town that provides the most efficient response time to reach existing and future growth areas of Penhold.</p>

15.0 Transportation



Background

Facilities related to travel within, and through, Penhold occupy a considerable amount of land and represent a significant investment of public resources. Ensuring the efficient movement of people and goods to and between various parts of the community is a key planning consideration. It is important to recognize and seek balance between the implications that land use patterns have on transportation needs and vice versa. Equally important is the fact that personal mobility takes many forms and a diverse range of transportation modes needs to be considered. This includes use of private vehicles, cycling, walking, and public transit. In planning for growth and change in Penhold for the long term, appropriate attention must be paid to the provision of facilities for all these modes of transportation.

Infrastructure to support and encourage walking and bicycling as means of transportation consists mainly of a series of on-street sidewalks paralleling collector and local roads. Rail transportation and access for the community is provided by the CPR railway and rail yard located along the west side of the original town site.

Goal

To provide and maintain a transportation system that supports the safe and efficient movement of persons and goods using as broad a range of transportation modes as possible.

Objectives

- a) To use a system of transportation planning and management that establishes a safe and efficient transportation system with a clear hierarchy to the road network
- b) To encourage and facilitate multi-modal transportation (automobile, rail, pedestrian, bicycle) where feasible
- c) To coordinate transportation planning with Alberta Transportation and Red Deer County
- d) To integrate transportation and land use considerations in all transportation decision making
- e) To seek opportunities to reduce travel demands and promote alternatives to the private automobile
- f) To coordinate the planning and construction of transportation facilities within the Town with the Provincial and County authorities responsible for connecting routes outside of and through the town

Policies

15.1 Future Major Road Systems	The future major road system shall be in accordance with the Future Land Use Concept (Map 3). The precise alignment of new collector roads shall be determined through the preparation of outline plans and plans of subdivision.
15.2 Streetscape Design Guidelines	The Town shall utilize the Streetscape Design Guidelines to ensure that all modes of transportation are incorporated into the street design in new developments and are addressed in the reconstruction of all existing streets.
15.3 Transportation Master Plan	The Town shall utilize the Transportation Master Plan to forecast future transportation needs and establish a program for the ongoing maintenance and rehabilitation of publicly owned transportation infrastructure.
15.4 Coordination of Roads and Projects	The Town shall ensure that the construction, rehabilitation, and maintenance of roads are coordinated with other projects related to municipal services.
15.5 Truck and Dangerous Goods Traffic	The Town shall establish suitable truck and dangerous goods routes in cooperation with Red Deer County.

15.6 Hierarchy of Roads The Town shall use a hierarchy of roads in the design of new residential and non-residential areas based on the following:

Road Type	Main Function	Access/ Parking	Connects to...
Highway/Arterial	Move all modes of traffic	limited/no parking	highway/arterial collector road
Collector Road	Move all modes of traffic and access properties	limited near intersections/ on-street parking allowed	highway/arterial collector road local road lane
Local Road	move all modes of traffic and access properties	few restrictions/ on-street parking allowed	collector road local road lane
Lane	access properties	few restrictions/ no parking	collector road local road lane

15.7 Highway 2A, Highway 42, and Highway 592 The Town shall work with Alberta Transportation to protect Highway 2A, Highway 42, and Highway 592 from land uses and development that may be detrimental to the flow and safety of highway traffic. This includes efforts to reduce the number of existing accesses/driveways onto the highways to improve traffic safety.

15.8 Highway 2A as Attractive Main Street In cooperation with Alberta Transportation, the Town shall investigate and undertake opportunities to enhance the general appearance and landscaping along the portion of Highway 2A running through Penhold to create a more visually appealing 'main street' for the community.

15.9 Encouraging Bicycle and Pedestrian Routes The Town shall encourage the establishment of bicycle and pedestrian routes as integral components of the transportation, recreation, and open space systems. Key routes will primarily focus on linking parks, recreation, community and education facilities.

15.10 Regional Trail Network The Town shall work with other local government and community group partners to develop a regional trail network.

15.11 Coordination to Improve Public Transportation Options	The Town shall investigate and, where feasible, implement ways to increase and improve public transportation options between Penhold and Red Deer in cooperation with the City of Red Deer and local school authorities.
15.12 Red Deer Regional Airport	The Town shall support the Red Deer Regional Airport and their efforts to accommodate and enhance air transportation to the region.
15.13 Safe Interactions with CPR Railway	The Town shall work with Canadian Pacific Railway to ensure the safe interaction of train, vehicular, and pedestrian/bicycle traffic within Penhold.
15.14 Encourage Increased Use of Rail Transportation	The Town shall encourage the improvement of rail access and expansion of the rail yards to facilitate increased use of rail transportation and the establishment of inter-modal transportation facilities.
15.15 Mitigation of Undesirable Impacts	The Town shall endeavour to mitigate undesirable community, social, environmental, and noise impacts in the planning, construction, and operation of transportation facilities by requiring: <ul style="list-style-type: none"> ▪ distance separation through increased lot depth and/or buffer spaces; ▪ physical barriers such as berms, fences, or sound walls; ▪ locating more noise resilient uses and building forms such as commercial along major roadways; or ▪ use of traffic calming techniques.
15.16 Utilization of Available Infrastructure Capacity	The Town shall coordinate the planning and construction of transportation infrastructure and development, so as to maximize the utilization of available and planned transportation capacity.
15.17 Coordination of Community Connections	The Town shall coordinate the provision of road, transit and pathway connections between and through existing and future communities in the area structure planning process. This includes such items as: <ul style="list-style-type: none"> ▪ collector road connections and patterns that facilitate movement within neighbourhoods without reliance on the arterial road system (e.g. school drop offs); ▪ collector road patterns that facilitate the future provision of a public transit system as the community grows (e.g. routing that reaches as many houses as possible); and ▪ trails and paths that link to facilities within and beyond the community (e.g. able to bicycle to the dog park).

15.18 Improvements to Range Road 275

Improvements to Range Road 275 to access subdivisions and development within the Town shall be the responsibility of the developer. Necessary upgrades to Range Road 275 shall be in accordance with the standards of the Town of Penhold.

16.0 Utility Services



Background

The utility systems that support our day to day activities include the municipal water system, wastewater system, storm water management system, solid waste management system, and franchise utilities (electricity, gas, cable, and telecommunications). These services are essential for the day-to-day health, safety, and convenience of Penhold residents. Environmental protection, health, safety, and convenience are all safeguarded through quality management and maintenance of these systems.

Goal

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

Objectives

- (a) To maintain an appropriate infrastructure standard for water, sanitary sewer, and storm sewer services that will attract new economic development and residential investment while providing safe and reliable services to existing and future residents

- (b) To proactively plan for the maintenance, replacement and upgrading of water, sanitary sewer, and storm sewer systems.
- (c) To promote the use of conservation practices to reduce utility consumption, demands on utility systems, and impacts on the environment.

Policies

16.1 Utilities Master Plan	<p>The Town shall utilize the Utilities Master Plan to ensure that all future utilities are constructed to the appropriate Town standard.</p>
16.2 Conformity to Approved Master Plans	<p>In accordance with approved master plans, the Town shall:</p> <ul style="list-style-type: none"> ▪ monitor the capacity of all utility systems to ensure the provision of adequate service to meet domestic, industrial, institutional, and emergency requirements; ▪ endeavour to optimize the use of existing services prior to expansion or extension; and ▪ ensure the sizing of utility extensions is based on the ultimate pattern of future growth and extensions are appropriate to the staging of development.
16.3 Utility Standards and Specifications	<p>The Town shall establish standards and specifications for the future development, installation, and construction of municipal utilities. These shall include the placement of utilities in right-of-ways, width of right-of-ways, and methods of construction.</p>
16.4 Water Conservation	<p>The Town shall encourage the residents, businesses, and institutions of Penhold to reduce their overall consumption of treated municipal water and control storm water run-off on individual properties wherever possible.</p>
16.5 Provision of Easements and/or Public Utilities	<p>The Town may require the provision of easements and/or public utility lots to accommodate municipal services and utilities through the subdivision and development processes.</p>
16.6 Private Utility Providers	<p>The Town shall work with private utility service providers to ensure service to existing and future development in Penhold is cost effective, complements the Town's overall servicing concepts, and contributes to attractive streetscapes.</p>

16.7 Municipal Utilities for New Developments All new development shall be required to be serviced by all municipal utilities to a standard satisfactory to the Town. The Town may accept industrial development on large parcels of land not serviced by all municipal utilities. A condition of development in these circumstances shall be the entering of a deferred servicing agreement requiring connection to municipal utilities when they become available.

16.8 Storm Water Upgrades The Town shall extend and upgrade its storm water management system as required to effectively manage storm water run-off from urbanized areas in accordance with the requirements of Alberta Environment and best management practices.

16.9 Utility Improvements The Town shall investigate opportunities and technologies that provide cost effective improvements in the efficiency and/or environmental impacts of the provision of utility services.

16.10 Solid Waste Reduction, Recycling and Energy Efficiency The Town shall promote the principles of reduce, reuse, and recycle materials and the efficient use of energy by Town departments, businesses, and residents.

17.0 Public Participation

Background

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

Goal

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

Objectives

- (a) To continue public participation in municipal planning processes
- (b) To make the plan available to citizens, community groups and other stakeholders
- (c) To foster awareness of land use planning policies and participation in planning processes by members of the general public and the private sector

Policies

17.1 Facilitating Public Input	As part of the process of community growth and change, the Town shall facilitate public input on matters of general or specific planning interest wherever possible.
17.2 Public Participation	The Town shall utilize its Public Participation Policy when advising residents of existing plans and planning policies and the outcome of key planning decisions.

17.3 Cooperation of Town, Citizens, Community Groups, and Private Sector The Town should guide and work with citizens, community groups, and the private sector on matters of planning importance to the community and in these undertakings the Town should pursue the goals and policies of this Plan wherever possible.

17.4 Availability of Plans The Town shall ensure that copies of the Municipal Development Plan and other statutory and non-statutory plans are readily available for interested members of the public.

18.0 Intermunicipal Cooperation

Background

It is important to recognize that Penhold is part of a region and that many issues and factors that can impact the community, its economic vibrancy, and the quality of life of its citizens, occur beyond and transcend the town boundaries. It is for this reason that the Province encourages and expects cooperation between municipalities, provincial departments, and other agencies to address planning issues.

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

Goal

To promote sound planning and development decision making in the intermunicipal fringe and to create and maintain an atmosphere of mutual respect, trust, and recognition of both the long term and short term aspirations and needs of the Town and the County.

Objectives

- (a) To ensure open and meaningful dialogue with Red Deer County to address issues of mutual interest
- (b) To establish and maintain a joint planning and development framework with Red Deer County that addresses the effective coordination of land uses, future growth areas, transportation systems, municipal infrastructure, and community services
- (c) To coordinate the provision of protective, emergency, social, and recreational resources to provide the most efficient programs and services to rural and urban residents

Policies

18.1 Coordination with Red Deer County The Town of Penhold shall refer to Red Deer County for comment, prior to a decision, all proposed statutory plans and plan amendments, outline plans and amendments, land use bylaw amendments, and subdivision applications involving lands located adjacent the Town boundary.

18.2 Consulting Red Deer County The Town shall encourage Red Deer County to consult with the Town prior to a decision in regards to proposed statutory plans and amendments and land use bylaw amendments involving lands located within 1.6 kilometers (1 mile) of the Town boundary.

18.3 Intermunicipal Development Plan The Town shall maintain an Intermunicipal Development Plan with Red Deer County. The IDP shall address all matters required by the Municipal Government Act including the following:

- provide policies that guide land use and economic development of benefit to the Town and County;
- provide direction for the coordination of roads and utilities;
- recognize Penhold's need to expand onto rural lands as growth proceeds;
- accommodate timely and strategic annexations of land to Penhold;
- outline means to implement the plan including amendments and repeal; and
- outline consultation mechanisms and mechanisms for dispute resolution should a dispute arise.

18.4 Attractive Development Along Major Roadways The Town shall encourage and work with Red Deer County to ensure that development along the major roadways leading into and through Penhold is visually appealing and has a high quality of appearance.

18.5 Regional Service Provision The Town shall work cooperatively with Red Deer County to identify, prioritize and implement opportunities for undertaking municipal services and projects in the most cost-efficient and effective manner.

18.6 Liaising Between Town and County The Town shall take an active role in liaison with the County through its elected and administrative officers in order to consult with and inform each other of proposed development and related issues.

18.7 Annexations In order to ensure an adequate supply of developable land, the Town shall seek to annex a sufficient amount of land well in advance of current supplies being exhausted.

19.0 Implementation

Background

The success of any plan depends on the degree to which efforts are made to implement and integrate the plan's directions into decision making. The MDP provides the means whereby Council, the Municipal Planning Commission, and Town staff can evaluate situations or proposals in the context of a long range plan for Penhold. It is primarily a policy document that is utilized as a framework within which both public and private sector decision making can occur. As a policy document the MDP is, for the most part, general in nature and long range in its outlook.

One of the main tools that will be used in implementing the policies of the Municipal Development Plan is the Town's Land Use Bylaw which controls the use and development of land and buildings within the municipality. This provides a day-to-day means of implementing the MDP. Outline plan preparation and adoption and subdivision decisions are also available as means of implementation.

Goal

To promote the use of the Plan and the implementation of its policies.

Objectives

- (a) To implement the Plan through other statutory and non-statutory plans and ensure consistency between these plans and the Plan
- (b) To implement the Plan through decisions of the subdivision and development authorities
- (c) To provide for periodic reviews and monitoring of the Plan and efforts in achieving its goals and to provide for plan amendments when deemed desirable and necessary

Policies

19.1	Interpretation of Key Words	<p>The MDP contains “shall”, “should”, and “may” policies which are interpreted as follows:</p> <ul style="list-style-type: none">▪ “Shall” policies must be complied with,▪ “Should” policies means compliance in principle, but is subject to the discretion of the applicable authority on a case by case basis, and▪ “May” policies indicate that the applicable authority determines the level of compliance that is required.
19.2	Plan Amendments	<p>Subject to Council’s approval, minor variations from the policies of the MDP shall not require an amendment to the MDP. More substantive changes shall require an amendment to the MDP and any other affected plan.</p>
19.3	Refinement and Implementation of Goals and Policies	<p>The goals and policies of the MDP shall be further refined and implemented through the development, adoption, and day to day application of statutory plans (area structure plans and area redevelopment plans), non-statutory plans (outline plans, design schemes, etc.), and the Land Use Bylaw.</p>
19.4	Area Structure or Outline Plan Required	<p>In order to consider a Land Use Bylaw redesignation, subdivision or development application, or to generally provide directions for land use change in an area, the Town may require the preparation of an area structure plan or an outline plan or amendments to existing plans to provide the details of intended land uses, provision of utility services, roads, and open space pertaining to the subject lands and, where necessary, surrounding lands.</p>
19.5	Relation to Other Statutory Plans	<p>All statutory and non-statutory plans adopted by the Town shall be consistent with one another. The Municipal Development Plan shall be consistent with the direction of the Intermunicipal Development Plan. All area structure plans and area redevelopment plans shall be consistent with the MDP.</p>
19.6	MDP Amendments	<p>The Town Council or the general public may initiate an amendment to this Plan. Where an amendment is initiated by the general public the Town shall require the submission of such background information as is considered necessary to support the amendment prior to commencement of the bylaw amendment process. Amendment of the MDP shall follow the appropriate procedures as outlined in the Municipal Government Act.</p>

19.7 Implementation Programs The Town should introduce, where necessary, specific programs to implement the policies of this Plan.

19.8 Relation to Town Spending Various policies in this Plan suggest spending by the Town of Penhold. It is not the intention of this Plan to commit the Council to this spending. Council may consider spending proposals suggested by this Plan along with all other Town spending on an annual basis during budget allocations. Pursuant to s. 637 of the Municipal Government Act, Council is not required to undertake any of the projects referred to in this Plan.

19.9 Plan Review – Every 5 Years The MDP is intended to be able to adapt to continue reflecting the priorities, goals and aspirations of the community as the Town changes, and to meet changes in development commitments, budget constraints, and market conditions. Generally, in order to ensure that the MDP is current, the entire plan should be reviewed approximately every five years, preferable shortly after the municipal election, to add additional policies, to strengthen policies, or to delete outdated or unworkable policies.

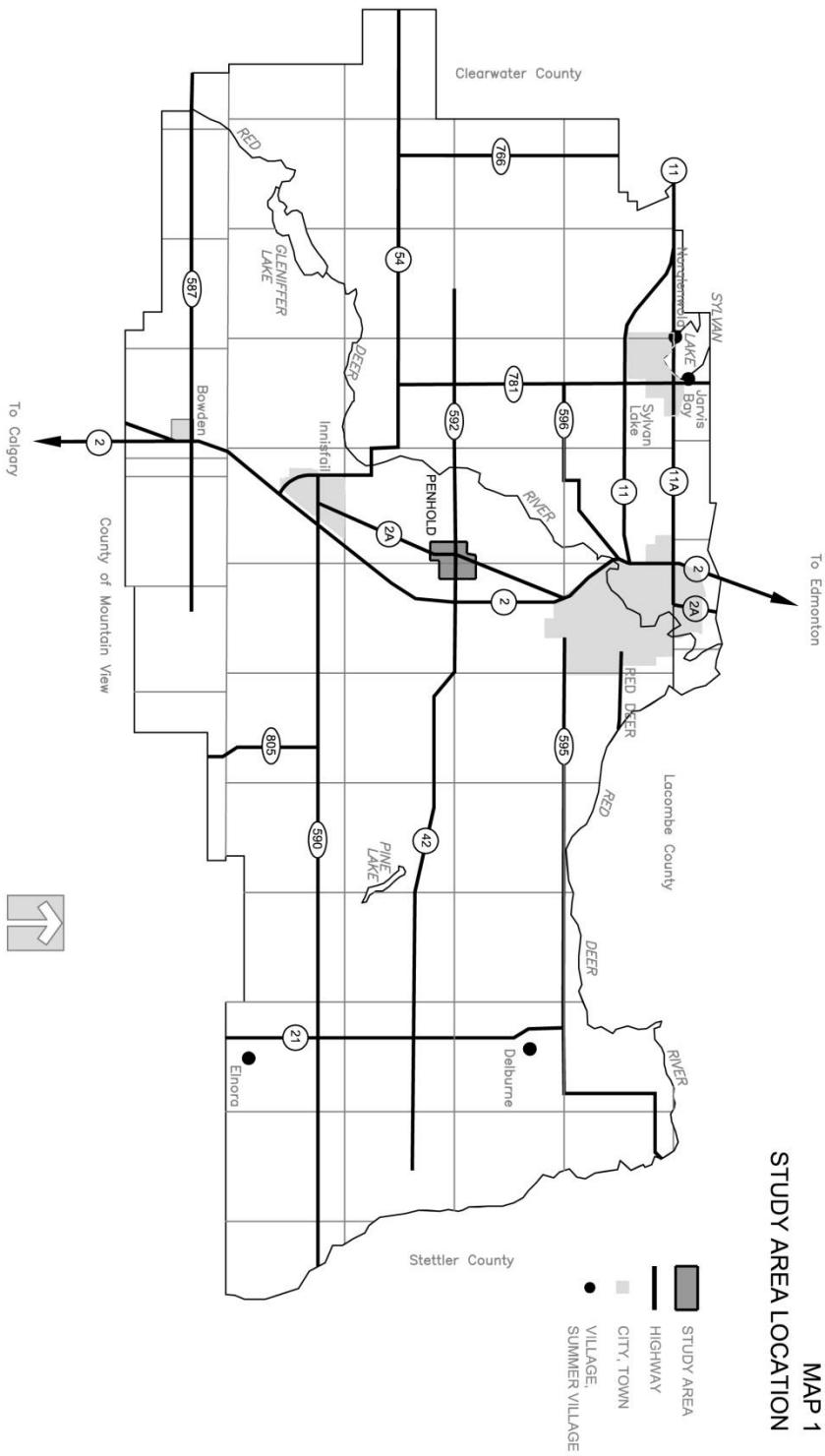
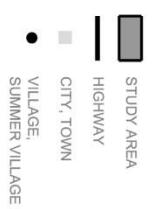
19.10 Plan Review – Outside of 5 Years Council may deem it necessary to amend the Plan outside of the five year review period. In order to allow Council to track the status of the Plan after adoption an annual report should be prepared. This report should note any amendments which have been made or are forthcoming, any suggestions made for amendments, and any outside factors which may drive the need for Plan amendments.

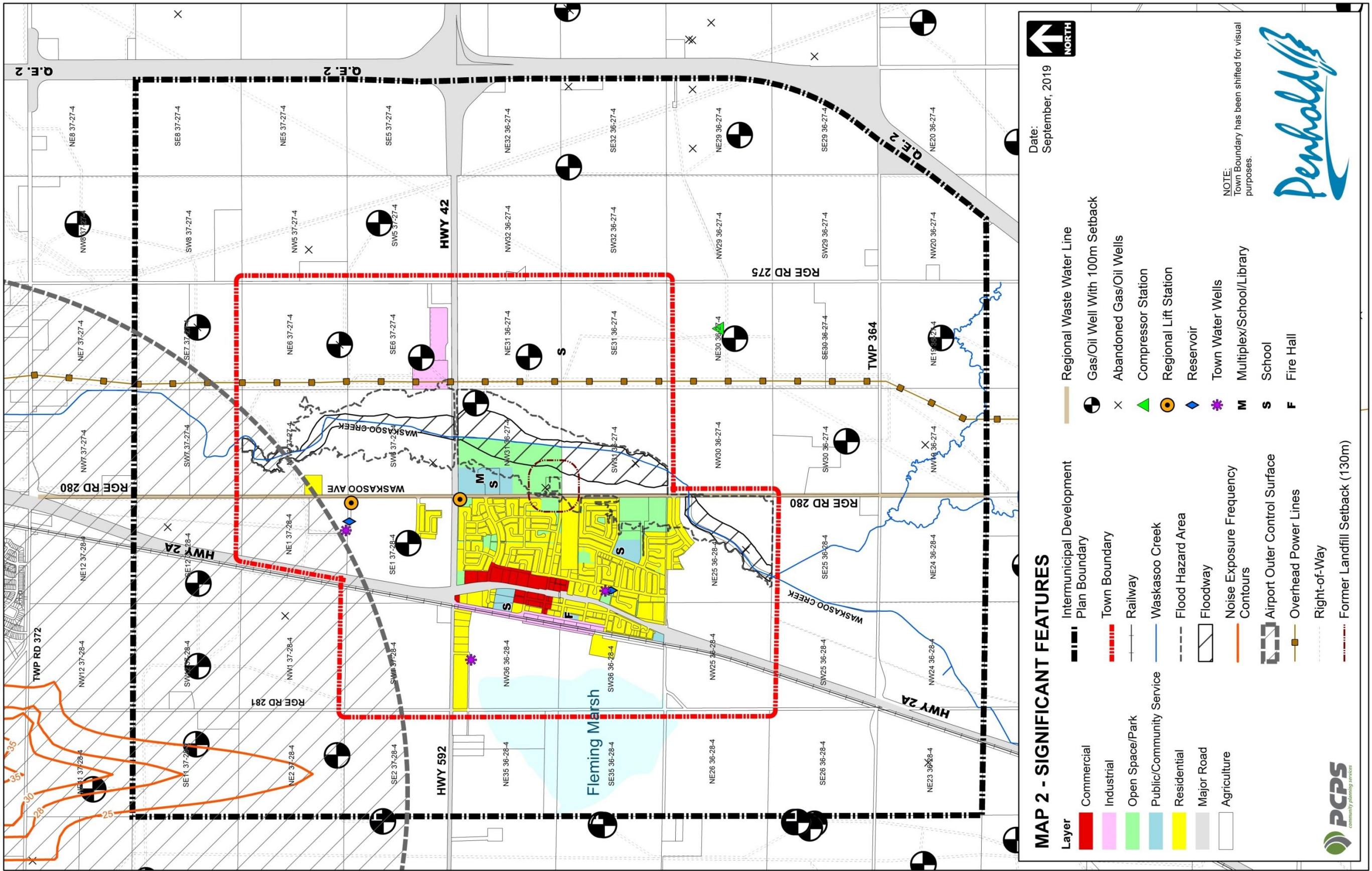
19.11 Plan Monitoring To allow tracking of the impact and effectiveness of the MDP policies a bi-annual (every 2 years) report should be prepared and submitted to Town Council.

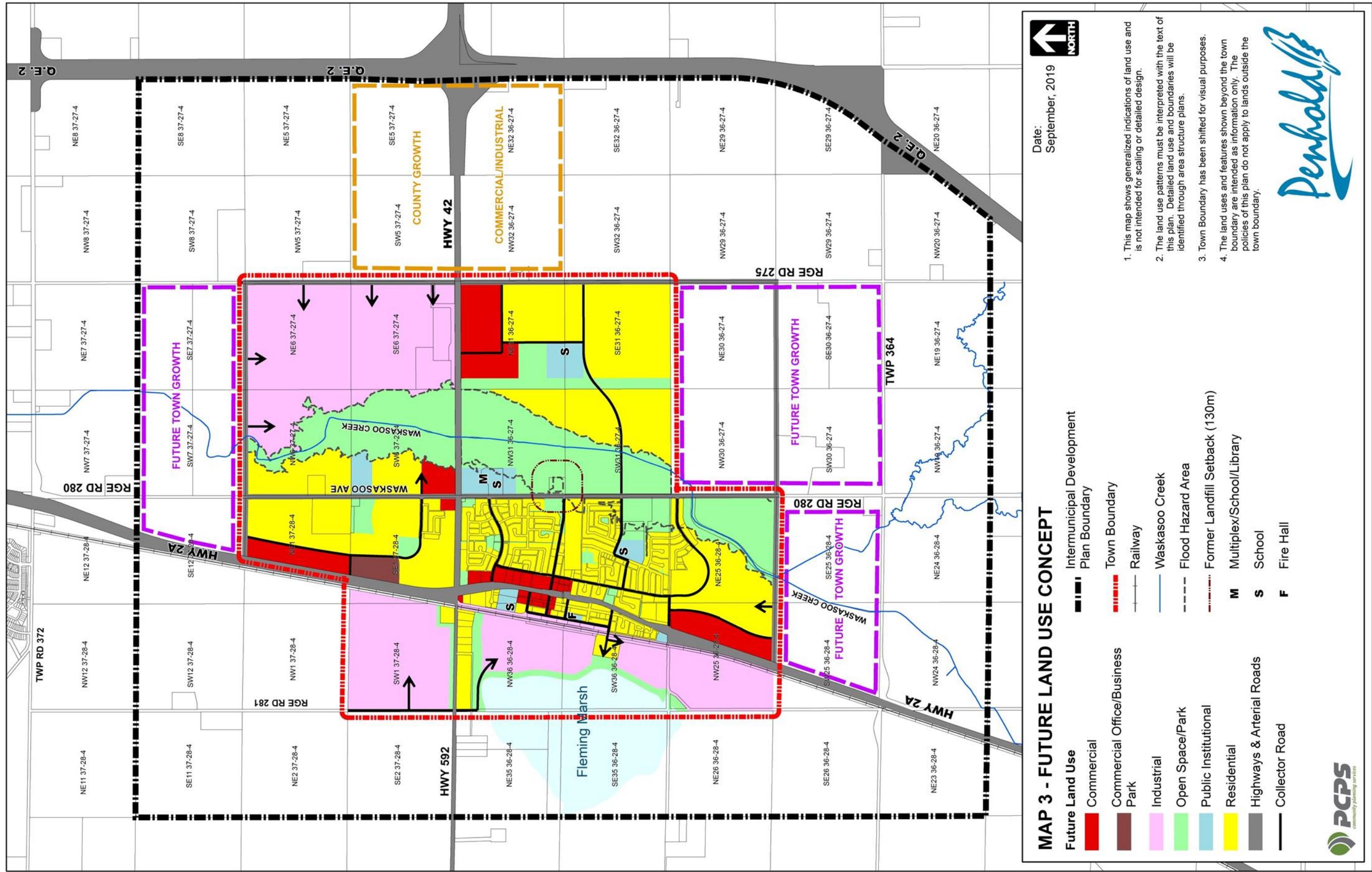
TOWN OF PENHOLD

MUNICIPAL DEVELOPMENT PLAN

MAP 1
STUDY AREA LOCATION







APPENDIX A: GUIDELINES FOR DEVELOPMENT ADJACENT RAILWAY

Residential Development Adjacent to the CPR

General

The CPR identifies certain requirements for residential development adjacent to their right-of-way to address some issues relating to potential adverse impacts of railway operations on the safety, health, and welfare of residents. Should a proposed residential subdivision application adjacent to a railway right-of-way receive approval, the Canadian Pacific Railway Co. requests that consideration be given to the following recommendations:

Safety

With a view to the possibility that a train derailment could occur in this location it is recommended that:

- a) No dwellings should be built within 75 meters of the CPR property line.
- b) Should a 75 meter separation from the CPR property line not be achievable, dwellings must be no closer than 30 meters, and a berm is to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following specifications:
 - i) The minimum height of the berm should be 2.5 metres and its side slopes not steeper than 2.5 to 1.
 - ii) No part of the berm is to be constructed on railway property.

While no dwellings should be within 30 meters, an unoccupied building, such a garage, may be built closer.

Because of the nature of a residential subdivision, there is a high possibility of trespassing on railway property, and the CPR has concerns with respect to pedestrian trespassing and safety issues associated with same. As such, should no solid noise attenuation fence be required as per item a) under the heading 'Health and Welfare' following, it is recommended that a 1.83 metre high chain link fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense. The developer is to also include a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.

Health and Welfare

The CPR property is used for train operations which result in the transmission of noise, vibration and other related industrial nuisances to adjacent properties. As such it is recommended that:

- a) Dwellings be constructed such that the interior noise levels meet the criteria of the appropriate ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures if required. The recommendations of the study are to be implemented. Should the study recommend a sound attenuation fence, the fence, must be constructed without openings and of a durable material weighing not less than 20 kg per square metre (4 lb./sq.ft) of surface area.

- b) Ground vibration transmission should be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:
 - i) Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;
 - ii) Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
 - iii) Other adequate measures that will retain their effectiveness over time.

Buyer Awareness

A clause should be inserted in all offers to purchase, agreements of sale and purchase or lease, and in the title deed or lease of each dwelling, informing prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations, including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units; and that the Railway will not be responsible for complaints or claims arising from use of its facilities and/or operations.

An additional clause should be inserted in all offers to purchase, agreements of sale and purchase or lease, and in the title deed or lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for maintaining these features.

Existing Drainage Patterns

Any proposed alterations to the existing drainage pattern affecting railway property including but not limited to acceleration of surface runoff must receive prior concurrence from the Railway, and be substantiated by a drainage report.

Services

Any proposed utilities under, over or along railway property to serve the development must be designed in accordance with the appropriate CSA standards, Railway Association of Canada Standards and American Railway Engineering Association Standards as may be applicable. All plans for utility occupancies of railway property must be approved by the Railway prior to construction and installation.

Access Across Railway Property

Any access roads across the railway will be subject to Railway approval, and must be in compliance with the latest Transport Canada regulations concerning same. If the crossing is approved, the owner will be required to execute a license agreement with respect to the terms and conditions of the crossing.

Commercial Development Adjacent to the CPR

General

The CPR considers commercial development adjacent to a right-of-way as more compatible with railway operations and often may serve as a buffer between the railway and residential development. Notwithstanding that stated above, commercial development should still meet certain requirements based upon site specific conditions and intended use.

Commercial development serviced by the railway and/or industrial use

Commercial developments or buildings serviced by the railways may be built adjacent to or over siding tracks in accordance with the clearances stipulated in the 'Standard Practice Circular – Track'.

Commercial development not serviced by rail and/or non-industrial use

Should at no times be on the railway right of way, and depending on track speed should be no less than the following distances from the nearest rail:

Type of Track	Track Speed	Distance from Centre Line	Track Classification
Main	25 mph or less	30 feet	Class 2 track
Main	40 mph or less	40 feet	Class 3 track
Main	More than 40 mph	50 feet	Class 4 and 5 track
Other than main	N/A	15 feet	N/A

Fencing

In instances where public parking lots and open spaces are adjacent to railway property, the CPR has concerns with respect to pedestrian trespass and the safety issues associated with same it is recommended that a 1.83 metre high chain link fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense. The developer is to also include a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.

Otherwise, fencing is to be provided by the developer as follows:

Agricultural use - None, provided purchaser provides CPR with letter for fencing exemption.

Pasture use - 4' strand barb wire or equal

Industrial use - 4' chain link or equal

Drainage Patterns, Services and Access Across Railway Property are all as per the Residential Development requirements.

*Note: Railway road crossings are all subject to Transport Canada requirements.

Maintaining proper sight lines at road crossings could affect the positioning of buildings on property adjacent to railways. Should sight lines not be maintained, other crossing protection as required by Transport Canada will be installed at the expense of the developer.

APPENDIX B: PROCESS TO PREPARE OUTLINE PLAN

PROCESS STEPS	DESCRIPTION AND EXPLANATION
1. Initial Meeting	<ul style="list-style-type: none"> ▪ Landowner approaches the municipality with a proposal or interest in starting the development of their land ▪ Landowner may or may not have a concept prepared or consultant employed ▪ Determine the type of information that will be required ▪ Highlight the key planning policies that apply to the property and type of development being proposed ▪ Describe the overall process and major steps including the generalized timing ▪ Written follow up letter sent to landowner along with a copy of a brochure or policy
2. Plan and Study Preparation	<ul style="list-style-type: none"> ▪ Landowner and consultants (selected by the landowner) prepare the outline plan and all required studies and support information ▪ May seek initial comments and advice from municipal staff on concepts as well as collect background information ▪ Consult other agencies and groups as needed (e.g. Alberta Infrastructure and Transportation if along a highway) ▪ Consult adjacent landowners
3. Plan Review by Municipality	<ul style="list-style-type: none"> ▪ Landowner provides municipal planner with all required information as a complete package (which is screened to ensure all needed material has been supplied) ▪ Municipal planner circulates the plan and supporting information internally (e.g. public works) and externally (e.g. neighbouring municipality) for review and comments ▪ Internal staff meeting to discuss plan and supporting information ▪ Municipal planner provides a single set of written comments to the landowner on any necessary changes and the next steps in the process
4. Follow Up Meeting	<ul style="list-style-type: none"> ▪ Landowner and consultants meet with municipal staff to review comments and discuss revisions

PROCESS STEPS	DESCRIPTION AND EXPLANATION
5. Public Meeting	<ul style="list-style-type: none"> ▪ Landowner hosts a public meeting to describe proposed development and seek input ▪ Municipal staff attend to observe and assist with questions ▪ Landowner prepares a summary of comments and provides to the municipal planner ▪ Need for plan changes in response to input discussed with municipal planner
6. Revised Plan and Support Information Prepared	<ul style="list-style-type: none"> ▪ Landowner and consultants make revisions to the outline plan and prepare any additional support information that is required ▪ Revised Plan and information provided to the municipal planner
7. Second Plan Review by Municipality	<ul style="list-style-type: none"> ▪ Municipal planner and other department staff as needed review the revised material against previous comments and any new issues stemming from changes ▪ No full internal or external circulation of revised material ▪ Determine the need for further revisions and third submission (repeat steps 4, 6 and 7 as needed)
8. Prepare Materials for Presentation to Council and First Reading	<ul style="list-style-type: none"> ▪ Municipal planner prepares a report and resolution to adopt the outline plan for the Council agenda (supporting information is not submitted to Council) ▪ Required Land Use Bylaw amendment and any other required plan amendments (e.g. MDP and/or ASP) are prepared by the municipal planner
9. Presentation to Council and First Reading	<ul style="list-style-type: none"> ▪ In the event that there are outstanding issues between the landowner and municipal staff, Council will be asked to make a decision on changes to the outline plan before formally considering adoption or scheduling a public hearing ▪ Public hearing scheduled where there are no outstanding issues
10. Subdivision Application	<ul style="list-style-type: none"> ▪ Application can be submitted and processed at the same time as the other approvals if the landowner wishes to take this approach ▪ Circulation of the subdivision application would occur at

PROCESS STEPS	DESCRIPTION AND EXPLANATION
	same time as other referrals
11. Referrals and Public Notice	<ul style="list-style-type: none"> ▪ Municipal planner refers the proposed outline plan and amendments to external agencies ▪ Public hearing and availability of copies of the proposed plan and amendments for public review are advertised
12. Public Hearing and Final Decisions	<ul style="list-style-type: none"> ▪ Council hosts public hearing to receive presentations on the proposed plan and related amendments ▪ Final decision made by Council

APPENDIX C: GLOSSARY OF TERMS

The definitions provided below are for use in understanding the concepts and ideas discussed in the context of the Municipal Development Plan. Where a definition listed below is different than the one provided in the Land Use Bylaw, the Land Use Bylaw definition shall be used in processing a development permit or subdivision application.

Adaptive Reuse is a process whereby buildings are adapted for new uses, while retaining their original architectural features.

Affordable Housing refers to dwelling units that are designed to be both adequate in meeting the size and safety needs of individuals and families, and affordable to households with income at or below the community's median income, without spending more than 30% of their income on housing.

Area Redevelopment Plan (ARP) is a plan adopted as an area redevelopment plan pursuant to the Municipal Government Act, which provides a framework for future development in an already developed area.

Area Structure Plan (ASP) is a plan adopted as an area structure plan pursuant to the Municipal Government Act, which provides a framework for future subdivision and development in an area.

Biodiversity is the variety of life and its processes; and it includes the variety of living organisms, the genetic differences among them, and the communities and ecosystems in which they occur. Diversity is the key to ensuring the continuance of life on Earth. It is also a fundamental requirement for adaptation and survival and continued evolution of species.

Conservation Agreement or Easement is an agreement registered against title whereby a landowner grants to another person or organization rights related to the protection, conservation and enhancement of the environment, including the protection, conservation and enhancement of biological diversity and items of natural scenic or aesthetic value. A conservation agreement may provide for recreational use, open space use, environmental education use, and research and scientific studies of natural ecosystems.

Eco-industrial Park refers to a type of industrial park in which businesses cooperate with one another and the local community in an attempt to reduce waste, efficiently share resources (such as information, materials, water, energy, infrastructure and natural resources), and produce sustainable development, with the intention of increasing economic gains and improving environmental quality.

Economic Development refers to creating a positive environment from which local businesses can succeed and grow, and attracting new enterprises to the community.

Emergency Services public organizations that respond to emergencies when they occur, specifically ambulance and fire services.

Environmental Reserve is land that is dedicated (given) to a municipality, during the subdivision process, because it is considered undevelopable for environmental reasons in accordance with Section 664 of the Municipal Government Act. This may include areas such as wetlands, ravines, drainage courses, steep slopes, etc.

Environmental Reserve Easement is a legal agreement registered with Land Titles in favour of the municipality for lands that would be normally taken as environmental reserve in accordance to Section 664 of the Municipal Government Act. It requires the land to remain in its natural state but continues to be owned by a private landowner.

Goal refers to an idealized end towards which planned action is directed and which provides an indication of what is to be achieved.

Green Infrastructure refers to a strategic approach to conservation that addresses the ecological, social and economic impacts of sprawl and the accelerated consumption and fragmentation of open land. It is the network of natural lands, open space, waterways, and smart growth design measures that form the framework for healthy and sustainable communities. With a green infrastructure in place, communities can protect native species and ecological processes, maintain clean air and water, reduce habitat fragmentation, pollution, and other threats to biodiversity, and improve the health and quality of life for people.

Growth Management is the process of directing or guiding development in a manner that is consistent with the vision, guiding principles, goals, objectives and policies contained in this MDP.

Growth Strategy refers to a document that establishes high level policy direction for the long term (50+ years) growth of the community.

Inclusive Communities refers to both a process and a goal; inclusion is the ability to participate effectively in economic, social, political and cultural life of society. It is about having what is needed materially and socially to live comfortably. An inclusive community is one that creates and celebrates the opportunity for full participation for all citizens.

Infill Development occurs in mature or built up areas on vacant or underutilized lands, behind or between existing development, and which is comparable with the characteristics of surrounding development.

Infrastructure refers to systems and facilities (e.g. roads, sanitary sewers, water treatment and distribution networks, power lines, and telephone and cable TV systems) that service urban development.

Intermunicipal Development Plan (IDP) is a plan adopted by two or more councils, pursuant to the Municipal Government Act, which is an overall policy guide for the coordination of land use planning matters between the municipalities.

Joint Use Site means a site that houses multiple, but complimentary facilities such as a school, library and recreation centre. Parking and other associated uses can be shared in order to use land efficiently. Facilities may be housed under one roof or in separate buildings.

Land Use Bylaw (LUB) refers to the bylaw that divides the town into land use districts and establishes procedures for processing and deciding upon development applications. It sets out rules that affect how each parcel of land can be used and developed and includes a zoning or district map.

Mixed Use refers to a combination of different land uses, such as, but not limited to, residential, office commercial, retail commercial, public or entertainment, which are horizontally integrated (i.e. uses located on the same site beside one another) and/or vertically integrated (i.e. uses located on different floors in the same building) within a single compact form of urban development. The mixes of uses are to be compatible, mutually beneficial, and integrated into the community, for example, live/work in the same complex.

The term “mixed use” can also relate to a range of dwelling types that could provide residences to a diversity of living arrangements and incomes within a neighbourhood and the inclusion of non-residential uses like places of worship and local commercial in a neighbourhood.

Municipal Development Plan (MDP) is a plan adopted by Council, pursuant to the Municipal Government Act, which is an overall policy guide to a municipality’s future growth and development.

Municipal Government Act (MGA) is Provincial legislation which outlines the power and obligations of a municipality. Part 17 of the MGA provides the means by which plans and bylaws may be adopted to guide development and the use of land and buildings.

Neighbourhood means a mainly residential area designed as a comprehensively planned unit containing a variety of housing types, community services, recreation and culture amenities and parks necessary to meet the needs of the neighbourhood population.

Objective refers to directional statements that are usually phrased in measurable terms for given time frames.

Oil or Gas Development refers to active, suspended, and abandoned wells, pipelines, and processing facilities. It may also include rail and road use for oil or gas development.

Policy means a statement identifying a specific course of action for achieving objectives.

Protective Services provision of services to ensure the security of persons and property.

Reserve means land provided, as part of a subdivision, by the developer without compensation for park and school purposes in accordance with the provisions of the Municipal Government Act. This includes lands dedicated as municipal reserve (MR), school reserve (SR) and municipal and school reserve (MSR).

Special Needs Housing refers to a range of housing options meant to respond to the diverse housing and care needs of a population at various stages of life. This may include such options as live-in care, accessible housing designs, supervised living arrangements, Alzheimer cottages, assisted living, hospices, palliative care, and transitional housing.

Sustainable Development means development that meets the needs of today without compromising the ability of future generations to meet their own needs. This means the community needs to sustain its quality of life and accommodate growth and change by harmonizing long-term economic, environmental and social needs. It also requires that development respects and enhances the cultural capital of the community in terms of its traditions, values, heritage, sense of place, arts, diversity and social history.

Urban Design refers to planning and architecture that contributes to the creation of attractive spaces by having regard to design elements such as building form and style, views and vistas, open space, and streetscape treatments, which provide an urban context that is both functional and aesthetically pleasing.

Urban Form refers to the design and layout of our urban built environment and includes considerations such as density, street layout, transportation, centres of employment, and urban design.