



Town of Bow Island

MUNICIPAL DEVELOPMENT PLAN



BYLAW NO. 2026:01

April 2026





**TOWN OF BOW ISLAND
BYLAW 2026:01
MUNICIPAL DEVELOPMENT PLAN**

BEING a bylaw of Town of Bow Island in the Province of Alberta, to adopt a new Municipal Development Plan for the municipality.

WHEREAS Town of Bow Island Council is updating and replacing its Municipal Development Plan to ensure the plan is in compliance with the modernized Municipal Government Act and the South Saskatchewan Regional Plan.

AND WHEREAS THE PURPOSE of proposed Bylaw No. 2026:01 is to provide a Town growth framework and add policies to promote orderly, economical and beneficial development, ensure provincial land use initiatives are met, support Town Council strategies, address economic and environmental considerations, ensure compatibility with subdivision and development regulations, and enhance efficiency and delivery of municipal services and the protection of municipal infrastructure.

AND WHEREAS the municipality must prepare a corresponding bylaw and provide for its consideration at a public hearing.

NOW THEREFORE, under the authority and subject to the provisions of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, as amended, the Council of Town of Bow Island in the Province of Alberta duly assembled does hereby enact the following:

1. That the new Town of Bow Island Municipal Development Plan Bylaw shall be adopted as presented.
2. All former Town of Bow Island Municipal Development Plans are hereby rescinded, including Bylaw 2010:04 being the former 2010 Municipal Development Plan (April 26, 2010) is hereby repealed in its entirety.
3. This bylaw comes into effect upon third and final reading hereof.
4. That Bylaw No. 2026:01 is adopted as the Municipal Development Plan.

READ a **first** time this 8th day of December 2025.


Mayor – Gordon Reynolds


Chief Administrative Officer – David Matz

READ a **second** time as amended this 13th day of April, 2026.

READ a **third** time and finally passed as amended this 13th day of April, 2026.


Mayor – Gordon Reynolds


Chief Administrative Officer – David Matz

Town of Bow Island
Municipal Development Plan
Table of Contents

INTRODUCTION	Page 2
MDP Background	Page 3
Purpose of the MDP	Page 3
Vision	Page 5
Goals of Plan	Page 6
ANALYSIS	Page 8
Community Background	Page 8
Land Use Analysis	Page 10
PLAN POLICIES	Page 18
Growth and Development Strategy	Page 18
1. General Growth	Page 18
2. Housing and Residential Land Use	Page 19
3. Work and Economy	Page 25
Recreation and Play	Page 33
4. Recreation and Community Facilities	Page 33
Community Services	Page 35
5. Municipal and Community Facilities	Page 35
Municipal Infrastructure and Services	Page 37
6. Infrastructure and Servicing	Page 37
Subdivision and Development Considerations	Page 41
7. Subdivision Considerations & Provincial Requirements	Page 41
Agriculture	Page 44
8. Protection of Agricultural Operations	Page 44
INTERMUNICIPAL COLLABORATION	Page 45
9. Collaboration	Page 45
PROVINCIAL LEGISLATION COMPLIANCE	Page 48
MDP ADMINISTRATIVE MATTERS	Page 50
GLOSSARY OF TERMS	Page 52

Town of Bow Island

Municipal Development Plan

INTRODUCTION

The composition of a community is a reflection of the physical, social and economic influences that have been responsible for shaping its development. Generally, the essential elements required to shape a community originate on the landscape and often a community is viewed by how well it uses the land within its boundaries. By engaging in long-range land use planning, a community can be better prepared to take advantage of potential opportunities and confront future challenges.

A hierarchy of statutory planning documents exists in Alberta and the role of a Municipal Development Plan is to guide the general direction of future community growth and development and provide land use policies that address this. A Municipal Development Plan can be defined as a framework for decision-making that guides future development, redevelopment and service needs. It studies both a community's past experiences and evaluates its current circumstances in order to anticipate its future needs. The content of a Municipal Development Plan (MDP) is designed to encourage municipalities to integrate proposals into long-term plans for the financial and social well-being of the community, as well as the physical built landscape. Therefore, plans for future growth should be realistic and well planned.

By ensuring that growth takes place in a sustainable, orderly, and rational manner, a community can balance the economic, social and environmental requirements of its residents and bring a sense of stability to the community.

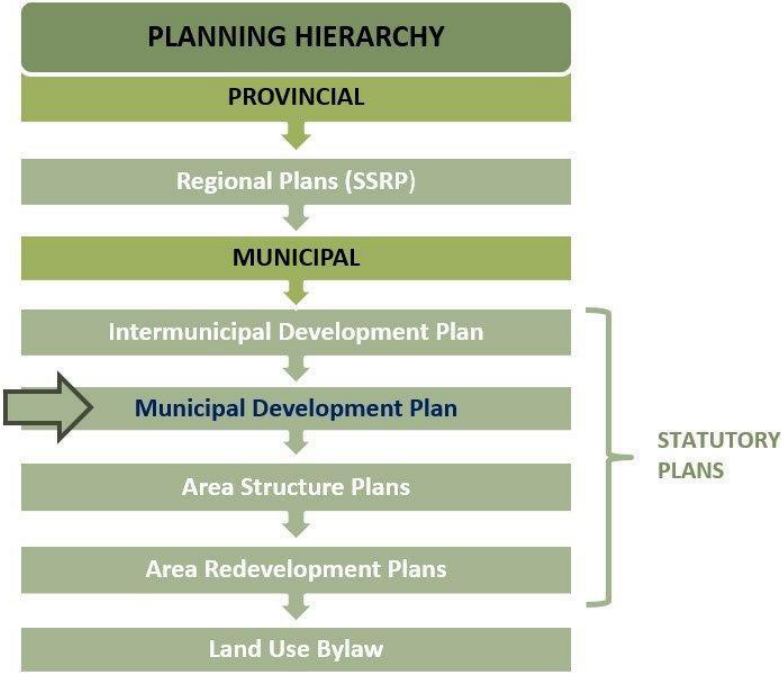
The Town of Bow Island acknowledges the importance of having a comprehensive plan to support its growth as the community is growing and has a thriving industrial and commercial tax base. The Town is the largest urban community in the County of Forty Mile and is the service centre for local agriculture, and the intensive irrigation area which covers the north half of the County. The municipality recognizes that due to growth, local and provincial policy changes, and economic challenges over the last decade or more, a review and update of the MDP is warranted to continue to guide the community to meet its future growth goals and needs.

MDP Background

The Town of Bow Island adopted an MDP in April 2010 which as of April 2025 was over 15-years old and warranted an update to remain relevant. Over that period of time the Town has seen success with many of the 2010 MDP policies outlined, but the community has also been experiencing change and growth that requires policy updates and new objectives to be outlined. In particular, new development and growth directives need to be identified and planned for as Bow Island is running low on its subdivided vacant land inventory. The issue of providing for affordable housing has also come to the forefront. Additionally, provincial legislation applicable to MDPs has also been amended and the Town must have an MDP that addresses and aligns with provincial legislative requirements. It is the goal of the 2025 MDP to address these matters.

Purpose of the MDP

In the provincial planning hierarchy, an MDP comes after an Intermunicipal Development Plan (adopted with an adjacent municipality) in stature, but the MDP is the overarching land use and growth plan for a municipality. It acts as the main planning document to guide community growth, including providing guidance on decision making for subdivisions, development, infrastructure planning, and the provision of various community services. The MDP is a statutory planning document and takes precedence over other statutory plans, such as Area Redevelopment Plans or Area Structure Plans. It also is higher in statute and takes precedence over the municipality’s Land Use Bylaw.



The MDP and its goals outlined within are to be interpreted as a guide in the Town's decision making and actions, providing a strategic perspective to help inform development and management decisions. It acts as an overall guide to building and growing the Town of Bow Island in a way that the community envisions. The MDP helps Council and municipal staff to make sound decisions on planning and development matters and informs the content of the Land Use Bylaw. Any future Area Structure Plans, conceptual design plans or development plans that may be developed for particular areas of the town are to conform to the MDP.

The MDP sets the vision, goals, and policies for the municipality and it guides most of Council's major land use and development decisions, particularly those that will impact the community for many years, typically over a 10 to 20-year period. The MDP also provides direction on how other plans are to be prepared.

Legislative Requirements

There are several provincial legislative requirements that the Town must consider in preparing and adopting an MDP. Specifically, section 632(3) of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26 states that:

(3) A municipal development plan

(a) must address

- (i) the future land use within the municipality,*
- (ii) manner of and the proposals for future development in the municipality,*
- (iii) the co-ordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no intermunicipal development plan with respect to those matters in those municipalities,*
- (iv) the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities, and*
- (v) the provision of municipal services and facilities either generally or specifically,*

(b) may address

- (i) proposals for the financing and programming of municipal infrastructure,*
- (ii) the co-ordination of municipal programs relating to the physical, social and economic development of the municipality,*
- (iii) environmental matters within the municipality,*
- (iv) the financial resources of the municipality,*
- (v) the economic development of the municipality, and*
- (vi) any other matter relating to the physical, social or economic development of the municipality,*

- (c) may contain statements regarding the municipality's development constraints, including the results of any development studies and impact analysis, and goals, objectives, targets, planning policies and corporate strategies,*

- (d) *must contain policies compatible with the subdivision and development regulations to provide guidance on the type and location of land uses adjacent to sour gas facilities,*
- (e) *must contain policies respecting the provision of municipal, school or municipal and school reserves, including but not limited to the need for, amount of and allocation of those reserves and the identification of school requirements in consultation with affected school boards,*
- (f) *must contain policies respecting the protection of agricultural operations, and*
- (g) *may contain policies respecting the provision of conservation reserve in accordance with section 664.2(1)(a) to (d).*

Vision

It is intended that through the application of the MDP’s goals and policies that Council’s broad vision for creating a vibrant, safe, stable and resilient community offering a high quality of life for everyone will be achieved. As the long-term primary planning document for the municipality, the MDP strives to create a framework to implement a general growth strategy and vision for the Town of Bow Island.

VISION AND GROWTH STRATEGY



Goals of the Plan

The scope of the Municipal Development Plan addresses the main growth and development matters that may be regulated or influenced by policies of the Town of Bow Island. It is recognized that some statements or policies reference matters over which the Town as a municipal corporation does not have jurisdictional authority. However, in such cases, it is the aim of Town Council that it will endeavour to achieve the stated policy objective through cooperation and collaboration with the appropriate authorities. The Town of Bow Island, by creating a new MDP, will attempt to accomplish the following:

- support growth by **promoting healthy, moderate growth and development in an orderly economic manner**, that meets the community’s needs for years to come;
- **maintain an attractive high-quality community environment**, ensure sustainability, and continue to improve the quality of life for all citizens;
- **identify logical land growth areas**, through vacant lands and infill opportunities, to support growth and development;
- **appropriately plan for growth** and associated municipal services **in an efficient manner**;
- **encourage new and innovative housing initiatives**, including affordable and senior housing options;
- **broaden the opportunities for a range of commercial development** including retail sales and service outlets available;
- **identify and support an attractive and viable downtown core** commercial centre;
- **maintain a balanced assessment base** by promoting and planning for a mix of residential, commercial and industrial growth;
- **support and plan for various recreational land needs** as part of creating a healthy community; and
- **ensure economic growth** and development **includes associated growth** in much needed **social and health services** for residents **to support a high quality of life**.

Policy Interpretation

This plan and its outlined policy statements contain directives in the wording of the policy language to indicate the desired action or outcome. The directives are worded to be a mandatory action or may be a consideration of a suggestion of support or encouragement for the identified matter. The following is an overview of the policy text wording applicable:

- **Shall** - Where “shall”, “will”, “must” or “require” are used in a policy, the policy is considered mandatory in order to achieve a preferred result.
- **Should** - Where “should”, “would” or “encourage(d)” are used in a policy it is anticipated that the policies will be attempted or applied in most situations to achieve a desirable outcome. If it

is a policy related to land use and development intended for developers, landowners or residents, the action is anticipated it will be applied unless it can be clearly demonstrated to the satisfaction of the Development Authority or Council, that the intent of the policy is not compromised.

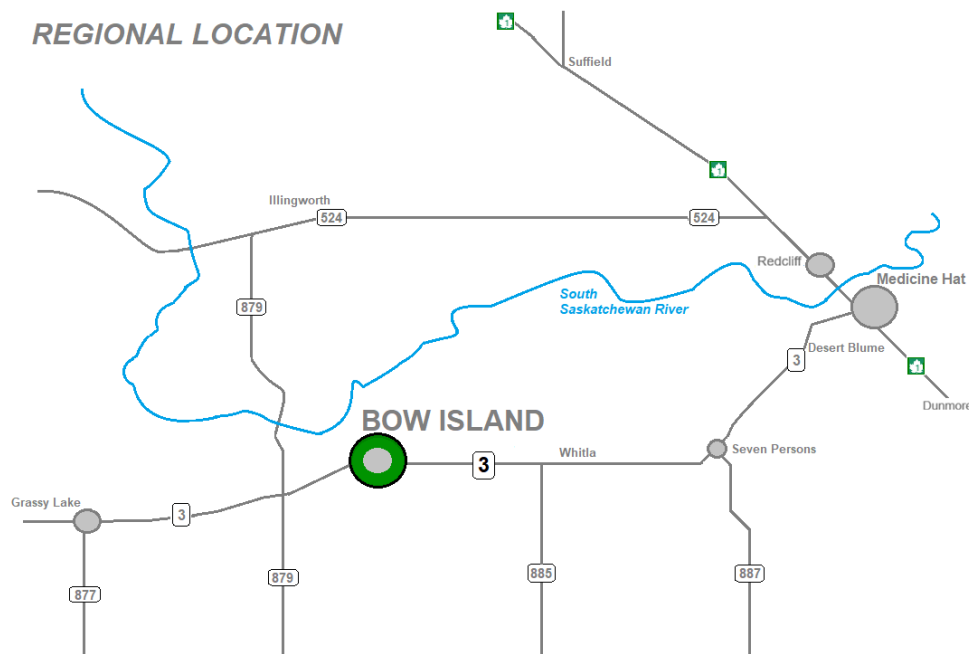
- **May** - Where “may”, “is open”, “is committed” or “is supportive” or similar type phrasing is used in a policy it is considered optional and is a discretionary action, but it is not required and may be applied as circumstances allow.

Some policies may be worded as simple statements to recognize or highlight an important issue or area of concern for the municipality that may warrant attention or require consideration.

ANALYSIS

Community Background

Bow Island is a vibrant agricultural community of 2,169 people located on Highway 3 in southern Alberta, approximately 51 km (32 mi) west of Medicine Hat and 320 km (200 mi) southeast of Calgary. Bow Island formed initially as a village in 1910 and by February of 1912 the village was incorporated as the Town of Bow Island. In the early 1950's irrigation was extended to the Bow Island area and the Town of Bow Island doubled in population when irrigation water finally flowed through the ditches. There are over 110,000 acres of highly productive lands surrounding the Town of Bow Island.



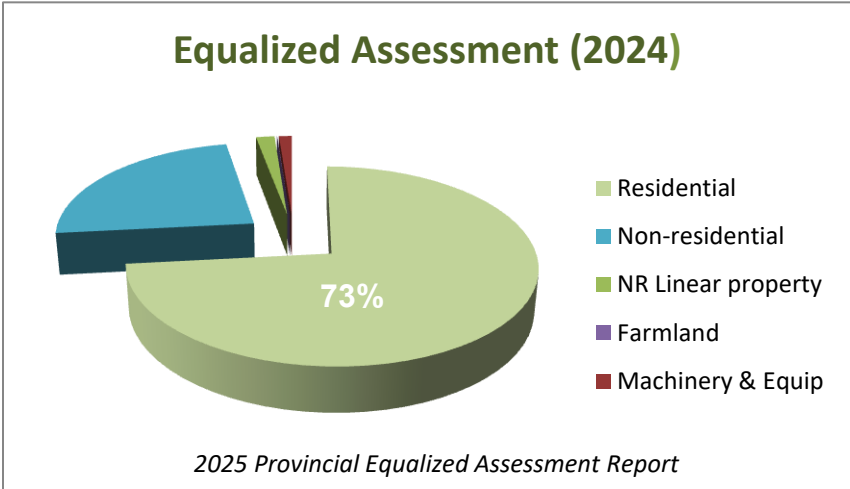
Local Economy

The economy of Bow Island is interconnected with other area municipalities, the surrounding rural community and the province. The major economic base for Bow Island is related to agriculture, both irrigated and dryland farming, with many agri-processing industries located in the community, and the town acts a major service centre for the area. Bow Island is an excellent location to service the thriving specialty crops sector in the irrigation industry, especially the edible bean industry.

According to Statistics Canada, 2021 Census of Population data, the total active labour force for the town consisted of 785 people. The top major employment sectors as identified in the broad labour categories, in order of prominence, are ‘Occupations in trades, transport and equipment operators’, “Natural resources, agriculture and related production occupations”, “Sales and service”, followed by “Health occupations.”

According to the 2025 Provincial Equalized Tax Assessment report published by Alberta Municipal Affairs, Bow Island’s residential property portion of the assessment was at 73%. This compares to approximately 24% of non-residential assessment, which includes both commercial and industrial property. Thus, the assessment is considered fairly balanced and not as over-weighted on the residential component of the assessment as many similar sized towns in Alberta that are 80% or more in the residential category. For comparisons, this is the same as the Town of Redcliff with twice as large of population, while the Towns of Vauxhall and Nanton residential portions of assessment are at 81%, the Town of Vulcan is at 83%, and the Town of Magrath is at 93%.

DIAGRAM 1 – Equalized Assessment



Population Analysis and Trends

The Town of Bow Island had a population of 2,169 in 2024 according to the Alberta Government’s Regional Dashboard. This is an increase from the 2021 federal Census of Population conducted by Statistics Canada which listed the 2021 population as 2,036. For census comparison purposes, this is a change (5-year period) of 2.7% from its 2016 population of 1,983 and is a 0.54% annual average growth rate. This is a positive change from the previous census period, as in 2011 the Town of Bow Island recorded a population of 2,025, resulting in a -2.1% change between its 2011 and 2016 population.

In analyzing historical trends, over a longer 60-year period since 1961 the Town has experienced a 0.75% annual average growth rate. In reviewing the growth rate over a more recent 30-year period (1991 to 2021), the average is slightly higher at 0.9% annual growth.

It is noted that the population of the Town of Bow Island was 2,043 in 2017 according to its own 2017 municipal census count. Often the municipal census produces slightly higher numbers than Statistics Canada reports. However, the municipality does not undertake its own census data collecting every five years like the federal government. Therefore, for consistency in analysing past trends and comparing and projecting for future years, this plan uses Statistics Canada census population numbers for comparison purposes and providing estimates.

TABLE 1 – Population Projections

Year	Actual Population*	Straight Linear Method (5-year)				
		1.5% Growth Rate	2.0% Growth Rate	3.0% Growth Rate	4.0% Growth Rate	5.0% Growth Rate
2021	2036	—	—	—	—	—
2026		2067	2077	2097	2117	2138
2031		2098	2118	2160	2202	2245
2036		2129	2161	2225	2290	2357
2041		2161	2204	2292	2382	2475
2046		2193	2248	2360	2477	2599

* Census – Statistics Canada

Reviewing the past historical growth rate of a community’s population helps provide a basis for preparing population projections. Similar to many southern Alberta communities, the town experienced a positive upturn in population in the late 1970’s and early 1980’s, followed by a period of population decline, slight recovery, and modest growth upwards. Studying past and future population data is an important component in ensuring an adequate land base for future growth is planned for.

Based on past trends, the community can be expected to grow at least between 0.75% and 1.0% annually. This corresponds with the *Housing Needs and Demands Assessment (July 2023)* as prepared by the Rural Development Network (RDN), where it stated that Alberta Health projected that the population of the health zone (comprised of County of Forty Mile and Bow Island) will increase by 1% annually. As illustrated in the above positive population projections using the Census 5-year periods for percentage change, the population could potentially range from 2,225 (3.0% rate) to 2,357 (5.0% rate) persons by 2036; however, by the year 2046, the population could realistically range between a low of 2,360 (3% rate) to a high of 2,599 persons (at 5.0% growth rate which equates to 1.0% annually). Applying a 1% annual growth rate to the 2024 Alberta Regional Dashboard population of 2,169, the Town could experience a population of 2,700 by the year 2046.

Land Use Analysis

Residential Past Trends

In 2021, Bow Island had a population of 2,036 persons living in 674 of its 724 total private dwellings¹. The average person per dwelling unit is 3 persons. Housing in Bow Island is dominated by single detached homes, as the 2021 Census reveals that in Bow Island 95.7% of homeowners live in single detached homes, 2.1% live in row houses and 2.1% live in mobile dwellings.

¹ Statistics Canada, 2021 Census of Population data

According to the census data, there was a positive increase of 6.2% in the number of total private dwellings between 2016 and 2021. This will have increased since the 2021 census, as the town has experienced positive development growth with the southern last phase of the Westview subdivision (Westview Crescent) having few lots left in the ownership of the Town for sale (as of May 2025). Adjacent to Westview on the east, the more recent Town subdivision (2024) undertaken referred to as Parkview Crescent, has begun to be developed to accommodate various types of residential multi-density unit use.

The *Housing Needs and Demands Assessment (July 2023)*² highlighted several key findings from the study related to housing conditions in the town:

- Most homes in Bow Island were built between the 1960s and the 1990s.
- The majority of residents 65+ in Bow Island (and the County of Forty Mile) live in single detached dwellings.
- Bow Island had a 0.0% vacancy rate in 2021; the highest vacancy rate was 3.1% in 2011.

These housing factors both shape and impact future housing needs in addition to population growth itself. For example, a large portion of people age 65+ both in town and in the adjacent municipality of County of Forty Mile can lead to future demands and impacts on senior housing or care in Bow Island. A low vacancy rate supports the need for additional dwelling units that cater to rental situations.

Calculating the need for housing and the land to accommodate it is closely derived from future population projections, taking the increase in population and then estimating the average household size from past Census data conducted by Statistics Canada to arrive at an estimate for future housing requirements. If by 2046 the town experienced a population increase of 563 with average of 3.0 persons per household, 188 additional housing units would be required. If over time families were to get smaller and more seniors were living on their own and 2.5 persons per household was the average, then a minimum 225 additional housing units are needed. If Bow Island were to grow even faster at perhaps 1.5% a year and household sizes got smaller, then 330 housing units may be needed which equates to 13 units a year. This aligns with the past 2010 MDP analysis which found the town had experienced a historical residential growth of 9.4 residential units per year, and home construction was projected to be within a range of 10 to 15 and average 12.4 units per year.

The 2010 MDP estimated that that the new Westview subdivision should have been capable of accommodating all new development for the next 5-10 years (i.e., up to the year 2020). That has been a fairly accurate projection, as of the spring 2025 the Town of Bow Island has just four lots left available. On average, the 2010 to 2020 ten-year period saw residential land develop at 1.8 acres (gross land area³) per year on average, while the longer 2010 to 2025 fifteen-year period saw that increase to 2.4 acres per year on average (note: the 2024 year experienced the Parkview subdivision being approved for multi-unit residential use and most of the lots sold).

² Rural Development Network (RDN), *Housing Needs and Demands Assessment (July 2023)*

³ Gross Land Area means that the acreage area includes the land areas for roads, lanes, etc.

Residential Future Needs

Considering recent past land consumption numbers and projected growth needs, Bow Island should anticipate a minimum of 2.5 to 3.0 acres per year being required for residential growth.

There are two ¼-sections (portions of SW & SE 1-11-11-W4M) of vacant land at the north end of the town containing approximately 240 acres (97 ha). The 2010 MDP identified these as potential residential growth areas. This includes a long narrow 16-acre (6.47 ha) parcel of land lying between the two larger parcels which is currently designated to the Country Residential Land Use District. Future planning should tie this parcel into overall growth plans for this area. Fortunately, these lands are located to the south of the town's sewage lagoons which are situated directly north of the municipal boundary (NE 1-11-11-W4) within the County of Forty Mile, and outside the required development setback. Some types of development (e.g. residential, hospitals, schools) are subject to the provincially legislated 300 m setback and cannot be located within this buffer. The SE 1-11-11-W4M has some constraints for servicing and other land uses such as recreational could be designed for this area. This would result in less land being available in this area for residential development.

DIAGRAM 2 – Residential Growth Areas



Based on both the past 15 year residential land consumption trends and projected population growth, the municipality may plan for and anticipate that 2.5 to 3.0 acres of land per year may be developed for residential purposes. That amount of land should be adequate to accommodate all the residential development within the town for the next 50 years. This would include some areas of larger lot country residential use. If there is a large increase in multi-unit (higher density) housing developed, then this may slightly lower yearly land consumption needs. The amount of land available to develop may also be

slightly less, if engineering studies identify land or servicing constraints that make some portions of land unfeasible. Past engineering studies indicate there is a need to develop in a logical manner from south to north in order to minimize the cost of servicing. (Additional future residential land growth and development plans are addressed in the policy section of this MDP.)

Commercial

There are generally two main areas within the town that are designated for commercial land use:

- The first is the more concentrated historic downtown core area (designated C1) which is the Central Business District. This is situated near Centre Street, between North Railway Ave (W and E) and 4 Ave (W and E), with the main area west of Centre Street on 5 Ave W.
- The second is the more dispersed highway and service type commercial development (designated C2) that is spread out and located linear along the Highway 3 (7 Ave) corridor, located primarily east of Centre Street. There are also some various dispersed parcels along the CPR tracks designated for commercial use.

The downtown area is a mix of retail, restaurant, office and professional type services, while the commercial development along Highway 3 is a mix of customer service (restaurant, motel, service station) and contractor type businesses. These are typically developments that require slightly larger parcel sizes than afforded in the downtown blocks. There are also lands designated as ‘Highway Transitional District – HT’ may contain existing dwellings but are planned for the future long-term to eventually be converted to commercial uses once the residential uses are no longer viable or the highest and best use of the owner is determined to be commercial.

The following Table illustrates the 2025 approximate breakdown of the areas comprised of land designated for the different commercial land uses in accordance with the Land Use Bylaw districts.

TABLE 2 – Commercial Land Use (Gross Land Area⁴)

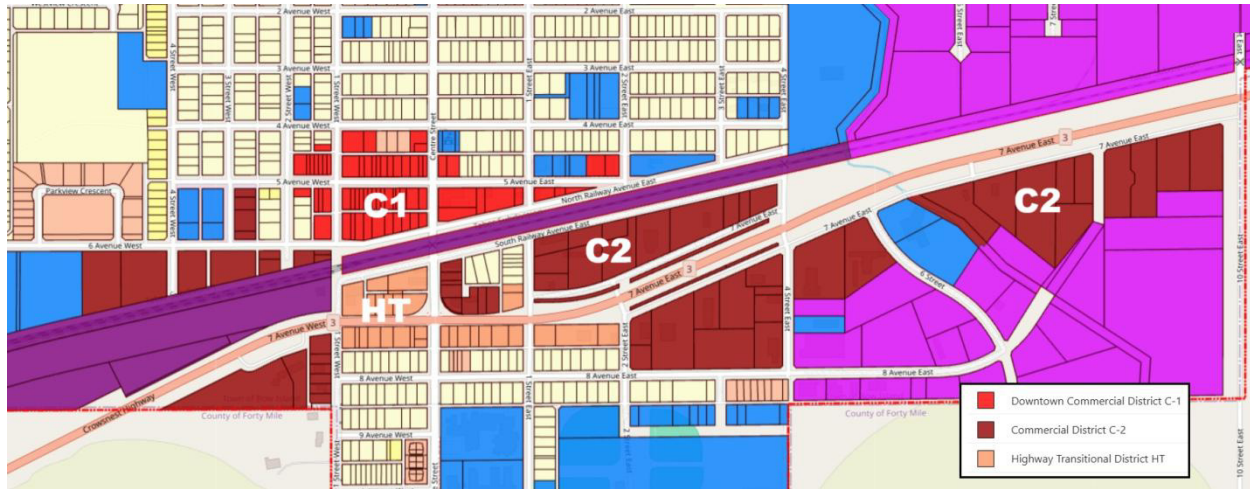
Commercial Land Use	Area (acres +/-)	Area (ha +/-)
Downtown Commercial District – C1	13.75	5.56
Commercial District – C2	52.0	21.04
Highway Transitional District - HT	7.6	3.08
TOTAL:	73.35	29.68

In projecting future commercial land use needs it is recognized there is only a slight correlation between the existing population and lands designated for commercial use. This is due to the fact that the town serves as a regional service centre for the agricultural community. It is therefore difficult to make accurate projections based on population growth alone. Additionally, economic factors at the regional, provincial and national levels also play into shaping the growth of the commercial sector. The observed general North American commercial urban land use standard averages 4 to 6 percent of the total

⁴ Gross Land Area means that portions of roads and lanes in blocks may be included.

municipal developed land use. The Town of Bow Island is currently at approximately 5.25 % which is a fairly average and healthy percentage. Therefore, it may be anticipated that future commercial land use growth needs would correspond somewhat proportionately at this percentage with overall municipal land growth.

DIAGRAM 3 – Existing Commercial Areas



Industrial

The main industrial area for the municipality is in the northeast, north of Highway 3 and the rail line (lands designated M-2) with a full ¼-section designated in the SE 6-11-10-W4M. The main east west rail line of Canadian Pacific and Kansas City Southern (CPKCS) is located through the middle of the community in close alignment to Highway 3. A large portion of the adjoining lands along the railway are designated to the Railway Industrial District (M-3) which is more limited in the types of industrial uses allowed. The airport lands in the very northeast, north of Highway 3, include a mix of both aviation related and non-aviation related development. It is important to note that only a small portion of the Airport District lands may be used for development as the largest portion of land is utilized for aviation purposes. There is also an additional industrial area south of Highway 3, located primarily east of 4 St E.

There is a very wide range of parcel sizes amongst the industrial areas and uses, typically ranging from 25,000 sq. ft. to up to 5-acres in size. In the SE 6-11-10-W4M there are still some undeveloped larger parcels at 20 acres in size. These have the potential to be subdivided further into small industrial lots.

TABLE 3 – Industrial & Railway Land Use (Gross Land Area)

Industrial Land Use	Area (acres +/-)	Area (ha +/-)
Airport District – M-1	147.3	59.61
Industrial District – M-2	268.0	108.46
Railway Industrial District – M-3	30.0	12.14
TOTAL:	445.3	180.21

Preparing land projection requirements for industrial land is one of the more difficult types of land use projections due to the wide range of industrial uses and the land/space requirements that are associated with them. In addition to population growth and local economic factors, ease of access to transportation corridors and infrastructure availability are major considerations for industrial development. Factors such as land prices and proximity to markets are also major elements. Availability of servicing, as required by the type of business or use, will also influence locational decision making.

Institutional

Institutional land requirements are closely associated with community needs in conjunction with growth and include such uses as schools, churches, cemeteries, health and medical facilities, government administration offices, and public works. The need for these types of public facilities is tied to an increasing population, or in some cases changes in demographics, such as an ageing population. Council and administration of the Town of Bow Island work with officials of the Government of Alberta to ensure that needed health and educational facilities are developed and located in the preferred locations when the population/development thresholds are met to require these services.

Currently, the town has approximately over 65 acres (26.3 ha) of land dedicated for schools, churches and various government health facilities. It is often difficult to determine the amount of land needed to accommodate these uses over a projected growth cycle. However, there will be need for further institutional uses as the municipality grows. Typically, an additional 20% of land will have to be held in reserve for those uses. If a new school site was needed in the future, the school district would likely be looking at requiring 15 to 20 acres of land for its own needs.

Recreational

The town has a range of recreational activities for residents, including the seasonal Bow Island Swimming Pool, a splash water park, ice arena, ball diamond park, nine hole golf course, curling club, rodeo grounds, and the Centennial Park Campground. Additionally, the municipality has a number of parks and playgrounds for families. Recreational opportunities are an important component of contributing to a healthy and high quality of life for residents.

The recreational use with the largest area of land is the golf course with 69.57 acres (28.15 ha), followed by the Bow Island rodeo grounds and Bert Knibbs ball diamond park at 21.3 acres (8.62 ha), and then Centennial Park and campground with 17.28 acres (6.99 ha). As one can observe, the land needs for various recreational land uses can vary widely depending on the type of activity. The approximate total area of recreational land uses is 118 acres (47.75 ha) within the town.

There will be need for further institutional uses or expansion to existing facilities as the community grows. Typically, an additional 10 to 20% of land will have to be held in reserve for those uses. Future recreational land use considerations could also involve the planning for the expansion or relocation of facilities to different areas of the community.

Additional new land areas will partially be provided from Municipal Reserve land dedications at the time of future subdivisions. This may be in the form of 10% land dedications in an area where a park, playground, green space, or school site may be required. In subdivision areas where no formal land dedication is needed at that specific location, a cash-in-lieu payment will be provided to the municipality to fund municipal recreational activities that may be offsite. (Formal Municipal Reserve policies are addressed in the subdivision policy section of this MDP.)

Transportation

The provincial government plans for the future twinning of Highway No. 3 have been addressed since the 2010 MDP was adopted. A functional planning study has been conducted by Alberta Transportation and Economic Corridors and the province will continue to consult with the Town of Bow Island and other stakeholders in order to finalize the final alignment. The twinning of the Highway 3 corridor from Medicine Hat to the Crowsnest Pass is planned by the province to occur in eight phases, with the twinning of 28 kilometres from east of Bow Island to east of Seven Persons being phase 5 and the twinning of 23 kilometres east of Burdett to east of Bow Island slated as phase 6. The eventual highway location around the Town of Bow Island will impact the future development of the community.

Within the town, Bow Island has historically been developed on a traditional grid pattern system. The newer west area (Westview subdivision) is a departure from this with more crescents in the design. For internal roadways in new areas to be developed within the municipality, the municipal transportation plan proposes a collector road system. New areas to be developed will need to consider connectivity to existing developed neighborhoods. Developers will be required to provide roadways to municipal standards.

Municipal Services and Facilities

The Town regularly reviews its infrastructure needs through major Infrastructure master planning exercises that are generally updated on a ten year cycle. In addition to these major system reviews, the Town routinely assesses and re-evaluates infrastructure needs as a part of its various financial planning processes. Bow Island is a member of the Highway 3 Regional Water Services Commission which provides water services to the town, County of Forty Mile, and the Municipal District of Taber. The availability of water supply to a municipality is one of the key limitations to growth in the South Saskatchewan River basin region where there are no new water licenses being issued. At the present, Bow Island has sufficient water licence capacity at current water use rates to supply water for approximately the next 20 years or to a population of 3,300 people along with the associated non-residential development.

For managing wastewater (sewage) the Town has sewage lagoons located in the NE 1-11-11-W4M. The lagoons have met their design capacity and additional infrastructure will be required to handle future growth. The Town has undertaken the necessary engineering studies to determine expansion options.

To provide recycling and waste transfer services, Bow Island is a member of the North Forty Mile Regional Waste Management Services Commission which services the northern part of the County of Forty Mile No. 8.

PLAN POLICIES

Growth and Development Strategy

1. General Growth

OBJECTIVES:

- To ensure growth and development occurs in an efficient, economical well planned manner.
- To maintain and develop balanced, managed growth in the Town of Bow Island.
- To have defined criteria and processes in place to assist the municipality and developers in navigating the planning processes.

POLICIES:

- 1.1 Council shall strive to ensure community engagement is an important part of the Town’s planning process, especially around major projects and initiatives.
- 1.2 The Town may continue to assume a role in land development, including acquisition, servicing and subdivision, in order to ensure an adequate supply of land is available to enable growth.
- 1.3 The design of future residential subdivisions or industrial business parks should allow for phasing of subdivision or development in a logical and feasible fashion as municipal servicing may allow, so too much land is not serviced upfront and is sitting vacant for long periods of time.
- 1.4 All future subdivision and development:
 - (a) shall comply with the objectives of this plan and the current Land Use Bylaw;
 - (b) should be directed to the areas of the Town as identified in the Diagram Maps;
 - (c) shall be evaluated by Council and/or the Municipal Development Authority to determine conformity with the MDP.
- 1.5 An area structure plan or conceptual design scheme may be required for any subdivision or development proposal involving:
 - (a) industrial development where the remnant lands would logically be used for similar development;
 - (b) large-scale or multi-lot commercial development;
 - (c) residential development where the remnant lands would logically be used for similar development in the future;

- (d) multi-lot residential development resulting in the creation of more than five lots or which has the potential to trigger capacity upgrades or require expansion of infrastructure (roads, water, sewer, etc.); or
 - (e) as deemed necessary by Council.
- 1.6 Area structure plans (ASPs) shall take into consideration the following matters unless otherwise specifically exempted by Council:
- (a) land uses (zonings) proposed for the area;
 - (b) density of development;
 - (c) phasing of development, if proposed;
 - (d) road and transportation patterns;
 - (e) ease of municipal servicing including logical expansion of existing infrastructure;
 - (f) providing greenspace and/or linking open space with existing open space, parkways, walkways, and railways;
 - (g) providing municipal reserve obligations, which may be related to item (f);
 - (h) stormwater management plans;
 - (i) provision of shallow utilities;
 - (j) compatibility with adjacent land uses;
 - (k) consistency with the Municipal Development Plan policies and other municipal or provincial plans, policies, and regulations; and
 - (l) any other matter Council deems necessary.
- 1.7 A conceptual design scheme may be required and applicable to smaller subdivision/development proposals, in-fill development areas, or blocks where less detail is needed than an ASP.
- 1.8 Developers must comply with ASP or conceptual design scheme standards or requirements approved for any specific lands in the Town.

2. Housing and Residential Land Use

OBJECTIVES:

- To plan for growth and residential development based on demand and the social and economic structure of the community.
- To allow and encourage a variety of housing types and innovative housing design.
- To adequately plan for and maintain sufficient reserves of residential land to meet future growth needs.

- To ensure suitable lands are identified that can be efficiently serviced with municipal infrastructure to accommodate residential development.

POLICIES:

- 2.1 The Town in its decisions shall try to ensure orderly and efficient development and redevelopment of residential areas to minimize initial capital outlay and future maintenance costs.
- 2.2 The Subdivision Authority should try to ensure appropriate standards for private developments by entering into development (service) agreements for all new residential subdivisions.
- 2.3 Council will try ensuring appropriate subdivision designs and land use designations (zonings) are planned for which provide for a variety of housing type possibilities.
- 2.4 While the predominant form of housing is anticipated to be single detached dwellings, a diversity of housing options is encouraged in order to respond to various market segments and meet the needs of a variety of different income groups and lifestyles. Developers are encouraged to design plans and subdivisions that provide diversity in housing type, accessibility, tenure, and cost.
- 2.5 The Municipality recognizes the need for a variety housing options that accommodate seniors, including multi-unit buildings that require less maintenance than single-detached homes.
- 2.6 The Town should attempt to support addressing seniors housing needs wherever possible, this may in part be accomplished by:
 - (a) Collaborating with other levels of government involved in providing seniors housing;
 - (b) Ensuring new land use plans consider sufficient land areas for these types of uses;
 - (c) Ensuring the land use bylaw allows for alternative housing forms in the way of smaller homes, apartment suites, clustered housing, and garden (secondary) suites.
- 2.7 The Town shall continue to support the development of secondary suites as a viable form of residential housing as this provides flexibility and choice for home owners and helps increase the diversity and affordability of housing in low-density neighbourhoods.
- 2.8 Secondary Suites should remain as a discretionary use in the Town's land use bylaw when it is proposed in a rowhouse type building or in other multi-unit developments in order to manage parking for the use and the general neighborhood.
- 2.9 Council recognizes that having various secondary suites as both permitted uses for some types and discretionary uses for others is an approach that provides flexibility in the district while also making it so that the individual context of a development is considered in the decision.
- 2.10 In determining the suitability of a secondary suite as a discretionary use for a residence, the Development Authority shall take into consideration:
 - (a) parking in the area and adjacent street frontage and determine if there may be impacts;

- (b) municipal servicing constraints for the street or neighborhood.
- 2.11 Whenever possible, the Town should continue to offer programs such as the Housing Acceleration Initiative program that are designed to encourage new home construction, diversify the housing market, and boost economic activity in the Town and such programs should be reviewed on an annual basis to gauge their success.
- 2.12 Future residential growth areas should provide for a variety of quality housing options, including smaller houses, innovative housing designs, and a range of densities (from semi-detached to multi-unit residential buildings) that can accommodate the growing population in the needed market segment of rental units, affordable, and unique housing forms.
- 2.13 The development of semi-detached, duplexes, row housing (townhouses), four plexes and other types of multi-unit dwellings, including low rise apartment buildings, shall be supported as acceptable housing options within Bow Island.
- 2.14 Smaller cluster/cottage style housing as a form of grouped multi-unit dwellings may be considered, where prescribed in the land use bylaw, for larger single parcels of land as a type of affordable housing or seniors' housing development with the provision of a comprehensive site plan acceptable to the municipality.
- 2.15 Council should try to ensure that a variety of housing is permitted by providing sufficient R2 designated in new subdivisions and the Development Authority should try to approve semi-detached or duplexes into R1 areas where deemed appropriate.
- 2.16 Developers are encouraged to develop semi-detached and row housing (townhouses) types of dwellings that cater to seniors with entrances constructed at grade for easier accessibility.

DIAGRAM 4 – At Grade Multi-unit Dwellings



- 2.17 Higher density multi-unit residential developments such as apartment buildings shall be located adjacent to or in close proximity to parks or open space wherever possible.
- 2.18 Developers shall be encouraged to provide for the inclusion of suitable private outdoor areas or amenity spaces in the design of multi-unit residential dwelling uses in their plans.
- 2.19 Mixed-use developments, with a mix of residential units with commercial uses, are encouraged and may be considered in the commercial C1 district where deemed appropriate and where an acceptable parking proposal or plan is provided.

- 2.20 Proposals for residential redevelopment or infill in a mature neighbourhood shall be consistent with the MDP policies and must be compatible with existing mature development, with regard to building height, mass and style, yard setbacks, and site design considerations, density, and other standards as may be deemed applicable. To achieve this intended outcome, the Development Authority may:
- (a) support granting a variance to a land use bylaw standard to enable the development to conform better to established adjacent residences;
 - (b) place any condition it deems necessary on a development permit to better provide for compatibility with existing mature development.
- 2.21 In new subdivisions, the design of extra-long cul-de-sacs, typically those that are 244 m (800 ft.) or more in road length, are deemed inefficient and shall be discouraged in subdivision plans (refer to Diagram 5). Modified-grid block designs which may include incorporating shorter cul-de-sacs and crescents are preferred.

DIAGRAM 5 – Long Cul-de-Sacs (Discouraged)



- 2.22 The Town will continue to monitor the community's need for housing and adjust and/or develop a housing strategy which makes appropriate requests to the provincial government where resources are available.
- 2.23 The priority residential growth objective for the Town shall be to encourage infill development as such lands are easier to service and cost efficient to develop.
- 2.24 Vacant lands in the north quadrant of the town, the S½ of 01-11-11-W4, are identified as a potential growth area for residential land use along with the associated urban uses such as recreational and public/institutional uses. There are some caveats and special considerations in developing this north area of town:
- (a) Other residential growth options should be considered prior to development of the land in the S½ of 01-11-11-W4 as the elevations are an issue and a lift station will be required for sanitary sewer services.
 - (b) The lands may have some drainage challenges to address and a master drainage plan should be prepared for this area as part of the Town's long-term planning and engineering

- (c) The SE 1-11-11-W4M has some constraints for servicing and other land uses such as recreational could be designed for this area. This would result in less land being available for residential development. (Refer to Recreation and Play section of this plan)
- 2.25 A future long-term growth area is identified for a ¼-section of land (NW 35-10-11-W4) directly west of the Town boundary (presently within the County of Forty Mile) in the IDP with the County as these lands are relatively easier to service and the land presently contains few encumbrances or constraints (see Diagram 6; may also refer to Map 3 Land Use Concept Area 4 of the IDP).
- 2.26 As an interim and quicker way to bring undeveloped land to market for residential development, the Town may consider preparing plans to redevelop the ball diamonds and rodeo grounds parcel into infill residential development by relocating the two recreational uses elsewhere within the community. This will enable over 21 acres of easily serviceable land available to be used for residential housing opportunities (see Diagram 7).
- 2.27 As part of any process to prepare formal plans to investigate the logistics of the relocation and redevelopment of the current ball diamonds and rodeo grounds parcel, the Town shall conduct public consultation for feedback on the proposal.

DIAGRAM 6 – Future Long-term Growth Area

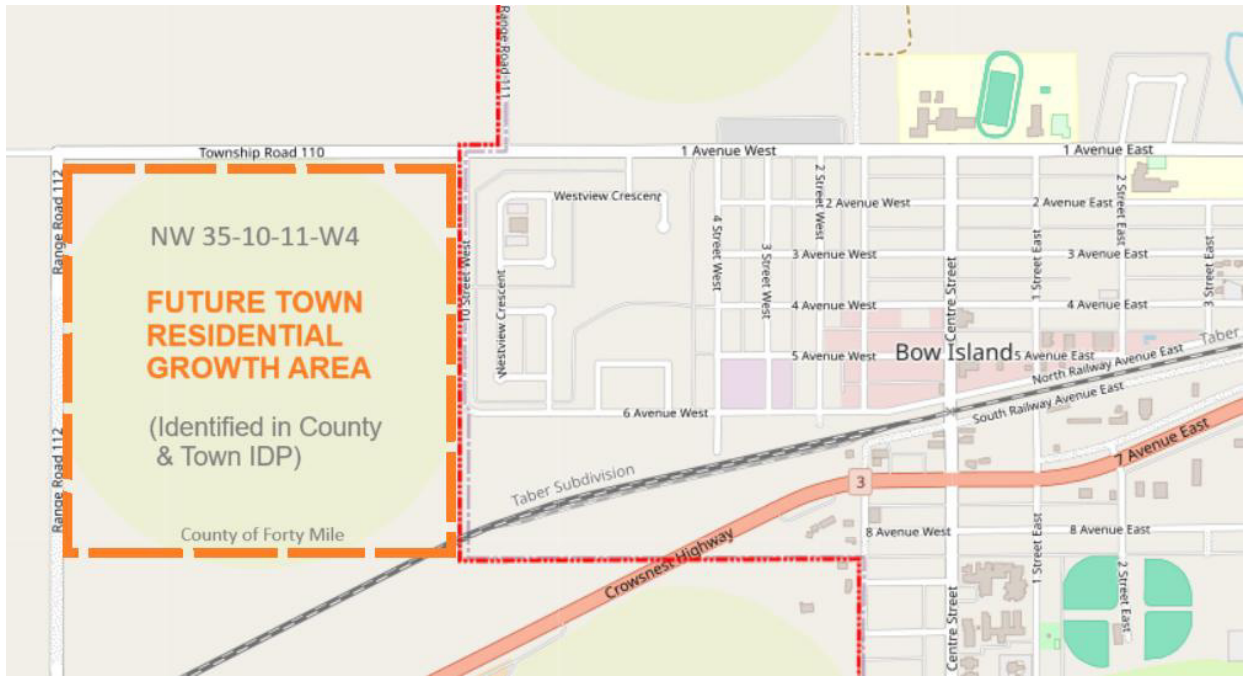
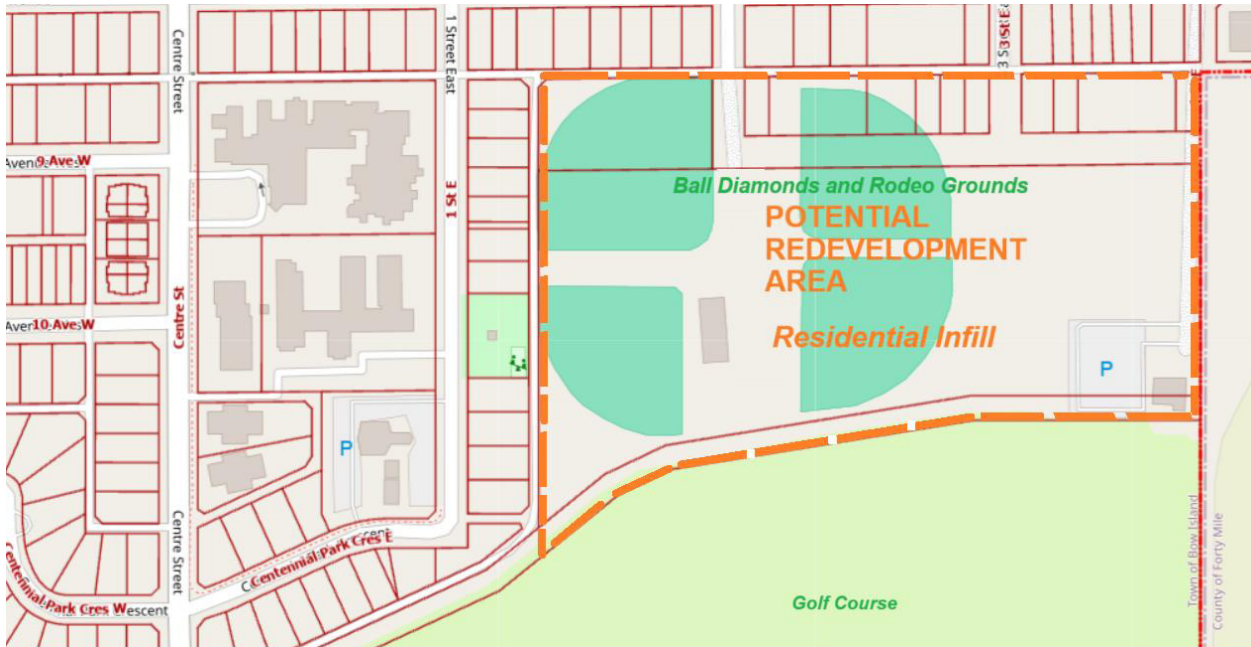


DIAGRAM 7– Redevelopment Area



3. Work and Economy

OBJECTIVES:

- To maintain, enhance, and support the Central Business District (CBD) of Bow Island.
- To encourage development of suitable highway commercial areas for uses not readily accommodated by the CBD.
- To identify and adequately plan for and maintain sufficient reserves of industrial land to meet future needs.
- To appropriately plan for industrial areas to minimize possible land use conflict between industrial and adjacent land uses.
- To identify and protect those areas identified as the logical and suitable areas to be utilized for future growth of industrial activities, so that they may appropriately be planned to accommodate industrial or commercial development
- To allow opportunities to assist with further diversifying Bow Island's tax base and enabling a stronger, healthier local economy.

POLICIES:

General Commercial

- 3.1 Council recognizes that much of the growth in the commercial sector comes from within the Town. While looking for new business opportunities, the Town must support the retention and expansion of businesses it already has. Strategies towards completing this objective include:
 - (a) inviting local business owners to meet with Council on an annual basis;
 - (b) regularly communicating with the Chamber of Commerce; and
 - (c) identifying businesses that are desirable or needed within the Town and communicating that to Economic Development Partners.
- 3.2 Council recognizes that there is value in working with other levels of government and collaborating with community partners through a formal organization (such as it currently does with Verge and the Palliser Economic Partnership) to build the local and area economy, and attracting and retaining investment in the region.
- 3.3 The Town should use the recommended growth plans to guide and plan for the building of municipal infrastructure in commercial and industrial areas at the rate required to meet demand for industrial/commercial land and to enable the services to be efficiently provided that support business activity.
- 3.4 Due to likely continued business interest in the Highway 3 Corridor for development and to take advantage of existing transportation systems and synergy opportunities, the long-term

protection and planning of lands identified for potential future industrial-commercial growth should be considered and the Highway 3 Corridor area should remain a 'priority' growth area.

- 3.5 All commercial signage should be attractive, well maintained and promote local businesses. The standards in the bylaw should reflect this preference and third party signage for businesses outside of Bow Island should be discouraged.

Downtown Commercial (CBD)

- 3.6 The main downtown core area, referred to as the central business district (CBD), should be reserved for general commercial uses (retail, business, restaurant, personal services, etc.) and not converted to other uses that erode the commercial viability of the area.
- 3.7 Council should work towards creating and enhancing an identifiable main Downtown Core area along 5 Ave W to help create a sense of place and act as the Town centre (i.e., create an identity).
- 3.8 The downtown main street (5 Ave W) should merit special consideration for streetscape improvements aimed at improving the pedestrian space and establishing it as a walkable destination area for residents and visitors. This may be accomplished by considering the following implementation strategies by the Town:
 - (a) creating plans for the location, type and design of desired streetscape improvements;
 - (b) consulting with downtown businesses on what may help/hinder them in design features;
 - (c) encouraging building and business owners to contribute to improvements;
 - (d) budgeting over subsequent years to create a capital improvement reserve fund to be allocated for such use; and
 - (e) applying for grants and coordinating fundraising, donations and sponsorships to help raise funds to make the improvements.

DIAGRAM 8 – Downtown Streetscape Enhancement Examples



- 3.9 Business and property owners are encouraged to make improvements of the appearance of the CBD through renovation, rehabilitation and beautification of the buildings and street.

- 3.10 New residential uses proposed in the downtown core area should be limited to mixed-use developments, such as residential units above or at the rear of commercial buildings, and the Town should not allow the conversion of building frontage commercial square footage to residential or other non-commercial related use.
- 3.11 The Town shall require non-residential (i.e. retail commercial, business, professional services) uses to be located on the first floor of buildings in the CBD if the building is mixed with residential use. Dwelling units and a wide range of commercial land uses including, offices and professional uses may be permitted on upper floors.
- 3.12 Special parking variances may be considered by the Development Authority for those businesses in the CBD, primarily along 5 Ave W that may not be able to physically provide off street parking on their lot.
- 3.13 The Town of Bow Island should continue to own and maintain Lots 27-28, Block 12, Plan 5800S on 5 Ave West as a public space and an area to provide some public parking spaces for the downtown.
- 3.14 The main downtown core area of the town has been identified and special consideration shall be given to preserving this area as the identifiable and main commercial area (see Diagram 9).

DIAGRAM 9 – Downtown Core (CBD)



Highway Commercial

- 3.15 Existing lands adjacent to or in close proximity to Highway 3 (7 Ave E) that are designated for highway commercial type land uses (C2) should not be used for other types of uses but reserved for those that cater to the motoring public or business that are dependent on higher visibility.

- 3.16 Highway commercial parcels are intended for uses such as shopping centres, mixed-use strip outlets, drive-thru restaurants, or commercial businesses that require larger area of land and cannot be readily accommodated in the CBD. Contractor type business should be encouraged to locate in the industrial area on lots designated for industrial use.
- 3.17 When planning for new highway commercial land uses the Town needs to actively engage and consult with Alberta Transportation and Economic Corridors as it is the approval authority relating to access on the highway and manages control over how development and traffic may impact the integrity of the highway system.
- 3.18 The Development Authority shall require that for parcels located adjacent to provincial highways, any storage of goods, products, raw materials, etc. shall be effectively screened from view by buildings, solid fences, landscaped features, or combinations thereof and be maintained in good repair.

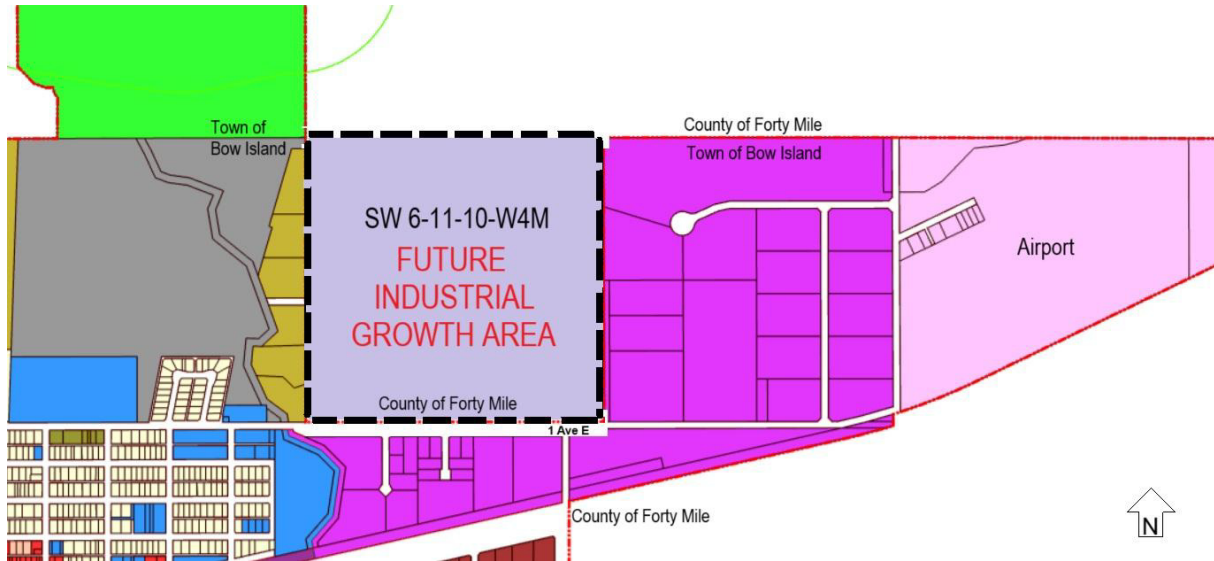
Industrial Development

- 3.19 Due to likely business interest in proximity to Highway 3 for development the long-term protection and planning of lands identified for potential future light industrial-commercial growth should be considered and the highway corridor area should remain a 'priority' business growth area.
- 3.20 The Town should plan to have slightly more industrial land than what is typically developed in a year available (such as a 3 to 5 year supply), as it takes time to plan for, obtain necessary approvals, subdivide and service land and it cannot be brought to market in a short time frame.
- 3.21 The Town should monitor land supply and development rates for industrial/commercial lands in order to appropriately plan for growth and help guide plans for bringing industrial/commercial land successfully on line to meet market needs.
- 3.22 Prior to land development occurring, additional planning exercises must be done for the undeveloped lands identified as growth areas. This would include the preparation of area structure plans or conceptual design plans, which may include servicing information, engineering servicing detail plans, storm water management engineering, and a transportation access management strategy.
- 3.23 Future industrial development should be a logical extension of current land uses and development, along with being compatible with adjacent land uses.
- 3.24 It is in the best interests of the municipality to plan for and manage land north of the present Town boundary where the sewage lagoons are located as in accordance with the *MGA Matters Relating to Subdivision and Development Regulation* any school, hospital, and residential development must be located a minimum of 300 meters (984.25 feet) from a wastewater treatment facility. Any proposed future use within this buffer area should be more industrial in nature.

- 3.25 It is preferred that future industrial parks should be designed with a gridiron or modified-grid system layout, as layouts which create a road network with square and rectangular parcels are best suited for industrial development and for warehouse use in particular.
- 3.26 New industrial lots and parks should be designed so parcels can have 300 to 400 feet minimum depth as lot depth is more important than lot width. Ideally, minimum site dimensions should be 200 feet of width and 300 feet of depth.
- 3.27 In industrial park subdivisions there should be no dead-end roadways or small cul-de-sacs. For future growth areas identified, future access and connectivity to adjacent lands that may also be developed shall also be considered in the design.
- 3.28 For new industrial subdivisions the Town should consider designing square and rectangular parcels or 'blocks' no less than 12 - 20 acres in size. This offers flexibility, as one business may require a large site, but these blocks can also be further subdivided to accommodate small area users (e.g., 1 - 2 acres) if properly designed at the start.
- 3.29 Property frontages should be landscaped, at least to a minimum of 10% of the frontage, and storage, parking and loading space should not be permitted in the front yard but provided at the rear or side yard of the property.
- 3.30 The Town should encourage the reclamation and/or conversion of brownfield sites or former developed industrial lands that have been discontinued for use and/or may no longer be required for those same previous uses.
- 3.31 Any former site that is known to have environmental issues or potential soil contamination, such as former gas station or automotive repair sites shall be required to perform an Environmental Site Assessment (ESA) and to undertake any formal remediation work as identified in the ESA prior to redevelopment.
- 3.32 The old Town municipal shop parcel east of Parkview on 3 St. W (Block 15, Plan 2443AA) should be environmentally assessed prior to redevelopment as there potentially could be hydrocarbons or other contaminants present. If the parcel were to remain for industrial use it may not be an issue.
- 3.33 The municipality should use the recommended planning framework to guide and plan for the building of transportation, drainage and other infrastructure in industrial areas at the rate required to meet demand for industrial/commercial land and to enable the services to be efficiently provided that support business activity.
- 3.34 Lands adjacent to the rail line that are designated as the Railway Industrial District (M3) are intended to enable such properties to be used for industrial and railway related uses for development complementary and compatible to railway operations. Uses incompatible with this purpose shall be discouraged.
- 3.35 A ¼-section parcel of land located in the SW 6- 11-10-W4 (within the County of Forty) has been identified as a future Bow Island industrial growth area. This parcel is recognized as being crucial

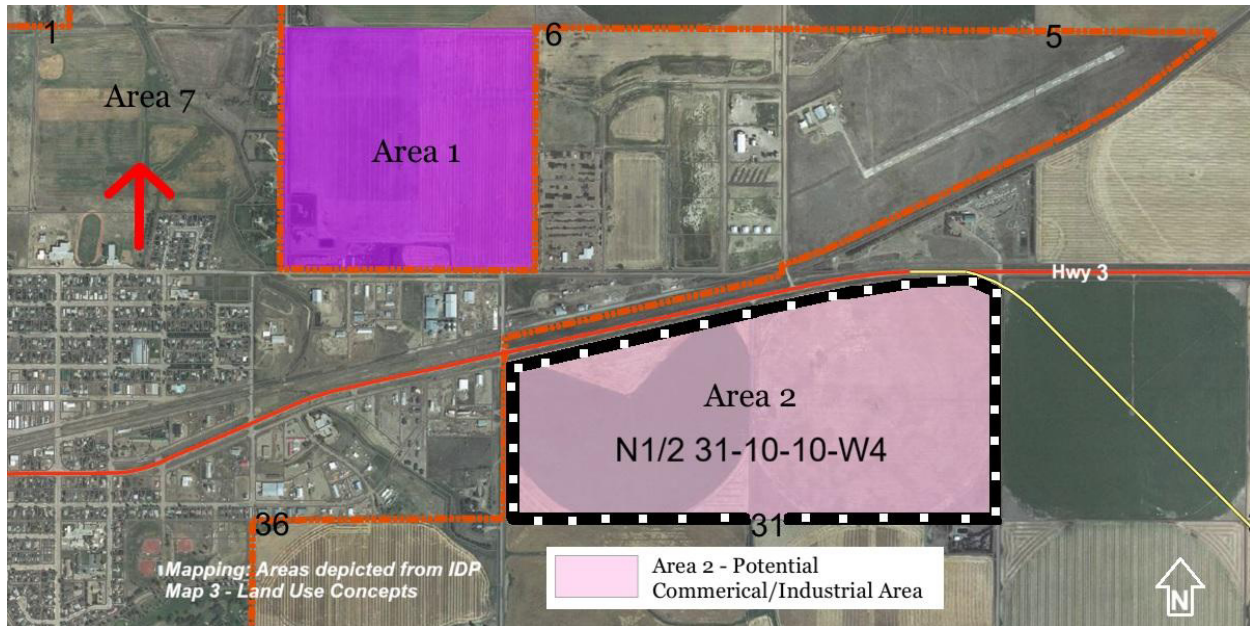
to the future of the Town and has been identified in the IDP with the County for this intention. (see Diagram 10)

DIAGRAM 10 – Future Industrial Area



- 3.36 Industrial uses considered hazardous or noxious use as defined in the Land Use Bylaw shall be appropriately sited and should not be approved if they are determined to have the potential to negatively impact the health or quality of life of Bow Island residents.
- 3.37 Comments from Alberta Health Services, Alberta Environment and Parks, and adjacent or deemed to be affected neighbors should be considered before decisions are made on a development application concerning a hazardous industry.
- 3.38 The County and Town 2021 IDP identifies lands within the County located east of the Town adjacent to Highway 3 (in the N½ 31-10-10-W4) as a potential location for future industrial/highway-commercial activities. As part of long-term growth and planning considerations, and in respect of the Highway 3 twining planned by the province, the Towns sees the rationed in including the area south of Highway 3 for potential Town industrial use as part of the Highway twinning discussions. (see diagram 11)

DIAGRAM 11 – Potential Industrial/Commercial Area



Home Occupations

- 3.39 Home Occupations should continue to be allowed wherever deemed appropriate as many of these smaller scale home-based developments are in the business ‘incubate’ stage and may eventually grow and expand into commercial properties.
- 3.40 Home Occupations shall operate as a secondary and incidental use to the main residential use of the premises and such developments shall not alter or change the residential character and look of the residential property.
- 3.41 Home Occupations shall not unduly or negatively affect the neighbors especially in terms of noise, unsightly premises, client visits, or by creating parking congestion or a significant increase in local traffic.
- 3.42 The Town should encourage home occupations that successfully grow and expand their business to relocate into commercial properties.

Tourism and Economy

- 3.43 The Town shall ensure that it regularly reviews and has a clearly defined mandate for the Tourism Action Committee in assisting businesses and facilities in plans and promotion aimed at attracting visitors to the community.
- 3.44 The Tourism Action Committee is supported in the actions of helping to beautify and improve the image of the town and downtown core, and in promoting seasonal decoration and other promotions to assist local businesses in attracting patrons and commerce.

- 3.45 Council recognizes that attracting visitors to Bow Island can have financial benefits for local businesses and possibly result in new residents or businesses being established. Cohesive marketing and beautification strategies may help achieve this objective.
- 3.46 Council recognizes the benefits and opportunities that may result from the Town collaborating with regional partners in promoting and advertising the region and its attractions and amenities.
- 3.47 The Town should develop an Economic Development Plan to better identify and address business and economic challenges and opportunities for Bow Island.

Recreation and Play

4. Recreation and Community Facilities

OBJECTIVES:

- To ensure recreational needs are adequately planned for residents and included as part of future growth plan considerations.
- To recognize recreation opportunities are an important aspect of a healthy quality of life in the community.
- To ensure new subdivisions provide for suitable parks, playgrounds and open spaces.

POLICIES:

- 4.1 Council should recognize that recreation opportunities are important aspect of a healthy quality of life in the community and it should be a priority to update some of the recreation facilities.
- 4.2 The Town should commit to funding the preparation of a Recreation Master Plan to assess the existing recreation facilities conditions, lifespan, and maintenance requirements and identify future community needs.
- 4.3 The Town shall strive to provide a variety of recreational opportunities and facilities that cater to a broad range of different users and demographics when making decisions on recreational expenditures or facilities.
- 4.4 It is recognized that a new pool facility is a much desired recreational facility of residents. In respect of the capital costs and future operational costs (maintenance requirements) the planning of such should include a feasibility assessment beyond what may be studied in a Recreation Mater Plan or if no master plan has been prepared.
- 4.5 The future planning and development of recreational facilities should include aspects of business planning, grant applications, partnership development and community and business fundraising.
- 4.6 Interim strategies for enhancing municipal recreational facilities may include the following considerations:
 - (a) possibly expanding the capacity of the campground at Centennial Park; and
 - (b) to further develop recreational uses at the Westview retention pond and park.
- 4.7 Pathways or walking trails should be considered for incorporation into the design of new subdivision areas and these may be linked to established areas using existing sidewalks or paths through the installation of trail/route signage to help delineate a route.

- 4.8 The Town shall, for the convenience and enjoyment of residents, emphasize the provision of parks, playgrounds, space, and walkways for pedestrian traffic in new and established residential neighbourhoods.
- 4.9 Recreational facilities should be planned in relation to a hierarchy of recreational functions:
- (a) *Local Parks and Facilities:* to serve small areas or neighborhoods and have safe access and well maintained creative play areas.
 - (b) *Community Parks and Facilities:* to serve a variety of age groups and interests throughout the entire community.
 - (c) *Regional Parks and Facilities:* to serve all residents, as well as visitors to the community.
- 4.10 The Town should investigate various funding alternatives, partnerships and business sponsorships to offset the increasing cost of park and recreation land maintenance.
- 4.11 New park and playground systems are to incorporate universal design principles and include barrier-free accessible amenities.
- 4.12 The Town may consider assessing the feasibility of the establishment of a new municipal multi-use recreational facility in the community to locate at one location various activities.
- 4.13 The Town owned property north of Senator Gershaw School (portion of SE 1-11-11-W4M) may be considered as a potential location to accommodate a multi-use recreational facility comprised of the ball diamonds, soccer fields, arena, and rodeo grounds. This may be examined as a siting option if the existing ball diamonds and rodeo grounds need to be relocated for the land to accommodate housing needs. (See Diagram 12)
- 4.14 The Town’s Subdivision Authority shall be consistent and continue to address the obligations of developer’s providing Municipal Reserve to the municipality at the time of subdivision in accordance with the Municipal Reserve policies in this plan. (refer to Part 7 Subdivision, MR)

DIAGRAM 12 – Potential Future Recreational Area



Community Services

Although the municipality provides some types of community services, such as emergency services, many of the health and safety services residents depend on are provided by other agencies or the provincial government. In respect of this the Town must consult and collaborate with various service providers and the provincial government.

5. Municipal and Community Facilities

OBJECTIVES:

- To ensure various community services by all levels of government are meeting the needs of Bow Island citizens.
- The Town is committed to consulting with various agencies and government departments to ensure community services are adequately planned for residents and included as part of future growth plan considerations.
- To recognize medical and health services are a vital component in enabling a high quality of life for residents of Bow Island.
- To adequately plan for emergency services that are able to meet future growth needs.

POLICIES:

- 5.1 As the MGA authorizes a municipality to pass bylaws respecting safety, health and welfare of people and protection of people and property; the Town should ensure this occurs and that the municipality has an up to date bylaw in force to regulate minimum property standards (i.e. community standards or unsightly premises).
- 5.2 The Town should explore and pursue all avenues for the funding and provision of cultural services/facilities including the involvement of the public, private, and not-for-profit sectors and the formation of partnerships for this purpose.
- 5.3 Council should continue to support and find ways to better recognize, engage, and support community organizations, clubs and volunteer resources that provide vital assistance and services to the community at large.
- 5.4 Council should commit to advocate and plan for more seniors care facilities of various types to be developed in Bow Island.
- 5.5 Future planning for growth area lands must include an assessment of the need to include parcels of land for nursing homes, senior citizen homes, or other forms of housing that cater to ageing in place styles of residential housing.

Health Services

- 5.6 Council shall continue to advocate with the provincial government for greater health care services within the community.
- 5.7 Council should play an active role in the Bow Island and Area Healthcare Recruitment Committee as well as assist with recruitment for the Health Advisory Council.
- 5.8 The Town owned parcel north of the Parkview subdivision is identified as an important area to be used for a continuing care centre for the community and the land should be reserved for such use.

Emergency and Protective Services

- 5.9 Council should establish a baseline level for Emergency Services to assess how the Town is meeting the needs of the community, and continue to re-evaluate over time to monitor success.
- 5.10 Council should continue to annually monitor and support the education, training, and resources of the emergency services department as budgetary matters best allow, to ensure the emergency service needs of the community can be adequately met for residents.
- 5.11 To ensure that a sufficient level of police protection is maintained in the community, Council shall regularly meet with the local RCMP division to be apprised of crime and policing initiatives.
- 5.12 Council and Town administration are supportive of the Bow Island Safe Streets & Community Protection Committee mission to establish a proactive and supportive group dedicated to safety and crime prevention in Bow Island through education and collaboration with local agencies.

Educational Services

- 5.13 The Town shall continue to support the Prairie Rose School Division and the Holy Spirit Catholic Schools division in regards to ensuring children in the community have adequate access and quality instruction for their educational needs.
- 5.14 Council should continue to collaborate with the Prairie Rose School Division and the Holy Spirit Catholic Schools division in regards to utilizing school facilities for access by the community.
- 5.15 The Town of Bow Island will consult with the school boards to have a Joint Use Planning Agreement (JUPA) entered into as required by the province, to enable the integrated and long-term planning and use of school sites on municipal reserve (MR), school reserve (SR) and municipal and school reserve (MSR) land.

Municipal Infrastructure and Services

The Town must ensure it is well positioned to provide the infrastructure necessary to support future development. All necessary municipal services must meet the engineering requirements of the Town of Bow Island Infrastructure Master Plan.

6. Infrastructure and Servicing

OBJECTIVES:

- To adequately plan for municipal services that are able to meet future growth needs.
- To outline the obligations on developers to provide services required for development.
- To have clearly defined standards and policies for various municipal services to ensure reliable and efficient infrastructure is available to service development and growth.

POLICIES:

- 6.1 Infrastructure and servicing should be developed in a cost effective manner following sustainable and best engineering practices.
- 6.2 The Town recognizes the importance of efficient provision of utilities and services and agrees to coordinate with service providers, wherever possible, appropriate locations and alignments of any utility or servicing infrastructure required to serve a proposed subdivision or development within a new subdivided area.
- 6.3 The Town shall encourage the full build-out of existing serviced areas as much as possible before opening new areas for development where no services are available yet.
- 6.4 The future growth plans should be respected so new and expanded infrastructure relates closely to long-term development directions in order to help ensure that it can be planned for and constructed efficiently and economically.
- 6.5 Sidewalks and walkways will be provided by the land developer at time of subdivision in alignment with the Town’s requirements and engineering standards.
- 6.6 For cost saving measures on infrastructure, sidewalks may be considered to only be installed on one side of a street to accommodate pedestrians, but they should align or link with neighboring blocks sidewalks so as not to force pedestrians to crisscross streets to use the sidewalk system.
- 6.7 Sidewalk replacement should be considered on annual and long-term budgeting, capital improvement plans and/or in conjunction with any Town Municipal Asset Infrastructure Management Plans.

- 6.8 To assist with offsite and oversize onsite infrastructure costs associated with new development the municipality may, in accordance with the parameters of the *MGA*, establish offsite levies, development charges, or endeavor to assist agreements.
- 6.9 Developers may be required to enter into a Development Agreement with the municipality at the time of subdivision or development as a condition of approval to address any of the servicing and/or infrastructure matters outlined in the *MGA* or the Town of Bow Island Land Use Bylaw.
- 6.10 As a term of entering into a Development Agreement with the municipality, the Town may require the applicant/developer to provide a form of financial security in an amount and form acceptable to the satisfaction of the municipality.
- 6.11 The Town reserves the right to register a Development Agreement on title by caveat as afforded under the *MGA* and it may not discharge the said caveat until such time all obligations of the developer are fulfilled to the satisfaction of the municipality.

Water and Sanitary Sewer

- 6.12 Water and sewer must be provided to municipal standards to all development unless exempted by the Development Authority in limited circumstances. Exemptions may include, but are not limited to, outdoor storage uses, personal storage buildings, passive recreation, and lots designated to the Country Residential District (CR) where onsite private sewage may be allowed.
- 6.13 The municipality shall monitor and ensure that the municipal sewage treatment system and water delivery system are capable of handling additional capacities associated with the projected growth of the municipality.

Storm Water Management

- 6.14 Developers shall be required to meet pre-and-post runoff conditions for development and to meet any requirements of the provincial *Water Act*.
- 6.15 Where required in accordance with this Municipal Development Plan or the Subdivision or Development Authority determines it is necessary, developers shall be responsible to provide at their expense an engineered storm water management plan and obtain any necessary approvals under the *Water Act*.
- 6.16 The municipality shall require developer's to provide appropriate storm water management for a proposed Area Structure Plan area, subdivisions, or new development, to control storm water and alleviate the impact of post-development flows on overland conveyances. Single lots or isolated developments may be permitted to provide onsite retention through berms and swales if authorized by the municipality.
- 6.17 Storm water management facilities for new multi-lot subdivisions shall be located within a Public Utility Lot (PUL) or in a Municipal Reserve (MR) parcel if designed as a park-like setting that is determined to be acceptable to the municipality.

- 6.18 The detailed design of storm water facilities should incorporate storm water quality best management practices where feasible to ensure impacts on the treatment capacity of existing storm water management facilities are minimized.

Solid Waste Disposal

- 6.19 The Town will endeavour to provide reliable recycling and waste transfer services through the partnership of the North Forty Mile Regional Waste Management Services Commission.
- 6.20 Council and administration shall continue to consult and work with the North Forty Mile Regional Waste Management Services Commission to ensure it has identified suitable sites and future expansion capacity for the disposal of solid wastes.

Municipal Transportation

- 6.21 All roads servicing subdivisions and new development shall be developed in accordance with the Town's approved engineering servicing standards.
- 6.22 Private developers of land being subdivided shall be responsible for providing physical access to every lot created to a public road. Access to a lot via a lane or access easement may be allowed in unique and limited circumstances at the discretion of the Subdivision or Development Authority.
- 6.23 Any road upgrades or new roads required to be constructed to serve a subdivision or development shall be provided at the developer's expense.
- 6.24 The Town may, if it is deemed practical, reduce the amount of land used for road surfaces so as to minimize construction, servicing and maintenance costs.
- 6.25 New subdivision areas proposed to be developed must consider connectivity to adjacent streets and existing developed neighborhoods in their design and layout.
- 6.26 Council shall approve names for new roads to be dedicated at the time of subdivision so they are registered at the Land Titles office on the plan.
- 6.27 The Town should monitor the designated dangerous goods route over time as the municipality grows to ensure new areas are not impacted, and may adjust the route accordingly as warranted.

Other Transportation

Provincial Highway 3

- 6.28 The limiting of access and the provision of service roads along Highway 3 will be encouraged in consultation with Alberta Transportation and Economic Corridors (ATEC).
- 6.29 All subdivision and development within the management and control distance of Highway 3 as outlined in the Regulation shall obtain a permit approval from ATEC unless otherwise exempted by the provincial transportation department.

- 6.30 The Twinning of Highway 3 as a critical east-west transportation route is supported by the Town and is seen to bring numerous benefits to the region.
- 6.31 As a functional planning study has been conducted by ATEC for the twinning of Highway 3, Council and Town administration shall continue to consult with the province and other stakeholders in the finalization of the alignment.

Railway

- 6.32 Developments desiring rail service for spur-trackage must conform to the requirements of the CPRKS. This will require close contact with rail company officials throughout any process of planning for access to rail lines.
- 6.33 The Development Authority shall consider safety and potential impacts of industry adjacent to the railway. Suitable setbacks should be applied taking into consideration setback standards based on the *Guidelines for the Federation of Canadian Municipalities for Development Adjacent to CPR Lands* document.

Airport

- 6.34 The Town will ensure that development adjacent to the airport is compatible with airport services and not impede flight or runway operations.
- 6.35 The Town shall plan for and manage airport land use so that developments which require airport services can be accommodated in the immediate vicinity of the airport.

Shallow Utilities

- 6.36 All onsite shallow utilities and infrastructure, typically those operated by third party service providers such as gas lines, electrical lines, cable and fibre optic, shall be provided at the cost of the developer.
- 6.37 At the time of development permit approvals or new subdivisions, utility rights-of-way and easements and public utility lots (PUL) shall be provided to accommodate municipal utilities in alignment with Town engineering standards and shallow utilities as determined necessary by utility providers.
- 6.38 The location of shallow utilities and the provision of rights-of-way and easements and related line assignments shall be addressed to the mutual satisfaction of the Town, the landowner, and the utility companies.
- 6.39 For cohesive and efficient planning, the detailed design of shallow utilities shall be required to be determined at the time of subdivision.
- 6.40 All future subdivision shall incorporate shared third-party utility rights-of-way adjacent to public roadways to be granted and registered to the Town.

Subdivision and Development Considerations

7. Subdivision Considerations and Provincial Requirements

OBJECTIVES:

- To comply with the *Municipal Government Act* mandate for Municipal Development Plans to address the issue of municipal, school and environmental reserves.
- To outline other important land use considerations in making decisions on the suitability of subdivision proposals.
- To address various provincial legislation regarding environmental and physical land conditions that impact the subdivision and development of land.

POLICIES:

Municipal, School and Environmental Reserves

Reserve Process

- 7.1 The provision of Municipal and/or school reserve will be required to be provided by developers/landowners in accordance with section 666 of the *Municipal Government Act (MGA)*.
- 7.2 The Town Subdivision Authority shall require that municipal, school or environmental reserves be provided as land in consideration of: Council direction or policy, Area Structure Plans, conceptual plans, recreation plans indicating such, or upon request of the municipality.
- 7.3 Where the dedication of land is to be provided for municipal, school or environmental reserve, such lands shall be illustrated on a final plan and registered for those purposes at Land Titles Office in accordance with section 665 of the *MGA*.
- 7.4 In an area or for a parcel where it is determined that a land dedication is not needed, the Subdivision Authority shall stipulate that the required reserve is to then be satisfied as money-in-lieu of land which shall be done so in accordance with the provisions of section 667 of the *MGA*.
- 7.5 Upon subdivision in industrial areas, the Subdivision Authority shall require that the provision of reserves be in the form of money, except in cases where the site borders on a non-industrial use in which case land may be dedicated to provide adequate buffering.
- 7.6 Land dedicated as municipal reserve may be used for temporary storage of storm water, such as a dry pond or detention area in a sports field, but the sole purpose may not be storm water management or a permanent retention pond.

- 7.7 When the reserve requirement is to be satisfied as money-in-lieu of land, the established market rate of the unserviced land to determine the 10% payment will be calculated by the Town's assessor. In association with this policy:
- (a) The applicant/developer has the option of providing, at their own expense, an independent appraised market assessed value of the land in accordance with the *Municipal Government Act* from a certified Alberta Property/Land Appraiser, and submit it to the Town for determining the reserve land value;
 - (b) The independent appraisal must be submitted within 30 days prior to a decision being made on the subdivision application.
- 7.8 The Town of Bow Island will receive all monetary funds paid for reserve and place them into a municipal reserve account to be used for the purposes outlined in the *MGA*, including parks, buffer strips, schools, and other recreational purposes within the municipality.
- 7.9 Where it is pre-identified in a plan or the Town is of the opinion that lands may be resubdivided in the future, the Subdivision Authority may require that reserves be deferred by caveat on title to be taken at a future subdivision stage pursuant to section 669 of the *MGA*.
- 7.10 A deferred reserve caveat registered on title shall be discharged at a future time of subdivision when the outstanding or owing reserve amount is addressed and the reserve obligation is deemed satisfied.

Environmental Reserve

- 7.11 Environmental Reserve should not typically be provided in most cases, and the only situation foreseen would be in limited areas such as to protect a natural drainage course.
- 7.12 The Subdivision Authority will only take land as Environmental Reserve in very limited circumstances in consideration of Council direction or policy, or as identified in an Area Structure Plan.

School Reserves and Land Use

- 7.13 The Municipality shall use its authority under the *MGA* to require Reserve Land to be dedicated as lands within the municipality are subdivided to provide school sites in accordance with the Municipal Development Plan, Area Structure Plan or Concept Plan. The Municipality shall not be obligated to acquire lands for school sites using any other resources at the Town's disposal unless otherwise agreed to in the JUPA or other agreement.
- 7.14 The Town shall consult with the school boards on an on-going basis to help identify the type, general size and preferred location of future school sites when needed.
- 7.15 The Town will not pre-allocate school sites to each board nor shall school sites be identified as available to only one board, but consideration may be given to identifying a site in an Area Structure Plan or Concept Plan if the use and need is identified at the time of plan preparation.

Access to Services

7.16 A school site shall be located where access to the municipal sewage system, water system, storm drainage services and three phase power is available or can be made readily available.

Frontage along a Public Street

7.17 Where possible, the preference is for new school sites to have frontage along two public streets that intersect at a corner of the site.

7.18 Where frontage along only one public street is available, it shall be a continuous frontage along the entire length of one side of the site.

7.19 A school site shall be located on a public road capable of accommodating school bus traffic and private vehicle traffic related to use of the school.

Land Constraints and Physical Environment

Flood Prone Areas

7.20 Developments shall not be approved in areas prone to subsidence or flooding unless the Subdivision or Development Authority is satisfied appropriate mitigation measures have been provided.

7.21 Applicants/developers may be required to provide professional engineering reports or drainage studies to confirm suitability of land for development.

Environmentally Sensitive Areas

7.22 Bow Island generally has few environmentally sensitive areas that affect development, but the following must be considered in planning decisions:

- (a) The natural drainage channel known as Cherry Coulee, which runs diagonally through the Town from the southeast corner to the northwest, must be protected from negative impacts from development.
- (b) It is recognized the Cherry Coulee drainage course will become important as the Town develops a system of storm water management ponds as these ponds will release water gradually into the drainage course and create opportunities for natural areas and wildlife habitat.

Wetlands

7.23 The presence of wetlands is not a major issue within Town boundaries but landowners/developers will be required to either avoid provincially identified wetlands or provide a wetland assessment (refer to Provincial Legislative Requirements section of MDP).

Agriculture

Municipalities must consider the provincial *South Saskatchewan Regional Plan (SSRP)* in land use decision making. The SSRP land use strategies prioritize the protection of agricultural land. It is also recognized that the agriculture industry is also constantly changing and evolving and is a major economic driver of the Town and region.

8. Protection of Agricultural Operations

OBJECTIVES:

- To comply with the *Municipal Government Act* mandate for Municipal Development Plans to address the issue of the protection of agricultural operations.
- To conform to the *South Saskatchewan Regional Plan* strategy to prioritize the protection of agricultural lands in making decisions on land use planning.
- To recognize the value of agriculture on the area and local economy of Bow Island.

POLICIES:

- 8.1 The Town should help prevent the premature fragmentation and subdivision of agricultural land by promoting infill development and the use of vacant land that may be feasibly serviced as much as possible prior to annexing agricultural land from the County.
- 8.2 The Town's residential land use strategy shall continue to encourage more multi-unit housing as such a policy will help reduce the consumption rate of agricultural land eventually required to accommodate housing.
- 8.3 The Town supports the ongoing use of agricultural lands for productive agricultural related activities for as long as possible prior to their eventual conversion for new urban development.
- 8.4 The Town shall respect the Intermunicipal Development Plan and the policy agreements it has with the County of Forty Mile, which recognizes agricultural operators have the right to farm in accordance with acceptable farming practices and in respect of the Agricultural Operations and Protection Act (AOPA).
- 8.5 The Town encourages and supports agricultural operator's expansion of specialty crops and the edible bean industry in the region and the associated economic opportunities that may benefit Bow Island.
- 8.6 High priority shall be given to promoting and supporting agri-food and value added food processing industries and businesses in establishing in Bow Island.

INTERMUNICIPAL COLLABORATION

Like many communities in Alberta, the Town of Bow Island recognizes the advantages of collaboration by working together with other agencies and municipal partners to realize efficiencies in governance and providing services. The Town also realizes it is beneficial to collaborate with various groups, businesses, and organizations to promote economic growth and community prosperity. It is important that the Town of Bow Island continues working with partners who have common economic goals and regional objectives.

9. Collaboration

OBJECTIVES:

- The Town is open to partnerships and collaboration where it is foreseen there may be efficiencies in providing services to the public, potential for economic and regional growth, or opportunities that may be seen as mutually beneficial with another party.
- The Town is committed to intermunicipal and regional cooperation to ensure economic development and growth meets the needs of the Town and the local region as a whole.
- The Town shall consult with various agencies and government departments to ensure land use and development decisions are made having regard to servicing and utility needs, and conform to provincial requirements.
- The Town seeks to be supportive of collaborative ventures that may help assist community organizations, not-for-profits, and service groups that help serve the community and enhance the quality of life of Bow Island residents.

POLICIES:

- 9.1 The Town shall consult and collaborate with Alberta Transportation and Economic Corridors (ATEC):
- (a) On land uses that may require access from Highway 3 or that may impact the highway in regards to traffic and safety;
 - (b) On the development of the twinning of Highway 3 upgrade and the planned realignment in proximity to the Town.
- 9.2 The Town will ensure that development adjacent to the highway within Bow Island meets prescribed requirements of ATEC, including access requirements, and that commercial and industrial buildings meet any siting and setback standards as prescribed through the Town’s Land Use Bylaw.

- 9.3 The Town of Bow Island shall continue to support and be a partner of the Highway 3 Twinning Development Association that has been advocating for the twinning of Highway 3 as the Town recognizes that the project will bring broad and lasting benefits, from improving safety and traffic flow to boosting economic development and trade competitiveness for the region.
- 9.4 The Town is committed to ensuring that the policies as established in its adopted Intermunicipal Development Plan (IDP) with the County of Forty-Mile is adhered to and updated as required (refer to Map).
- 9.5 The Town of Bow Island shall continue to cooperate with the County of Forty-Mile in pursuing mutually acceptable growth and development strategies in the urban fringe and in respect of the Intermunicipal Development Plan.
- 9.6 The Town will continue to support the Intermunicipal Development Plan with the County of Forty-Mile to address issues of mutual concern and to ensure that development in either municipality complements the existing and future land uses of the other municipality.
- 9.7 The Town will endeavour to foster new partnerships with other levels of government, school districts, businesses, community groups and non-profit sectors, help to develop, fund and operate recreational, cultural, and public community facilities where feasible to do so.
- 9.8 Town administration shall communicate on a regular basis with adjacent municipal administrations to identify and address matters of mutual interest or concern.
- 9.9 Town Council and administration should regularly engage with other urban municipalities to identify matters affecting small communities and rural areas and to work together with the Alberta Municipalities association to highlight and seek solutions to such matters on a provincial level.
- 9.10 The Town should consult as needed with private utility agencies to ensure development has access to needed shallow utility services and to manage development so it does not negatively impact existing utility infrastructure.
- 9.11 The Town will consult and work with the St. Mary River Irrigation District on land use and drainage matters that may transcend the municipal boundary and will try to ensure urban development does not negatively impact irrigation works.
- 9.12 The Town will consult with Alberta Environment and Parks on land use proposals or applications where it is determined there may be an impact to the environment, water quality, drainage, or storm water drainage plans that may involve provincial authorizations.
- 9.13 Alberta Health Services will be consulted by the Town on land use planning decisions involving:
- industrial use that may have an impact on the health of town residents,
 - uses that may impact water quality,

- any development application or situation that may involve or impact public health, or the use may require a permit from the local health agency for its operations.
- 9.14 Town will endeavour to contact or consult with any other public or private agencies as required to ensure its citizen's needs or services are being met or where collaboration is determined to be warranted.
- 9.15 The local history of the region is recognized for its heritage value and the Town will support or engage with ethnic and cultural societies/groups on activities, events, education, acknowledgments, or development as deemed to have significance to Bow Island, where the resources of the municipality allow it to do so.
- 9.16 Council recognizes the importance of community associations and non-profit groups that assist or provide services or social opportunities to citizens, and it will try to regularly engage and support the local community groups in their endeavors, where feasible.
- 9.17 The Town should promote collaboration with community organizations to coordinate on grant applications and capitalize on potential funding opportunities from the provincial and federal governments.
- 9.18 The Town should continue to support and work with municipal, regional and provincial partners on the planning and implementation of local services that link Bow Island to neighboring rural and urban communities in the southern region.
- 9.19 The Town should work with federal, provincial and regional utility providers to protect existing and future regional infrastructure, including highways, railways and major utility corridors, such as regional water lines, wastewater lines and power line corridors through a collaborative planning approach and to support development and growth.
- 9.20 The Town should encourage and promote the use of regular public consultation processes in various formats to seek feedback on significant municipal matters or new major policy initiatives.
- 9.21 The Town recognize the unique status and rights of Indigenous communities in southern Alberta and commits to always display respectful acknowledgment and dialogue on matters that may affect Indigenous culture or its people.

PROVINCIAL LEGISLATION COMPLIANCE

The MGA and various provincial legislation requires that municipalities address a number of land use considerations in planning for land use and in making decisions on subdivision and development.

OBJECTIVES:

- To assist municipal decision makers in having sufficient information to make an informed decision on land use matters and a process in which to obtain and review that information.
- To consider land use and development proposals with respect to health and safety considerations.
- To ensure the municipality and developers are in compliance with provincial legislation.

POLICIES:

Historical Resources

Note: An approximately 500 m area (radius) of land at the west perimeter of Town is affected by provincially identified potential historical resources.

- 10.1 In accordance with the *Matters Relating to Subdivision and Development Regulation*, the Town shall refer applications for subdivision of areas containing or likely to contain (or adjacent to) historical resources to the province (*Alberta Arts, Culture and Status of Women*) prior to a decision being made.
- 10.2 If an applicant is required by *Alberta Arts, Culture and Status of Women* to conduct a Historic Resources Impact Assessment (HRIA) prior to development, for lands that contain or are likely to contain significant historic resources in a response to the HR application, the assessment must be conducted by a qualified heritage consultant at the developer’s expense.
- 10.3 Developers of Area Structure Plans, Area Redevelopment Plans, and other long term planning documents are responsible for submitting the plans for historical impact review to the province, with the current method being through the provincial OPaC system.

Wetland Assessments

- 10.4 Applicants/developers must follow the Alberta Wetland Assessment and Impact Report Directive whenever an activity is proposed that will impact a wetland. A proponent proposing an activity that will impact a wetland must submit a wetland assessment to the regulatory body with their application and all other required plans.

- 10.5 Where an activity is proposed that will impact an identified wetland, the developer is responsible for carrying out any measures under the provisions of the *Alberta Wetland Policy* to protect or replace the wetland and any costs associated with this.

Abandoned Gas Wells

- 10.6 Applicants for both subdivisions and development permits are responsible to include abandoned gas well information from the Alberta Energy Regulator (AER) in accordance with the *Matters Related to Subdivision and Development Regulation (Alberta Regulation 84/2022)*.
- 10.7 In making decisions on subdivision and development applications, the Subdivision and Development Authority will consider and apply the setback guidelines for abandoned gas wells that shall be in accordance with the standards established by the AER.

Sour Gas Facilities

The Alberta Energy Regulator has established minimum setback requirements for the placement of development in relation to sour gas facilities. This is to protect the public and minimize possible impacts to residential, commercial, industrial and public spaces in the community. The province requires municipalities to apply the setbacks in relation to making decisions on subdivision and development.

- 10.8 The Town shall endeavor to refer to the Alberta Energy Regulator all subdivision and development applications that are located within 1.5 km of an identified sour gas facility.
- 10.9 In making decisions on subdivision and development applications, the Subdivision and Development Authority will consider and apply the setback guidelines for sour gas facilities that shall be in accordance with the standards established by the AER.

High Pressure Gas Lines

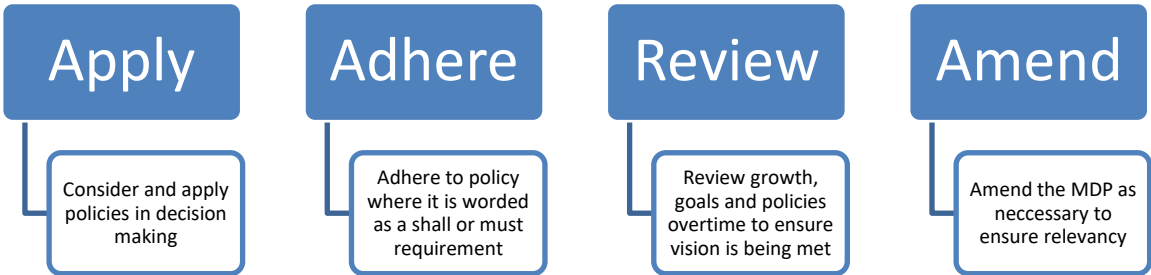
- 10.10 In making decisions on subdivision and development applications, the Subdivision and Development Authority will consider and apply the setback guidelines for high pressure gas lines in accordance with the established AER standards.
- 10.11 Landowners/developers shall be responsible for meeting any required setbacks to high pressure gas lines that may be applicable to their property and development proposal.
- 10.12 Landowners/developers shall not locate structures or buildings over or encroach into any registered gas line or utility right-of-way.

MDP ADMINISTRATIVE MATTERS

Upon the adoption of this Municipal Development Plan, it is the responsibility of Council and Town Administration to enact the policies and goals through the day-to-day application and administration of the plan. The plan is also a living document that may need to be updated over time as circumstances evolve or change for the community.

POLICIES:

- 11.1 The MDP will be enacted and adhered to in accordance with the requirements of the *MGA*.
- 11.2 Council supports ongoing public engagement and encourages residents to provide input on matters of specific and general planning interest wherever possible.
- 11.3 The Town will regularly monitor and evaluate the policies of the MDP to ensure it remains relevant and continues to meet the needs of the municipality and its desired growth framework.
- 11.4 To meet the requirements of the South Saskatchewan Regional (SSRP), the Town shall consider the following processes to address the provincial legislation and any amendments made thereto:
 - (a) The Town will consider and respect the mandate of the SSRP legislation and will comply with the adopted regional plan policies.
 - (b) Amendments may be required to be made to the MDP to further adhere to provincial requirements and the policies of the SSRP or any amendments thereto. If MDP amendments are needed for policies to align with any provincial requirements, those amendments will be reviewed by Council and the MDP revised if determined to be warranted.
- 11.5 The Town shall review and update if necessary the Land Use Bylaw and other municipal plans to ensure they conform to the policies and goals of the MDP.
- 11.6 For a successful MDP, the municipality shall consider the following implementation strategy:



- 11.7 The MDP should be comprehensively reviewed every 5 to 10 years to ensure the goals and policies are consistent with directions of future growth. Ongoing evaluation of the effectiveness of land use planning decisions should be conducted when possible.
- 11.8 Amendments to the MDP may be initiated at any time by Council or the general public. Where an amendment is initiated by the general public, the applicant shall be required to submit any information as deemed necessary by the Town to support the requested amendment prior to commencement of the MDP bylaw amendment process.
- 11.9 If Council is satisfied that the proposed amendments meet the requirements of the *MGA*, public hearings will be conducted in accordance with *MGA* notification and advertising requirements. After the public hearings, the proposed revisions to the MDP may or may not be adopted by Council at their prerogative.

Glossary of Terms

AREA STRUCTURE PLAN means a statutory plan prepared for the purpose of providing a detailed framework for subsequent subdivision and development of a defined area of land (Municipal Government Act, Section 633), most often contains engineering reports, and that may be adopted by a Council by bylaw.

CONCEPTUAL DESIGN SCHEME means a professionally prepared plan involving a few subdivided lots which typically addresses the same requirements as an Area Structure Plan but is less detailed and is not adopted by bylaw which: (a) shows the location of any existing or proposed buildings; and (b) describes the potential effect and/or relationship of the proposed development on the surrounding area and the municipality as a whole; and (c) provides for access roads, water, sewer, power and other services to the satisfaction of the Municipal Planning Commission or Council.

COMPREHENSIVE SITE PLAN means a professionally drawn detailed site layout plan for a parcel of land shows the location of any existing or proposed buildings, utility right-of-ways, and provides information on access roads, water, sewer, power and other services to the satisfaction of the Municipal Planning Commission or Council.

COUNCIL means Council of the Town of Bow Island.

COUNTY means County of Forty Mile.

DEVELOPMENT in accordance with the Municipal Government Act means: (a) an excavation or stockpile and the creation of either of them; (b) a building or an addition to or replacement or repair of a building and the construction or placing of any of them in, on, over or under land; (c) a change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building; or (d) a change in the intensity of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building.

DEVELOPMENT AGREEMENT means a contractual agreement completed between the municipality and an applicant for a development permit or subdivision approval which specifies the roadways, walkways, public utilities, and other services to be provided by the applicant as a condition of a development permit or subdivision approval, in accordance with the Municipal Government Act.

DEVELOPMENT AUTHORITY means the body established by bylaw to act as the municipal development authority in accordance with Section 624 of the Municipal Government Act.

GEOTECHNICAL REPORT means a comprehensive land site analysis and report prepared by a qualified and registered professional with the Association of Professional Engineers, Geologists, and Geophysicists of Alberta (APEGGA).

MIXED-USE COMMERCIAL/RESIDENTIAL means a development where a building is used partly for residential and partly for commercial use within the same building.

MUNICIPAL DEVELOPMENT PLAN means a municipal statutory plan adopted by bylaw in accordance with Section 632 of the Municipal Government Act.

MUNICIPAL GOVERNMENT ACT (MGA) means the Municipal Government Act, Revised Statutes of Alberta, 2000, Chapter M-26, as amended.

MUNICIPAL PLANNING COMMISSION (MPC) means the committee authorized by Council to act as the Development Authority pursuant to Section 624 of the Municipal Government Act, and in accordance with the municipal Development Authority Bylaw and Municipal Planning Commission Bylaw.

MUNICIPAL/SCHOOL RESERVE means the land specified to be municipal and school reserve by the Subdivision Authority pursuant to Section 666 of the Municipal Government Act.

NUISANCE means any use, prevailing condition or activity which has a detrimental or negative effect on standard living or working conditions.

OFF-SITE LEVY means the rate established by the municipal Council that will be imposed upon owners and/or developers who are increasing the use of utility services, traffic services, and other services directly attributable to the changes that are proposed to the personal property. The revenues from the off-site levies will be collected by the municipality and used to offset the future capital costs for expanding utility services, transportation network, and other services that have to be expanded in order to service the needs that are proposed for the change in use of the property.

PUBLIC OPEN SPACE means parkland, greenspace, open space, or municipal public areas of land which is not in private ownership and is open to use by the public.

PUBLIC RECREATION FACILITIES means the use, facilities or areas such as a public park, playground, indoor or outdoor rink, gymnasium, sports field, leisure centre, swimming pool, historic or archaeological site or any similar facility or use of land or building that is owned or administered by any level of government or not-for-profit organization.

PUBLIC OR PRIVATE UTILITY means a development that includes any one or more of the following: (a) systems for the distribution of gas, whether artificial or natural; (b) facilities for the storage, transmission, treatment, distribution or supply of water; (c) facilities for the collection, treatment, movement or disposal of sanitary sewage; (d) storm sewage drainage facilities; (e) systems for the distribution of artificial light or electric power; (f) facilities used for the storage of telephone, cable, remote weather stations or internet infrastructure; (g) any other things prescribed by the Lieutenant Governor in Council by regulation.

PUBLIC PARK means a development for public recreational activities that do not require major buildings or facilities, and includes picnic areas, playgrounds, pedestrian and bicycle paths, passive greenspace,

landscaped areas and associated public washrooms. This may include public open space, which is not in private ownership and is open to use by the public.

PUBLIC ROADWAY means land shown as a road on a plan of survey that has been filed or registered in a land titles office, or used as a public road, or any municipal controlled road allowance in the municipality whether developed or undeveloped and includes a bridge forming part of a public road and any structure incidental to a public road. Once registered as a road it is a right-of-way maintained by the Town and is open to the public for the purpose of vehicular traffic.

SAFETY CODES means a government code, regulations, standard, or body of rules regulating things such as building, electrical systems, elevating devices, gas systems, plumbing or private sewage disposal systems, pressure equipment, fire protection systems and equipment, barrier free design and access in accordance with the Safety Codes Act, RSA 2000, Chapter S-1, as amended.

SOUTH SASKATCHEWAN REGIONAL PLAN (SSRP) means the regional plan and regulations established by order of the Lieutenant Governor in Council pursuant to the Alberta Land Stewardship Act.

SUBDIVISION AND DEVELOPMENT REGULATION means regulations established by order of the Lieutenant Governor in Council pursuant to Section 694 of the Municipal Government Act and is officially established as Matters Related to Subdivision and Development Regulation.

SUBDIVISION AUTHORITY means the body established by bylaw to act as the subdivision authority in accordance with Section 623 of the Municipal Government Act.

SUBDIVISION OR SUBDIVIDE means the division of a parcel by an instrument. Subdivision is the dividing of a single parcel of land into two or more parcels, each to be given a separate title and is also used for existing lot line adjustments.

TOWN means the Town of Bow Island.