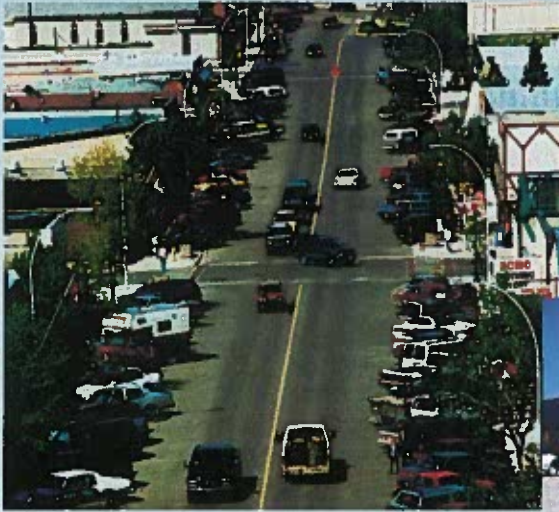


Town of Barrhead Municipal Development Plan



Bylaw 04-2010

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1.0 INTRODUCTION

1.1 Background

The province of Alberta Municipal Government Act, R.S.A. 2000, requires that all municipalities with a population greater than 3,500 people prepare a Municipal Development Plan. The purpose of the Plan will be to guide the future growth and development of land in the Town of Barrhead in a manner that will be efficient, economical, and beneficial to the residents of the Town of Barrhead.

In 1989, the Town of Barrhead, in cooperation with Alberta Municipal Affairs and the Yellowhead Regional Planning Commission, prepared a General Municipal Plan. In 1998, the Town of Barrhead Council reviewed the Municipal Development Plan, and amended where necessary to bring the plan into conformance with the requirements of the provincial planning legislation. The Town of Barrhead will again review this plan to bring it into conformance with the Provincial Land Use Framework and Regional Plan when completed.

The intent of this plan is to serve as a land use guide to the Town of Barrhead, its residents, businesses, and to various provincial departments and agencies.

1.2 Municipal Development Plan Area

All lands lying within the corporate boundaries of the Town of Barrhead are considered the planning area for the purposes of this Municipal Development Plan.

1.3 Municipal Government Act

A Municipal Development Plan must address:

- a) the future land use within a municipality.
- b) the manner of and the proposal for future development in the municipality.
- c) the co-ordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no inter-municipal development plan with respect to those matters.
- d) the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities.
- e) the provision of municipal services and facilities either generally or specifically.

1.4 The Scope and Implementation of This Plan

The land use and development policies described in this Plan cannot be considered to control or regulate the use and development of land by themselves. These policies are intended to guide the municipality and private interests in a manner that will ensure the best form of development under the most desirable conditions.

1.5 Town of Barrhead Land Use Bylaw

The Town of Barrhead Land Use Bylaw is intended to implement the policies contained in this Municipal Development Plan and is prepared in accordance with the provisions of the Municipal Government Act.

The Town will:

- undertake a review of the land use bylaw and amend where necessary to ensure conformity with the policies of this Plan, and
- consider the preparation of area structure plans and area redevelopment plans for areas identified for future development or urban expansion in the future land use map included in this Plan.
- undertake a review of the "Barrhead Inter-municipal Development Plan" as required.

1.6 Subdivision of Land

The policy of the Town of Barrhead Council shall be that no proposed subdivision will be approved by the Subdivision Approving Authority unless it conforms to the land use and development policies described in this Municipal Development Plan, does not adversely affect the economy of the Town, and can be adequately supplied with required services.

1.7 Public Information

Upon adoption of this Plan, the Town of Barrhead shall ensure that this Plan is made available to the public.

1.8 Review and Amendment Procedure

This Municipal Development Plan is not intended to be fixed or inflexible. As changing conditions dictate, this document will be revised and amended by the Town when deemed necessary. Any amendment will be enacted in accordance with the Municipal Government Act.

1.9 Interpretation

(a) Flexibility:

It is intended that the boundaries of land use classes as shown on Schedule "C" - Existing Land Use Map and all quantities and figures contained in the Plan be considered as approximate and not absolute. Any minor adjustments or variances that may be necessary to land use classes, location of future roads, quantities, and figures will not require an amendment to this Plan.

(b) Policy Explanation:

The word "should", which precedes the policies contained in this Plan means that the statement is an expression of desire by Council. It refers to what they would like to achieve but does not necessarily mean that the Town will be responsible for the action. The word "shall" means that the action is mandatory. The word "may" means that the action is discretionary. These actions will be based upon sound planning goals and principles.

2.0 SETTING

2.1 Location

Barrhead lies approximately 116 km (72 miles) northwest of Edmonton, on the banks of the Paddle River, within the watersheds of the Pembina and Athabasca Rivers (Schedule "A" – Location) The Grizzly Trail (Highway 33) passes south through Barrhead and connects with Highway 43. The junction of Highways 33 and 18 is in the center of Barrhead. The Town is surrounded by a large mixed farming community. Oil and gas fields to the Town's north and west also form part of the service trading area. The Town serves its trading area with health, professional, educational, recreational, retail commercial services, and auto and farm machinery sales and service. The population has grown at a steady rate of 0.3% annually, from a 1991 population of 4,160 persons to the present population of 4,209 persons.

2.2 Political Jurisdictions

Barrhead is located in the centre of the County of Barrhead No. 11. The fringe area around the Town is subject to competing demands/uses by the County and the Town. In order to promote responsible planning a shared intermunicipal development plan has been developed between the Town and the County. Decisions regarding development in this area are referred to the County and Town through the intermunicipal development plan.

2.3 History

Prior to the coming of the pioneers, the Barrhead area was traversed by the nomadic Cree and Assiniboine Indians. In the early 1800's, fur traders arrived in the area and established fur trading posts along the major rivers in the area. The Klondike (Chalmers) Trail passed by the present site of Barrhead and carried numerous Klondike-bound gold seekers and settlers to the Peace Region of northwestern Alberta.

In 1906, the area around Barrhead was surveyed for settlement, and in 1907, European settlers arrived and began to homestead. The homesteaders did well and formed the Paddle River and District Co-op Society in 1912. The Society's store was located on SE 4-60-3-W5M. The Society applied for a post office to be located in the store in 1913. The name they submitted for the post office was Barrhead, taken from the Town of Barrhead in Scotland, the home Town of one of the shareholders. The post office/Co-op was soon joined by a blacksmith shop, stopping house, police detachment, garage and several stores.

In 1927, the Northern Alberta Railway came through the area and established its station southwest of the original Town site by about 4.0 km (2.5 miles). The

inhabitants of Barrhead moved themselves and their dwellings to the new site and the name of Barrhead was transferred to the new site with them. In the same year, the Village of Barrhead was incorporated. The Village continued to grow, supplying goods and services to its growing agricultural hinterland. In 1946, the Village incorporated into a Town. As Barrhead has grown it has annexed land (Schedule "B" – Annexation History) and the Town's economic base has expanded. Regional government services, eleven manufacturing establishments, the nearby forest industry, and surrounding oil and gas developments provide employment for Barrhead's residents. ('Trails Northwest' by the Barrhead and District Historical Society, 1967.)

2.4 Local Features and Development Constraints

A brief discussion of Barrhead's local features and development constraints is provided although these will be discussed in detail in appropriate sections elsewhere in the Plan.

2.4.1 Paddle River:

The Paddle River runs through the southern portion of Barrhead and is crossed by Highway 33. The Paddle River is a relatively young, meandering river which is constantly shifting to establish an energy balance. The Paddle is the source of the municipal water supply for Barrhead. Prior to the building of the Paddle River Reservoir, Barrhead and the surrounding area experienced periodic flooding and water supply deficiencies. In 1974, at the Highway 33 crossing of the Paddle River, the maximum depth of flow of water was about three feet above the grade of the approaches. Since then the grade to the north has been raised to approximately the elevation of the 1974 flood. It is estimated that since the reservoir was built this site would essentially be flood free. It is unknown, however, if the Paddle River Dam will prevent flooding in the Town of Barrhead in a major flood. The presence of development within the 1:100 year flood plane is considered in this Plan. Although municipal services have not been brought to the south side of the river at this time, we can not rule out that it may not happen in the foreseeable future.

2.4.2 North-South Ravine:

A major ravine system runs in a north-south direction along the western edge of the developed portion of Barrhead. The ravine is treed and contains an intermittent stream. This ravine presents a constraint to development but also presents an opportunity to create a natural area reserve which could enhance further residential development in this area. Another deep gully is present in E-29-59-3-W5M, this ravine appears to be quite deep but is not treed. This ravine could constrain development but if seeded could also enhance future residential

development as a desirable park-like area. Marshy, boggy areas in NE 29-59-3-W5M are part of this ravine system but could be drained to accommodate future development.

2.4.3 Depressed Areas:

As mentioned earlier, some marshy spots and intermittent streams exist as part of a ravine system which runs from the northwest of the developed area of Town.

2.4.4 Major Power Lines, and Oil and Gas Pipelines:

These man-made constraints follow rights-of-way or easements on various paths through and around Barrhead. For both maintenance and safety reasons they require setbacks from other development.

2.4.5 Rail Line:

In 2000, the CN rail line in Barrhead was abandoned and sold to private interests. Today the former line has become a thriving business area and an asset to the Town.

2.4.6 Water Reservoir/Sewage Lagoons:

The Town's water reservoir is located in the southwest corner of Barrhead, west of the ravine system in NW 20-59-3-W5M. The municipal sewage lagoon occupies NE 16-59-3-W5M on the outskirts of Town in the County of Barrhead. In 2003 the Town of Barrhead constructed an additional water reservoir in the NW 20-59-3-W5 capable of servicing a population of 5000. The Town also supplies water and sewer services to the McGill Estates subdivision located in the SW 20-59-3W5M and water services to the Hamlets of Manola and Neerlandia.

2.4.7 Existing Services:

The Town has established a street program for the purpose of managing future growth without adversely impacting the provisions of water and sewer services to the existing Town. Line capacity as well as potable & waste water treatment capacities will be increased to accommodate growth in an efficient and effective manner.

2.5 Existing Land Use

Schedule "C" displays Barrhead's existing land use. The community of Barrhead grew up around the Northern Alberta railway line. The original quarter section contains residences and Barrhead's downtown core, consisting of commercial uses and commercial/light industrial uses along the old rail line. The area north of downtown contains residential areas, and three public schools. To the east of

downtown lies a residential area containing older houses, mobile homes and senior citizens' housing. The Town's sports ground and recreational facilities are located to the north. Further north lies the industrial area which also contains government offices.

Adjacent to the Town's developed section are undeveloped areas to the north, west and south of Town. These areas contain some residences and municipal uses but are mainly used for extensive agricultural purposes.

3.0 GOALS

The primary goal of the Town of Barrhead from a land use and economic development perspective is to continue to enhance the Town of Barrhead's role as an agricultural service centre, to expand its economic base, and to continue to build upon the high quality of life enjoyed by the residents of the community.

In terms of specific land use related goals, the Town of Barrhead will strive to:

- (a) facilitate economical growth and development;
- (b) maintain effective communication, consultation, and cooperation with the County of Barrhead No. 11;
- (c) minimize the costs associated with land development;
- (d) preserve and maintain the quality of life of the Town of Barrhead and enhance the Town's attractiveness as a place to live and work;
- (e) maintain the Town Centre as a focal point for commercial development in the community; and
- (f) maintain the separation of incompatible land uses.
- (g) encourage conservation of resources and environmentally friendly design

3.1 Development Strategy

The Town of Barrhead's development strategy outlines the direction that Town Council would like to pursue in planning for the community's future in an orderly, efficient and effective manner. Based upon the above goals, the community has prepared the following development strategy:

3.1.1 Development of Land

To promote further growth, Council has determined that the future development of land shall be provided in an orderly and efficient manner that maximizes the potential of the land for the long term benefit of the Town of Barrhead.

The Town will strive to ensure a sufficient supply of lots are available for a wide variety of land uses; and that the supply of vacant lands, both serviced and unserved, will be maintained in a cost effective manner.

As a facilitator to development within the corporate boundaries of the Town of Barrhead, the Town will continue to encourage responsible development and strive to minimize conflicts between adjacent land uses.

To ensure that future developments are efficient, economical, and in accordance with sound planning practices, the Town will ensure that the timing of future development will not override the ability of the Town to provide effective municipal services at a reasonable cost to the community.

3.1.2 Population Growth Goal

To encourage further population growth Council will strive to achieve a balanced population distribution and a positive growth rate.

A significant portion of the population is in the older age groups. While providing quality services to seniors, the Town recognizes the need to encourage an environment which will attract more youth and families to the community.

3.1.3 Residential Development

The Town of Barrhead will ensure through proper planning practices that future housing development proposals will be of a high quality, aesthetically attractive, and compatible with the surrounding environment.

When reviewing development proposals, the Town will consider the overall community requirements for a variety of housing types so that the housing needs of the residents of the Town of Barrhead may be accommodated.

To assist with the development of residential areas, the Town of Barrhead will endeavor to ensure that an adequate supply of serviced lots are available for residential development.

3.1.4 Central Business District

The Town of Barrhead strongly believes in the importance of maintaining a strong, vibrant central business district. Redevelopment and revitalization of the central business district and main street area for commercial development will be encouraged.

The Town recognizes the importance of Highways 33 and 18 and their linkages to downtown in attracting the traveling public and to provide services for visitors to the community.

3.1.5 Economic Development

The Town of Barrhead will encourage development in a manner that maintains a reasonable balance between industrial, commercial and residential assessment. The Town recognizes its important role as a service centre and looks forward to providing a high quality of service to residents and surrounding communities.

In particular, the Town will strive to achieve the following economic development goals:

- (a) to facilitate the continued growth and diversification of the agricultural industry in Town;
- (b) to provide an environment which is attractive to further economic diversification;
- (c) to provide for the further development of the manufacturing industry in Town;
- (d) to maintain the attractiveness of the Town as a place for surrounding communities to depend on for services; and
- (e) to promote the attractiveness of the Town and its quality of life for seniors.

3.1.6 Environment

The Town of Barrhead will encourage future development to be compatible with the natural environment, and surrounding land uses.

The Town, in the planning future growth, shall maintain an adequate buffer between environmentally sensitive areas and future development areas.

3.1.7 Community Involvement

Town Council recognizes the past efforts of the volunteer community in the Town of Barrhead in promoting and encouraging economic and community growth. Their ongoing participation in the growth and development of the Town of Barrhead will be encouraged.

Along with community involvement in the development of the Town, Council will ensure that all development and redevelopment will be of a

high quality to maintain growth and the community's appearance as an attractive place to live and work.

3.1.8 Tourism

Tourism development will be encouraged both within the Town of Barrhead and in cooperative efforts with other regional communities. The primary goals of tourism development include:

- (a) the development of attractions that will increase the number of tourists and their length of stay in the Town of Barrhead;
- (b) to increase opportunities for tourism related retail trade;
- (c) to provide visitors to the Town of Barrhead with a positive outlook on the people and opportunities of the community; and
- (d) to cooperate with local and regional tourism promotion groups and organizations to enhance tourism marketing for the Town of Barrhead.

To encourage the future development of entrances to the Town of Barrhead as well as the main street corridor in a manner that is aesthetically pleasing and attractive to visitors to the community.

3.1.9 Community Services

The Town of Barrhead is committed to providing a wide range of community services to enhance the quality of life in the community. Community services and facilities serve a major role in attracting investors and new residents to the Town. This role can be enhanced through effective management and when required, expansion of services and facilities in the community.

The Town will strive to maintain the current level of services and facilities in the Town of Barrhead.

Open space, park and recreation areas are important to the Town. The Town will strive to work with the community in maintaining these areas and to improve on the quality and nature of open space and park areas in the Town of Barrhead.

4.0 GENERAL DEVELOPMENT POLICIES

The following policies and objectives indicate the intent of the Town of Barrhead to direct future growth in a manner which is orderly, efficient, and beneficial to the residents of the community. Actions of Town Council and other users of land within the Town shall comply with these policy directions:

4.1 Rezoning of Land

Prior to rezoning land under the land use bylaw, the Town shall carefully evaluate the need for additional lands under the proposed land use district, the potential for future development under that district, and the ability of the Town to adequately service the subject property for the proposed use(s).

4.2 Urban Reserve Lands

Certain lands which are not identified for immediate or short term urban development may be designated as urban reserve. Development on urban reserve lands shall be performed in a manner that will not adversely impact future urban growth.

4.3 Phasing of Development

The Town will encourage the in-filling of existing subdivisions and serviced areas prior to considering the extension of services to future development areas.

4.4 Client Services

The Town will strive to accommodate where possible, the timely processing of subdivision and development applications.

4.5 Flexibility of Regulations

The Town shall enforce regulations contained in the Land Use Bylaw. Land use regulations may be relaxed where permitted under the Act and where the proposed subdivision or development meets the spirit and intent of the goals and objectives of this Plan, is deemed appropriate, and the decision is based upon sound land use planning principles.

4.6 Inter-Municipal Cooperation

The Town of Barrhead will strive to work cooperatively with the County of Barrhead on matters of mutual interest and to have regard for the policies contained in the Barrhead Intermunicipal Development Plan. Development permit applications, applications for rezoning on urban reserve lands, and

proposals which may have an impact on the County of Barrhead shall be submitted to the County for their review and comment in accordance with the provisions of the Intermunicipal Development Plan.

4.7 Multi-lot, Large Area Subdivision

The Town may require, as part of the subdivision process, a developer to submit an outline plan or to prepare an area structure plan demonstrating the type and sequence of development in the subject property.

4.8 Provincial Highway Network

Subdivision and development proposals which require access to a Primary Highway shall be referred to Alberta Transportation and Utilities for their review and comment.

4.9 Subdivision and Development

New subdivisions shall have water, sewer, power, and may require paved roads, curbs, and gutters. Installation of services shall be at the developer's expense.

The Town shall enter into agreements with developers for the provision of all on-site and off-site facilities. The Town may require off-site levies for this purpose.

Adequate open space and recreational land may be required to be provided in all subdivisions.

Satisfactory arrangements shall be made for adequate parking in any new development.

5.0 RESIDENTIAL LAND USE

5.1 General Residential Policies

The following policies are general and apply to residential development in the Town of Barrhead.

Objectives:

- (1) *To provide for orderly and staged residential growth.*

The Town shall:

- (a) encourage developers to develop residential land through in-filling, and
- (b) encourage the development of new residential areas, when demand requires, in locations which are adjacent to existing residential subdivisions.

- (2) *To foster the provision of an adequate supply of affordable housing.*

The Town shall:

- (a) strive to ensure that municipal services can be readily provided in more than one new residential area at a time in the community to encourage increased competition between developers.

- (3) *To encourage and facilitate the provision of housing and residential areas in an attractive and aesthetically pleasing manner.*

The Town shall:

- (a) encourage a high standard of development in all new residential areas,
- (b) ensure the implementation of innovative development techniques such as underground services in the development of new areas,
- (c) plan new residential areas based

(4) *To encourage the development of a full range of housing types to meet demand from different sectors of the population.*

(5) *To provide necessary community services in residential areas.*

upon a 14 units per net hectare 7.0 units per acre) as a desired maximum dwelling unit density for single detached housing,

- (d) review dwelling density provisions with regard to the limitations of the municipal services which will service the development area,
- (e) require landscaped buffers in areas where residential development would not be compatible with adjacent land uses, and
- (f) electrical, telephone, cable television and other services shall be installed underground.

The Town shall:

- (a) encourage the private sector to provide a wide range of housing options at reasonable prices,
- (b) provide through the Land Use Bylaw land use districts which will accommodate a wide range of housing types, and
- (c) encourage private developers and senior foundations to provide housing for independent seniors.

The Town shall:

- (a) allow non-residential uses in certain areas which are complementary to or serve basic residential uses, and
- (b) consider the location of new education and community facilities in the planning of new

residential areas.

- (6) *To allow for residential development in a manner that is not considered conventional or does not meet the development standards provided in the Land Use bylaw.*

The Town shall:

- (a) consider proposals for innovative housing and alternative housing designs.

5.2 Low Density Residential

The following are guidelines to be used in the development and zoning of areas designated for low density residential development.

Objectives:

- (1) *To maintain the attractiveness of existing residential areas.*

The Town shall:

- (a) require site designs for in-fill housing to be compatible with the character of the surrounding neighbourhood,
- (b) require on-site parking for all residences, and
- (c) allow manufactured home subdivisions in areas that are compatible to other residential land uses.

- (2) *To redevelop existing residential areas in a manner that will build upon the positive features of the redevelopment area.*

The Town shall:

- (a) encourage private developers to establish architectural controls on new housing to ensure that new housing will be aesthetically pleasing and compatible with other residences in the surrounding neighbourhood, and
- (b) encourage the retention of existing trees and landscaping features where such features

benefit the aesthetics and appearance of the neighbourhood. Where not possible, these features should be replaced during redevelopment.

- (3) *To ensure that low density residential neighbourhoods are developed in a manner that will minimize land use conflicts.*

The Town shall:

- (a) only permit low density residential land uses such as single detached dwellings, modular homes, and duplex dwellings, and
- (b) only allow non-residential uses such as convenience stores in areas that are accessed by arterial or collector roads, and that will not adversely impact the character and amenities of the residential neighbourhood.

5.3 Manufactured Homes

The following guidelines shall be used in the development of areas designated Manufactured home residential:

Objectives:

- (1) *To provide opportunities for the development of manufactured home residences in the Town of Barrhead.*

The Town shall:

- (a) encourage private developers to construct either a manufactured home subdivision or a manufactured home park in certain areas of the Town of Barrhead,
- (b) encourage manufactured home parks and subdivisions to be located in a manner that will allow for convenient proximity to major community facilities, schools, recreational centres and to arterial and collector roads, and
- (c) restrict predominant residential development in manufactured home parks to single and double wide manufacture homes.

- (2) *To design manufactured home parks in a manner that will provide a high quality housing alternative for residents.*

The Town shall:

- (a) restrict the predominant use in manufactured home parks to the placement of manufactured homes,
- (b) consider the development of a stick-built single detached dwelling as a manufactured home park manager's residence,
- (c) allow for commercial uses such as a convenience store or laundry mat exclusively for park

- (3) *To ensure that manufactured home developments are attractive and aesthetically pleasing.*

residents use, and

- (d) require all internal roads in manufactured home parks to be constructed in a manner that is complementary to other similar roads in the community.

The Town shall:

- (a) require that all manufactured home parks are screened from other developments through the use of vegetation and/or buffers,
- (b) ensure that infrastructure and facilities in manufactured home subdivisions is to a same or similar standard as those of other residential areas,
- (c) encourage manufactured home park developers to maintain their properties in a manner that is complementary to other residential areas in the Town of Barrhead, and
- (d) encourage manufactured home park developers to include tot lots and playground areas in the site design for new manufactured home parks.

5.4 Medium and High Density Residential Development

The following guidelines are to be used in the development and zoning of areas designated for medium to high density residential use in the Town of Barrhead.

Objectives:

- (1) To provide rental and condominium type residential

The Town shall:

housing opportunities for residents.

- (2) *When planning for the location of new multi-unit residential developments.*

- (a) encourage the development of multiple unit residential development in accordance with market demand.

The Town shall:

- (a) encourage multi-unit residential developments to locate in areas that:
- (i) are in close proximity to community facilities where the residence is designed for both adult and child residents,
 - (ii) use arterial or collector roads as the primary access to the municipal road network,
 - (iii) provide for the development of adequate amenity areas and off-street parking to accommodate the development, and
- (b) consider the development of multi-unit residential developments in areas that are not in close proximity to community facilities where the residences are designed for adult use only,
- (c) require that multi-unit residential developments have all off-street parking, where possible located in the rear yard of the lot.

6.0 COMMERCIAL LAND USE

6.1 Commercial Development

The Town of Barrhead features a well developed commercial business sector. Commercial businesses in the community can be classified into these categories:

- Central Business District
- Highway Commercial
- Independent Commercial
- Neighbourhood Commercial
- Retail Commercial

The Central Business District (C.B.D.) is the focal point of the Town of Barrhead. The downtown area is bounded on the south by the former CNR rail line, public use facilities to the north, Highway No. 33 on the east, and a residential neighbourhood on the west.

Expansion of the downtown area is critical to the continued growth of the Town of Barrhead and long term development and redevelopment of the C.B.D. is encouraged. Based upon the constraints to development that exist in the community, future expansion will likely take place to the west of the current central business district.

Highway commercial development is typically located along the primary access points to the Town of Barrhead, Highway No. 33 and Highway No. 18. Businesses located on these routes are dependent on the travelling public and feature traffic related development such as accommodations, restaurants, service stations, convenience stores, and automotive dealerships.

Independent commercial developments are typically located in the Town's industrial area, sharing customers and services with various industrial businesses. Location neutral markets, a need for larger lot sizes, and other factors make the industrial area an attractive location for these businesses.

Neighbourhood commercial uses are generally located in residential areas and are designed to service the local residential area. Uses typically found in these areas include gas bars and convenience stores.

Retail Commercial developments are located in various locations throughout the Town of Barrhead. These types of development will generally include stores, shops, and eating establishments outside of a mall environment.

Objectives:

- (1) *To develop commercial areas in a manner that complements the community goals for a high standard of development.*

The Town:

- (a) shall require building and site designs to be compatible in terms of scale, design, facade, and colour to those of adjacent properties,
- (b) may consider street improvement projects initiated by the community that could include, but not be limited to: theme related facade designs and innovative street improvement designs,
- (c) may support business sponsored projects designed to enhance the attractiveness of the business community as a place to shop,
- (d) may allow mixed commercial-residential buildings provided that the residence is on the upper floor or rear of the building, the residence has a separate entrance, and that the commercial operation is on the ground floor and front of the building,
- (f) may consider the ground floor commercial use in residences located within areas identified for future commercial use.

- (2) *To provide adequate parking to commercial businesses.*

The Town shall:

- (a) require adequate on-site and where necessary, the provision of off-site parking to service commercial developments,
- (b) require the developer to be responsible for the provision of

- on-site parking for shoppers and employees,
- (c) consider alternative parking areas if the amount of on-site parking is insufficient to accommodate the proposed development,
- (d) consider a parking fund to establish several small parking lots in the downtown area,
- (e) encourage the development of mid-block, internal or external pedestrian walkways to provide access to parking facilities in the rear of commercial lots,
- (f) encourage the use of on-site parking for customer and employee parking. Where not possible, the Town shall collect a levy for a parking fund for the use of nearby municipal parking stalls or the development of new parking facilities to serve the area,
- (g) ensure the development of paved parking areas in the downtown area, and
- (h) require the use of aesthetically pleasing signs, lighting, landscaping and other design features that will make parking areas more attractive to downtown traffic.

6.2 Central Business District

Objectives:

- (1) *To facilitate the development of businesses that are usually associated with central business district development.*

The Town shall:

- (a) restrict development in the central business district to retail outlets, personal and profes-

sional service establishments, government offices, institutional services, cultural facilities, commercial entertainment enterprises and commercial accommodations,

- (b) encourage the redevelopment of non-commercial properties such as residences to commercial uses in the central business district and future central business district expansion area, and
- (c) encourage and provide technical assistance to the enhancement of 50th street as the focus of the central business district.

- (2) *To maintain the integrity and viability of existing businesses in the central business district.*

The Town may:

- (a) as part of the review process for designating land for a shopping centre in any location in the Town of Barrhead, require the preparation of an impact study which will examine issues such as the impact of the shopping centre on the transportation network, and on municipal water and sewer services, and
- (b) require all proposed major shopping centres to be included as part of an adopted area structure plan or area redevelopment plan.

- (3) *To provide a greater visual distinctiveness to the downtown core of the Town of Barrhead.*

The Town shall:

- (a) encourage building heights of greater than one storey in the downtown area.

6.3 Highway Commercial

The areas north and south of the Downtown Central Business District adjacent to Highway No. 33 and Highway No. 18 (West) are to be developed for highway commercial related development. The predominant use on lands designated as future highway commercial shall be those uses which serve the automobile or the travelling public, rely on vehicular traffic, or require large outdoor areas to store products for sale.

The following objectives and policies indicate the Town of Barrhead's intent for the future development of these areas.

Objectives:

(1) *To provide effective highway commercial services to the travelling public.*

The Town shall:

- (a) restrict land uses in this area to uses such as service stations, restaurants, accommodations, vehicle and agricultural implement dealers.

(2) *To provide access to Highway Commercial areas in a manner that will not conflict with traffic flows on Highways No. 33 and 18.*

The Town shall:

- (a) require where necessary a service road for all properties which access Highways No. 33 and No. 18,
- (b) require all businesses to provide off-street parking for all clientele and employees,
- (c) encourage and support, where necessary, pedestrian cross-walks to assist and protect pedestrian traffic across Highways No. 33 and No. 18, and
- (d) require where necessary the use of turn lanes on major accesses to Highways No. 33 and No. 18.

(3) *To improve the aesthetics of the Highways No. 33 and No.*

The Town:

- (a) may require a buffer, berm, or

18 corridor through the Town of Barrhead and to separate the highway corridor from adjacent land uses.

- (4) *To provide for commercial operations such as convenience stores, gas bars and other uses which are oriented towards the surrounding neighbourhood.*

screening between Highways No. 33 and No. 18 and a service road,

- (b) shall require landscaping of areas located between the highway right of way and a service road, and
- (c) shall require that all lights and signals be constructed and located in a manner that interference with highway traffic is minimized.

The Town:

- (a) may designate parcels on corner lots which front onto a collector or arterial road to a land use district which will allow for neighbourhood commercial uses,
- (b) shall require that all parking for neighbourhood commercial uses be provided on-site,
- (c) shall limit commercial uses in residential areas to those which are designed to service the surrounding neighbourhood only, and
- (d) shall require that adequate screening and buffering be provided to ensure that the neighbourhood commercial use does not conflict with the aesthetics or characteristics of the surrounding neighbourhood.

6.4 Independent Commercial

Due to particular characteristics of commercial uses which are closely tied to businesses in the industrial sector of the Town of Barrhead, there are certain

commercial land uses which may be more appropriately located in industrial areas.

Objective:

- (1) *To control commercial development in industrial areas to those which are not suitable in other commercial locations.*

The Town may:

- (a) not allow commercial retail and service businesses in the industrial area unless it can be shown that the industrial area is more appropriate than alternative locations, and that the proposed use will not adversely impact existing or future surrounding industrial land uses.

7.0 INDUSTRIAL LAND USE

7.1 Characteristics

The predominant use of land in areas designated industrial shall be for the provision of light industrial uses. Uses which are compatible with and do not detract from the overall intent and characteristics of industrial development shall also be permitted. Warehousing and storage uses are normally considered compatible with light industrial uses.

7.2 Objectives

The objectives and policies below outline the intent of the Town of Barrhead for future industrial development:

(1) *To foster greater economic diversification by encouraging the location of additional manufacturing activities in the Town of Barrhead.*

The Town shall:

- (a) continue to promote, through its Council and Administration, the advantages that the Town of Barrhead offers to industry.

(2) *To maintain a good supply of available land in suitable locations for both light and medium industry.*

The Town shall ensure:

- (a) that industrial areas have direct access to designated truck routes and to Highway No. 18 and Highway No. 33.

(3) *Objective: To maintain a separation of industrial land uses from areas which may not be compatible with industrial development.*

The Town shall:

- (a) encourage the development of industrial uses in the northeast area of the Town of Barrhead,
- (b) require the use of buffers, berms, landscaping, or other measures to minimize the impact of industrial development on surrounding non-industrial lands,
- (c) require that the impact of industrial development on the aesthetics of the Highway No. 33

- (4) **Objective:** *To ensure that existing and future industry will not unduly pollute or harm the natural environment of the Town of Barrhead.*

corridor be minimized, and

- (d) encourage existing industrial development in the downtown area of the Town of Barrhead to relocate, when practical, to lands designated as industrial.

The Town will:

- (a) encourage future heavy industrial development which may significantly impact surrounding lands through air, noise, waste discharge, odours, or emissions to locate outside of the Town of Barrhead where the impact of the proposed development will be reduced.

8.0 RECREATION AND OPEN SPACE

8.1 Characteristics

Recreation, culture, and open space areas continue to play an important role in the ongoing growth of the Town of Barrhead. The community is fortunate to have a variety of natural and man-made features that provide opportunities for recreational pursuits. The policies below reflect the general intention of the Town of Barrhead and are intended to support and complement the policy direction of the Town of Barrhead Recreation Master Plan.

Objectives:

- (1) *To allocate land to provide for the future facility and open space requirements for all recreational purposes in the Town of Barrhead.*

The Town shall:

- (a) encourage major recreation facilities to be located along arterial roads to provide for greater access to the facility and to minimize any adverse impacts on surrounding residential land uses,
- (b) encourage service clubs and neighbourhood associations to provide their own recreational facilities, and
- (c) encourage the development of a linear park along river banks and environmentally sensitive lands where such a pathway would connect recreational facilities and other areas which would benefit from a pedestrian link.

- (2) *To ensure that the design and development of open space and recreational areas is suited to the needs of the community.*

The Town shall:

- (a) ensure that recreation facilities that are not designed solely for pedestrian traffic has sufficient on-site parking,
- (b) provide adequate parks and tot-lots in new residential subdivisions,

(3) *To provide a coordinated approach to recreation and open space development.*

(4) *To ensure that campgrounds in the Town of Barrhead are of a high quality.*

(5) *To establish a trail system (linear park) for the Town of*

- (c) consider changes to existing parks as the population characteristics and recreational requirements change with time, and
- (d) if possible, design community facilities in such a manner that they may be used throughout the year.

The Town shall:

- (a) consider, in addition to the policies contained in this Plan, the policy and direction of the Barrhead Recreation Master Plan and the needs of community organizations regarding the future development of recreation opportunities in the community, and
- (b) strive to coordinate the use of municipal and school district facilities for residents and organizations in the community.

The Town shall:

- (a) encourage the development of campgrounds to accommodate visitors to the community,
- (b) require campgrounds to locate along arterial roads for greater access to the traveling public and to minimize adverse impacts on surrounding neighbourhoods, and

The Town shall:

Barrhead.

- (a) identify through this Plan a trail route which will link neighbourhood parks, community facilities, and nature trails to form a linear park in the Town, and
- (b) consider the development of a plan which will detail the extent of the linear park, its potential users, development criteria, and other issues related to the project.

9.0 PUBLIC AND INSTITUTIONAL LAND USE

9.1 Characteristics

The Town of Barrhead features a number of institutional land uses, offering services on a local, regional, and in some cases, a provincial scale. The location of these institutions is an important consideration as they affect the future role of the Town as a regional service centre and can influence the costs associated with their development. Other impacts of institutional facilities include changes in traffic patterns, population growth and future adjacent land uses.

9.1.1 Government:

Barrhead serves as a regional centre for a variety of services offered by the Government of Alberta. Many government departments have regional offices in the community.

The Town is also home to the Alberta Correspondence School (Alberta Distance Learning Centre) which provides educational services throughout the province.

9.1.2 Educational Services:

The Town of Barrhead currently has a public kindergarten (ECS), elementary, junior high, and senior high school with a combined capacity for 2,050 students. The Barrhead Public Library and Community Theatre are located on school property.

9.1.3 Community Services:

The Town of Barrhead supports a large number of community services which are used by residents in the Town and the surrounding area. Most of the land used for community services is for churches, seniors facilities, medical facilities, and early childhood care services.

The Town, through the following goals and objectives, will strive to coordinate the future development of community services and facilities through a cooperative effort with the community.

Objectives:

- (1) *To ensure the provision and efficient utilization of public and institutional lands and*

The Town shall:

- (a) work with the public and private school authorities to ensure that

facilities.

suitable land can be provided for new school sites when required.

- (2) *To encourage the development of public facilities in a manner that will be compatible with adjacent land uses.*

The Town shall:

- (a) encourage new public or institutional uses in residential areas to locate in areas that will minimize any adverse impacts on adjacent uses, and
- (b) ensure that adequate parking is provided to all developments with safe access points.

- (3) *To upgrade community facilities and services in relation to population growth of the Town of Barrhead and the surrounding service area.*

The Town shall:

- (a) Work with community groups to determine cost-effective measures to ensure that community facilities are adequate to serve the needs of the residents of the Town of Barrhead and area.

- (4) *To encourage the further development of the Town of Barrhead as a regional service centre for government services.*

The Town shall:

- (a) continue to promote and to attract advanced social, medical, and other governmental services to locate in the Town of Barrhead, and
- (b) utilize government grants and programs that can be effectively used to assist in the further development of the Town of Barrhead as a location of government services.

- (5) *To provide housing opportunities for seniors in the Town and surrounding area.*

The Town shall:

- (a) encourage new seniors housing to locate in areas that provide access to shopping areas and public facilities,
- (b) direct seniors housing to locate in areas that will not be adversely impacted by incompatible land uses through noise, odour, or other hazards, and
- (c) require adequate resident, employee and visitor parking on site.

- (6) *To allow for enhanced private sponsored day care services in the Town of Barrhead.*

The Town shall:

- (a) encourage the development of day care facilities as accessory uses to businesses in non-residential land use districts, and
- (b) consider day care services as home occupations in residential districts.

10.0 TRANSPORTATION

Transportation systems play an important role in the development of communities. The provincial highway network, local roads, airport facilities, industrial and utility corridors impact upon, and are affected by, surrounding land uses.

10.1 INTRODUCTION

10.1.1 Roadways

Roads are identified through a road hierarchy because of the important relationship between transportation and land use planning. Roads within the Town of Barrhead consist of the Primary Highways which are part of the provincial highway network, and local municipal roads which are designed to encourage the efficient and unimpeded movement of people, goods, and services through the community. Local roads within the corporate limits of the Town are constructed to the standards of the Town and to Provincial standards for Highway No's. 18 and 33.

10.1.2 Airport

Barrhead's airport is located in the County of Barrhead, approximately 2.4 kilometres (1.5 miles) southwest of Town. The airport is classified as a light commercial airport and features a 1067 metre (3500 feet) paved and lighted runway.

10.1.3 Pipelines

No major industrial oil or gas pipelines are located within the Town of Barrhead.

10.2 Policies

Many of the Town's community facilities access Highways No. 18 and 33 and a large portion of the population of the Town depends on the highway corridor for vehicular and pedestrian traffic. It is important that this corridor be developed in an efficient and safe manner.

Objective:

- (1) *To ensure that Highways No. 33 and 18 remain high quality thoroughfares for area residents and the travelling*

The Town shall:

- (a) in partnership with the Province, identify a clear set of guidelines

public.

for development,

- (b) Prior to the preparation of guidelines under (a), subdivision and development proposals adjacent to a primary highway and those which may impact a primary highway shall be referred the Province for their review and comment,
- (c) encourage the Province to maintain Highway No. 's 18 & 33 as major highway corridors through the Town of Barrhead,
- (e) consider impact of traffic noise on the use, value, and enjoyment of residential property adjacent to primary highways.

10.3 Road Classifications:

To provide for an efficient and effective road system through the Town of Barrhead a road hierarchy has been included in the plan. The following road classification system has been prepared to satisfy two objectives: the movement of traffic as efficiently as possible; and the safe and unimpeded movement of people and goods between different land use areas.

To encourage the development of a safe and efficient transportation system to serve residents, visitors and businesses in the Town of Barrhead. All roads within the Town of Barrhead shall conform to the following development standards.

10.3.1 Arterial Roads:

These roads are designed to carry medium to high levels of traffic volume through the planning area over a right of way which should be generally 30.5 to 60 metres (100 to 200 feet) in width. These roads shall be considered the truck route through the planning area.

The Town shall ensure that adequate right-of-way(s) for new arterial roads are provided for during the subdivision and development stage. The Town will negotiate with landowners and the County of Barrhead, where applicable, to obtain additional right-of-way where required.

Arterial roads are to be designed for vehicle speeds of a maximum of 60 km/h (37 mph).

The number of intersections and accesses along arterial roads should be minimized to facilitate the flow of traffic.

New road accesses to residential areas along arterial roads will only be considered where no reasonable alternative exists.

The Town will strive to upgrade existing arterial roads which are sub-standard to the required standard as municipal resources permit.

10.3.2 Collector Roads:

These roads are designed to carry medium levels of traffic volume between local roads and arterial roads, to serve secondary traffic generators such as community parks and business centres, and to distribute traffic from arterial to local residential, commercial and industrial roads. The right-of-way width of collector roads should be a minimum of 20 metres (66 feet).

On-street parking shall only be permitted in accordance with municipal bylaws.

Residential properties that require direct access to collector roads shall have their access located in a manner that the impact on nearby intersections is minimized.

10.3.3 Local Roads:

These roads are designed to carry low levels of traffic volume and provide access to individual lots over a right-of-way width of a minimum of 18.2 metres (60 feet).

Cul-de-sacs should be designed with a right-of-way of at least 20.0 metres (66 feet) in residential areas and 30.0 metres (98 feet) in commercial areas. Cul-de-sacs should not be designed in new industrial areas.

Cul-de-sacs should be no longer than 100 metres (328 feet) in length from the centre of the access road to the rear of the bulb.

Cul-de-sac bulbs shall have a recommended minimum diameter of 30 metres (98 feet).

10.4 Pedestrian Traffic

The Town shall encourage the development of a modern and well designed pedestrian transportation system which will include sidewalks, pedestrian crosswalks and vegetated buffers between sidewalks and public roads.

Detached sidewalks with a width of approximately 1.2 metres (4 feet) shall be located along the inside boundary of the right of way on one side of an arterial road. In certain areas of the Town of Barrhead such as frontages to public facilities, sidewalks may be required along both sides of the public road right-of-way.

Where sidewalks are to be located along one side of a street only, the Town will encourage that the sidewalk network be continuous from block to block. In new residential areas where sidewalks are located on one side of a street only, the preferred locations will be the north side on east-west streets and the east side on north-south streets so that the amount of sunshine hours on the sidewalk can be maximized.

Vegetated buffer strips between the sidewalk and the curb shall be required along arterial right-of-ways outside of the downtown core. The use of buffer strips will be encouraged along residential collector roads.

Where possible, traffic lights, pedestrian crosswalks and lighted signals, street signs and directional signs shall be uniform throughout the Town of Barrhead.

All intersections shall have adequate street signage.

10.5 Pedestrian Access

The Town will encourage development to take place that is user-friendly to both elderly and handicapped pedestrians.

New sidewalks and street improvement areas shall provide wheelchair access in their design.

10.6 Parking

The Town of Barrhead may require a development levy during the subdivision and/or development stage to provide public parking facilities to service the subject property.

Multi-unit developments for residential and commercial use shall have adequate on-site parking available for all tenants and an appropriate amount of on-site visitor parking.

Allotments for handicapped parking in commercial areas shall be required by the Town of Barrhead.

10.7 General Policies

Roads in industrial developments shall be constructed of a compacted or granular surface and shall be well drained, graded, and suitable for use in all seasons. New roads in residential and non-residential developments shall be paved

All roads in residential areas shall have stormwater runoff serviced through curb and gutter systems and underground stormwater systems.

11.0 ENVIRONMENT

11.1 Characteristics

Barrhead is located in the midst of land that has been farmed for the past ninety years. Outside of the river valley areas, much of the quality of life is influenced to a great extent by both the physical and man made environments. Clean air, clean water, efficient transportation systems, efficient waste management, and the presence of educational, medical and recreational facilities all contribute to the quality of life in the Town of Barrhead.

Barrhead is an attractive community due in part to its environmental attributes. These include a natural water course, open space, well maintained buildings, clean air, and high quality water. The following objectives and policies are intended to assist with the maintenance and management of the natural environment of the Town of Barrhead in a manner that will maximize the positive attributes that the natural environment has on the community and its residents.

Objectives:

- | | |
|---|---|
| <p>(1) <i>To conserve and enhance both the natural landscape and the developed landscape in the Town of Barrhead.</i></p> | <p>(a) the Town shall require landscaping and vegetative buffers to enhance the aesthetics of the community,</p> <p>(b) landscaping will be encouraged in all subdivision areas to enhance the appearance of property and the surrounding neighbourhood, and</p> <p>(c) the Town will encourage the beautification of boulevards and non-recreational municipal reserves through the use of tree-planting programs.</p> |
| <p>(2) <i>To safeguard the Town and its residents from hazardous and obnoxious uses and activities.</i></p> | <p>(a) the Town will not permit the development of land uses which will adversely affect the quality of life in the Town or pose a health and safety risk through air, water, noise, or vehicular pollution,</p> |

- (b) development which will be detrimental to the slope stability of the paddle river valley and ravine shall not be permitted,
- (c) all development other than as described in (d) below shall be setback a minimum of 30.0 metres (98 feet) from the top of the paddle river bank to minimize the risk of erosion and slope instability,
- (d) no development other than passive recreational uses, public works, or the infilling of existing subdivisions shall be allowed within the 1:100 year flood plain which is defined as land which is located below the 636 metres above sea level (a.s.l.) elevation,
- (e) all development in a flood hazard area shall conform as applicable to the flood-proofing standards
- (f) the Town and County of Barrhead shall work with Alberta Environmental Protection to monitor land uses upstream of the Town, with regards to issues concerning water quality and ways in which to minimize the amount of damage that may result from river flooding,
- (g) a geotechnical study may be required by the Town as part of the review process for subdivision and development proposals that are located within an environmentally sensitive area. the study shall contain, but not be limited to: a discussion of the environmental constraints that exist on the subject property and a review of measures that can

be taken to adequately reduce the risk associated with the proposed development on the subject property, and

- (h) development that requires an evacuation as a result of an accident (chemical storage, bulk fuel storage, anhydrous ammonia, etc.) shall not be located where the evacuation area includes facilities such as schools, medical centres, or seniors' homes.
- (i) proposed development on lands with a high water table may require a geotechnical analysis to evaluate the suitability of the proposed use on the property and any remedial measures that may be desirable to incorporate into the development.

12.0 UTILITIES

12.1 Water Supply

Barrhead's plentiful and reliable water supply is obtained from the Paddle River. A water treatment plant is located in the southwest corner of Barrhead, north of the Paddle River and a one million gallon water reservoir is located in the industrial area. The water treatment plant opening in the fall of 1998 has a capacity of 444,000 gallons and can treat 1,080,000 gallons per day. The water plant will be able to effectively service a population of 15,000 people. Additional treated water is stored in the reservoir in the industrial area. Water and sewer lines in older areas of the Town of Barrhead will be changed as required or during redevelopment of those neighbourhoods.

12.2 Sewage Treatment

Barrhead's sewage treatment facilities are located just outside of Barrhead's limits to the southeast. Sewage is treated through an aeration system. The Town's eight inch gravity lines are all connected to the lagoon. The sewage treatment plant has capacity to serve 12 000 people.

12.3 Solid Waste Disposal

The Town and County of Barrhead uses a regional landfill to dispose of solid waste. The landfill is located five miles west and two miles north of the Town of Barrhead. An alternate location for a new landfill sit has been acquired in the S ½ of 4-60-3-W5M.

Objectives:

- | | |
|---|--|
| <p>(1) <i>To allow for the future expansion of the Town of Barrhead through the development of high standard utilities in an orderly and economical manner.</i></p> | <p>(a) services in new areas of the Town of Barrhead shall be built to a standard that will adequately service the proposed development,</p> <p>(b) the Town may require that new services be installed in excess of the capacity required for a proposed development to allow for the servicing of adjacent lands,</p> <p>(c) the Town may cost share the costs associated with utility</p> |
|---|--|

(2) *To maintain and upgrade existing utility systems in the Town of Barrhead.*

- improvements in accordance with the provisions of the Municipal Government Act,
- (d) development will be encouraged to locate where it can be adequately serviced with existing municipal infrastructure,
 - (e) on-site services may be allowed where existing infrastructure is unable to service a proposed development and the cost of providing the service is prohibitive. On-site services shall be discontinued when the subject property can be provided with adequate municipal services, and
 - (f) the Town shall ensure that sufficient capacity exists in the municipal water supply and sewage disposal infrastructure to accommodate moderate growth rates.
-
- (a) the Town of Barrhead shall require the upgrade of sub-standard utilities (water and sewer) at the developer's expense as part of the development agreement for any proposed development where the existing utilities are not sufficient to adequately service the proposed development,
 - (b) the Town will prepare and/or update where necessary, a capital works plan which addresses the upgrading of existing water and sewage utilities in the older areas of the

Town of Barrhead, and

- (c) developers will be responsible to ensure that buildings are sited at a proper elevation to allow for the tie-in to municipal sewage lines.

13.0 RESERVES

13.1 General

The Municipal Government Act, 2000, specifies that a subdivision approving authority may, under certain circumstances, require the owner of land that is the subject of a proposed subdivision to provide any or all of the distinct types of reserve.

- Environmental Reserve (ER)
- School Reserve (SR)
- Municipal and School Reserve (MSR)
- Municipal Reserve (MR)

The aggregate amount of land that may be required for Municipal and/or School reserve, must not exceed 10% of the area of land remaining in the proposed subdivision after deducting the land, if any, provided for environmental reserve.

Reserves may be taken as land, or as money-in-lieu of land (except in the case of Environmental Reserve) or they may be deferred pending further subdivisions. In all cases, the amounts, types and disposition of reserve must be specified.

Reserves are intended to serve the following purposes:

- (a) Environmental Reserve: to be used as a park or left in its natural state,
- (b) Municipal Reserve, School Reserve, or Municipal and School Reserve: to be used for a park, recreation area, school purposes, or to separate incompatible land uses.

With the exception of buffer areas, most reserve lands are intended to service residential areas. For this reason, the amount of land taken for reserve purposes in residential areas may be greater than in commercial or industrial areas. Reserve allocations in commercial or industrial locations will normally be taken in the form of money-in-lieu as the demand for park space and other typical reserve land uses is minimal in these areas.

The Town will ensure that sufficient reserve lands are available in the residential expansion area to allow for the future development of parkland and public facilities.

13.2 Acquisition of Reserves:

- (a) Reserves may be acquired in all instances where such acquisition is possible under the Municipal Government Act, At the discretion of the Town of Barrhead, reserve allocations may be deferred until such time as the reserve land is required for development.
- (b) The Town will not accept land for municipal, school and/or municipal and school reserve purposes which is not considered developable for municipal and public facilities.
- (c) Environmental Reserve (ER) may be provided where land that is the subject of a proposed subdivision contains areas that are:
 - (i) unstable;
 - (ii) subject to flooding;
 - (iii) adjacent to swamp, streams, lakes, or other bodies of water; or
 - (iv) are unsuitable for development.
- (d) Where land identified for Environmental Reserve is to be left in its natural state and is not subject to municipal improvements or development, the Town may consider an Environmental Reserve Easement as an alternative to the creation of an Environmental Reserve lot.
- (e) School Reserves may only be taken upon request of a School Division and after consideration by the Subdivision Approving Authority.

14.0 FUTURE LAND USE MAP

The following land use classes are intended as a general guide to the Future Land Use Map described in Schedule "G". In no way are the boundaries of the various land use classes to be regarded as absolute or inflexible. Where appropriate, based upon valid land use planning criteria, minor variances to the boundaries of the various land use classifications may be considered.

The following are a highlight of the general future land use classifications that are to be used in the Town of Barrhead. It is intended that these classifications be applied in conjunction with the policies contained in the Plan.

14.1 Residential:

Areas described as residential shall be predominantly used for residential type development. Where appropriate, non residential uses which support the residential neighbourhood (i.e. places of worship, institutional facilities, parks and open space, or neighbourhood variety or convenience services) may be located in residential neighbourhoods.

14.2 Commercial:

In general terms, the predominant use in these areas are to be for commercial uses which require larger lot areas than are normally found in the Central Business District or that may not be appropriate in that area. Uses located in this area may include, but not necessarily be limited to: automobile repair shop, automotive dealerships, and services such as restaurants and strip-mall type development.

14.3 Central Business District:

The existing central business district is highly developed and features a variety of land uses such as department stores, professional offices, institutional centres, and personal service establishments. To maintain the vitality of the commercial core of the Town of Barrhead, it is important that the central business district be encouraged to grow as a single area as opposed to having a number of commercial areas located in various parts of the community.

The area designated central business district (CBD) is significantly larger than the existing CBD area. It is intended that the non-commercial uses which are located within the future CBD area be converted to commercial uses over the long term and that existing residential and other uses be allowed to continue where feasible and practical.

14.4 Other Commercial

Independent commercial activities are not specifically designated. These land uses may be developed in light industrial subdivisions in accordance with the policies contained in this Plan.

Neighbourhood commercial uses may be developed in existing residential subdivisions in accordance with the policies contained in this Plan. New residential subdivisions described in an area structure plan or outline plan should include areas for neighbourhood commercial use where desired during the plan preparation process.

14.5 Highway Commercial:

Highway Commercial areas are almost exclusively accessed through service roads along Highway No. 33 (49th Street) and Highway No. 18 (53rd Avenue West). Predominant uses in these areas are to be those which are intended to serve the traveling public and those which require large outdoor areas for retail sales.

14.6 Industrial:

An industrial area has been established in the Town of Barrhead for those lands which are accessible to designated truck routes and to Highway 18 & 33. In other areas, light industrial, manufacturing and fabricating, and certain commercial uses which benefit from an industrial location may be established.

14.7 Recreation/Open Space:

Recreation and open space areas as designated in this Plan are areas that are to remain in their natural state with minimal development (open space areas) or areas that are to be used for recreational use such as golf courses, and sports fields.

14.8 Institutional:

Institutional uses are predominantly non-commercial uses which are used to serve the residents of the community and the surrounding area. This includes facilities such as the water storage reservoir, large school sites, the hospital, and other areas. Institutional uses may also be found in other designated areas such as the Central Business District (Town Office) or various places of worship in the residential areas of the Town of Barrhead.

14.9 Environmentally Sensitive:

Environmentally sensitive areas are those lands which are deemed by the Town of Barrhead to be unsuitable for urban development beyond low impact recreational uses such as walk trails and the golf course. Much of the environmentally sensitive land within the Town of Barrhead consists of the banks of the Paddle River and the surrounding flood plain.

Historically, some development has taken place along the fringes of the flood plain area. As such, land which can be adequately flood-proofed for use along the fringe of the environmentally sensitive classification area may be utilized for use in accordance with the adjacent land use classification if the land use determined to be suitable for the proposed use.

14.10 Future Consideration:

Six areas have been identified for future consideration in terms of a potential future land use. These areas are for long term development and as such, the specific type of development which takes place in these areas may not be determined until other development areas have been fully utilized.

In no way is the numbering system used for these areas intended to be used as an order or priority for development.

Area number one is likely to be used for highway commercial/light industrial development as this is the use which characterizes the northeast portion of the Town of Barrhead.

Area number two may be used for future residential development with a commercial corridor along the highway frontage.

Area number three will also be likely used for residential development. The order of development for these areas may be subject to the timing of development along the south boundary of area three and along the east highway commercial area.

Area number four may also be used for residential development, though stricter controls on the development that takes place may be required to ensure the integrity of the ravine. Environmental Reserve would be required along this area.

Area five is located partially within the flood plain of the Paddle River. As such, any development that takes place in this area will be subject to the elevation restrictions of the 1:100 year flood plain as determined by the Town of Barrhead. This area may be ideally suited for low intensity recreational uses which have minimum flood risk though other types of uses may be allowed subject to a review of the merits of the proposal and its conformity with the policies contained in this Plan. Currently a portion of area five has been developed as a golf course.

Area number six also features a portion of the Paddle River Flood Plain. This area has been designated as a future development area. The flood plain area will likely be developed for passive recreational uses. Lands in the interior of this area and adjacent to the tracks may be developed for a variety of land uses. It is recommended that this area be examined through an area structure plan.

15.0 IMPLEMENTATION AND REVIEW

The policies contained in this section are designed to support, strengthen or complete the proceeding goals and policies contained in this municipal development plan.

15.1 Manufactured home Parks

- (a) The responsibility for the construction and maintenance of internal roads, underground services, communal areas and buildings, together with general park management including sewers, culverts, water and sewer lines, and public utilities shall rest with the ownership of the park.
- (b) An adequate street and walkway lighting system for the safety and security of all residents shall be provided by the park owner.
- (c) A performance bond may be requested by the Town from a park developer and shall not be returned to the developer until the Town is satisfied that the park has been built in accordance with the development permit issued.

15.2 Responsibility of Developers

- (a) In all private development areas the developer shall be responsible for providing the required public roadways, sidewalks, curbs, drainage ditches, storm sewers, culverts, landfills, water supply system, sewage disposal system and public utilities.
- (b) In all private development areas beyond currently approved plans, the developer shall be responsible for providing the Town with an environmental assessment (audit), when required, prepared with professional assistance, of the proposed development area which shall accompany the proposal. No proposed development shall be approved by the Town until such time as the Town is satisfied that the development shall not cause or result in unnecessary financial burdens to the Town or future residents because of flooding, water damage, or soil contamination.

The environmental assessment (audit) shall consist of:

- (i) a description of soil conditions and ground water table levels in the proposed development area, and
- (ii) the methods by which the developer proposes to deal with any soil or water problems.

Based upon the evaluation of the assessment (audit), the Town may prohibit developments which may result in contamination of local

groundwater supplies watercourses, adjacent lands, or any other feature which is determined to be environmentally significant by the Town of Barrhead.

- (c) The Town may request a performance bond to be submitted for any development which will not be returned until such time as the Town is satisfied that the development has been built in accordance with the development permit issued.

15.3 Provision of Parks

In new residential development areas, adequate neighbourhood parks and tot lots shall be provided to the size and standards and in the numbers required by the Town.

15.4 Phasing

All future development shall be phased to guarantee the orderly extension of trunk storm and sanitary sewers and piped water supplies.

15.5 Service Capacity

Further urban development in a development area shall not be permitted if the municipal sewage disposal and water supply systems are not capable of providing sufficient capacity.

15.6 Land Development

Where possible, the private sector will be encouraged to be the primary developer of all lands within the Town of Barrhead.

15.7 Orderly Development

The subdivision of new parcels shall conform to the following principles:

- (a) In the case of large subdivisions, only a portion of parcels that can be created from a given area of land may be created at one time. The subdivision of new parcels may not be permitted until a majority of the previously created parcels have been developed.

- (b) An area of land proposed to be subdivided shall first be assigned a suitable district under the Land Use Bylaw.
- (c) The Town of Barrhead will strive to ensure that new areas are available for development prior to the full utilization of existing supplies.

15.8 Subdivision of Land

- (a) In all expansion areas, any proposed subdivision may require an Area Structure Plan for the entire area.
- (b) The Area Structure Plan shall show:
 - (i) the general pattern of subdivision for the area to be developed. Where the area to be developed is part of a larger area, the whole of which may eventually be subdivided, an area structure plan for the whole area may be required.
 - (ii) designation of specific land uses for the area included in the area structure plan and the existing uses of land in the general vicinity of the area.
 - (iii) the provisions to be made for service, utilities, and lanes as well as relation to the overall roadway pattern.
 - (iv) contain such other matters as the Town Council may consider necessary.
- (c) Where a proposed multi-lot subdivision is to be developed in one phase and matters such as the provision of services have already been addressed by Council, an outline plan may be accepted in place of an area structure plan.

15.9 Monitoring of the Municipal Development Plan

The Town of Barrhead will monitor the operation of this Municipal Development Plan to ensure that the Plan remains a viable, current, and most importantly, a useful document. The following actions may be used when monitoring this Municipal Development Plan.

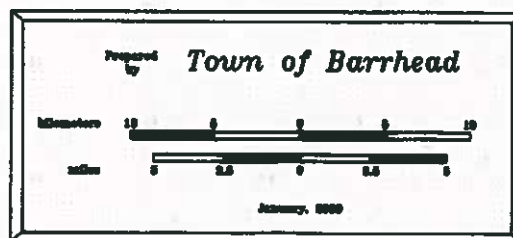
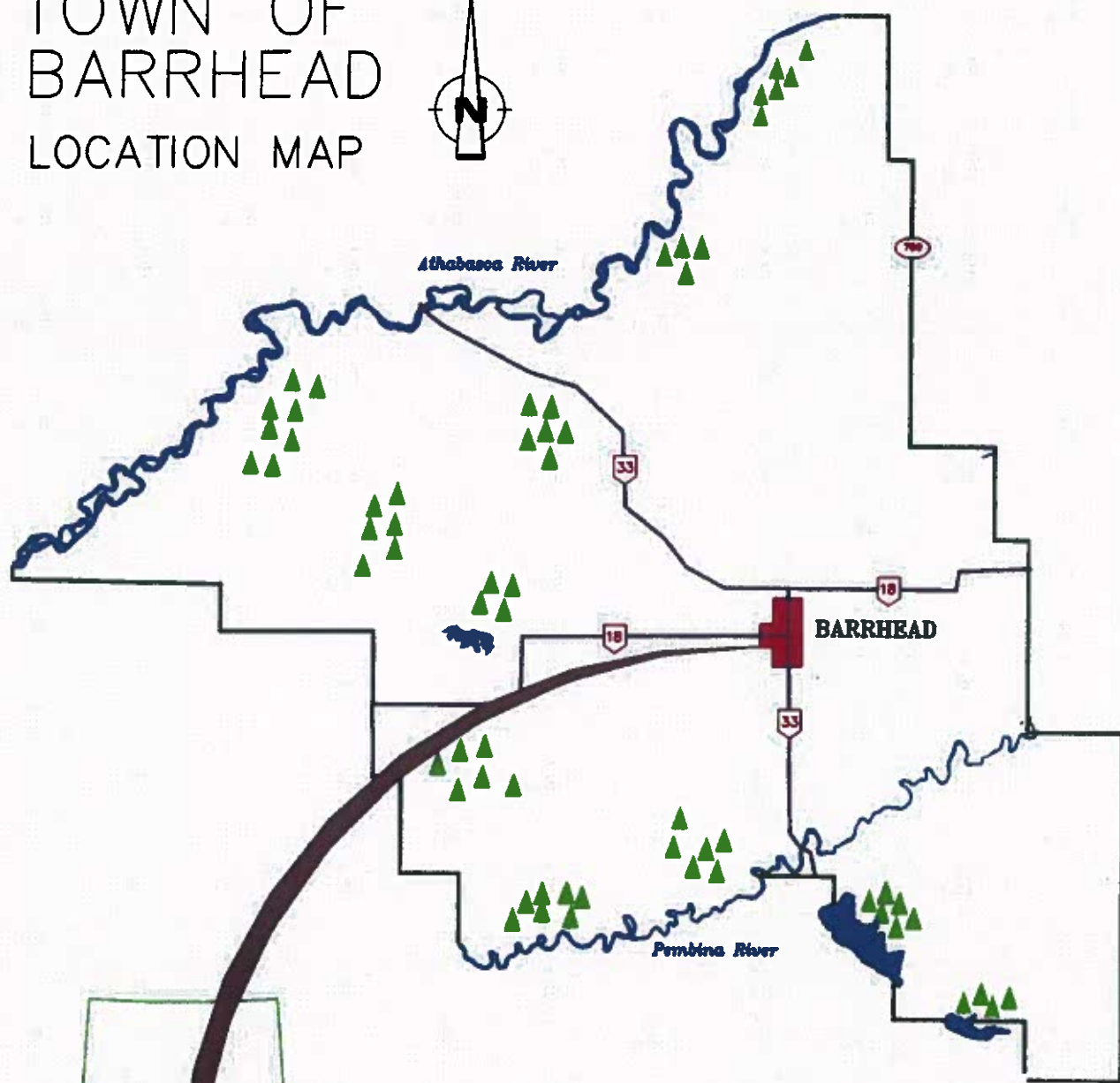
- (a) an annual review of land use changes and development trends;
- (b) the identification of land use related issues; and
- (c) communication and consultation with interest groups.

15.10 Annexation

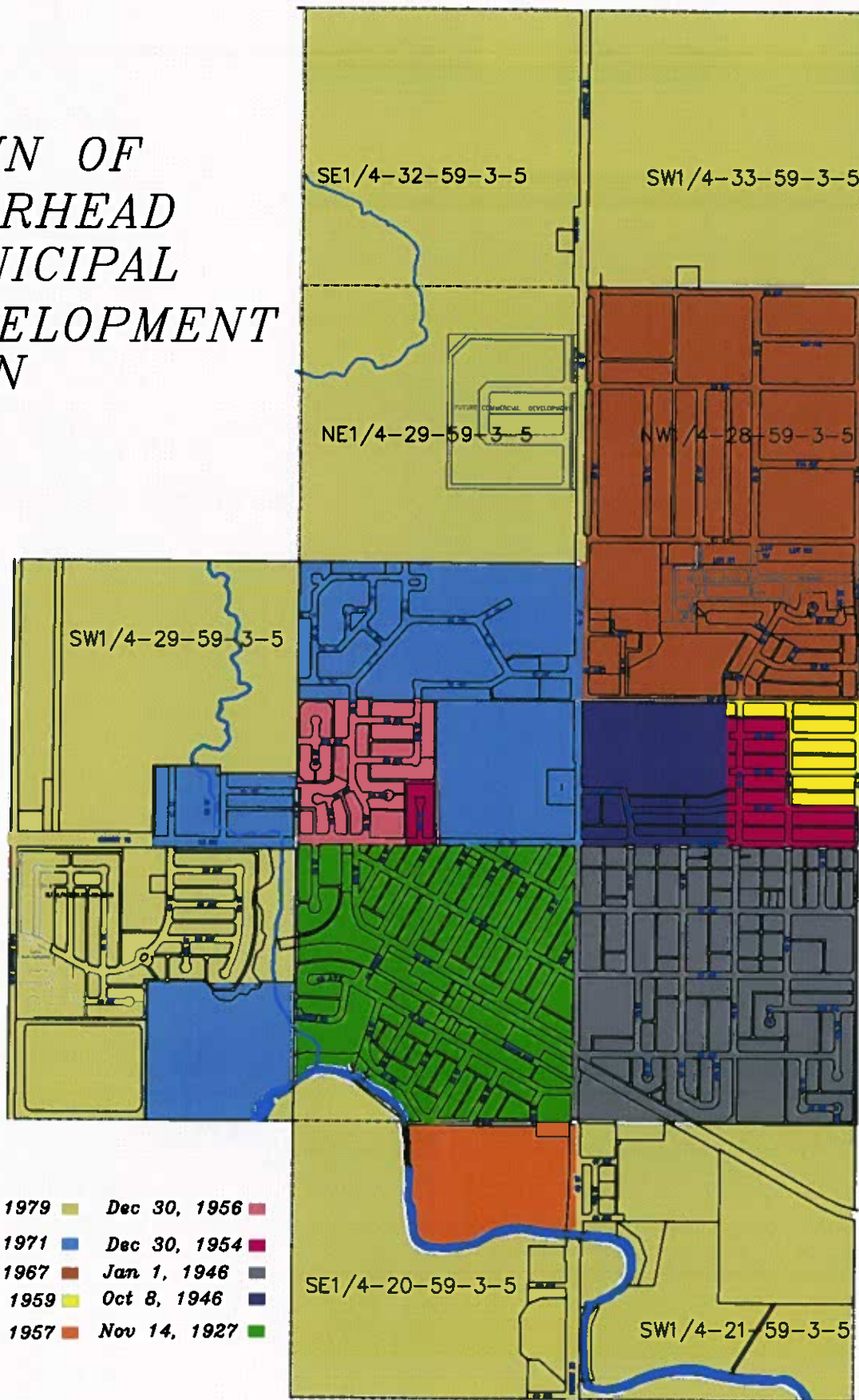
Although the Town of Barrhead includes sufficient lands to accommodate growth at the present time, it may be necessary in the future to pursue annexation with the County of Barrhead to accommodate further urban growth. As part of any annexation proposal, the following shall be consider:

- (a) The annexation process shall be in accordance with the requirements of the Municipal Government Board and the Municipal Government Act. R.S.A. 2000 as amended
- (b) Any lands to be annexed shall be included within an inter-municipal Development Plan between the Town and County of Barrhead
- (c) Prior to submission of an annexation proposal, the Town of Barrhead shall consult with the County of Barrhead and other stake holders as determined necessary
- (d) The County of Barrhead No. 11 & Town of Barrhead Inter-municipal Development Plan as amended may include additional criteria regarding annexation.

TOWN OF BARRHEAD LOCATION MAP



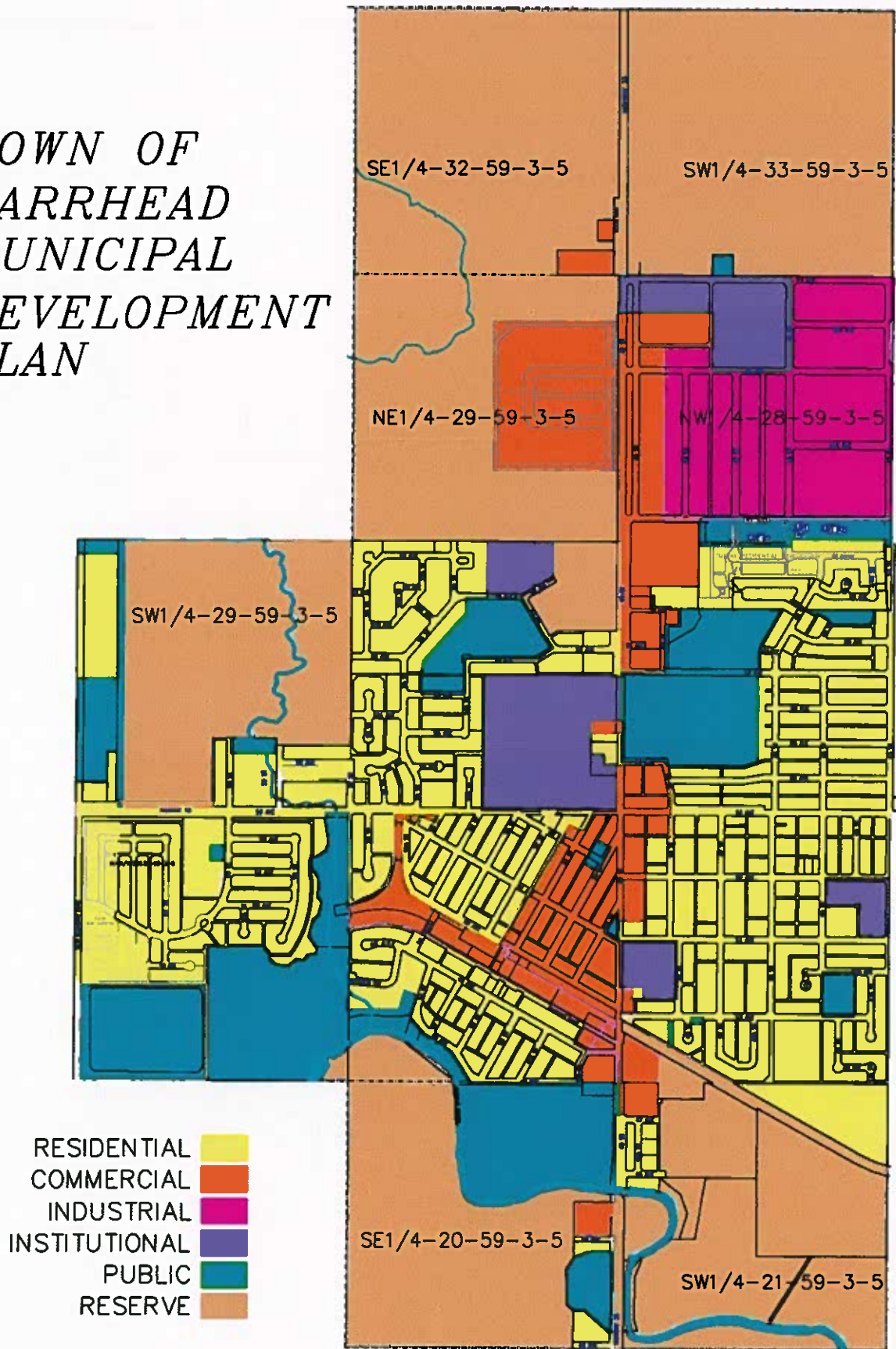
TOWN OF BARRHEAD MUNICIPAL DEVELOPMENT PLAN



ANNEXATION HISTORY Schedule B



TOWN OF BARRHEAD MUNICIPAL DEVELOPMENT PLAN



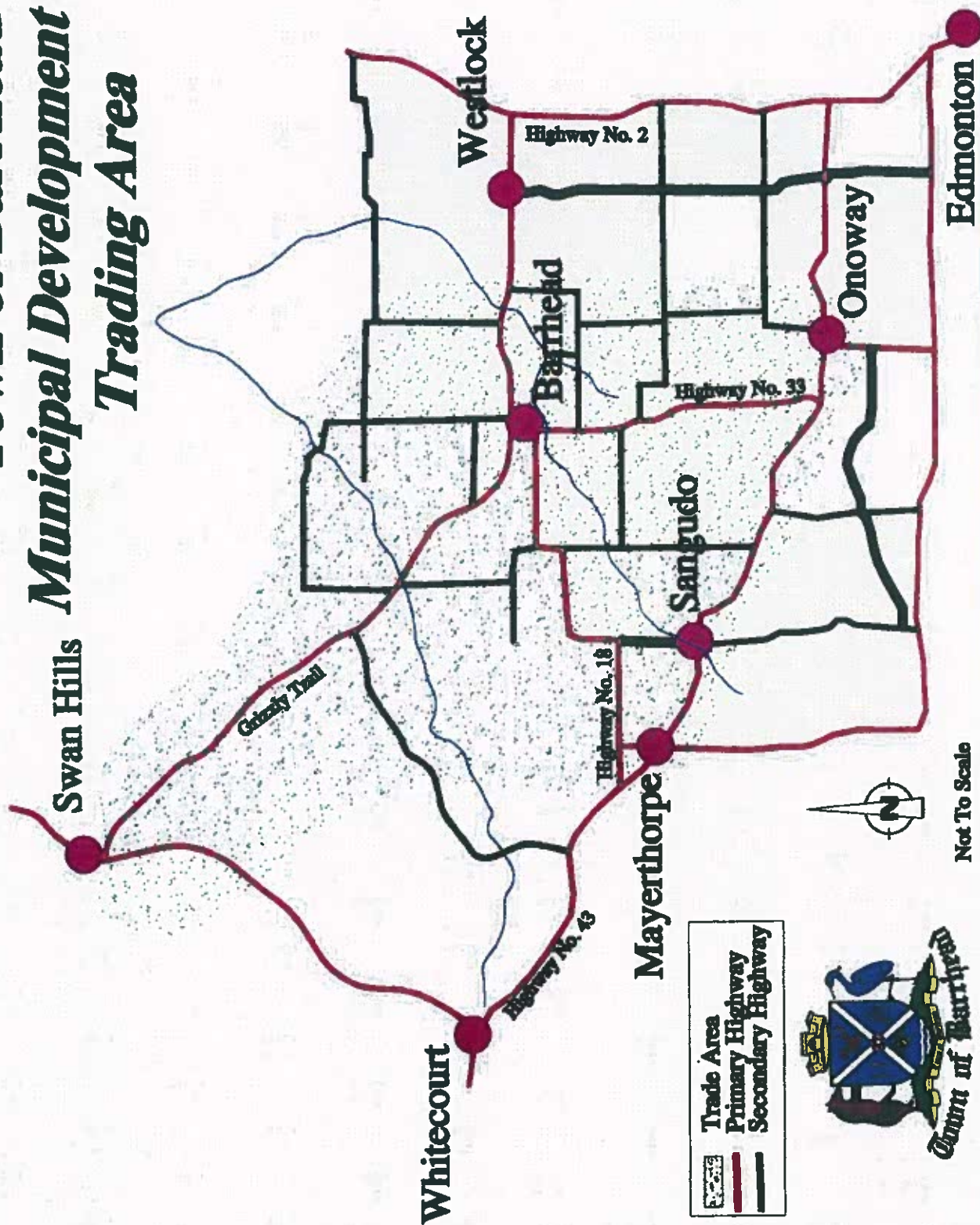
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
INSTITUTIONAL
PUBLIC
RESERVE

EXISTING LAND USE
SCHEDULE C

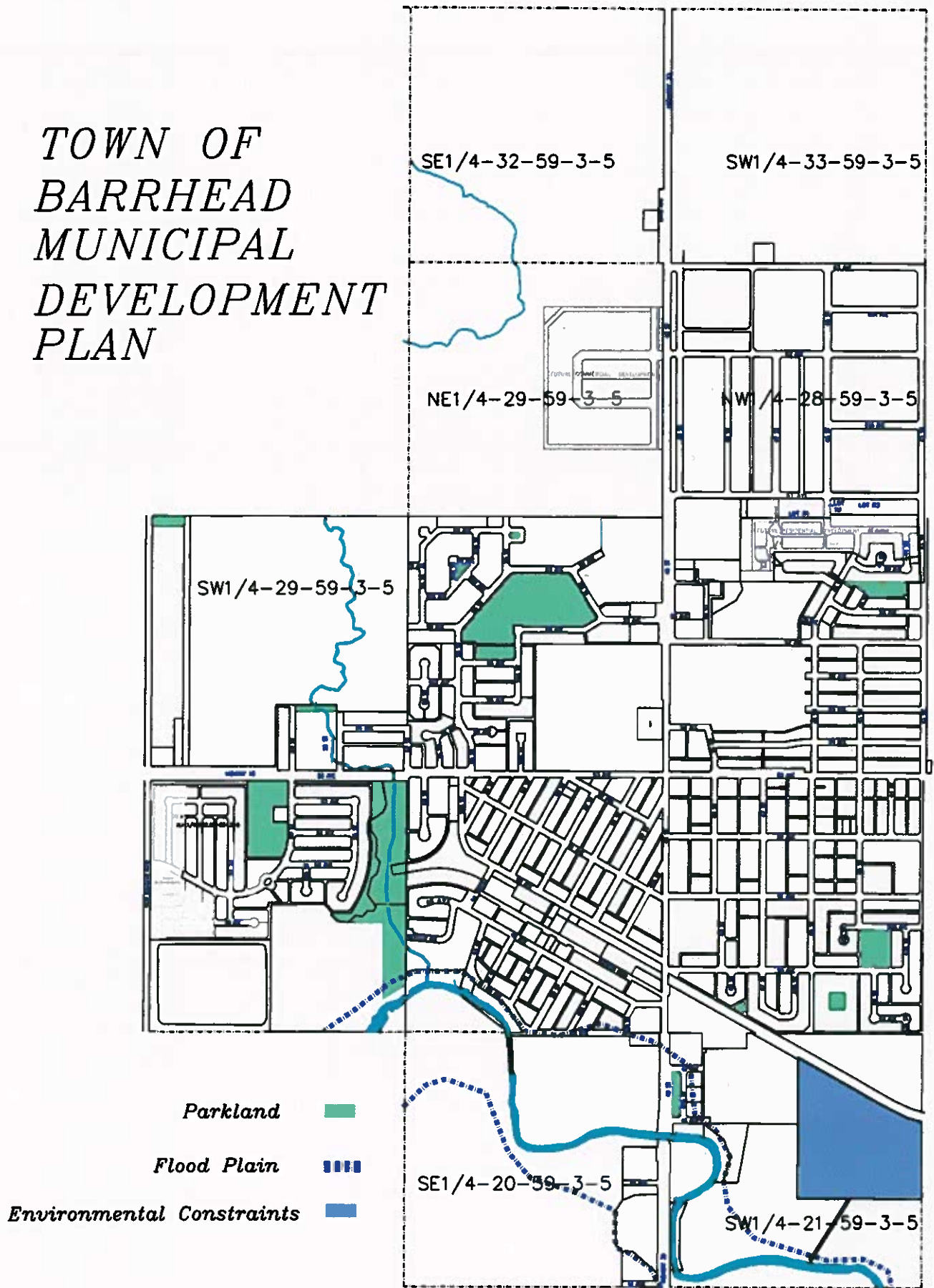


Produced By
Date
Town of Barrhead
February 2006

Town of Barrhead Municipal Development Plan Trading Area



TOWN OF BARRHEAD MUNICIPAL DEVELOPMENT PLAN

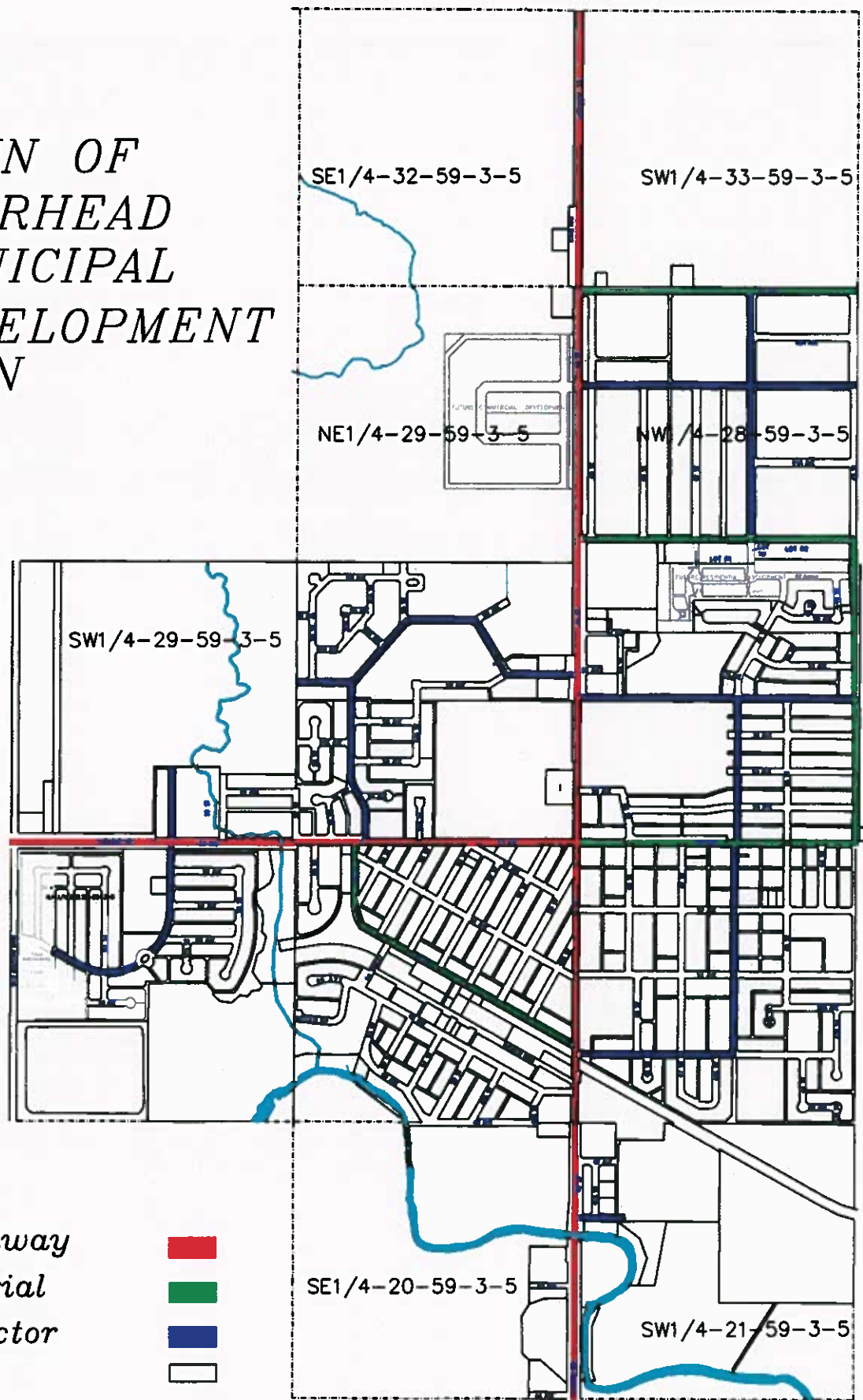


ENVIRONMENTAL
CONSIDERATIONS

Schedule E



TOWN OF BARRHEAD MUNICIPAL DEVELOPMENT PLAN

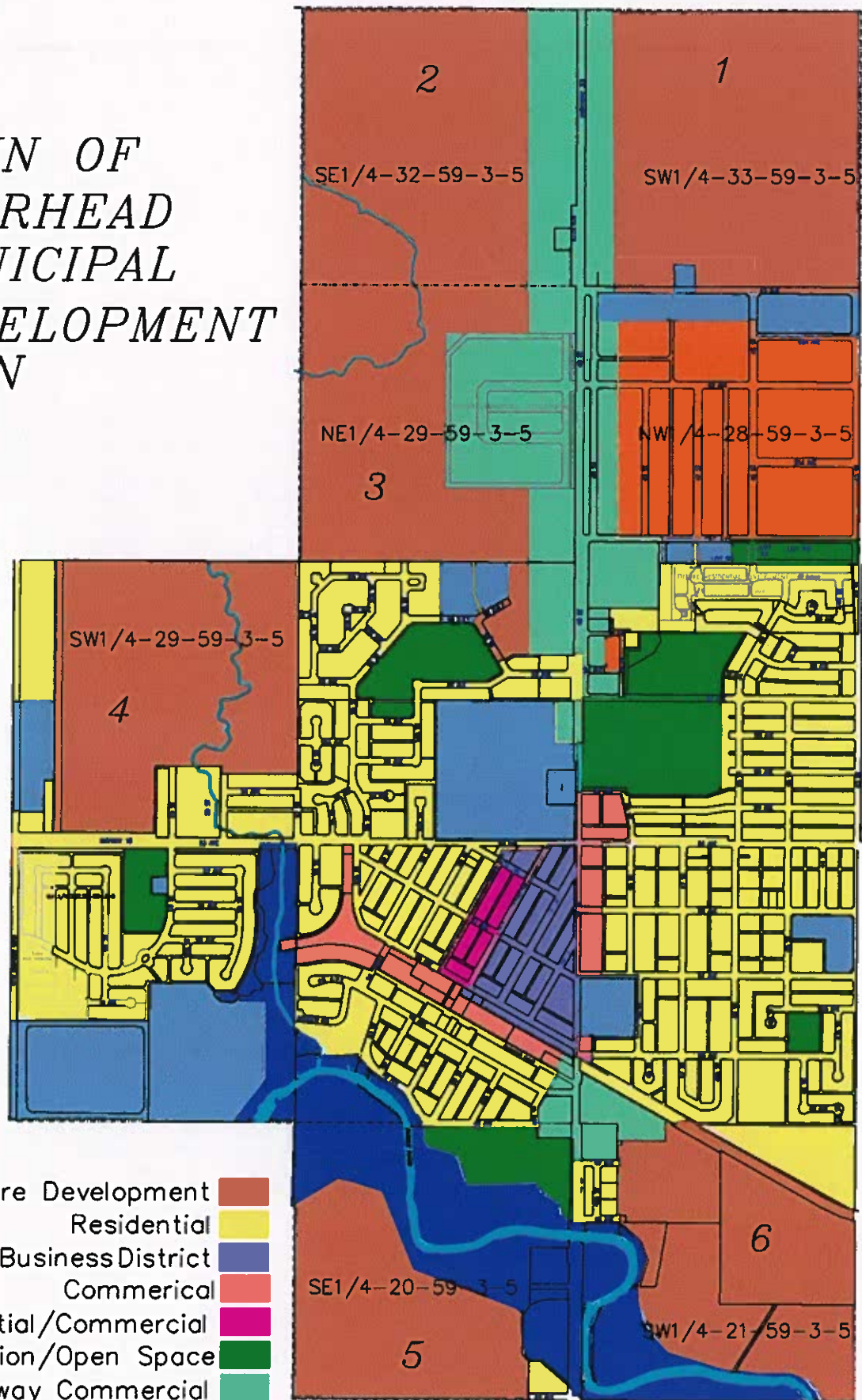


TRANSPORTATION SYSTEM

Schedule F



TOWN OF BARRHEAD MUNICIPAL DEVELOPMENT PLAN



- Future Development
- Residential
- Central Business District
- Commercial
- Residential/Commercial
- Recreation/Open Space
- Highway Commercial
- Institutional
- Industrial
- Environmentally Sensitive

*FUTURE LAND USE
SCHEDULE G*

