



Bylaw No. 255/2025

A bylaw of the Town of Bentley, in the Province of Alberta, to adopt the Town of Bentley Southeast Area Structure Plan.

WHEREAS the Council of the Town of Bentley recognizes the need to establish the Southeast Area Structure plan, to establish a framework for commercial and industrial attraction and development. In addition, council recognizes the need to create this framework to guide future development in alignment with the strategic objectives of the community and to match community priorities for the land legally described as NW 23-40-1-W5M and NE 23-40-1-W5M, consisting of approximately 103 hectares (approx. 254.52 acres) as shown and attached to this Bylaw 255/2025 as Schedule B and forming part of this Bylaw;

AND WHEREAS the subject lands were annexed by the Town of Bentley, providing all required notice in respect of Part 4, Division 6, Section 116 of the Municipal Government Act, Chapter M-26 of the Revised Statutes of Alberta;

AND WHEREAS the annexation by the Town of Bentley from Lacombe County, was approved by the Lieutenant Governor in Council for the Province of Alberta through Order 360/2024 on December 4, 2024;

AND WHEREAS Section 633 of the Municipal Government Act, Chapter M-26 of the Revised Statutes of Alberta, provides for the development and adoption of an Area Structure Plan;

AND WHEREAS Notice will be given of the intention to consider By-law 255/2025 on November 11, 2025, and November 18, 2025, issues of the Rimbey Review;

AND WHEREAS a Public Hearing is scheduled for November 25, 2025, to allow the general public to further comment on the proposed Town of Bentley Southeast Area Structure Plan;

NOW, THEREFORE, the Council of the Town of Bentley, duly assembled, adopts the Town of Bentley Southeast Area Structure Plan, Bylaw 255/2025,

being land legally described as NW-23-40-1-W5M and NE-23-40-1-W5M, as described in Schedule B, attached hereto and forming part of this By-law.

Bylaw No. 255/2025 read a first time this ___ day of _____, 2025.

Bylaw No. 255/2025 read a second time this _____ day of _____, 2025.

Bylaw No. 255/2025 read a third time and passed, this ___ day of _____, 2025.

MAYOR

CHIEF ADMINISTRATIVE OFFICER



SOUTHEAST AREA STRUCTURE PLAN



Acknowledgment

Land and People

The Town of Bentley acknowledges that our municipality is situated on Treaty 6 lands, the traditional and ancestral territory of the people of the Cree, Dene, Blackfoot, Saulteaux and Nakota Sioux, as well as the Métis.

We acknowledge the many First Nations, Métis and Inuit and all First Peoples of Canada whose footsteps have marked these lands for generations. We respect the histories, languages, and cultures of Indigenous peoples whose presence continues to enrich our vibrant community.

We make this acknowledgement as an act of reconciliation and gratitude to those whose territory we reside on.

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1. LOCATION

1.1 LOCATION

The Plan Area consists of approximately 103 hectares of land southeast of the Town of Bentley. It includes all or part of the following quarter sections:

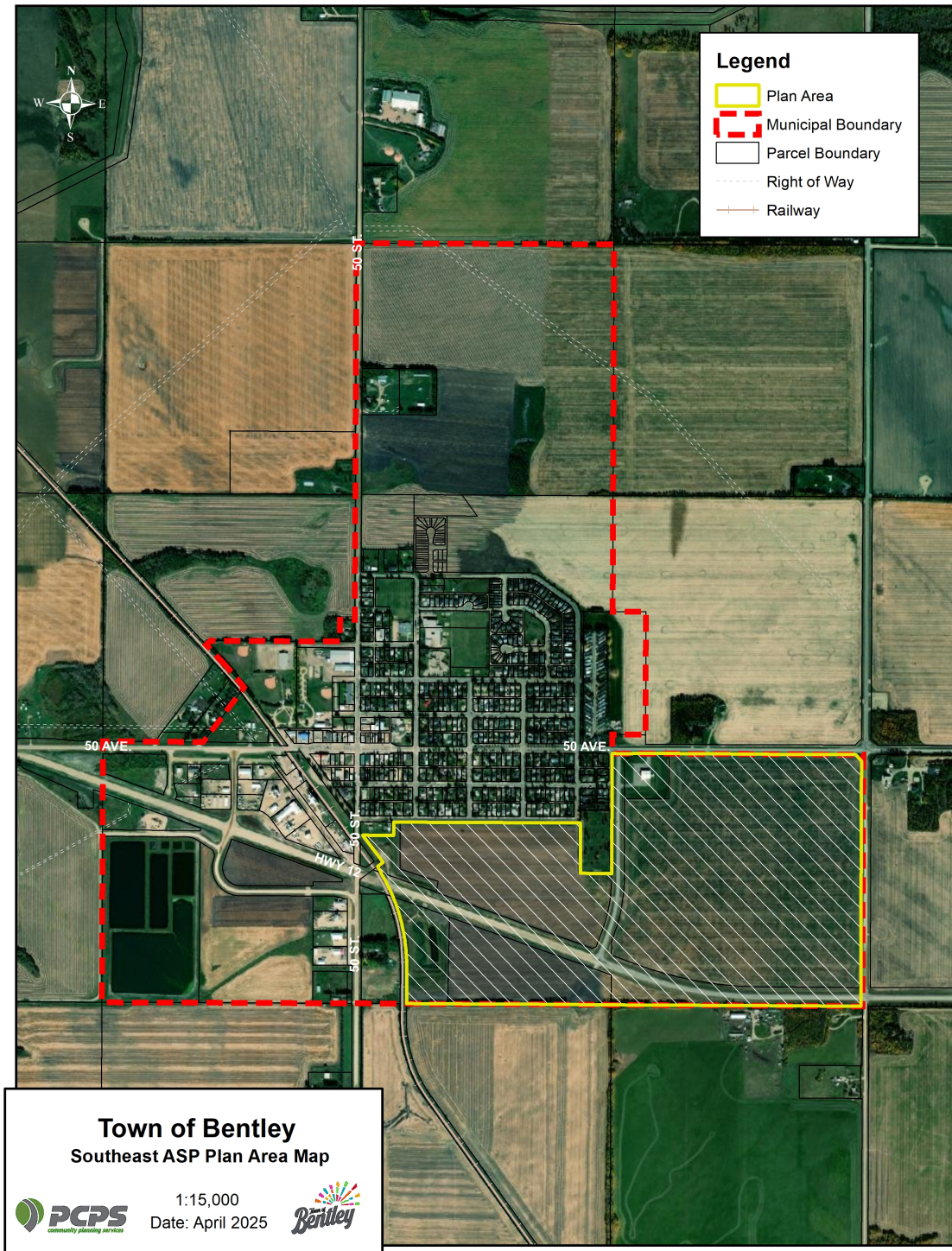
NW 23-40-1-W5M NE 23-40-1-W5M

These lands (Plan Area) are illustrated by the “Plan Area Boundary” shown on [Map 1: Plan Area](#). The subject area is within the Town boundary and is bounded by Highway 12A to the north, by Range Road 1-1 to the east, by agricultural land to the south, and by Range Road 1-2 and the Red Deer Railway line to the west.

1.2 ANNEXATION

The Southeast Bentley Area Structure Plan was initially adopted by Lacombe County in 2023. Following approval by the Government of Alberta, the lands identified within the Southeast Bentley Area Structure Plan were officially annexed to the Town of Bentley in January 2025. This annexation represents a significant milestone in the region’s development, facilitating enhanced land use planning, coordinated resource management, and new opportunities for urban growth and economic development.

Map 1 – SOUTHEAST ASP – PLAN AREA



2. PLAN AREA CONTEXT

This section provides an overview of the Plan Area as of the time that this Plan was written. [Map 1: Plan Area](#), [Map 2A: Natural Features](#), and [Map 2B: Built Features](#) show the Plan Area and highlight key features that need to be considered in the layout and future development of the area. Some of the implications and expectations in association with development surrounding these features are also discussed.

2.1 EXISTING LAND USES

Most of the land within the Plan Area is currently used for agricultural purposes and consists of cultivated crop land. The following sections provide a breakdown of the uses within each quarter section and highlights some of the surrounding uses.

THE NW 23

The portion of the NW 23 within the Plan Area contains all lands within the quarter section that are now part of the Town. The northern boundary of the NW 23 abuts existing residential development, with an existing cemetery located along the northeast corner of the NW 23. Additionally, the Red Deer Railway line borders the Plan Area to the west. The land west of the Red Deer Railway line is used for industrial purposes. The Town's sewage lagoon and the Lacombe Regional Solid Waste Transfer Station are also located west of the NW 23.

Highway 12 runs diagonally from the southeast corner of the quarter section to its northwest corner.

The NW 23 contains Town owned land within its western portion. The Town owned portion north of Highway 12 is currently used for stockpiling and to accommodate run-off through ditching, while the portion south of Highway 12 contains a storm pond. The remaining portions of the NW 23 are in private ownership and are cultivated crop land.

THE NE 23

The NE 23 abuts Highway 12A to the north and Range Road 1-1 to the east. Highway 12 is located to the south, and Range Road 1-1.5 / 44th Street to the west. The Bentley District Fire Department is located at northwest corner of the NE 23. West of the Fire Department hall, in the adjacent quarter, is a residential land use district, with the Town's cemetery located south of the residential district. The remainder of the quarter section is in private ownership and is used for agricultural purposes. The NE 23 is adjacent to a 3.4 km trail that connects Bentley to Aspen Beach Provincial Park. The bike path extends to the Summer Village of Gull Lake, Lakeview Campground and Brewers Campgrounds at Aspen Beach Provincial Park at Gull Lake. This trail follows Highway 12A. Additionally the new Sandy Point Trail runs north along Range Road 1-1 from Highway 12A for a distance of approximately 4.3 km.

2.2 TOPOGRAPHY

[Map 2A: Natural Features](#) shows the topographic contours and general drainage direction of the Plan Area. The terrain is characterized as gently sloping from the northeast corner of the Plan Area to its southwest corner. Slopes within the Plan Area reach a grade of up to 9%, but the average is far less. The change in elevation is approximately 42 metres from the lowest point being the southwest corner of the NW 23 at approximately 902 metres above sea level, and the highest point at approximately

944 metres above sea level being the northeast corner of the NE 23.

The Plan Area and surrounding lands are naturally sloped to direct drainage towards the Blindman River, which is located approximately 1.3 kilometres west of the Plan Area.

2.3 BODIES OF WATER, WETLANDS, AND WATER COURSES

The *Biophysical and Wetland Assessment* for the Plan, completed by Paragon Soil and Environmental Consulting Inc., included the SW 23 and the SE 23 south of Highway 12. These quarter sections contain several wetlands that are located to the south of Highway 12. These wetlands are spread out across the SE 23 and the SW 23 and account for about 0.5% of the area of those quarter sections and are illustrated on [Map 2A: Natural Features](#).

The wetlands are considered temporary marsh wetlands. These are classified as Class II wetlands which are typically flooded for a short period of time after snowmelt or heavy rain events. During dry years, these wetlands can be difficult to spot. The assessment provided the results of the *Alberta Wetland Rapid Evaluation Tool* estimates (ABWRET-E), which state that the wetlands are expected to have a wetland value of “D”, which is the lowest relative wetland value. Due to the lack of permanence of these wetlands, Crown ownership may not be a concern as the Crown typically claims wetlands that are permanent and naturally occurring bodies of water.

The SW 23 and SE 23 have been removed from the Plan Area. However, if development of these areas is planned in the future, field verification of wetland classes and the delineation of the wetlands should occur prior to development. Any wetlands that require removal will need to have their value and area assessed and compensated for using the *Alberta Wetland Mitigation Directive* (GoA, 2018). There are no bodies of water or watercourses observed within the revised Plan Area.

2.4 TREE COVER

[Map 2A: Natural Features](#) also indicates the tree cover within the Plan Area and adjacent properties. The Plan Area is largely cleared of trees as the land is currently used for agricultural cultivation. Tree cover is mainly observed in the form of shelter belts or small treed pockets around existing development.

Mature shelter belts can be found along the quarter section boundaries between the NE 23 and the SE 23, between the SE 23 and the SW 23, and between the NW 23 and the SW 23. The SW 23 also has mature shelterbelts located along its eastern and western boundaries. There are several pockets of treed areas within proximity of the northern and western boundaries of the Plan Area.

2.5 HISTORICAL RESOURCES

A search of the Listing of Historic Resources that is maintained by the Alberta Historic Resources Management Branch resulted in no search results for the Plan Area. No parts of the Plan Area are identified on the listing.

2.6 RED DEER RAILWAY

The Red Deer Railway line crosses the NW 23 at the westerly boundary of the Plan Area. It connects Homeglen and Rimbey to the main Canadian Pacific Kansas City (CPKC) Railway line that runs north-south through the Province. There are a number of existing culverts under the railway tracks that allow drainage flow from east of the railway to the west of the railway.

2.7 PROVINCIAL HIGHWAYS

Highway 12A borders the Plan Area along the northern boundary of the NE 23. It provides direct access to the Fire Department site that is located within NE 23. Highway 12A connects to Range Road 1-1.5 / 44th Street and Range Road 1-1.

Highway 12 crosses east-west through the northern and southern portion of the Plan Area and connects to Highway 20, which is located approximately 1.7 kilometres west of the Plan Area. Highway 20 runs north-south along the Blindman River.

Highway 12 is presently a two-lane highway with a speed limit of 100 km/h throughout the stretch that is located within the Plan Area. Two at-grade highway intersections are located within the Plan Area, this includes the intersection of Highway 12 and Range Road 1-1.5 / 44th Street (which meets the highway with a speed limit of 60 km/h) as well as the intersection of Highway 12 and Range Road 1-1 (where the speed limit is unposted, but is 80 km/h as a municipal roadway within a rural municipality).

The intersection along Range Road 1-1.5 / 44th Street is located within the approximate centre of the two quarter section boundaries. This intersection contains designated turning lanes off the highway from both the east and west directions. A designated merging lane / acceleration lane is located for traffic merging east onto Highway 12 from Range Road 1-1.5 / 44th Street, as well as for traffic merging west onto Highway 12. There is a stop sign located for traffic approaching Highway 12 from Range Road 1-1.5 / 44th Street. The intersection of Highway 12 and Range Road 1-1.5 / 44th Street is one of the major access points to the Plan Area. A farm approach leading straight south from Range Road 1-1.5 / 44th Street is currently located at this intersection that allows farm equipment to enter the NW 23 off Highway 12.

The second at-grade highway intersection that affects the Plan Area is the Highway 12 – Range Road 1-1 intersection along the Plan Area’s eastern boundary. This intersection contains no designated turning lanes. Stop signs for both the north and the south side approaches of Range Road 1-1 entering Highway 12 are in place.

2.8 MUNICIPAL ROADS

The existing municipal roads providing access to the Plan Area are:

- Range Road 1-1 to the east, which has existing farmstead approaches into the SE 23;
- Range Road 1-1.5 / 44th Street in the centre of the Plan Area, which provides access to the NW 23 and the NE 23 via existing

- farm approaches;
- 48th Street to the north of the Plan Area, which has an existing farm approach into the NW 23; and
- Range Road 1-2, which provides access to the SW 23.

Except for Range Road 1-1.5 / 44th Street and 48th Avenue, the municipal roads providing access to the Plan Area are currently gravel roads.

2.9 PIPELINES AND INFRASTRUCTURE RIGHTS-OF-WAY

[Map 2B: Built Features](#) shows three major rights-of-way running through or skirting the Plan Area. Two are Gull Lake Deer Creek (GLDC) Co-op low pressure gas pipelines running north-south through the eastern portion of the SE 23. One of these is abandoned and enters the Plan Area, continuing diagonally through the NE 23 before exiting its northern boundary east of the Fire Department. The other pipeline is active and follows the NE 23's eastern and northern boundaries.

The GLDC Co-op indicated a need for a pipeline easement as part of the annexation process and has advised that it will not serve new customers within the annexed area. Currently, ATCO provides natural gas in the Town of Bentley. Two high pressure gas lines are found in the SE and SW 23, south of the Plan Area.

There are several towers carrying power transmission lines to properties within and around the Plan Area. The corresponding lines run north of the NE 23, along the entire eastern boundary of the NE 23, and to the west of the Plan Area along the western boundary of NW 23.

There is one sour gas well located approximately 1.5 kilometres west of the western boundary of the Plan Area. Any development within the Plan Area is beyond the setbacks to this sour gas well.

An abandoned well (J0006991E) is located along the NE 23's northern boundary, about 250 metres west of Range Road 1-1.

2.10 OTHER ENVIRONMENTAL CONSIDERATIONS

A search of the Alberta Conservation Information Management System conducted during the preparation of the *Biophysical and Wetland Assessment* identified that there is no occurrence of rare or sensitive species or communities within the Plan Area. The Plan Area was also identified to have a relatively low portion of wildlife habitat as the portions of wetlands and upland woodlands contained within the Plan Area were identified as comparatively small at 1% and 3% of the pre-development Plan Area.

A search of the Environmental Site Assessment Repository that is maintained by Alberta Environment and Parks resulted in no search results for the Plan Area. No environmental incidents are recorded for the Plan Area.

3. SERVICING CONTEXT AND CAPACITIES

This section reviews the current issues, opportunities and capacities relating to municipal infrastructure and the future development of the Plan Area.

3.1 WATER SYSTEM

Stantec Consulting Ltd. prepared the *Town of Bentley Southeast Bentley ASP Servicing Study* in 2022. The water system design basis for the development area is 0.05 litres per second per hectare, based on engineering recommendations. For a development on a 1-hectare parcel, this assumes daily water consumption of approximately 4.3 cubic metres. This is lower than what would be expected with residential development, but reasonable for a mix of commercial and industrial uses, including an allowance for a limited number of high-water users. The servicing study cautions against over-estimating water demand as excess capacity creates a risk of water becoming stagnant in the system.

The Town's existing system of three wells is expected to accommodate approximately 3% growth for 21 years. Beyond this, the Town will need to consider expansion of its well system. There appears to be significant aquifer potential in the area with high groundwater yield rates and good groundwater quality. However, the servicing study also recommends allocation of capital early in this time period to establish additional approved groundwater capacity, and notes that the needs of other users of the aquifer will need to be addressed. All water supply and treatment options should be explored.

In the proposed 0.05 L/s/ha scenario, 300 mm water mains are sufficient for servicing future development, with distribution pumps required. Further detail from the servicing study will need to be implemented as subdivision and development progress.

All wastewater treatment options should be explored, and Provincial approvals would be required.

3.2 SANITARY SEWER SYSTEM

The Town's existing sanitary treatment capacity is sufficient for more than 20 years at 3% growth. For ultimate build out of the initial Plan Area and other land planned for residential development, the lagoon volume would require expansion from 217,036 cubic metres to 666,125 cubic metres for the 0.05 L/s/ha scenario, which would require a 28-hectare expansion to the west of the existing lagoons.

The *Town of Bentley Southeast ASP Servicing Study* included the SW 23 and the SE 23. Removal of these two quarter sections (approximately 130 ha) from the Plan Area effectively reduced the volume of water projected to be used at build out by an estimated 205,000 cubic metres per year. However, build out of the Plan Area even without these southerly quarter sections will eventually require expansion of wastewater treatment capacity. It will be necessary to determine the feasibility of such upgrades, and the relative merits of all available options.

3.3 STORM DRAINAGE SYSTEM

The *Southeast Bentley ASP Servicing Study* includes a section to inform storm drainage within the Plan Area. The Plan Area is naturally sloped to direct stormwater from the northeast towards the southwest to enter the Blindman River, which is located to the west of the Town.

Currently, storm swales are located along the south side of 48th Avenue and running south to Highway 12. Stormwater from the swales is directed through a culvert under Highway 12 into the existing stormwater pond that is located south of Highway 12, within the NW 23. This storm pond is located on Town land and maintained by the Town.

The gently sloping terrain combined with the man-made features such as Highway 12 and the Red Deer Railway, natural drainage flow within the Plan Area is restricted. As the Plan Area is developed, multiple stormwater management facilities will be required to properly divert water towards the Blindman River without overwhelming the Town's existing stormwater management facilities.

The NW 23 and NE 23 currently drain northeast to southwest through three existing Red Deer Railway culverts within the NW 23 that direct water from the Plan Area through a culvert under Range Road 1-2. A culvert located just north of the existing stormwater management pond also directs stormwater from the northern Plan Area directly south into the existing storm pond.

The existing Red Deer Railway and Range Road 1-2 culverts have sufficient conveyance capacity to facilitate development within the Plan Area. Drainage easements to provide routes to the west of the Plan Area towards the Blindman River, should be obtained from private landowners.

3.4 MUNICIPAL ROADS AND HIGHWAY CONNECTIONS

Despite no existing road connection of the Plan Area directly into the Town, a connection from the Town can be made by extending Railway Avenue southeast into the Plan Area.

The Plan Area also abuts 48th Avenue to the north, which is located south of one of the Town's existing residential areas. 48th Avenue connects to several north-south road segments that provide access towards the Town. A farm approach off 48th Avenue and west of the existing cemetery is located within the NW 23's northeast portion.

Range Road 1-1.5 / 44th Street has existing farm approaches leading into the NE 23 and NW 23. The location of the approaches is set back approximately 170 metres from the Highway 12 intersection and currently allows the most direct access to and from the north portion of the Plan Area to the highway.

Range Road 1-1.5 / 44th Street is a paved two-lane road. Range Road 1-1.5 / 44th Street provides access to both, the Town to the north and Highway 12 to the south. It also connects to Highway 12A, which provides additional access to and from Lacombe County. This road right-of-way is approximately 30 metres wide.

4.

PLANNING POLICY AND PRINCIPLES

This section provides a high-level summary of planning related legislation and of Town and Lacombe County policies that have a bearing on the contents of the *Southeast Bentley Area Structure Plan*. It is critical to remain aware of the changing nature of legislation and other plans while reviewing this document. The exact wording of the most current statute or approved plan should be consulted prior to the implementation of the directions of the *Southeast Bentley Area Structure Plan*.

4.1 ENABLING LEGISLATION – MUNICIPAL GOVERNMENT ACT

The *Southeast Bentley Area Structure Plan* is in effect as a statutory plan within the boundaries of the Town of Bentley. This plan is considered an area structure plan under Part 17 of the *Municipal Government Act*. Part 17 requires that an area structure plan:

- Describe the sequence of development proposed for the area;
- Describe the land uses proposed for the area, either generally or with respect to specific parts of the area;
 - Describe the density of population proposed for the area either generally or with respect to specific parts of the area;
- Describe the general location of major transportation routes and public utilities;
 - Be consistent with any intermunicipal development plan in respect of land that is identified in both the area structure plan and the intermunicipal development plan;
- Be consistent with the Town of Bentley Municipal Development Plan;
 - Be consistent with the Alberta Land Use Policies or, where available, a regional plan under the *Alberta Land Stewardship Act*.

4.2 ALBERTA LAND USE POLICIES AND REGIONAL LAND USE PLAN

The purpose of the *Alberta Land Use Policies* is to manage growth and to sustain the Province's growing economy while balancing growth with Alberta's social and environmental goals. These policies provide a framework for statutory plans and planning decisions so that local land use planning is supportive of provincial land use goals.

The following policies relate to the establishment of land use patterns as an example of the type of guidance provided by the document specific to a future commercial or industrial area:

- *Municipalities are encouraged to establish, on a municipal and on an intermunicipal basis, land use patterns which provide an appropriate mix of agricultural, residential, commercial, industrial, institutional, public and recreational land uses developed in an orderly, efficient, compatible, safe and economical manner.*
- *Municipalities are encouraged to establish land use patterns which embody the principles of sustainable development, thereby*

contributing to a healthy environment, a healthy economy and a high quality of life.

- *Municipalities are encouraged to establish land use patterns which contribute to the provision of a wide range of economic development opportunities, thereby enhancing local employment possibilities and promoting a healthy and stable economy. In carrying out land use planning, municipalities are encouraged to complement and support provincial economic development initiatives.*
- *Municipalities are encouraged to establish land use patterns which accommodate natural resource extraction or harvesting and processing, manufacturing and other industrial development while at the same time, minimizing potential conflict with nearby land uses and any negative environmental impact.*
- *Municipalities are encouraged to establish land use patterns commensurate with the level of infrastructure and services which can be provided, regardless of whether the infrastructure and services are provided municipally, communally, individually, or by a utility company. Municipalities are encouraged to coordinate the provision of infrastructure and services with neighbouring municipalities.*
- *Municipalities, within legislative limits, are encouraged to establish land use patterns which complement their municipal financial management strategies, thereby contributing to the financial health and viability of the municipality.*

The 1996 *Land Use Policies* also address the topics of natural environment, resource conservation, transportation and residential development.

Until such time as a regional plan for the Red Deer Region under the *Alberta Land Stewardship Act* and the *Alberta Land Use Framework* is created, or any other legislation comes into place stating otherwise, the 1996 *Land Use Policy* document is in effect.

There are various other pieces of legislation that need to be considered and applied when developing land. These include, but are not limited to, the *Migratory Birds Act*, the *Public Lands Act*, the *Surveys Act*, the *Pipeline Act*, the *Water Act*, and the *Highways Development and Protection Act*.

4.3 TOWN OF BENTLEY / LACOMBE COUNTY INTERMUNICIPAL DEVELOPMENT PLAN (IDP)

The *Town of Bentley / Lacombe County Intermunicipal Development Plan* (IDP) adopted by the Town of Bentley and Lacombe County in December 2018 seeks to improve intermunicipal communication and cooperation and strives to avoid potential land use conflicts that result from incompatible land use patterns. The *Town of Bentley / Lacombe County Intermunicipal Development Plan* provides more certainty around land uses allowed within the urban fringe and provides certainty around the type of development standards being applied.

As recognized in the *Town of Bentley / Lacombe County Intermunicipal Development Plan's* goals, the most prominent land use planning issues for these two municipalities include the conflicts between urban and rural land uses that are located in proximity to one another, and the coordination of transportation, infrastructure and service provision.

The Future Land Use Concept of the *Town of Bentley / Lacombe County Intermunicipal Development Plan* provides a high-level conceptual framework intended to guide future land use patterns. The *Town of Bentley / Lacombe County Intermunicipal Development Plan* expects more detailed planning to occur prior to development of land. This includes the preparation and adoption of area structure plans prior to, or in concurrence with, changes in land use designation.

The *Town of Bentley / Lacombe County Intermunicipal Development Plan* identified the area covered within the *Southeast Bentley Area Structure Plan* for four primary uses: residential, commercial, industrial, and municipal.

Residential use was initially proposed on the south side of 48th Avenue, adjacent to existing residential areas; however, this section is designated as Municipal Reserve in this Area Structure Plan. The proposed MR will create a buffer zone to protect the existing residential community from disruptions caused by nearby commercial districts. This plan seeks to enhance residents' quality of life through guidelines and requirements regarding building height, setbacks, landscaping, storage, and controls for noise, lighting, and odours. Additionally, commercial use is designated along the Highway 12 corridor.

Land for industrial use is identified to be east of the existing Town boundary, buffered by commercial uses that are to be located closer to the Town boundary. Lastly, the IDP also identifies municipal lands within the Plan Area. These include the existing Fire Department building on the NE 23's northwest corner, as well as an expansion area for the Town's cemetery and public services.

The IDP strives to promote well planned commercial and industrial uses that support the creation of a strong and diversified economy to expand the availability of employment opportunities and to contribute to a balanced

municipal assessment base. The IDP emphasizes the need for municipal collaboration to maximize the commercial and industrial opportunities that the ease of access and visibility of the Highway 12 and Highway 20 corridors allow. This collaboration is to be undertaken through appropriate land use planning and infrastructure planning.

4.4 MUNICIPAL DEVELOPMENT PLAN

The *Town of Bentley Municipal Development Plan* (MDP) provides a comprehensive framework for long-term development and growth. The MDP includes a community vision, a framework of goals, objectives and policies to guide the future growth and development of land within the Town boundaries.

Reflecting policies outlined in each section of the MDP, the following principle shall be considered in developing the proposed *Southeast Area Structure Plan*.

4.4.1 Sustainability

Key Consideration:

- The potential impacts of the ASP on local infrastructure and natural resources should be assessed to ensure developments provide social benefits, economic opportunities, and environmental integration net positive contributions to the community. The ASP should include measures for environmental stewardship and integrate sustainable practices in land use planning, such as encouraging renewable energy use and green infrastructure in new developments.

4.4.2 Ecological Sensitivities

Key Consideration:

- The Southeast ASP should map out natural and sensitive ecological areas within the Plan Area. By using buffers and natural corridors the future development plan should minimize disruption to these areas and maintain ecological health. The ASP should require environmental impact assessments to be conducted for new projects.

4.4.3 Economic Development

Key Consideration:

- The ASP should highlight areas within the Plan Area suitable for industrial and commercial development that leverage Bentley's regional connectivity, potentially creating hubs for retail, services, and small industry.

4.4.4 Commercial Development

Key Considerations:

- The ASP should identify areas within the ASP for new commercial ventures that complement existing businesses and protect economic development of downtown, ensuring diversity and sustainability in commercial offerings.
- The ASP should incorporate design elements in the ASP that enhance the visual appeal of commercial areas, fostering an inviting atmosphere that attracts both residents and visitors.

4.4.5 Industrial Development

Key Considerations:

- The ASP should designate specific zones for industrial use that leverage Bentley's existing infrastructure and strengths in agricultural and resource-based activities.
- The ASP should enable a range of parcel sizes and appropriate infrastructure provisions to accommodate various types of industries and encourage business attraction.
- The ASP should integrate transportation planning within the ASP, ensuring industrial zones have direct access to major roadways and the railway system for efficient movement of goods.
- The ASP should implement buffer zones or transitional areas in the ASP between industrial and commercial districts to mitigate potential conflicts and negative impacts.

4.4.6 Transportation

Key Consideration:

- The ASP should plan major road networks within the ASP, aligning with existing roads and future transportation plans. Define road types and ensure connectivity to existing infrastructure, considering all modes of transportation including pedestrian and cycling paths.

4.4.7 Infrastructure

Key Consideration:

- The ASP should outline specific areas within the ASP where development can proceed based on current municipal servicing capabilities, avoiding overextension of Town resources. It should propose phased infrastructure

developments that align with the ASP's land use plan, ensuring cost-effective service delivery and long-term financial sustainability.

4.5 KEY PLANNING PRINCIPLES

The *Southeast Area Structure Plan* (SE-ASP) is developed upon a set of guiding principles that align with the broader objectives of the *Town of Bentley Municipal Development Plan* (MDP) and the *Town of Bentley / Lacombe County Intermunicipal Development Plan* (IDP).

These principles are designed to support long-term economic growth, facilitate sustainable development, and ensure the strategic use of land for commercial, industrial, and public/institutional purposes within the designated planning area. The following goals and principles provide the framework for decision-making throughout the subdivision and development process, ensuring that future growth is compatible with the surrounding environment and regional planning objectives.

4.5.1 Goal

The goal of the *Southeast Bentley Area Structure Plan* (SE-ASP) is:

To provide a planning framework for industrial and commercial subdivision and development decisions to support long-term economic growth and development.

4.5.2 General Planning Principles

The *Southeast Area Structure Plan* has been guided by the following key principles:

- Maintaining consistency with the Town of Bentley and Lacombe County Intermunicipal Development Plan for future industrial and commercial growth along the Highway 12 corridor;
- Ensuring a competitive supply of land for future commercial and industrial development;
- Providing flexible parcel sizes and configurations to allow a broad range of industrial and commercial opportunities;
- Ensuring that subdivision and development decisions do not prejudice or negatively impact the future development of the Plan Area or adjacent lands;
- Minimizing potential land use incompatibilities and conflicts; and
- Balancing the concerns of residents with the overall interest of the

community-at-large to attract commercial and industrial land to support long-term growth and sustainability.

In alignment with the MDP direction and policies, the following are specific planning principles for consideration in various areas of the proposed ASP.

4.5.3 Environmental Stewardship and Sustainability

- **Preserving and Integrate Environmental Features**
Identify and protect significant environmental resources such as wetlands, treed areas, and drainage courses within the Plan Area, incorporating them into development design where feasible.
- **Promoting Sustainable Development Practices**
Encourage the use of energy-efficient building design, renewable energy systems, and green infrastructure for stormwater management and landscaping.
- **Requiring Environmental Impact Assessments (EIAs)**
Ensure that all major commercial and industrial developments are subject to environmental impact assessments to mitigate potential negative impacts.

4.5.4 Strategic Commercial and Industrial Development

- **Promoting Regional Economic Growth**
Allocate lands strategically for commercial and industrial uses that strengthen Bentley's role as a regional hub for employment and services.
- **Diversifying and Support the Local Economy**
Provide for a range of commercial and industrial opportunities, allowing for varying parcel sizes and servicing levels to attract a diverse range of businesses and industries.
- **Enhancing Development Visibility and Access**
Concentrate higher-profile commercial and industrial uses along major transportation corridors, particularly the Highway 12 alignment, to maximize exposure and accessibility.

4.5.5 Transportation and Mobility

- **Developing a Safe and Efficient Transportation Network**
Plan for direct and safe access to major transportation routes, ensuring logical road alignments that support the efficient movement of goods and people.
- **Supporting Multimodal Access**
Incorporate pedestrian pathways and, where appropriate, cycling routes within commercial and industrial areas to support worker mobility and safety.

- **Coordinating Transportation with Regional Plans**
Ensure road network designs align with broader transportation objectives, including the future Highway 12 realignment.

4.5.6 Infrastructure and Servicing Efficiency

- **Phasing Infrastructure Responsibly**
Extend municipal services in a coordinated, efficient, and cost-effective manner, ensuring that development occurs where infrastructure can be provided without overextension.
- **Promoting Stormwater Management Best Practices**
Require stormwater management planning for all developments, emphasizing designs that protect natural drainage patterns and manage runoff sustainably.
- **Exploring Intermunicipal Servicing Opportunities**
Coordinate with Lacombe County where appropriate to explore shared servicing initiatives that enhance regional infrastructure efficiencies.

4.5.7 High-Quality Development Standards

- **Promoting Attractive and Functional Development**
Apply consistent urban design guidelines for commercial and industrial areas, focusing on site aesthetics, landscaping, signage, and building orientation to foster a visually appealing environment.
- **Minimizing Land Use Conflicts**
Incorporate buffering and transitional land use strategies between industrial, commercial, and sensitive uses such as environmental features.

It is essential to develop clear location criteria and land use guidelines for the Highway Commercial and Industrial districts, especially in relation to existing residential and agricultural uses to ensure compatibility and minimize conflicts.

5. LAND USE POLICIES

This section outlines crucial land use policies and development standards aimed at ensuring compatibility and cohesion among diverse land uses. By integrating comprehensive land use statistics and delineating specific land use districts, we can promote effective planning that addresses both current community needs and future growth.

5.1 LAND USE POLICIES AND DEVELOPMENT STANDARDS

The Town of Bentley Land Use Bylaw regulates land use within the Town of Bentley and provides development standards. This includes guidance for parcel area, parcel coverage, setbacks, density levels, and servicing. This section explores and communicates the overall land use concept of the *Southeast Area Structure Plan*. [Map 3: Land Use Concept](#) shows the overall land use patterns and key features within the Plan Area.

Lands Subject to Plan Policies

The policies of this Plan will only be applied to planning and approval decisions involving lands shown within the Plan Area Boundary on [Map 1: Plan Area](#).

Meaning of Key Words

This Plan contains policy statements using the words “will”, “must”, “should” and “may.” These words are interpreted as follows:

“Will” or “must” means the policy is to be complied with;

“should” means compliance in principle but subject to the discretion of the applicable authority on a case-by-case basis; and

“may” means the applicable authority determines the level of compliance that is required.

5.2 LAND USE STATISTICS

Table 1 (below) Land Use Statistics provides a breakdown of the approximate area devoted to each land use category and components of the land use concept map.

Table 1: Land Use Statistics*

Land Use Category/Component	Area (ha)	Share of Plan Area
Plan Area (Total)	103.1	100%
Highway Commercial	19.1	18.51%
Industrial	39	37.8%
Public Institutional	3.9	3.75%
Public Utility Lots (PUL)	10.8	10.52%
Public/Open Space	3.6	3.46%
Municipal Reserve (MR)	2.3	2.27%
Highway	12.2	11.88%
Local Road	11.7	11.35%
Possible Road Connections	0.5	0.51%

* The figures presented in Table 1 are approximate and subject to more detailed calculations at the time of subdivision.

5.3 AGRICULTURAL

The lands within the Plan Area are presently used for the cultivation of field crops. Existing agricultural uses may continue unless a landowner proposes to convert these lands to another opportunity supported by the policies of this Area Structure Plan. The impact of any development proposal on adjacent agricultural uses needs to be considered.

POLICIES

5.3.1 Agricultural Uses May Continue

Continued use of the lands within the Plan Area for agricultural use is encouraged, until a landowner proposes to convert these lands to another land use supported by the policies of this Area Structure Plan.

5.3.2 Protection for Adjacent Agricultural Uses

When making decisions on development, the Town shall consider the impact of

the development on adjacent agricultural uses.

5.4 HIGHWAY COMMERCIAL

The portion of the Plan Area north of Highway 12, along the existing Town boundaries is identified for future commercial uses. The commercial development within the NW 23 and part of the NE 23 will be easily accessible via Highway 12 and can be accessed through the Town via a planned road connection from the Plan Area to Railway Avenue. Commercial development within this area will greatly benefit from the high visibility from Highway 12 and the close access from the highway.

An additional commercial parcel is identified just south of Highway 12, within the NW 23's southeast portion. The commercial use was chosen due to the parcel's high visibility from the highway and its capacity to accommodate a more traffic oriented in-and-out commercial use (such as a gas station) without requiring users to enter the larger and potentially busier commercial area to the north of Highway 12. This will also provide a conveniently placed commercial use to cater to the occupants of the future industrial development located to the south of Highway 12.

5.4.1 Nature of Commercial Uses

The future commercial areas will accommodate a range of activities such as retail, restaurants, hotels and motels, vehicle sales and services and similar commercial uses that require access to highly visible and highly accessible locations to succeed. The designations within the *Land Use Bylaw* will determine the nature of commercial uses that are allowed in a particular area. Commercial developments shall be designed to achieve a high standard of appearance, functionality, compatibility with surrounding land uses and consistency with existing community character through appropriate subdivision, landscaping, and architectural controls.

To the standard directed by Policy 7.2.3 of this Plan and Town of Bentley Land Use Bylaw, commercial development in the areas along Highway 12 and Range Road 1-1 will be subject to additional landscaping and appearance requirements to ensure that the view of these areas from these major roadways is aesthetically pleasing. The roadway-facing sides of all buildings should be finished to the satisfaction of the Development Authority, and all exterior finishes should complement other buildings on the lot and buildings on adjacent lots. Landscaping on all highway-facing sides of parcels will provide screening of outdoor storage areas and create visual interest. The siting of parking areas shall be planned to minimize their visual impact.

5.4.2 Location of Future Commercial

Future commercial land use will be directed to the areas shown as commercial on [Map 3: Land Use Concept](#). (See Figure 1)

- i. **Proximity to Major Highways:** Encourage development along major highways (e.g., Highway 12) to maximize visibility and accessibility for traffic, facilitating service access for residents and travellers.
- ii. **Access Considerations:** Ensure that highway access points are designed for safety and minimized disruption to traffic flow, potentially integrating service roads for commercial properties.

5.4.3 Commercial Developments Adjacent to the Residential Area along 48 Avenue

Commercial developments located adjacent to the residential area along 48 Avenue must be designed to enhance compatibility and minimize impacts on neighboring residences. The following guidelines should be followed:

- i. **Building Orientation:** Commercial buildings should be oriented to face Railway Avenue to maximize visibility and accessibility. These designs will incorporate a parking area at the rear, creating a more pedestrian-friendly environment. This approach aims to enhance visual engagement with Railway Avenue and improve the overall streetscape.
- ii. **Setbacks and Buffers:** A minimum setback from the northerly property lines of the commercial properties shall be established to accommodate landscaped buffers that provide effective visual screening and noise reduction.
- iii. **Height Regulations:** Building heights adjacent to the residential district shall be regulated to mitigate any potential impacts, with lower structures positioned closest to residential areas.
- iv. **Architectural Compatibility:** The architectural styles and materials used for buildings must harmonize with the surrounding residential character, ensuring aesthetic continuity and minimizing visual disruption.
- v. **Landscaping Requirements:** Landscaping on all highway-facing sides of parcels shall enhance visual appeal and provide screening for outdoor storage areas, contributing to overall neighborhood aesthetics.
- vi. **Pedestrian and Bike Lane Accessibility:** Developments shall prioritize safe and convenient access for pedestrian and cyclists from residential areas to commercial spaces, integrating pathways and crosswalks that promote active transportation and facilitate ease of movement.
- vii. **Aesthetics :** Commercial buildings shall incorporate landscaping, architectural features, and color palettes that complement the existing residential environment, with an emphasis on creating a visually appealing transition between the commercial zones and the residential areas.
- viii. **Noise Mitigation :** Development proposals shall include measures to reduce noise generation, such as the use of sound barriers, strategic placement of outdoor dining and service areas away from residential properties, and limitations on operational hours for noise-generating activities.
- ix. **Lighting Standards :** Outdoor lighting shall be designed to minimize glare and light spillage into residential areas, adhering to dark-sky principles. Developers are encouraged to use landscaping and architectural features to shield light sources from the residential side.
- x. **Odour Control :** Commercial establishments that may produce odors are required to

implement effective ventilation and filtration systems to prevent odor encroachment into residential areas.

- xi. **Community Engagement:** Developers are encouraged to consult with local residents during the planning process to address concerns and preferences related to the design and placement of commercial buildings.

5.4.4 Land Use Guidelines

Permitted Uses: Retail stores, restaurants, automotive services, hotels and motels, professional services, convenience stores, and other services catering to travellers and local residents.

Discretionary Uses: Mixed-use developments (combining residential and commercial), Outdoor display areas, Entertainment facilities (e.g., theatres, arcades), Car washes, and other compatible uses at the discretion of Development Authority.

Design Standards: Encourage attractive architectural designs with features such as landscaped setbacks and signage that enhances the area’s visual appeal while minimizing impacts on agricultural views.

Accessory Uses: Allow for outdoor display areas, patios, and services provided they are well-integrated with landscaping and do not interfere with agricultural activities.

Figure 1) Land Use Concept



5.5 GENERAL INDUSTRIAL

The General Industrial District in this Area Structure Plan is designed to support a variety of industrial activities essential for economic growth.

This single General Industrial District may create a well-developed framework for permitted and discretionary uses, as well as development standards that accommodate a range of industrial activities while ensuring compatibility with community goals. The key aspects of the proposed Industrial District are:

- **Flexible Zoning:** a framework that allows for both light and heavy industrial uses with clear delineations. This will accommodate a broader range of businesses while allowing for specialization in operations.
- **Performance Standards Approach:** A performance-based standards approach focuses on the outcomes of the development, environmental impact and service provision rather than simply categorizing businesses.

The Industrial District allows for both Light Industrial uses, which have lower resource requirements and minimal environmental impact, and Heavy Industrial uses, which involve larger facilities and greater infrastructure needs. This approach promotes a balanced industrial environment while ensuring sustainable development and minimizing potential impacts on nearby areas.

Designating most light industrial uses as Permitted in the General Industrial district allows for a streamlined approval process, encouraging economic development and making it easier for businesses with lower environmental impacts to establish themselves. This can attract new businesses and stimulate economic growth within the municipality.

On the other hand, categorizing most heavy industrial uses as Discretionary provides the municipality with greater control over potential impacts on the surrounding area. This allows for a more thorough review process to assess site suitability, environmental considerations, and compatibility with adjacent uses. By making heavy industrial uses discretionary, the municipality can ensure that proposed developments align with community values and land use bylaw objectives while still allowing for necessary industrial activities.

POLICIES

5.5.1 Nature of Industrial Uses

The future industrial areas will accommodate a range of activities such as manufacturing, processing, warehousing and outdoor storage, truck and freight terminals, distribution centres and similar industrial uses. Industrial developments shall minimize negative off-site impacts. Uses that generate significant noise, odour, dust, or vibration should be located away from major roadways or buffered appropriately to minimize conflict with surrounding uses.

The designations under the *Land Use Bylaw* will determine the precise nature of industrial uses that are allowed in a particular area, with consideration given to restrictions on outside storage, appearance and compatibility with nearby land uses.

5.5.2 Location of Future Industrial

Future industrial land use will be directed to the areas shown as industrial on [Map 3: Land Use Concept](#). The industrial area will be buffered from the existing residential area of the Town by commercial development. This area will benefit from high visibility along the highway corridor, and easy access off Highway 12. The industrial area within the NE 23 is divided to include general industrial areas within its centre, surrounded by light industrial uses to reduce possible off-site impacts to non-industrial uses.

All industrial parcels within [Map 3: Land Use Concept](#) that are adjacent to Highway 12 are less than 4 hectares in size, with the largest parcel being 3.98 ha in size.

5.5.3 Industrial Adjacent Major Roads

Industrial properties will be developed in a fashion that does not negatively impact on surrounding residential areas or cause unsightly development along arterial roads and highways. Means of ensuring industrial development does not impact roads and other properties may include the use of landscaping, earthen berms, architectural treatment, screen fencing, distance separation or a combination of these measures.

5.5.4 Appearance Requirements Near Major Entrance Routes

To the standard directed by Policy 7.2.3 of this Plan industrial development in the areas along Highway 12, Highway 12A and Range Road 1-1 are subject to additional landscaping and appearance requirements to ensure that the view of these areas from these roadways is aesthetically pleasing. The road-facing sides of all buildings should be finished to the satisfaction of the Development Authority, and all exterior finishes should complement other buildings on the lot and buildings on adjacent lots. Landscaping on all highway-facing sides of parcels will provide screening of outdoor storage areas and create visual interest. The siting of parking areas shall be planned to minimize their visual impact.

The Town will endeavour to establish a design for the Railway Avenue extension together with the planned trail corridor in this area that emphasizes the connection of the Highway Commercial area to the existing downtown.

5.5.5 Potential Lot Lines and Road Patterns

Possible lot lines for future parcels throughout the areas identified for industrial are shown on [Map 3: Land Use Concept](#). These lines are conceptual and are not mandatory. They are provided to give a sense of the possible range of future lot sizes in these areas.

In general, the road pattern facilitates the creation of larger industrial parcels with a size of 2 hectares or greater. In many cases, the exact size of a parcel may not be known until a tenant or prospective purchaser expresses interest. Smaller parcels may be created on the ends of blocks. More roads may also be added to divide the blocks to create more small lot options if necessary. Finally, the alignment of the roads shown may be altered provided the connections to adjacent lands, which may

be owned by another party, are maintained.

The adjustments to lot sizes, lot lines and addition of roads described above will not require a formal amendment of this Plan.

5.5.6 Classification of Light and Heavy Industrial Uses

In the General Industrial zone, Light Industrial uses will be classified as Permitted to encourage the development of businesses that operate with minimal environmental impacts, such as manufacturing, warehousing, and distribution, while Heavy Industrial uses will be designated as Discretionary to ensure careful evaluation of their potential impacts on the community. This dual classification supports economic growth while prioritizing the compatibility of industrial activities with surrounding land uses, necessitating that developments minimize off-site impacts such as noise, odour, and dust. The specific types of industrial activities permitted will be detailed in the Land Use Bylaw, which will also address restrictions on outside storage and aesthetic considerations to ensure alignment with community values.

5.5.7 Light Industrial Uses

Adjacent to Transportation Infrastructure: Light industrial uses will be located near major roadways and transportation hubs to facilitate the efficient movement of goods, while ensuring compatibility and consideration for adjacent agricultural operations.

Compatibility with Nearby Uses: Existing agricultural practices in the area will be evaluated to ensure that proposed light industrial developments do not negatively impact agricultural viability or operations.

Buffering Requirements: Natural landscaping or noise barriers will be incorporated to shield agricultural lands from industrial operations, thereby reducing visual and operational impacts.

5.5.8 Land Use Guidelines

- i. **Permitted Uses:** Manufacturing facilities, warehouses and distribution centers, Research and Development facilities, and service industries compatible with surrounding agricultural activities.
- ii. **Discretionary Uses:** Mixed-use developments (combining residential and commercial), Outdoor display areas, Ancillary offices and showrooms, Entertainment facilities (e.g., theatres, arcades), Car washes and other compatible uses at the discretion of the Development Authority.

5.5.8 Heavy Industrial Uses

5.5.8.1 Distance from Residential and Agricultural Areas:

Heavy industrial uses should be located a minimum of 500 metres from both residential areas and intensive agricultural operations to minimize conflicts related to noise, odor, and traffic.

5.5.8.2 Access to Major Transportation Routes:

Heavy industrial sites should be located with direct access to major transportation routes to ensure freight efficiency while considering the routes taken by agricultural equipment.

5.5.8.3 Integration of Environmental Considerations:

Heavy industrial developments will be sited in areas with lower ecological sensitivities, avoiding locations that would disrupt important agricultural lands, water resources, and habitats.

5.5.8.4 Land Use and Overlay Districts:

Overlay districts may be considered to ensure that developments in industrial districts are compatible with surrounding agricultural lands.

5.5.8.5 Support for Agricultural Viability:

Policies should be incorporated within each district to support agriculture, potentially allowing for compatible uses (e.g., farmers' markets, equipment storage) to coexist and thrive alongside commercial and industrial activities.

5.5.9 Land Use Guidelines

The General Industrial District is designed to establish a comprehensive framework for both permitted and discretionary uses, alongside development standards that support a variety of industrial activities while aligning with community objectives. The following guidelines outline permitted and discretionary uses and associated development standards. More precise and detailed uses, along with their respective standards, will be articulated in the Town's Land Use Bylaw.

5.5.9.1 Permitted Uses

Permitted uses should cover a broad range of operations that are likely to contribute positively to the local economy without over-burdening the community.

- **Light Manufacturing:** such as Assembly and fabrication of goods, food packaging and distribution, and Electronics manufacturing, excluding rendering plants and slaughterhouses
- **Warehousing and Distribution:** such as Storage facilities for various sectors and Distribution centres
- **Repair and Maintenance Services:** such as Automotive repair and service and Equipment rental and maintenance
- **Public Utility Services:** such as Infrastructure necessary to support industrial activities
- **Research and Development Facilities:** such as Offices and laboratory space for innovation-related industries
- **Service Industries:** such as Business support services (e.g., IT support, logistics, administrative services) and Professional offices related to industrial operations
- **Environmental Services:** such as Recycling Facilities that comply with environmental regulations.

5.5.9.2 Discretionary Uses

Discretionary uses should be limited to those that might require additional consideration due to potential impacts on surrounding properties or the environment. These could include:

- **Heavy Manufacturing:** Such as Industrial Production processes that might involve significant machinery or large-scale operations.
- **Outdoor Storage:** For businesses that need to store materials or equipment outside, subject to screening requirements.
- **Cannabis Production Facilities:** Subject to a specific review process to ensure compliance with community standards.
- **Commercial Facilities:** Such as Cafés or other services that support the workforce but are not the primary focus of the district.
- **Specialized Services:** such as Trucking and Freight terminals and Bulk fuel sales and storage
- **Training and Educational Facilities:** such as Industrial Training Institutions that work alongside local industries to develop workforce skills.

5.5.9.3 Development Standards

Strong development standards will help manage growth while ensuring the district remains attractive for investment. Here are key elements that should be considered:

Landscaping Requirements:

- A landscaping ratio of 20-30% of front yard space to enhance aesthetic appeal while minimizing costs.
- Encourage the use of native plants to reduce water usage and maintenance.

Building Design Standards:

- Develop guidelines that promote high-quality architecture and materials while allowing for varying building sizes.
- Encourage sustainable practices such as energy-efficient designs and environmental considerations (e.g., green roofs, solar panels).

Setbacks and Buffer Zones:

- Establish clear setback requirements from residential areas, ensuring an appropriate buffer zone to mitigate noise, traffic, and visual impacts.

Parking and Accessibility:

- Provide clear guidelines regarding parking ratios based on the type of use, ensuring ample parking while avoiding excessive paved areas.
- Ensure compliance with accessibility standards for all commercial spaces.

Outdoor Storage and Screening:

- Allow outdoor storage with conditions such as screening (e.g., fencing or

landscaping) to minimize visibility and impact on adjacent uses.

5.6 INSTITUTIONAL LAND USE and CEMETERY EXPANSION

The Plan Area abuts the existing Bentley Cemetery which has an area of 2.02 hectares. To accommodate future expansion of the cemetery, the Plan Area identifies a 1.37-hectare area for future cemetery expansion immediately west of the Bentley Cemetery, allowing ample land for the addition of shelterbelts and landscaping. This parcel abuts a 15-metre wide Municipal Reserve (MR) parcel that will provide additional buffering from the adjacent commercial uses to the west.

POLICIES

5.6.1 Location of Institutional Uses

Institutional uses may be allowed to locate within the parts of the Plan Area shown as institutional and commercial on *Map 3: Land Use Concept*

5.6.2 Nature of Institutional Uses

The types of institutional uses that may be allowed include such uses as places of worship, schools, community service facilities, emergency service facilities, public recreation facilities, and similar uses that are considered compatible with other permitted uses.

5.6.3 Cemetery Site

The area in the NW 23 that is identified as institutional on *Map 3: Land Use Concept* may be used to expand the future Town cemetery.

If this site is developed as a cemetery, then development abutting the site must take into account the privacy needs of the cemetery. A landscaping and fence combination that screens the cemetery from commercial and industrial properties will be required at the time of development to the satisfaction of the Development Authority.

Additional measures that may be considered include a requirement for additional lot depth and requirements relating to setback of residential buildings from the boundaries of the cemetery property. If the site is developed as a cemetery prior to development of the surrounding lands, in particular prior to the surrounding commercial lands, surface water run-off from the cemetery will be contained and managed on-site. If it is determined that the site will not be used for a future cemetery, then the site may be used for some other public use that is compatible with a residential setting.

5.7 NATURAL FEATURES

There are several wetlands south of Highway 12. The removal of the SW 23 and SE 23 from the Plan Area means that these wetlands will be unaffected, except for an existing small wetland that is classified as a possible Class II wetland (graminoid marsh) and has an approximate size of 0.16 hectares. The extension of 44th Street will terminate just north of this wetland, and ensuring no negative impacts on this wetland will be part of the roadway design criteria.

POLICIES

5.7.1 Crown Ownership of Wetlands

There is a wetland immediately south of the Plan Area which has not been assessed under the *Alberta Wetland Policy*. This wetland, along with others to the south, may be claimed for Crown (Province) ownership if the development area is enlarged and subdivision occurs in the future.

However, this particular wetland lies in the path of a potential road alignment, which will need to be considered if any action is taken. Where the Crown (Province) claims ownership of a wetland classified as permanent or semi-permanent under the *Alberta Wetland Policy*, the wetland will be treated as a water body. Environmental Reserve dedication will be provided abutting the water body in accordance with this Plan.

5.8 MUNICIPAL RESERVE AND PUBLIC UTILITY

Municipal Reserve (MR) and Public Utility Lots (PUL) within the Plan Area will be dedicated to incorporating stormwater servicing, recreational opportunities and trail connections, and buffers between land uses.

The NW 23 contains a 5-metre-wide strip of land dedicated as PUL that accommodates the existing drainage ditch that abuts 48th Avenue. This allows maintenance of the existing drainage channel. The PUL continues south along the western portion of the Plan Area to accommodate the continuation of the ditch towards the stormwater management pond that is located south of Highway 12 on the NW 23.

Immediately south and east of this PUL are MR parcels that are 20 metres and 15 metres wide respectively. Another 15 metre MR strip is located immediately west of the cemetery expansion area. These MR parcels can accommodate a trail corridor that allows a multi-use path as well as landscaping to provide walkability through trail connections from the existing residential areas of the Town to the commercial areas on the NW 23 and the NE 23. The trail connections incorporated within the Plan Area also provide connectivity to the regional trail system that connects the Town to Aspen Beach and to Sandy Point Resort.

The 20 metre MR parcel will also allow for a wider buffer to create a visual barrier from the existing residential uses to the commercial uses. This barrier may come in the form of effective landscaping and fencing. The combined width of the PUL and MR parcel provide an overall buffer of 25 metres between the commercial parcels and 48th Avenue. These parcels also provide land for water and sanitary line connections that will link up to the road rights-of-way to the south, for further dispersion and expansion throughout the entire Plan Area.

Two additional MR parcels are dedicated along the northern and eastern boundaries of the NE 23. These are narrower buffers of 7.5 metres. They are intended to allow for the construction of a landscaped berm. The expectation is that a portion of the berm would be located within the industrial parcels and would become part of the landscaping requirements of those developments. There are currently residential uses on both the quarter section to the north (the SE 26) and the quarter section to the west (the NW 24) of the NE 23. Furthermore, the Town and County's land use planning documents identify the lands on the SE 26 for future residential development. The 7.5-metre-wide MR

parcels will provide an additional physical and visual buffer to positively enhance the appearance of the industrial area that will be located near future and existing residential uses of the SE 26 and the NW 24.

The remaining PUL parcels demonstrated on [Map 3: Land Use Concept](#) allow for the location of a future water reservoir and the accommodation of stormwater management ponds. All parcels will be municipally owned and maintained. The water reservoir will be located on a 0.44-hectare parcel on the NE 23's northeastern corner, which constitutes the Plan Area's highest elevation. The stormwater management ponds are located throughout the Plan Area, with the pond located on the NE 23 also providing a walking trail.

Additionally, the *Town of Bentley Parks and Open Space Plan* (adopted in 2008) identifies attractive, safe and well-maintained public parks, open spaces and recreation facilities as essential elements of the community's image and quality of life. It specifically encourages combining and protecting natural areas within a connected system, creating opportunities for public access and enjoyment, and incorporating compatible recreation and trail uses within open space areas.

Finally, the policy language of this Plan supports further discussions regarding the establishment of a community park for outdoor sports facilities within the Plan Area.

POLICIES

5.8.1 Municipal Reserve in the Form of Land

Municipal reserve will be dedicated as land within the areas shown on [Map 3: Land Use Concept](#). All municipal reserve parcels will be landscaped and developed to the satisfaction of the Town. Municipal reserve dedication will be allocated and designed to achieve an inter-connected park and open space system that links the future residential area to major community facilities and recreational areas within the Town and surrounding area.

5.8.2 Municipal Reserve as Cash-in-Lieu

Municipal reserve will be dedicated as cash-in-lieu when subdivision occurs in areas not including Municipal Reserve as shown on [Map 3: Land Use Concept](#). Alternatively, municipal reserve dedications from these areas may be deferred to other lands owned by the same developer within the Plan Area. Proposals for deferral of municipal reserve may be submitted to the Town for their consideration at the time of subdivision application.

5.8.3 Municipal Reserve Dedication

The amount of municipal reserve dedication will be at least ten (10) percent of the gross developable area contained within the proposed subdivision. The gross developable area includes all land minus the area to be dedicated as environmental reserve.

Municipal reserve dedication of more than ten (10) percent of the gross developable area will be accepted as a voluntary over-dedication.

5.8.4 Major Trail Connections and Alignments

The Town's trail system will be extended into the Plan Area as subdivision and development occurs. Potential major trail alignments are shown on [Map 3: Land Use Concept](#) and include:

- A trail along the MR corridor south of 48th Avenue
- A trail along the Railway Street extension
- A trail along 44th Street and Highway 12A
- A trail around the stormwater management pond at 44th Street and Highway

5.8.5 Additional Trail Connections and Pedestrian Facilities

In addition to the major trails shown on [Map 3: Land Use Concept](#) local trails, sidewalks and pedestrian short cuts will be incorporated into the design of subdivisions to provide links between the major trails, parks and residential areas.

5.8.6 Design of Trails

The detailed planning and design of trails will be consistent with the Town development standards.

5.8.7 Community Park

Up to 4 hectares of suitable land within the NE 23 may be designated as a Community Park, subject to discussions between the Town of Bentley, and the landowner or developer. It is anticipated that this dedication would fall within the 10% Municipal Reserve dedication.

5.9 TRANSPORTATION NETWORK

[Map 3: Land Use Concept](#) shows land uses in relation to future and existing roads and trail routes. All proposed municipal roads within the Plan Area provide a 30-metre road right-of-way. The 30-metre right-of-way can accommodate both rural and urban cross sections.

The main access to the Plan Area is provided through the Highway 12 and Range Road 1-1.5 / 44th Street intersection. The concept includes an expansion of the existing three-legged intersection to create a four-legged intersection to connect the Plan Area south of Highway 12 to the highway and to create a connection from the northern Plan Area to the southern.

In alignment with Alberta Transportation and Economic Corridors (ATEC) indication, the overlay for the stretch of Highway 12 located within the Plan Area, as well as the potential bike path overlay has been developed and approved by ATEC for 2027. Despite no imminent or future plans for highway widening, the [Map 3: Land Use Concept](#) incorporates 10 metres for highway widening via rights-of-way along the north and south side of the existing Highway 12 right-of-way to create an 80-metre-wide future highway right-of-way. In discussions with ATEC, a 10-metre preferred development setback from the highway was also incorporated into the concept – as seen in [Map 3: Land Use Concept](#) – which would restrict development in proximity to the highway right-of-way.

The highway connections within the concept also provide 30-metre by 30-metre corner cuts that will be able to accommodate roundabout construction, if deemed necessary by ATEC in the future. These

highway expansion considerations provide certainty to developers when proposing development. It mitigates potential future conflicts that can occur when faced with highway expansion plans.

During the construction of Highway 12, the southwest corner of the NE 23 was acquired by the Province as part of the Highway 12 right-of-way. [Map 3: Land Use Concept](#) provides an illustration of this area after the proposed 10-metre highway widening is taken. The remaining area is measured at 1.14 hectares. It is recommended that this area be considered for sale by ATEC to the abutting landowner and utilized for industrial purposes within the Plan Area.

[Map 3: Land Use Concept](#) incorporates the extension of Railway Avenue throughout the NW 23 to serve Town residents and visitors as they enter or exit the commercial area. This extension is intended to draw shoppers to the downtown commercial area through the ease of access from the commercial portion of the Plan Area. A grid of industrial and commercial collector roads links the sections of the Plan Area. The land use concept contains a “Possible Road Connection” segment within the northeast portion of the Plan Area, to allow direct access from the NE 23 to Highway 12A. This potential road segment would accommodate additional traffic flow and provide for additional parcel configurations.

POLICIES

5.9.1 Highways - Alignment and Cross Section

The design and requirements for the Provincial highway in the Plan Area will be determined by Alberta Transportation and Economic Corridors.

5.9.2 Highways - Widening and Access

Land needed for the widening of a Provincial highway will be acquired by ATEC. Access onto Highway 12 will be restricted to the collector roads shown on [Map 3: Land Use Concept](#) and will be designed to meet ATEC requirements.

5.9.3 Arterial Roads - Alignment and Cross Section

Arterial road alignments will be based on those shown on Map 3: Land Use Concept. The width and cross section used for each arterial road will be determined in accordance with the City of Red Deer Engineering Services Design Guidelines.

5.9.4 Arterial Roads - Widening and Access

Road widening will be provided along all arterial roadways at the time of subdivision. The amount of road widening to be required will be determined by the Town. Road dedication for widening purposes will be balanced between landowners on both sides of the existing road allowance. Access to arterial roads will be restricted to collector roads shown on [Map 3: Land Use Concept](#). The design of intersection improvements on arterial roads will be determined in accordance with the *City of Red Deer Engineering Services Design Guidelines*.

5.9.5 Arterial Roads - Direct Access to Parcels

Direct access to individual parcels from an arterial road should not be permitted where access off a

collector road is possible.

5.9.6 Noise and Visual Attenuation

Sufficient noise and visual attenuation features will be provided as lands adjacent to arterial roadways and Highway 12 are subdivided and developed. These measures may consist of earthen berms, fences, landscaping, distance separation or a combination of these measures to the satisfaction of the Town at the developer's expense. Detailed description of noise and visual attenuation measures is to be included as part of the subdivision application. Noise and visual attenuation features will not be permitted in the Highway 12 right-of-way.

5.9.7 Collector Roads - Alignment and Cross Sections

Collector road alignments will be based on those shown on [Map 3: Land Use Concept](#). The width and cross section used for each collector road will be determined in accordance with the *City of Red Deer Engineering Services Design Guidelines*.

5.9.8 Local Roads

Local roads will extend from the collector road alignments shown on [Map 3: Land Use Concept](#). The number of local road intersections along collector roads will be kept to a minimum. The width and cross section used for each local road will be determined in accordance with the *City of Red Deer Engineering Services Design Guidelines*.

5.10 STORM DRAINAGE

The gently sloped topography of the Plan Area directs storm drainage from the northeast corner of the Plan Area to its southwest corner. To accommodate run-off from development within the Plan Area, additional stormwater management ponds are proposed within the concept. The location and configurations of the ponds are illustrated on [Map 3: Land Use Concept](#). To reduce construction costs and create viable stormwater management ponds, the lowest elevation above sea level and the overall flattest areas within each quarter section were identified to accommodate the ponds.

Based on the stormwater servicing study, a pre-development release rate of 3.0 L/s/ha (litres per second per hectare) was proposed for the future stormwater ponds within the Plan Area. The existing stormwater management pond within the NW 23 was approved in 2010 at a pre-development release rate of 4.0 L/s/ha. This pond was configured to accommodate its expansion within the current parcel size.

For commercial and industrial uses that typically occupy larger sized parcels, the study recommends onsite short duration storage of stormwater. The storage is to meet a maximum discharge rate of approximately 100 L/s/ha.

The public utility lot on the NW 23 that contains the existing stormwater management pond is located within the quarter section's southwest corner. The pond accommodates drainage from the entire quarter section and directs run-off through the culvert underneath the railway and further to the west. A 15-metre drainage easement is recommended for the parcel immediately southwest of the pond. This pond was constructed in 2010 and has expansion capacity within its parcel boundaries.

A PUL for the pond on the NE 23 was also located at the quarter section's southwest corner. The parcel size is larger than the parcel footprint recommended by the stormwater drainage assessment. This allows for the accommodation of a walking trail and contributes to the overall trail network within the Town and surrounding area.

POLICIES

5.10.1 Purpose of Lands

The areas shown on [Map 3: Land Use Concept](#) as storm pond and drainage corridor are intended to accommodate stormwater management facilities and critical surface drainage routes as part of the overall stormwater management system for the area. These lands will be dedicated as public utility lot at the time of subdivision.

5.10.2 Size and Design of Facilities

Each of the areas shown on [Map 3: Land Use Concept](#) will accommodate a stormwater management facility in the form of a constructed wetland, designed to meet Alberta Environment and Protected Areas' guidelines and the Town Land Use Bylaw. The exact size and alignment of each facility may be modified to account for a final more detailed design without requiring an amendment to this Plan.

6.
SERVICING
CONCEPTS
AND
POLICIES

This section discusses servicing concepts for the extension of the Town’s stormwater management, water, and sanitary sewer services to accommodate future development of the Plan Area.

These concepts are based on the *Town of Bentley Southeast ASP Servicing Study* prepared by Stantec, June 21, 2022.

The servicing information that is provided is conceptual and more detailed analysis may be required through an Outline Plan. Alternative concepts may therefore be approved as the area develops but it is crucial that any alternatives selected achieve the long-term goals for the area.

6.1 WATER SYSTEM

The water system can be expanded to service commercial and industrial land uses within the Plan Area. [Map 5: Water Concept](#) shows the future water main distribution network connecting to the existing mains and the Town water treatment plant and reservoirs.

The servicing study is predicated on a design basis of 0.05 L/s/ha. This is lower than what is typical for urban development, but it is predicated on an assumption that many industrial uses will use very little water, and oversizing is unnecessarily costly and may lead to water becoming stagnant in the water mains.

POLICIES

6.1.1 Water Supply - Monitoring

The Town of Bentley has enough water capacity for 21 years of the 25-year outlook. Based on available data and current regulations, the Town should be able to supplement its water system with additional wells, provided that other groundwater users are not interfered with or are accommodated. However, the full range of options should be considered. Long term planning and allocation of capital for this eventual need is advised.

6.1.2 Water Storage

Water storage capacity appears sufficient to meet projected needs over the next 30 years. Increasing demand should be monitored and additional reservoir storage staged appropriately.

6.1.3 Water Main Distribution Network

Water mains will be extended into and through the Plan Area as shown on [Map 5: Water Concept](#). The sizes of the mains are shown conceptually and must be confirmed and designed during time of development and prior to subdivision of individual areas.

6.1.4 Dead End and Unlooped Mains

When considering the staging of development in the Plan Area, the use of dead end and unlooped

mains should be avoided. If dead-ends are unavoidable the installation of a hydrant flush point should be mandatory at the end of the system.

6.1.5 Design Requirements

The development of municipal water services will be in conformance to the most recent versions of the Town's *Design Guidelines and Construction Specifications*, the City of Red Deer Engineering Services Design Guidelines, and the *Southeast Bentley Area Structure Plan Stormwater Servicing Study*.

6.2 SANITARY SEWER SYSTEM

The sanitary sewer collection system can be expanded to service the Plan Area as shown on [Map 6: Sanitary Concept](#).

The conceptual sanitary network has been shown on [Map 6: Sanitary Concept](#). The mains have been shown as gravity trunk mains and gravity collection mains. As the grading design is not completed line sizing has not been indicated as it will be dependent on final design of the subdivision itself, and consideration of future lands should be identified.

The current wastewater treatment system can accommodate growth for 20 years based on an increase in flows of 3% per year. However, full buildout will require an increase in treatment capacity. Additionally, sewage flows that exceed water consumption indicate inflow and infiltration (I&I) into the sanitary system, which means that addressing I&I may provide an effective increase in capacity. Further growth may also be accommodated by further treatment and aeration to meet capacity requirements. Alternatively, the capacity of the existing system could be extended or other options considered to ensure future capacity.

POLICIES

6.2.1 Sanitary Sewer - Capacity

The Town will monitor sewage influent and consider an inflow and infiltration reduction program to reduce the amount of stormwater and groundwater entering the system to ensure sufficient sewage treatment capacity.

6.2.2 Sanitary Trunk and Collection Mains

The design of the sanitary trunk and collection mains will be based on [Map 6: Sanitary Concept](#).

6.2.3 Design Requirements

The development of municipal sanitary services will be in conformance to the most recent version of the Town's *Design Guidelines and Construction Specifications*, the City of Red Deer Engineering Services Design Guidelines, and the *Town of Bentley Southeast ASP Servicing Study (2022)*.

6.3 STORMWATER SYSTEM

While the Plan Area's grades are moderate, averaging about 2%, the land drains from a high point in the northeast southwesterly toward the Blindman River. Conceptual Stormwater Management areas have been shown on [Map 4: Stormwater Concept](#). These are based on an understanding of the topography and proposed road alignments.

Conveyance of stormwater by roadside ditches and culverts is anticipated. At the time of detailed design, the development roadway ditch/culvert system will be analyzed to ensure appropriate sizing.

POLICIES

6.3.1 Pre-development Rate for Design

A rate of 3.0 litres/s/ha will be used as the pre-development rate when completing stormwater design for the Plan Area.

6.3.2 Detailed Stormwater Management Plan Required

A detailed stormwater management plan will be required to confirm sizing, volumes and outlet routes prior to development and/or subdivision approval. Outlet routes for all upstream lands and stormwater management ponds must be considered.

6.3.3 Design Requirements

The development of municipal storm drainage services and stormwater management facilities will be in conformance to the most recent version of the *City of Red Deer Engineering Services Design Guidelines*, the *Municipal Development Plan*, the *Land Use Bylaw* and the *Town of Bentley Southeast ASP Servicing Study (2022)*.

6.3.5 Use of Highway Rights of Way

A stormwater management plan that proposes to direct drainage into a provincial highway right-of-way must obtain approval from Alberta Transportation.

6.4 SHALLOW OR OTHER UTILITIES

POLICIES

6.4.1 Shallow Utilities - Extensions into Plan Area

Shallow utilities (power, telecommunications, natural gas) will be extended into the Plan Area in accordance with the requirements of the individual utility provider, where applicable.

6.4.2 Shallow Utilities - Underground Installation

All shallow utilities will be installed underground.

7. IMPLEMENTING THE PLAN

This section discusses the administrative and decision-making processes that are to be used to implement the policy directions set out in the previous sections. It includes expectations for developers and landowners in preparing more detailed proposals for the subdivision and development of their lands.

7.1 PHASING OF DEVELOPMENT

POLICIES

7.1.1 General Pattern of Development

Prior to adoption of an outline plan or an amendment to the *Land Use Bylaw* to allow subdivision and development, the landowner or developer shall provide a phasing plan satisfactory to the Town.

7.1.2 Transportation Connections – Secondary Access Requirement

As development progresses there is a need to ensure primary and secondary access is provided to areas containing a large number of buildings and/or workers. This accounts for safety and for flexibility in the transportation network. Prior to a *Land Use Bylaw amendment* that could result in a concentration of industrial buildings accessed by a single road with only one way in and out, the Town will require suitable arrangements for a second permanent access or a temporary access.

7.1.3 Sanitary Sewer

Prior to a *Land Use Bylaw amendment* to allow development or subdivision, the Town will review and establish suitable arrangements that allow for the construction of sanitary sewer infrastructure serving the proposed development area.

Where these facilities are not located on the same parcel as the proposed development area, a land acquisition agreement or easement agreement must be in place.

Temporary alternative arrangements may be accepted by the Town where access to the locations shown in [Map 6: Sanitary Concept](#) cannot be obtained.

7.1.4 Water

Prior to a *Land Use Bylaw amendment* to allow development or subdivision in the Plan Area, the Town will require suitable arrangements for the extension of a looped water connection to the proposed development area or a single feed capable of providing the required water flows.

7.1.5 Storm Drainage

Most of the major existing parcels in the Plan Area are able to provide for a stormwater management pond independently of another parcel. The outlet routes may cross other parcels or be shared.

Prior to a *Land Use Bylaw amendment* to allow development or subdivision, the Town will require suitable arrangements for outlet routes for all proposed stormwater management ponds. This may take the form of land acquisition or easement agreement.

7.2 DETAILED SERVICING AND SUPPORTING STUDIES

POLICIES

7.2.1 Detailed Design and Supporting Studies Required

Prior to adoption of an outline plan or prior to a *Land Use Bylaw amendment* allowing subdivision and development, detailed design of all municipal services (water, sanitary, storm drainage) and road connections and any supporting studies needed to assess the proposed development, or subdivision, will be provided by the developer/landowner.

7.2.2 Information Required

The following studies are to be provided by a qualified consultant, at the Town's discretion:

- i. A water network analysis containing information on operating pressures under peak hourly demand conditions, fire flow availability during maximum day demand conditions, as well as information of nodal demands, and boundary conditions;
- ii. A sanitary report containing assumptions and calculations on expected effluent generation and flows and downstream capacity to accommodate the expected flows;
- iii. A stormwater management plan containing calculations of expected run off, storage requirements, and outfall requirements addressing Alberta Environment and Protected Areas' approval requirements;
- iv. A wetland assessment and impact report meeting Alberta Environment and Protected Areas' requirements and written confirmation of acceptance of the report by Alberta Environment and Protected Areas;
- v. A traffic impact assessment meeting Alberta Transportation requirements and written confirmation of acceptance of the assessment by Alberta Transportation;
- vi. A fire protection plan to the satisfaction of the Town outlining how adequate fire protection services will be provided to the proposed development, to be submitted to the Town's Fire Chief for approval;
- vii. A historical resource impact assessment meeting the requirements of the Historic Resources Management Branch of Alberta Culture and written confirmation of acceptance by the Historic Resources Management Branch;
- viii. Where use of private water wells is allowed, a groundwater supply report confirming that there are adequate ground water resources for the intended uses for daily needs and firefighting needs without impacting existing wells;

- ix. Site development guidelines as described in Policy 10.2.3 of this Plan; and
- x. Any other information or technical studies that the Town deems necessary.

7.2.3 Site Development Guidelines

Site development guidelines are intended to facilitate attractive, cohesive, high-quality developments or development areas.

Site development guidelines that set out building design, landscaping, signage, fencing and other site requirements shall be required for all multi-lot commercial or industrial developments, to be prepared by the developer, to the satisfaction of the Town of Bentley. The guidelines should serve to create visually appealing developments that meet or exceed municipal standards demonstrate that the new development of commercial areas will complement the existing community character exhibited in Bentley's downtown area.

- i. Requirements for building design and placement on each site;
- ii. Requirements for perimeter, lot, flankage, and yard screening which must include standards for the type, height, and material of fencing acceptable in the development. The screening standards shall require all outdoor storage to be screened from parking areas, primary roads, and the entrances to adjacent buildings;
- iii. Requirements specifying the acceptable size, appearance, and type of signage allowed in the development. This will include signage to identify the development and business identification signs;
- iv. Standards for site illumination, including avoidance of light trespass;
- v. Standards that include the following considerations: a planting buffer along Highway 12, 12A and Range Road 1-1; specifications for grading, planting and mulching; requirements for paving access driveways and parking areas, if any;
- vi. For all industrial lots, a principal building of a minimum of 278.7 square metres (3,000 square feet) in size is required to be established or under construction, to the satisfaction of the Town, on each lot adjacent to Highway 12, 12A, and Range Road 1-1, prior to any non-agricultural use being established; and
- vii. Any other development design considerations deemed necessary by the Town of Bentley Council.

7.3 LAND USE BYLAW

POLICIES

7.3.1 Relation to Land Use Bylaw

The *Land Use Bylaw* will be the primary means of ensuring that subdivision and development in the Plan Area is consistent with the policies of the *Southeast Area Structure Plan*. Where necessary, amendments to the *Land Use Bylaw* will be made to implement the intent and direction of this area structure plan.

7.3.2 Subdivision Layout Required

Prior to approval of a *Land Use Bylaw* amendment that would allow subdivision of an area that does not require an outline plan, a subdivision layout showing how the area subject to the proposed amendment could be subdivided in the future will be provided.

7.3.3 Referrals

The Town will refer major Land Use Bylaw amendment and subdivision applications in the Plan Area to Lacombe County, Alberta Transportation & Economic Corridors, Alberta Environment and Protected Areas, and other government agencies as required. Further referral may be made at the Town's discretion on other matters of interest or potential concern.

7.4 SUBDIVISION AND DEVELOPMENT APPLICATIONS

POLICIES

7.4.1 Conformance Required

All subdivision decisions will conform to the policies of this Plan and any applicable outline plan that has been adopted by Council.

All development permit decisions involving a discretionary use will conform to the policies of this Plan and any applicable outline plan that has been adopted by Council.

7.4.2 General Expectations

Subdivision and development of the area will proceed in a manner that:

- a) Allows for the orderly and efficient expansion of the Town;
- b) Does not prejudice the further subdivision and development of the subject or adjoining lands;
- c) Makes sufficient provision for road access and municipal utility servicing; and

- d) Provides for the development of a park, open space and trail system as envisioned by this Plan.

7.5 DEVELOPMENT COSTS AND OTHER CONSIDERATIONS

POLICIES

7.5.1 Developer Responsible for Costs to Develop

All costs for required studies, designs, plans, assessments and the construction of municipal infrastructure (roads, water, sanitary sewer, storm drainage) within the area being developed will be the sole responsibility of the Developer.

7.5.2 Offsite Costs

Responsibility for the cost to provide infrastructure improvements outside of the area being developed but required to support the proposed development will be negotiated between the Developer and the Town.

The Town may cover the costs of offsite infrastructure and/or major system components through offsite levies, oversize improvement arrangements or endeavours to assist.

7.5.3 No Obligation on Part of the Municipalities

The adoption of this Plan does not require the municipality to undertake any of the projects referred to by this Plan.

7.6 INTERPRETATION

POLICIES

7.6.1 Flexibility

This Plan should be interpreted with flexibility having regard to the purpose, concepts, and general policy direction of the Plan.

The boundaries between the various land uses and facilities shown on maps forming part of this Plan should not be rigidly interpreted. The precise boundaries and locations of key features may be confirmed as more detailed design work and field survey is completed.

7.6.2 Ruling on Interpretation

Where questions of interpretation of this Plan arise, the matter will be put before Council for a decision. Council's decision on interpretation will be final.

7.7 PLAN AMENDMENT

POLICIES

7.7.1 When an Amendment is Required

Where an outline plan, *Land Use Bylaw amendment*, subdivision application or development permit application proposes a major change from the direction and policies of this Plan, a formal amendment adopted by bylaw will be required. This includes:

- i. Elimination of a major arterial or collector roadway;
- ii. Change in the general land use pattern (commercial, industrial) shown in the Plan;
- iii. Change to the open space system beyond what is contemplated in the Plan; or
- iv. Deviation from the utility servicing concepts beyond what is contemplated in the Plan.

The following types of adjustments in response to more detailed design will not require a formal amendment:

- i. Minor adjustments in land use boundaries, road alignments and features, and the use of discretion by the approving authority, as described in a specific policy in this Plan; or
- ii. Addition or relocation of public utility lots needed to implement a detailed servicing design.

7.7.2 Information Required for Plan Amendment

The applicant or person requesting an amendment of this Plan will submit any further supporting information deemed necessary by the Town to evaluate the requested changes.

7.7.3 Amendments to this Plan

Any amendments to this Plan shall follow the process and requirements of the Town and the *Municipal Government Act*.

7.8 PLAN REVIEW

POLICIES

7.8.1 Timing of Routine Review

The Town should review this Plan at least every ten (10) years to ensure that the Plan remains current. The review process should start with a written evaluation by planning staff followed by a

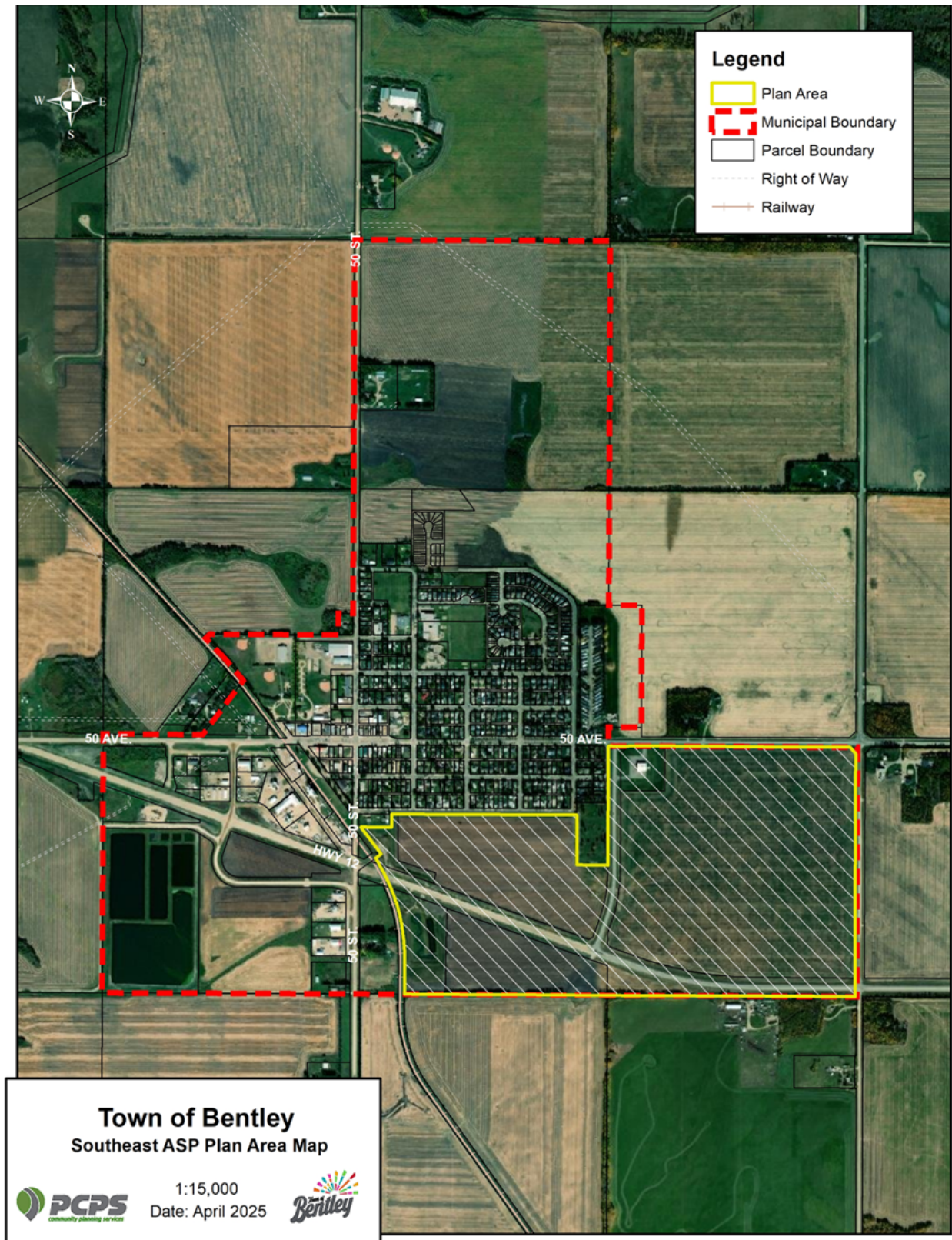
recommendation to Council regarding the need to undertake a formal update process. Council may choose to direct a review of the Plan at any time.

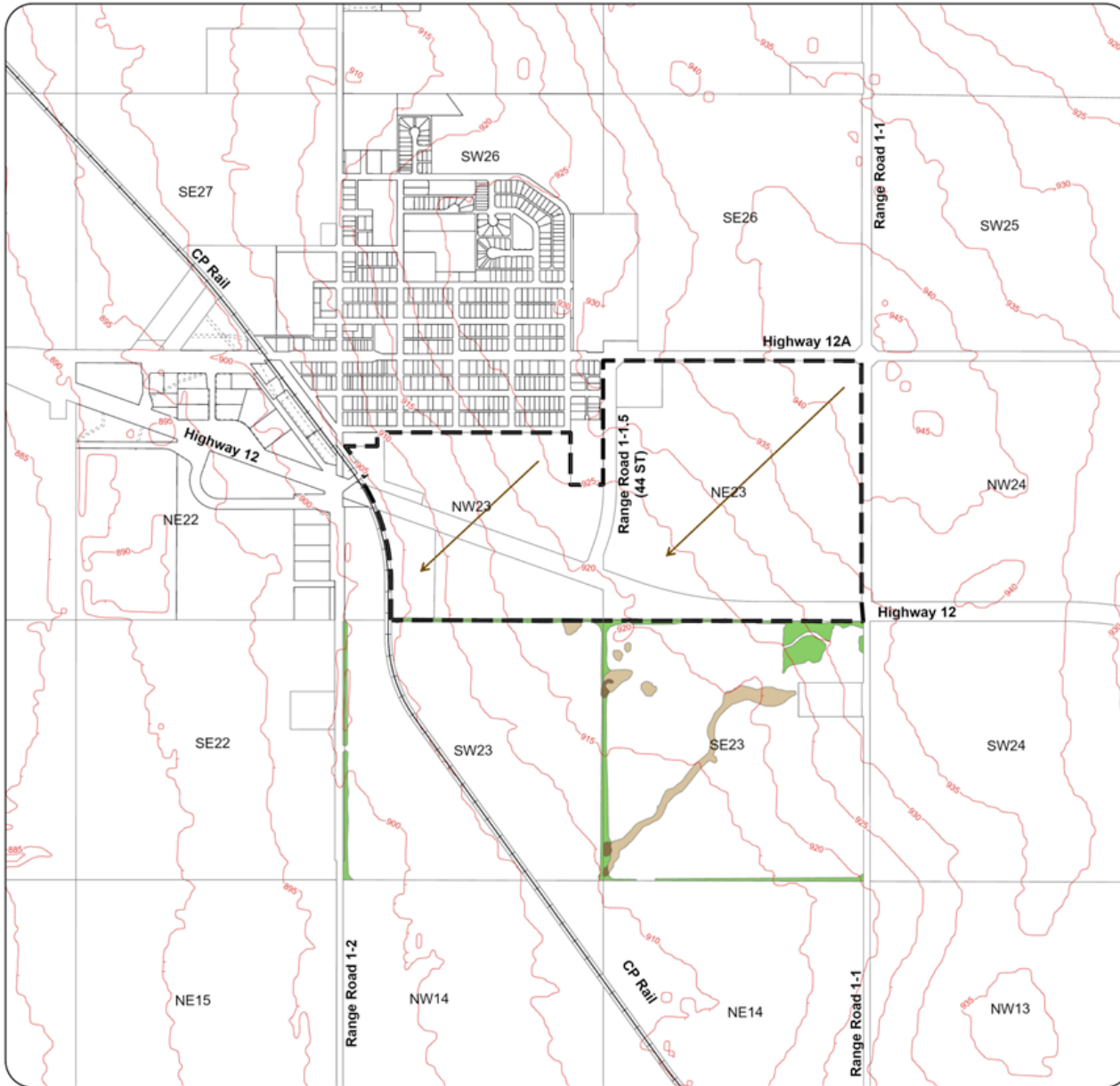
7.8.2 Consistency with Other Statutory Plans

This Plan will be reviewed and updated in response to changes to the policy and direction set in the *Town of Bentley/Lacombe County Intermunicipal Development Plan* and/or the *Town of Bentley Municipal Development Plan*.

8. MAPS

MAP1 – SOUTHEAST AREA STRUCTURE PLAN – PLAN AREA





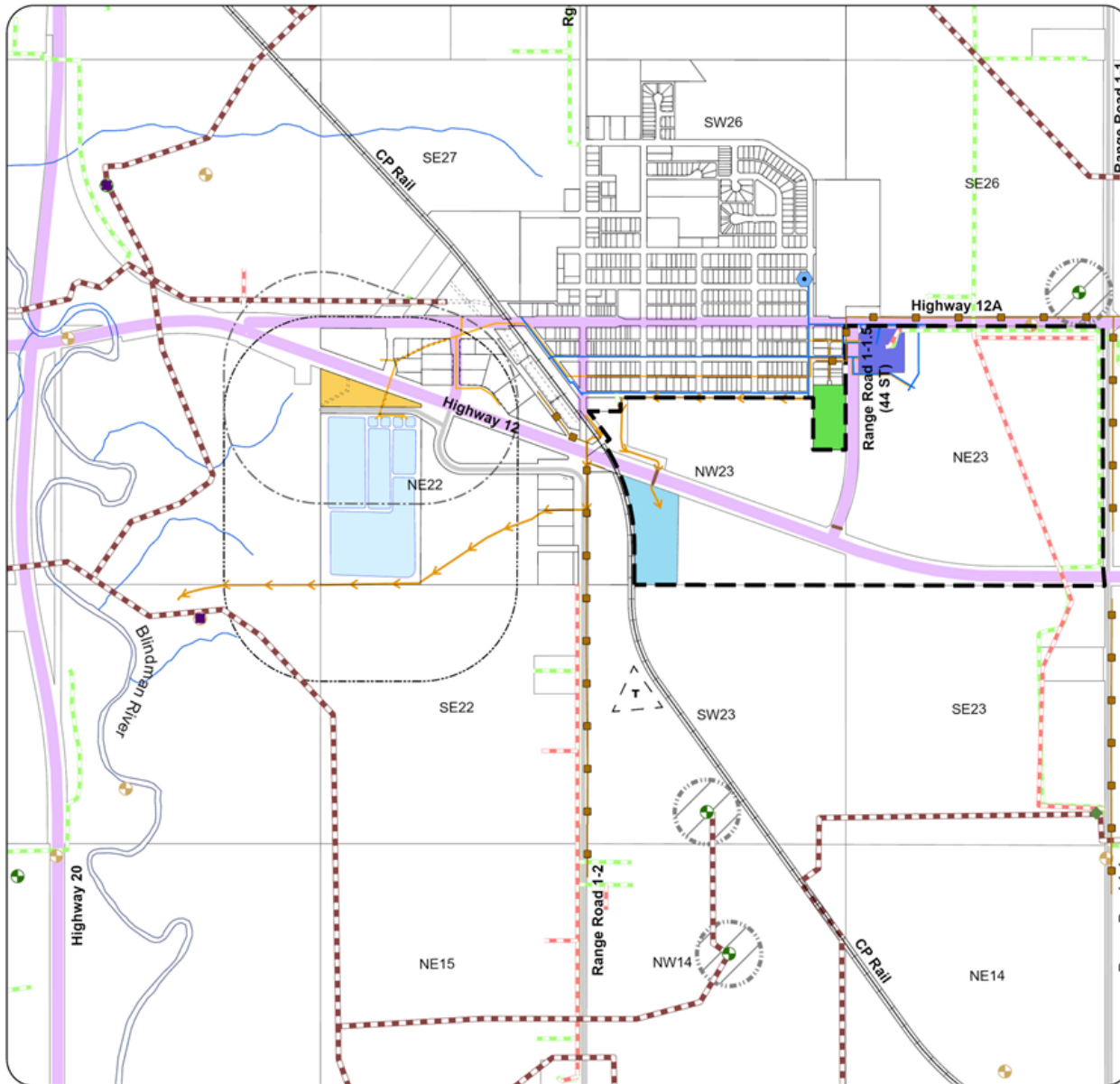
SOUTHEAST AREA STRUCTURE PLAN


MAP 2A: NATURAL FEATURES

-  Index Contour
-  Aspen Woodland Alliance (AW)
-  Graminoid Marsh - Class II (MGII)
-  Deciduous Woodland Swamp (SWd)

This map is based on the Servicing Studies originally prepared by Stantec Consulting Ltd. in 2022.








SOUTHEAST AREA STRUCTURE PLAN


MAP 2B: BUILT FEATURES

- Plan Area Boundary
- Cemetery
- Fire Department
- Storm Pond
- Sewage Lagoon
- Lacombe Regional Solid Waste Transfer Station
- Telecommunications Tower and Anchors
- Water Pump House
- Oil/Gas Battery Location
- Oil/Gas Regulator Station
- Active Oil/Gas Well
- Abandoned Oil/Gas Well
- Active Oil/Gas Pipeline
- Active ATCO/Co-op Low Pressure Oil/Gas Pipeline
- Abandoned ATCO/Co-op Low Pressure Oil/Gas Pipeline
- Overhead Power Lines
- Water Pressure Main
- Sanitary Gravity Main
- Drainage Swale
- Culvert
- Paved Road
- Gravel Road
- Oil/Gas Well Setback (100m)
- Lagoon Setback (300m)
- Regional Solid Waste Transfer Station (300m Setback)



NORTH

This map is based on the Servicing Studies originally prepared by Stantec Consulting Ltd. in 2022.



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SOUTHEAST AREA STRUCTURE PLAN

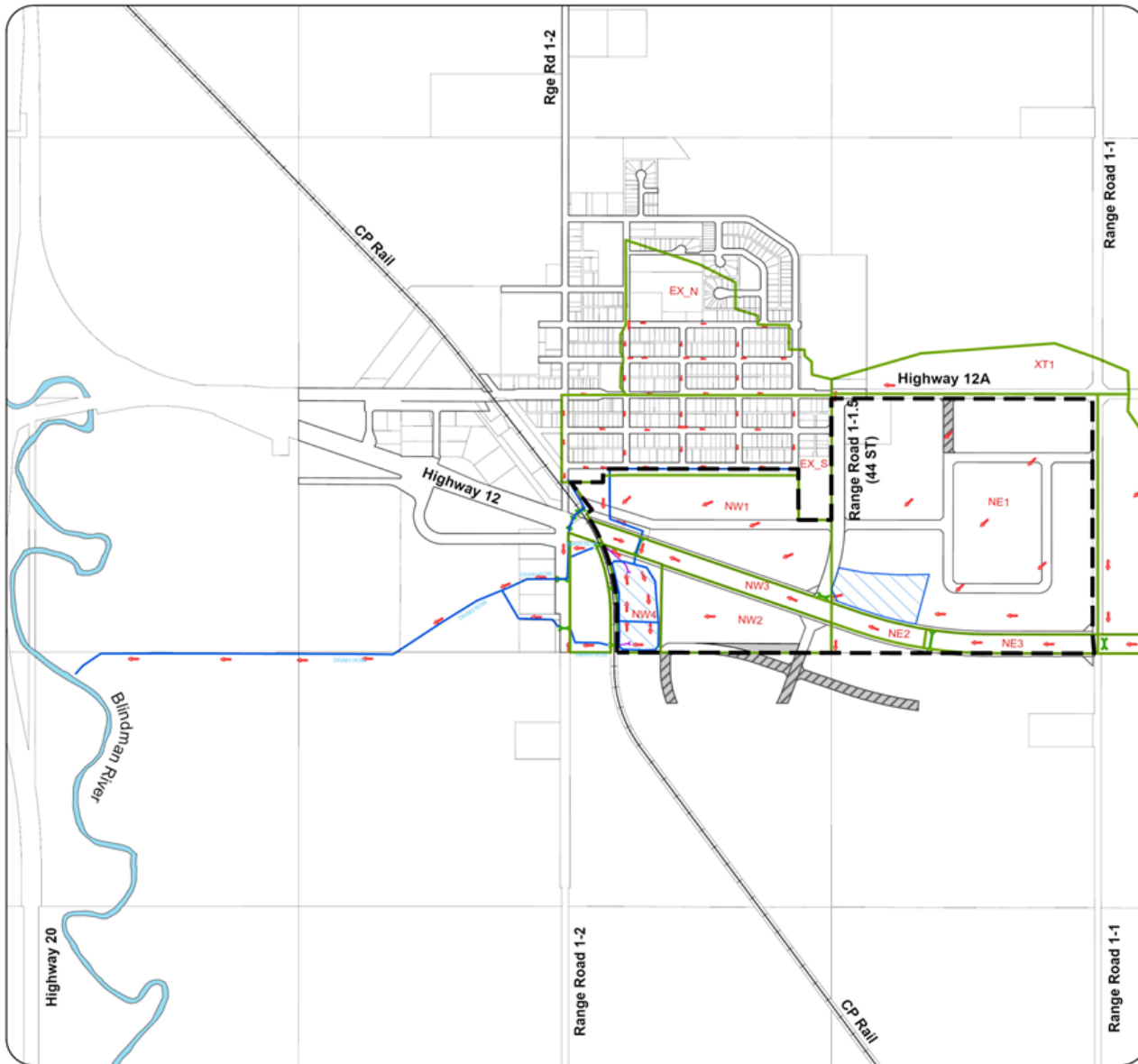
MAP 3: FUTURE LAND USE CONCEPT


- Plan Area Boundary
- Potential Community Park
- Highway Commercial
- Business Industrial
- Public Facilities
- Municipal Reserve
- Public Utility Lot
- Highway and Local Roads
- Eastment Road
- Possible Road Connection
- Existing Railway Right-of-way
- ⋯ Highway ROW To Be Re-allocated
- C Cemetery
- CE Cemetery Expansion
- FD Fire Department
- WTP Future Water Treatment Plant and Reservoir
- SWMP Storm Water Management Pond
- ⋯ Trail/Pedestrian Route
- ⋯ Tentative Property Line
- Expected Setback From Highway 12 (10m)



NOTE: THIS DRAWING IS NOT INTENDED FOR DETAILED SUBDIVISION AND ENGINEERING DESIGN. BOUNDARIES BETWEEN LAND USES AND LOCATION OF FEATURES ARE APPROXIMATE. VERIFICATION AT TIME OF SUBDIVISION AND/OR DEVELOPMENT IS REQUIRED.









SOUTHEAST AREA STRUCTURE PLAN MAP 4: STORMWATER SERVICING CONCEPT

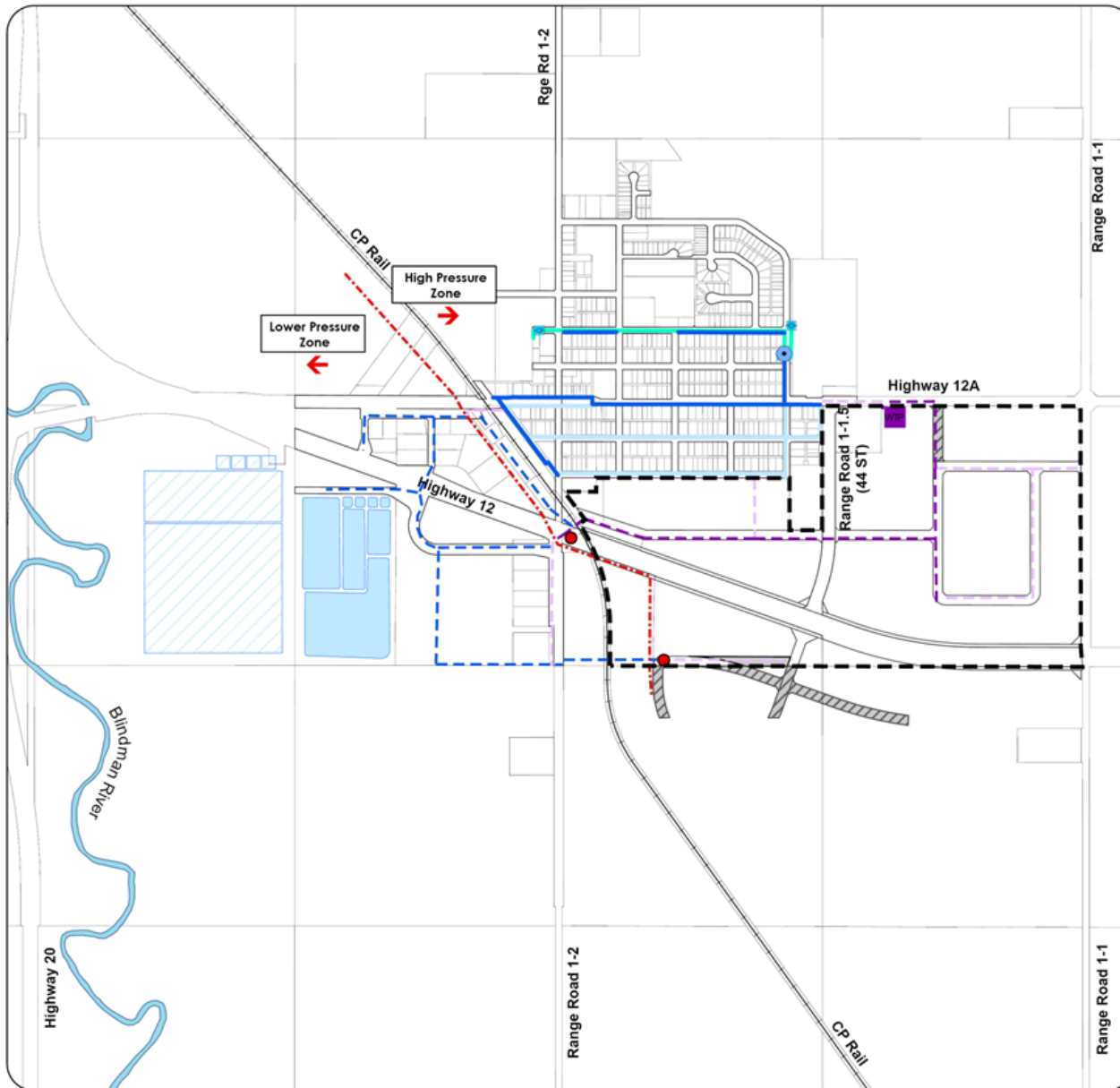
- Plan Area Boundary
- Storm Sub-Catchment Boundary
- Existing Drainage Route
- Proposed Drainage ROW
- Pond Outlet Piping
- NW1 Storm Sub-catchment ID
- Drainage Pattern
- Existing Culvert
- Proposed Storm Pond
- Easement Road
- Possible Road Connection


This map is based on the Servicing Studies originally prepared by Stantec Consulting Ltd. in 2022.



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SOUTHEAST AREA STRUCTURE PLAN

MAP 5: WATER SERVICING CONCEPT

<ul style="list-style-type: none"> --- Plan Area Boundary ● Existing Reservoir and Pumps ■ Water Wells ■ Future Reservoirs ● Future Pressure Reducing Valve - - - Approximate Water Servicing Pressure Zone Boundary 	<ul style="list-style-type: none"> ■ Existing Sewage Lagoon ▨ Future Lagoon Expansion (Based on 0.05 L/s/ha Scenario) ■ Easement Road ▨ Possible Road Connection
--	--


Existing Water Mains

- Well Supply Line
- 150 mm
- 200 mm


Future Water Mains
(Based on 0.05 L/s/ha Scenario)

- - - 200 mm
- - - 250 mm
- - - 300 mm

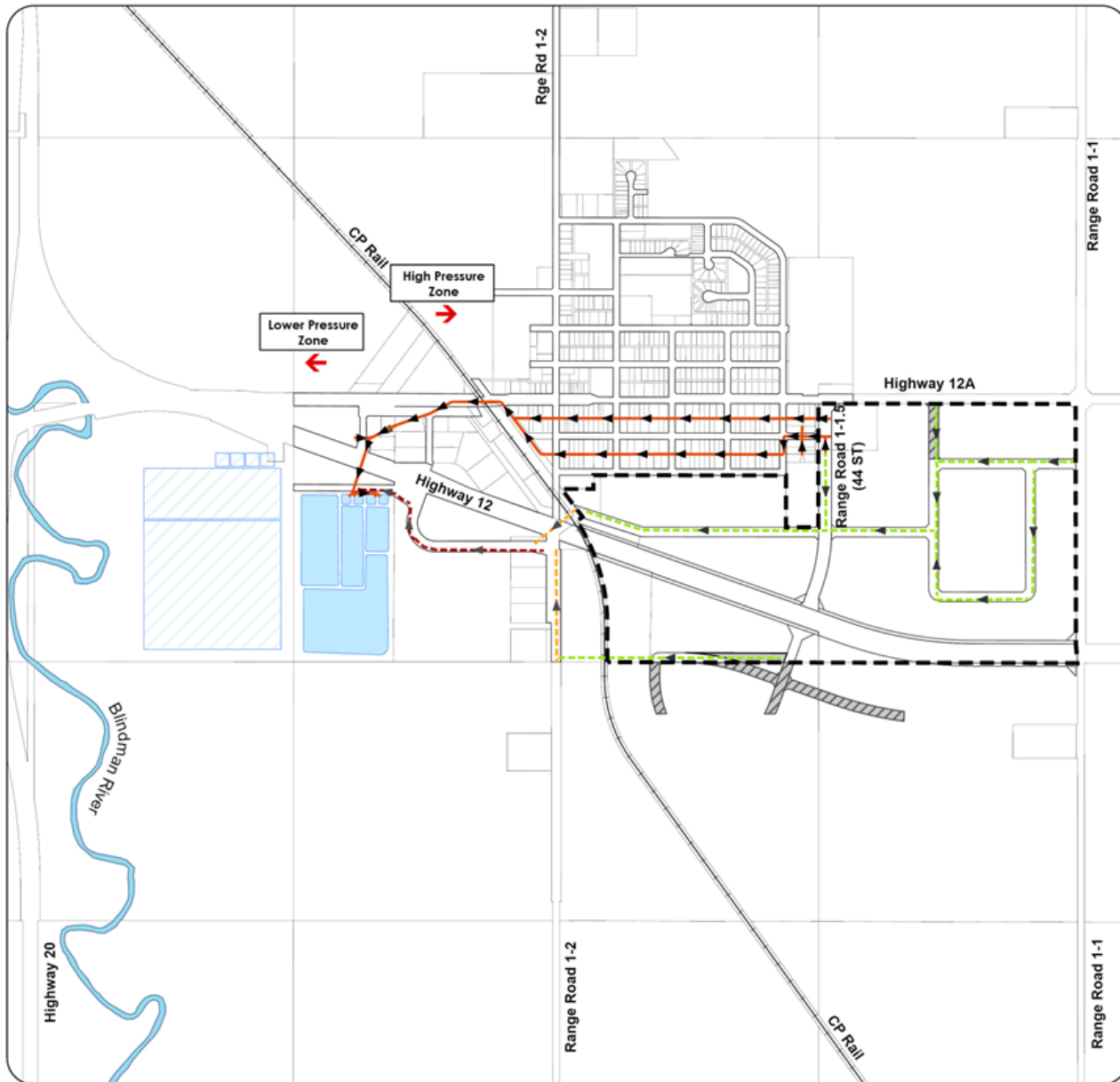
This map is based on the Servicing Studies originally prepared by Stantec Consulting Ltd. in 2022.




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**SOUTHEAST
 AREA STRUCTURE PLAN
 MAP 6: WASTEWATER SERVICING
 CONCEPT**

- — Plan Area Boundary
- Existing Wastewater Mains**
 - Wastewater (Sizes vary 200-300mm, some unknown)
- Future Wastewater Mains**
 - 250 mm
 - 300 mm
 - 450 mm
- Existing Sewage Lagoon
- Future Lagoon Expansion (Based on 0.05 L/s/ha Scenario)
- Easement Road
- Possible Road Connection

This map is based on the Servicing Studies originally prepared by Stantec Consulting Ltd. in 2022.

 NORTH

