

Town of Coronation Municipal Development Plan

Bylaw No. 2009- 558



**TOWN OF CORONATION
BYLAW NO. 2019-668**

**BEING A BYLAW OF THE TOWN OF CORONATION IN THE PROVINCE OF ALBERTA
TO ADOPT A MUNICIPAL DEVELOPMENT PLAN**

WHEREAS: Pursuant to the provisions of Section 632(1) of the Municipal Government Act, as amended, the Council of the Town of Coronation must, by Bylaw passed in accordance with Section 692 of the Municipal Government Act, adopt a MUNICIPAL DEVELOPMENT PLAN;

NOW THEREFORE: THE COUNCIL OF THE TOWN OF CORONATION IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

1. This Bylaw may be cited as “The Town of Coronation Municipal Development Plan”.
2. Council adopts as the Municipal Development Plan for those lands contained within its civic boundaries, “The Town of Coronation Municipal Development Plan.”
3. Bylaw # 2009-558 being the “Town of Coronation Municipal Development Plan” currently in effect is hereby repealed including all amendments thereto and replaced by Bylaw #2019-668.
4. This Bylaw takes effect on the date of the third and final reading.

READ A FIRST TIME THIS 29th DAY OF APRIL, 2019.

A Public Hearing was held on May 27, 2019 as required by Section 230 of the Municipal Government Act.

READ A SECOND TIME THIS 27th DAY OF MAY, 2019.

READ A THIRD TIME AND PASSED THIS 27th DAY OF MAY, 2019.

MAYOR

CHIEF ADMINISTRATIVE OFFICER

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Volume 1
Background Information

1.0 INTRODUCTION

1.1 PURPOSE OF THE PLAN

The purpose of the Municipal Development Plan is to establish a statutory statement of goals and objectives for land use and development in the Town of Coronation, and to outline strategies for achieving them. It is intended to provide the framework within which the orderly, economical and beneficial development and use of land can take place. The plan provides an opportunity for developing a relatively comprehensive decision-making framework for Council, the public, developers and others making future oriented decisions. It will need to be monitored and reviewed on an ongoing basis, and amended when necessary, to respond effectively to changing trends, activities and needs.

1.2 STATUTORY REQUIREMENTS OF THE PLAN

Section 632(2) of the Municipal Government Act (Ch M-26) provides that a municipality having a population of less than 3500, may, by bylaw, adopt a Municipal Development Plan (MDP). The MDP must address:

- (a) the future land use within the municipality,
- (b) the manner of and the proposals for future development in the municipality,
- (c) the coordination of land use, future growth patterns and other infrastructure with adjacent municipalities,
- (d) the provision of required transportation systems,
- (e) the provision of municipal services and facilities,
- (f) the provision of municipal and/or school reserves, and
- (g) the protection of agricultural operations.

As well, the MDP may address any other matters relating to the physical, social or economic development of the municipality.

1.3 PLAN IMPLEMENTATION AND AMENDMENT

The Municipal Development Plan shall become a statutory document of the Town of Coronation on the day it is adopted by Council. This plan shall not relieve a person from compliance with the Land Use Bylaw nor any other document established pursuant to the Municipal Government Act. It is intended to provide the framework that will guide and inform more detailed plans and policies. In particular, the Town of Coronation Land Use Bylaw will be an important tool for implementing the policies of this Plan.

The Council of the Town of Coronation may amend this Municipal Development Plan as it considers necessary, pursuant to the Municipal Government Act.

1.4 PLAN PREPARATION APPROACH

The Municipal Development Plan is organized in two volumes. Volume 1 consists of the background study which is the preliminary report leading to the drafting and production of the statutory MDP. The background study is undertaken to highlight and analyze some of the relevant trends, issues and development options. This is done with the intent of allowing the MDP to be focused on the current areas of change and activity in the Town of Coronation. Volume 1 outlines the context within which the policies of the MDP are based.

Volume 2 is the statutory Municipal Development Plan. It contains guiding policies to address land use issues and desired goals and should be considered as part of the overall framework for growth and development within the Town of Coronation.

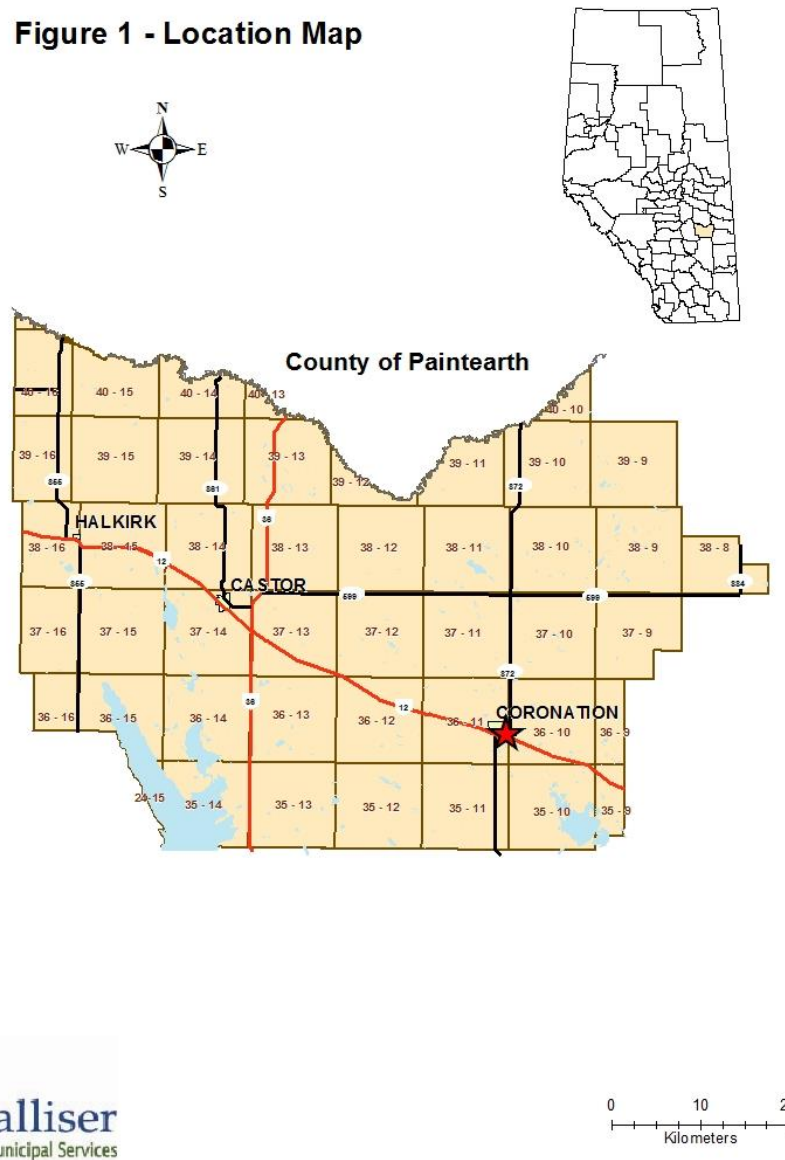
2.0 CORONATION: THE COMMUNITY

2.1 PHYSICAL LANDSCAPE

The Town of Coronation is located in the East Central portion of Alberta and is served by a major east-west transportation route (Highway 12). Secondary Highway 872 is the major north-south transportation route. Mixed grain farming, livestock, and oil and gas extraction are the primary industries of the region. Coronation functions as a service centre for these industries in addition to meeting the general commercial and service needs of the surrounding rural population.

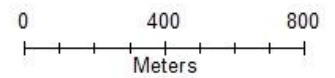
This area is characterized by undulating prairies with moderate soils. A large proportion of the land outside of the urban area is pasture or hay land and contains predominantly Canada Land Inventory Class 3 soils to the west and Class 4 soils to the east.

Figure 1 - Location Map





**Figure 2 - Municipal Boundary
Town of Coronation**



2.2 HISTORY

The establishment of Coronation can be traced back to 1911. 24 blocks of land were immediately sold and many buildings were moved in from Haneyville due to the location of the C.P.R. railway. On December 16, 1911 Coronation was registered as a village and by April 12, 1912, was declared a Town. Coronation was named in honor of the Coronation of King George V. Construction was abundant during that year and Coronation became a thriving and vital community with an agricultural economic base. Coronation was deemed to be a major prairie centre.

The original town site was surveyed and marketed widely by the Canadian Pacific Railway and the Dominion Government land settlement department all across Canada, the United States and as far away as Europe. Speculators arrived by train for the sale. The town site was marketed as “the wheat centre of the prairies” as it was chosen as the proper location for the divisional point between Lacombe and the terminus of the steel at Kerrobert. The site included a C.P.R. roundhouse and machine shop. The original land sale occurred on September 27, 1911 as the track laying crew arrived the previous day with the first train arriving two hours later loaded with C.P.R officials, settlers and speculators arriving from Winnipeg.

The first Board of Trade was formed the day after the sale. The purpose was “working for the betterment of our Town”. By November 1, 1911 there were 141 buildings in Town and a population of 524. Many businesses were established in the first year including six restaurants and boarding houses, four lumberyards, three hardware stores, three implement dealers, six loan and real estate offices, a dairy, two hotels and many other service businesses. Throughout the long and often discouraging early years, an active and imaginative Board of Trade never lost its optimism and the Town Council never turned away any new enterprise that sought a place to set up shop. The philosophy of “the more businesses there are, the more business will come” served the town well.

The first grain elevator was built in 1912 among many other businesses were established. By year end 1912 the population had reached between 800 – 1000 people.

During the depression years many people moved away and the average farm size began to grow. Oil and Natural Gas were discovered in the area in the 1950’s. This helped to boost the regional economy and provided a second industry in the area.

The Town of Coronation remains as a community and family oriented small Town. The people are friendly and helpful and are committed to the betterment of the Town through involvement in various groups and organizations.

2.3 POPULATION

2.3.1 GROWTH TRENDS

The Town of Coronation has maintained a stable population from 2001 - 2008.

During the time period of 2001 to 2011 the Town has grown at a rate of 4.8% (0.5% annually). There appeared to be an anomaly where the population was shown to decrease substantially from 1996 to 2001 and regain the population in 2006. This appears to be a statistical error in the 2001 statistics. The latest 2011 census figures depict a more stable population. Population growth is closely linked to the boom and bust cycles of the commodities markets especially oil and gas and agriculture. The period from 1971 to 1981 experienced the most dramatic growth. This growth may be attributed to the general economic boom that Alberta was experiencing at the time when oil and gas industries were prospering and agricultural commodities were relatively high. The decade from 1981 to

1991 saw minimal growth in population per year. More recently, the Town experienced a moderate increase in population per year for the period of 1991 to 2006. This growth is most likely caused by the trend of agricultural diversification and the growth of the oil and gas sector in this part of Alberta. Recent population growth can also be attributed to the in-migration of retirement age people from area farming operations or higher cost areas of the Province such as the Edmonton – Calgary corridor.

Future population growth pressure may be difficult to anticipate as population growth can be directly correlated with the primary resource sectors of agriculture and oil and gas development. This plan therefore makes no pretense to be exact about the future growth prospects of the Town. Rather, the plan concentrates on maximizing the benefits of any existing potential available in the Town, provides options currently available, and identifies the most effective methods to achieve various goals with minimum cost to the community. The plan provides the direction for future growth and policies to affect that growth and the most appropriate locations for growth to occur for the various land uses.

The area south of the Town boundaries and Highway 12 contains multiple country residential parcels and pipeline right of ways. It is anticipated that Country residential development will remain to be a growth pressure surrounding the Town of Coronation and should be located appropriately.

2.3.2 POPULATION STRUCTURE

Figure 4 shows the age structure composition of the Town of Coronation and the Province of Alberta in 2006 and percentage of population in each age group in 2011. The most obvious difference is that the Town of Coronation consists of a lower percentage of people between 10-40 years of age. The population structure is also more variable with fluctuations between the different age groups. The senior population (over 75) is a higher percentage than the Provincial average.

These observations clearly indicate that Coronation is an aging community, confirming the fact that Coronation is a retirement community for the surrounding rural population. Often, those retiring from area farms and small communities prefer to move to local centres because of community familiarity, and convenient shopping and medical facilities.

The historical population trends and age structure evidence also indicates that Coronation has been affected by migration in and out of the Town. Periods of high population growth and the large variability of the population within age categories are an indication of this. This variability does present a greater challenge for future planning purposes in terms of the community needs and desire facilities.

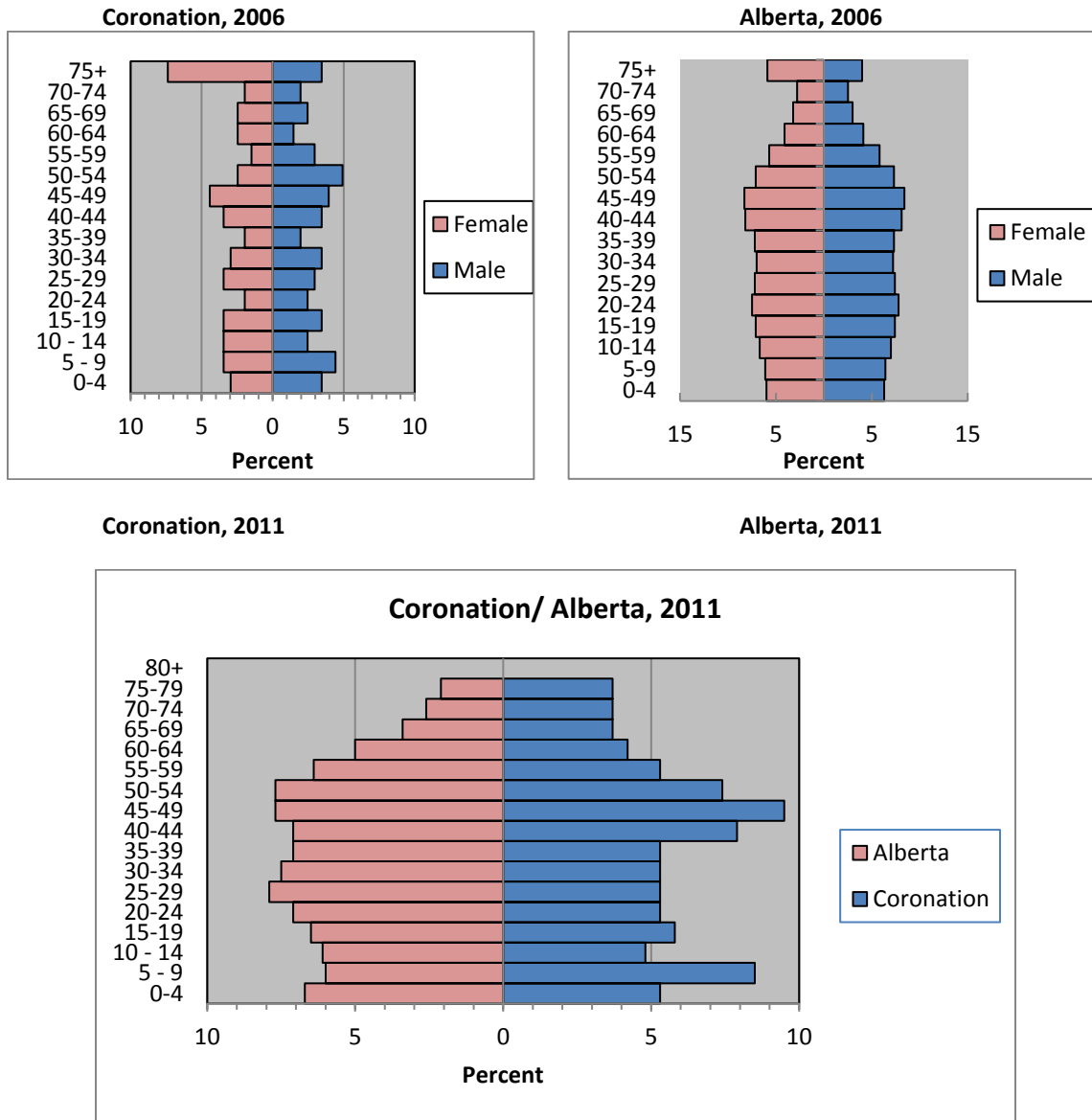


Figure 3 Age Structure Comparisons (Statistics Canada, 2006).

2.3.3 POPULATION PROJECTIONS

It is important to provide estimates of population growth to project the amount of land and infrastructure necessary to accommodate future development. The observed historical growth trends indicate that Coronation has grown by less than 0.5% per year over the long term. In 2009 the projection was based on the growth rate of 0.5%. It was estimated that the population of Coronation would reach 1040 by the year 2011 and 1090 by the year 2021. At current density levels, 11 new dwellings were expected between 2006 and 2011, requiring 3 acres of land. At current density levels, approximately 2 new residential lots would have been required per year between 2006 and 2011. These growth factors were not achieved over this time period. Few lots were sold and redevelopment or infill has been the primary growth or change seen in the housing stock. The 0.5% growth rate will be maintained as the target for the long term. The total number of dwellings needed between 2006 and 2021 is 34 with the land required being approximately 9 acres. This growth can be accommodated either through infill of existing developed areas or by subdividing and servicing new residential areas on the periphery of the current built up area. However, since the Town has a population base of 947 residents upon which to make these predictions, it is greatly susceptible to economic factors such as the level of economic activity or competition with other rural communities.

3.0 LAND USE

Development in the Town of Coronation is typical of most prairie communities, with streets and avenues running parallel and perpendicular to the railway. As in most communities, an industrial/commercial strip has developed adjacent to the railway, while the downtown commercial area has developed perpendicular to the railway along Royal Street and Victoria Avenue. In addition to these two areas, commercial development has taken place along Highway No. 12 that forms the southern boundary of the Town.

3.1 RESIDENTIAL

Residential development in Coronation has taken place predominantly in an outward pattern from the established commercial centre (Figure 4). Low density residential - acreage development has occurred in the west portion of Town with approximately 18 large lots in the area. Development on the east side includes manufactured home subdivisions and development in the north area contains a multi-unit condominium adjacent to the golf course. Residential subdivision in subsequent years has broken away from the traditional grid pattern of streets by incorporating cul-de-sacs.

Infill throughout the Town has been occurring in the form of single detached dwellings and older manufactured homes. The scattering of manufactured homes in single detached dwelling areas has been identified as a concern in other municipalities due to the lack of consistency and appearance between the different styles and age of dwellings.

The 2011 Canada Census reports 455 dwellings in the Town. This is an increase of 20 from the 2006 Census. The majority of housing (70%) is comprised of single detached dwellings. Over the years higher density residential development has grown with the construction of the multi-unit condominium in the north area of Town. Currently, multi-unit dwellings, which include row housing and duplexes, are minimal while apartment dwellings contribute 7% of the total. Manufactured homes make up approximately 20% of all housing, which is higher than the provincial average of approximately 10 to 12%. The difference is most likely explained by the high proportion of people moving to the Town for employment in the oil and gas exploration and servicing fields. These people often need immediate housing and demand a more affordable type of dwelling. They also tend to have a shorter period of stay in the community being more transient than the average resident. The location of manufactured homes that are scattered throughout the Town is not the optimal pattern of residential development. The preferred development pattern would consist of designated manufactured home subdivisions, within which only manufactured homes are allowed. These subdivisions could then be incorporated into the overall pattern of residential development while areas of the community with single-detached housing forms would be specified that no manufactured homes are permitted through Land Use Bylaw regulations of permitted and discretionary uses.

Residential density in the Town of Coronation has decreased in recent years considering the larger lot sizes and acreage style development in the west area of Town. This is largely explained by the preference of rural residents to live on larger lots, typical of small rural communities across the province.

The average household size is 2.3 people per dwelling unit and is less than the Provincial average of 2.6 but similar to the surrounding region. This is generally explained due to the increased median age of residents and a higher percentage of senior citizens in the community. These statistics are common in the east central region of the Province.

An estimate of land required for future residential use can be calculated by taking the projected population for Coronation and dividing it by the number of persons per acre. These projections, however, are based on the assumption that current density levels are maintained. One factor that may influence development densities is the cost of servicing lots that will be incurred by the municipality. Smaller lot sizes and greater densities can play a significant role in lowering such servicing costs. Assuming the growth rate of 0.5%, it is estimated that the population of Coronation will reach 1090 by the year 2021. The total number of dwellings needed between 2011 and 2021 is 34 with the land required being approximately 9 acres. This growth can be accommodated either through infill of existing developed areas or by subdividing and servicing new residential areas on the periphery of the current built up area.

Potential for infill development in the existing residential areas may be possible with the removal of older manufactured homes or the demolition of older dilapidated single-detached dwellings. According to Statistics Canada, approximately 13% of dwellings require major repair. This is likely due to majority of the existing dwellings (82%) in the Town were constructed prior to 1986 as compared to the Provincial average of 62%. When higher population growth occurs it is common that land values will rise proportionately and will reduce the average lot size.

Currently, the demand for serviced residential lots is being met through the larger acreage lots located in the west portion of the Town that is owned by the municipality. This site contains approximately 12 lots (ranging from 1.2 – 3.2 acres) located north of the community centre and west of the seniors residence. It is expected that short-term residential growth will continue on this Town owned property until fully developed. For those interested in conventional urban residential development, there are approximately 12 other lots available within the central area of Town. These lots are either 50' or 75' x 115'.

Areas with smaller lots and higher density options may be necessary in other locations throughout the community dependant on future demographics. Designating locations for longer term future growth is necessary to ensure future planning is consistent and future land use designations are appropriate to meet this plan.

3.2 COMMERCIAL / INDUSTRIAL

Commercial land use is concentrated around Royal Street and Victoria Avenue and is central within the Town of Coronation. Majority of the service businesses are located within this central business area including restaurants, banking and insurance services, convenience and grocery shopping. Industrial uses are adjacent to the south along Railway Avenue and extend to the east boundary of the Town (Figure 4).

The central commercial area has limited land available for development. There are a few lots available for infill. There are other lots available for commercial development along Railway Avenue however, this area contains light industrial type land uses. The Town would like to promote development of local business in the central commercial area on the vacant lots with local retail development to provide local shopping opportunities for Town and area residents.

Highway Commercial uses are established along the Highway 12 west Town entrance including motels and gas station/ convenience store services. Further Highway Commercial development is feasible in this area to fill the needs of highway-generated business and clientele from outside the Town. Currently the Town has limited vacant land to accommodate future highway commercial development along Highway 12 however, privately owned land is available for development for commercial or industrial development opportunities. There are urban reserve land use district areas within the abandoned station

grounds north of Highway 12. Areas within these Urban Reserve parcels may be suitable for Highway Commercial or industrial park uses in the future. An Area Structure Plan or Concept Plan would be necessary to determine the most feasible plan for subdivision and development of the area.

Recent developments have included large oil and gas service facilities locating inside and outside of Town limits. Increasing development of commercial/ industrial land uses on the fringes of the Town are a cause for concern as this may affect the future sustainability of small rural communities. The Town has partially developed light industrial parcels south of Railway Avenue for this type of future development.

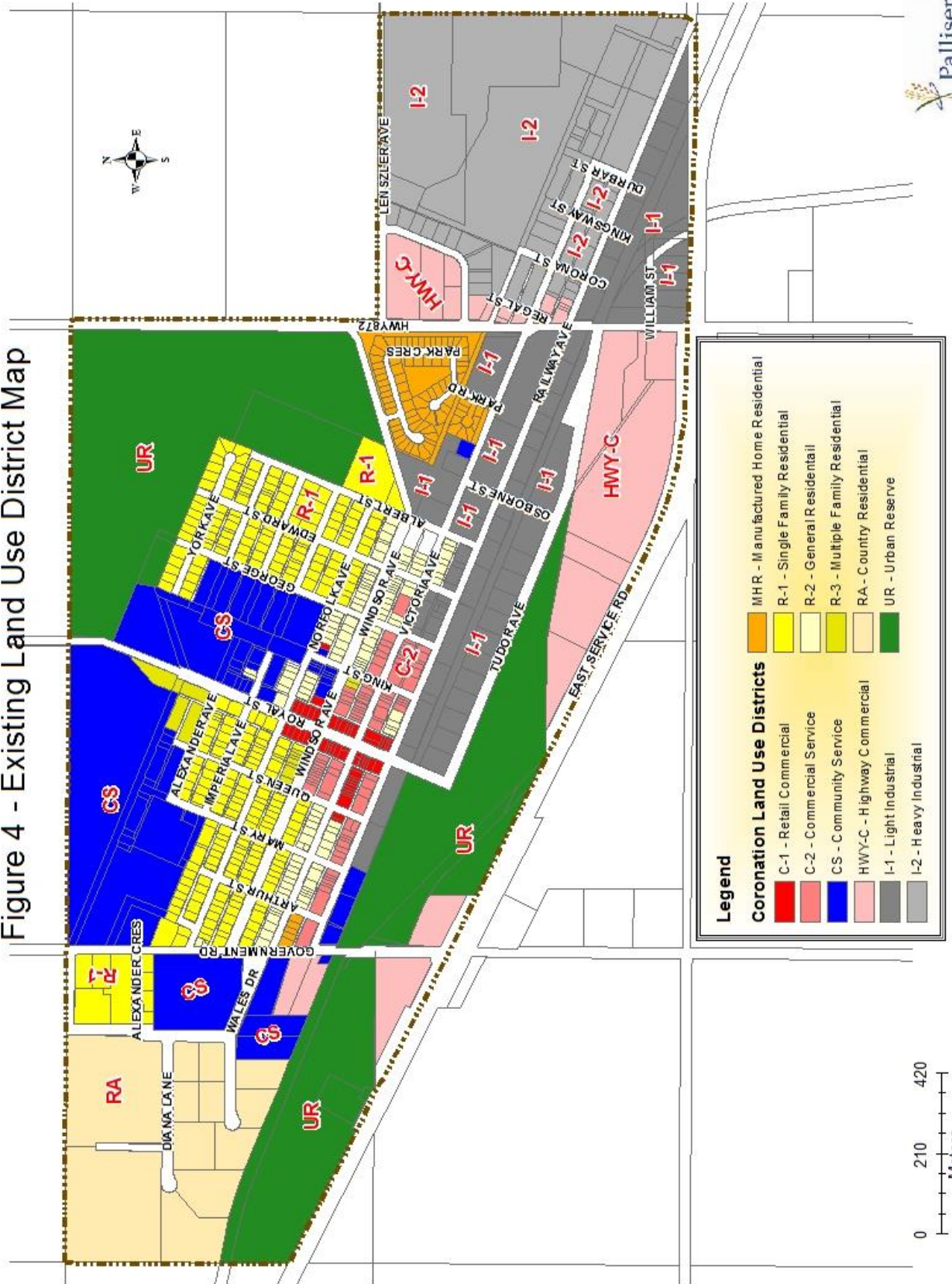
The concentrated nature of commercial and industrial land use in the south and south east areas of the Town has minimized land use conflicts with residential areas of the Village. However, certain light industrial and highway commercial uses exist on the periphery of residential areas where conflicts may occur. It is common practice to separate industrial and residential land uses whenever possible to reduce any negative impacts from land use conflicts.

Traffic has relatively direct access to these businesses from the highways thereby reducing possible disturbances to Town residents. The oil and gas related services and agricultural industry make-up the largest portion of industries in Coronation. These firms include oil and gas exploration, well servicing and oil field trucking services. The land which these firms occupy typically consist of small office buildings and a large yard used for storing equipment such as pipe and trailer units, or in the case of maintenance yards, road maintenance equipment and supplies such as gravel and sand. Manufacturing activities are very limited in the industrial area, with work being done typically repair based (i.e. welding and machining). Because of the warehousing/storage function of the industries located in Coronation, the emission of noxious fumes and noise which are characteristic of some industrial uses are not a problem.

Storage related uses that do not have large sanitary and potable water demands should not be located in areas where servicing is easily available or accessible. These types of uses can be located in areas where servicing is limited and not remove serviced lots from potential uses that require these services.

Medical and clinical services are mostly located on the west side of the community at the Coronation Hospital and Care Centre including a medical clinic. The Town has reserved two parcels for future senior's accommodation development in this area. A chiropractor, massage therapy, optometrist and dental clinic are located in the central commercial area.

Figure 4 - Existing Land Use District Map



4.0 COMMUNITY FACILITIES

4.1 RECREATION

Figure 5 shows the location of parks and community facilities within the Town of Coronation. A large recreation area is located in the north portion of the community including park and playground uses surrounding the school with 3 ball diamonds, soccer pitches and rodeo grounds. The outdoor swimming pool, hockey arena and 4 sheet curling rink are all located within this area of Town. The 9 hole grass green golf course is located within the north west portion of the community and contains a clubhouse with pro shop and concession. The Coronation Dam is located approximately ¼ mile north of the Town boundary and is an excellent recreational resource including stocked fish pond, campground, and park area.

The existing recreational facilities function primarily on a community basis, although, the regional importance is significant due to the rural population residing in close proximity to Coronation. Figure 6 identifies the key community facilities in Coronation, which include:

- Community Hall / Cultural Centre
- Coronation Public School
- Fire Hall
- Outdoor swimming pool
- School Gymnasium and Weight Room
- Hockey Arena
- Outdoor Skating Rink
- Hall Facilities: Coronation Community Centre, Lions Rec Centre, Senior Drop in Centre
- Library (Parkland Regional Library System)
- Tennis Courts
- Ball Diamonds
- Campground
- Cross Country Ski Areas
- Coronation Dam Fishing Pond
- Playgrounds / Tot lots
- Soccer Fields
- 9 hole grass greens golf course
- 4 Lane bowling alley
- Community Fitness Centre

The existing recreational facilities are maintained and are expected to meet the needs of the community for the next 10 years. Future recreational needs are currently being evaluated and feasibility studies of the existing Town facilities are in progress to determine the useful life and replacement or refurbishment of these facilities including the arena and curling rink. Pedestrian connections with the Coronation Dam area and other recreational resources are considered to be an excellent advantage to allow local residents pedestrian access to the Coronation Dam and the campground users access to the community. Trail development funding has been secured and is in process.

4.2 SCHOOLS

Coronation has one traditional school, the Coronation School for K-12 learning, which is operated by the Clearview School Division. The Clearview School Division Outreach Program is operated in the Town of Coronation and is an alternate learning environment for youth who no longer attend regular school. Outreach programs use Alberta distance learning materials to offer courses that lead to the completion of a high school diploma.

Enrollment in the Coronation School is approximately 300 students and has remained stable within 20 students +/- over the last five years. A substantial renovation was completed in 2003 and the current facility is in good condition. Additional school sites are not anticipated within the projections of this plan.

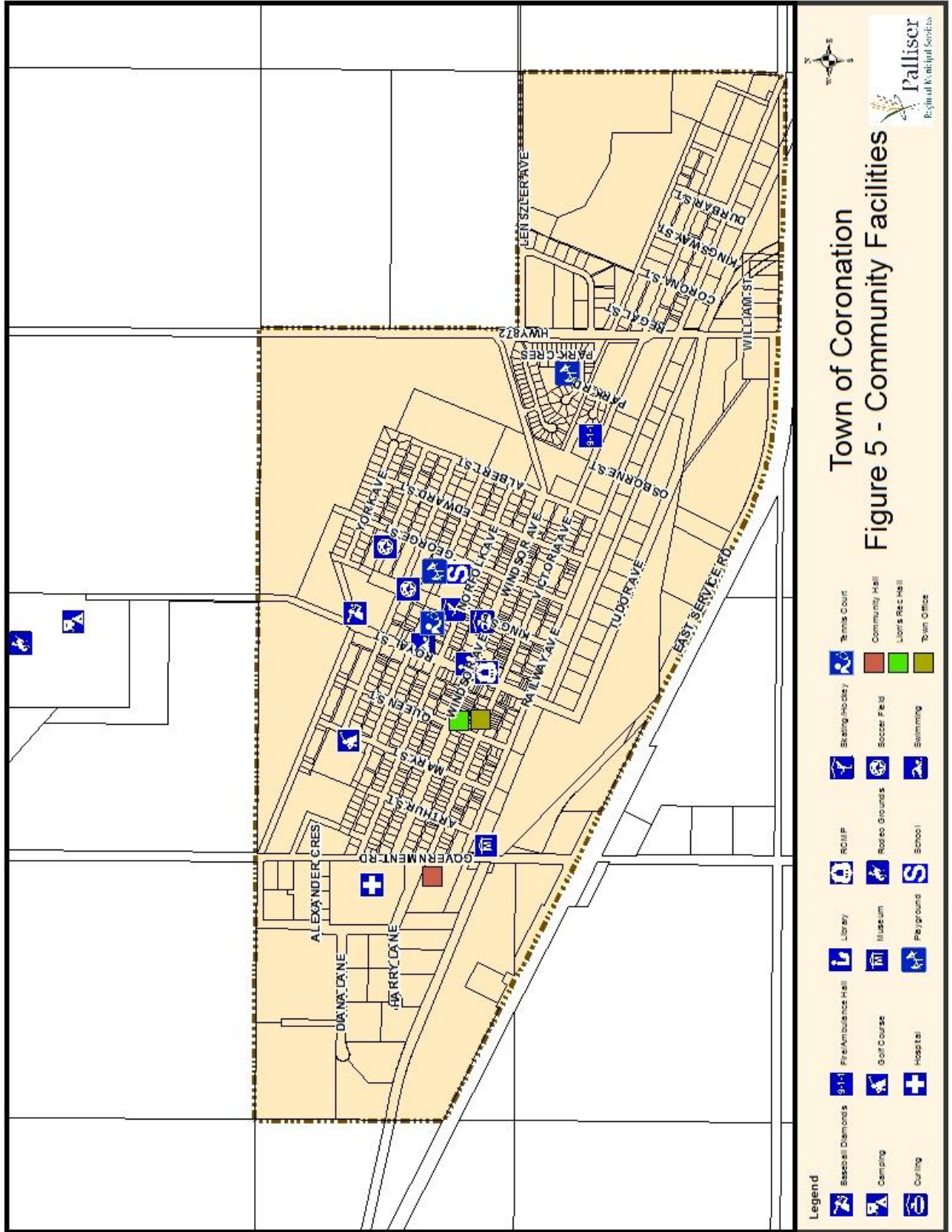
The Paintearth Community Adult Learning Council provides adult education opportunities throughout the area. Two sessions are scheduled in the year from September to December and January to April. A free programming guide is distributed prior to each session.

4.3 HEALTH CARE

Alberta Health Services has recently taken over the management of ambulance services throughout the Province. The former East Central Ambulance Service has a hall for ambulance services in the community. This service is anticipated to continue with few changes. Medical services are located in the Coronation Hospital and Care Centre. The Coronation Community Health Centre is located in the Provincial Building and includes home care, public health, speech pathology, occupational health as well as referrals to other community health services such as mental health, early childhood intervention services, physiotherapy and nutritionist. The medical clinic has three doctors. The Town also has a chiropractor, massage therapists, dentist and an optometrist.

4.4 POLICE

Municipal police services are provided through a contractual arrangement with the R.C.M.P. The detachment covering Coronation and the surrounding area is located in the Provincial Building. The detachment does not have holding cells and prisoners are transferred to Stettler, Red Deer or Drumheller.



5.0 UTILITIES & INFRASTRUCTURE

5.1 WATER DISTRIBUTION SYSTEM

The Town of Coronation water supply is currently from the Shirley McClellan Regional Water Commission pipeline from Stettler that replaced the three deep wells located within the Town. The existing water tower is a recognizable landmark in the Town. Figure 6a illustrates the existing water distribution system. The water quality is good.

The Shirley McClellan Regional Water Commission includes piped water from the Town of Stettler to the County of Paintearth, Castor, Coronation and Consort. Provincial funding has been secured for the project and was for completed in 2009. This project will provides a more consistent water source with increased quality. A reservoir was constructed and is designed to provide capacity for a 20 – 50 year growth plan. Water availability and distribution does not appear to offer any constraints to further development.

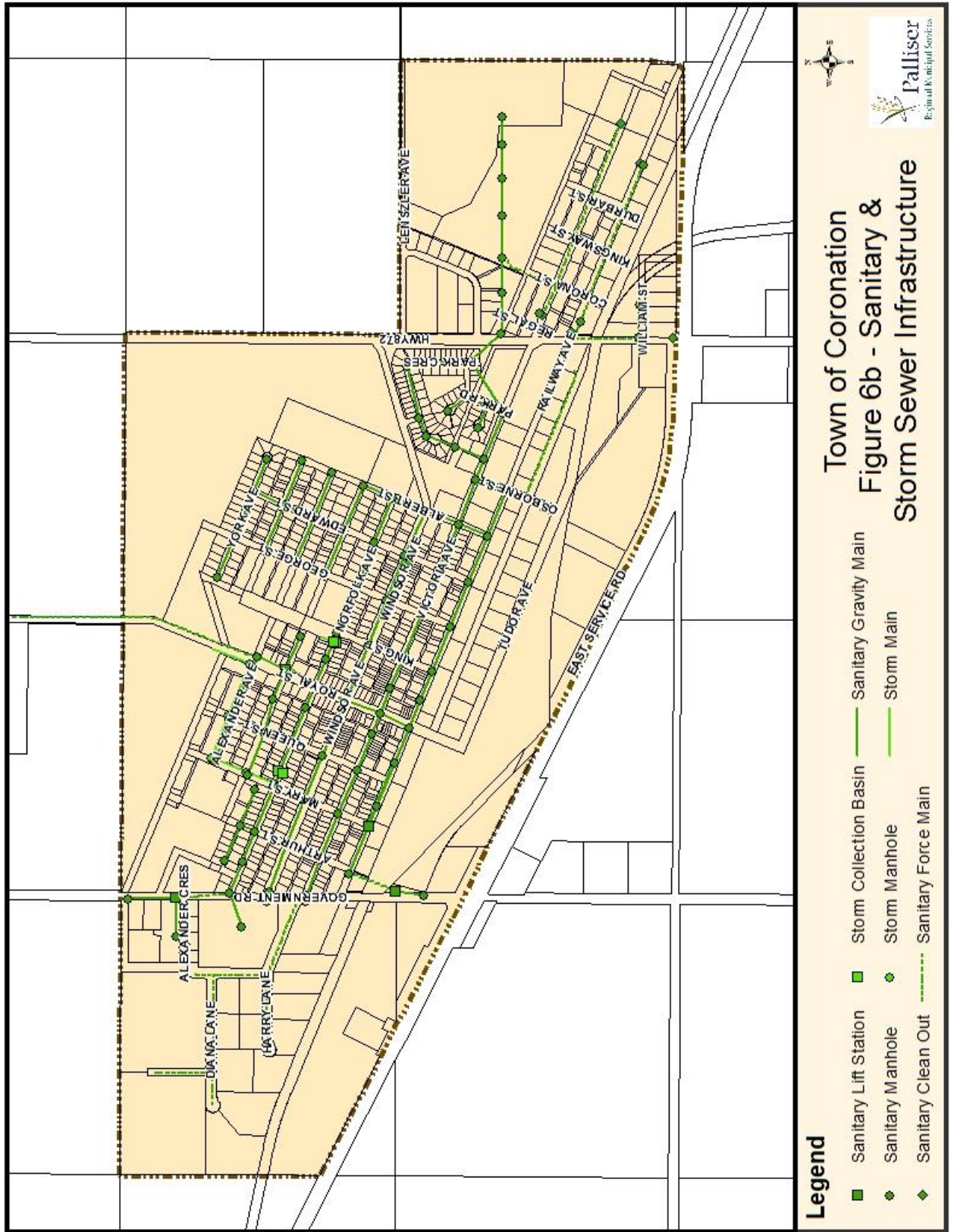
5.2 SANITARY AND STORM SEWER SYSTEMS

Sewage effluent is discharged to a lagoon system located on the eastern boundary of the Town. The lagoon consists of four anaerobic ponds, one facultative pond, and two storage ponds, with the treated effluent being discharged into Ribstone Creek in the late fall. When constructed in 1951 and expanded in the late 1980's, the lagoon had a life expectancy, depending on growth, of 20 years. The system (Figure 6b) is designed to accommodate a population of 1500. The lagoon storage capacities do not present a constraint to development within the timelines of this plan.

Storm water is managed by a connected system of swales, ditches, and storm sewer infrastructure throughout the Town(Figure 6b).

5.3 SOLID WASTE DISPOSAL

Coronation is a participating member of the Paintearth Regional Waste Management Inc.. Solid waste is collected by a private contractor and is then transported to the regional waste management facility northwest of Coronation.



6.0 TRANSPORTATION

6.1 ROADS

The Town is bounded on the south by Highway 12, the major regional transportation route connecting Consort, Coronation, Castor, Stettler and Red Deer. The Town has the potential for developing and marketing light industrial and highway commercial parcels along Highway 12, and requires a service road for parcels with frontage onto the provincial highway (Fig. 7).

The original street layout of Coronation (Fig. 7) is based on the traditional grid pattern parallel to the previous railway. Newer developments, as have occurred to the east of the established areas of the Town, have utilized cul-de-sacs. The transportation network in Coronation is largely influenced by Highway 872 on the east side of the Town and Highway 12 to the south. The existing highways and Municipal Road to the west are the major transportation routes accessing the community.

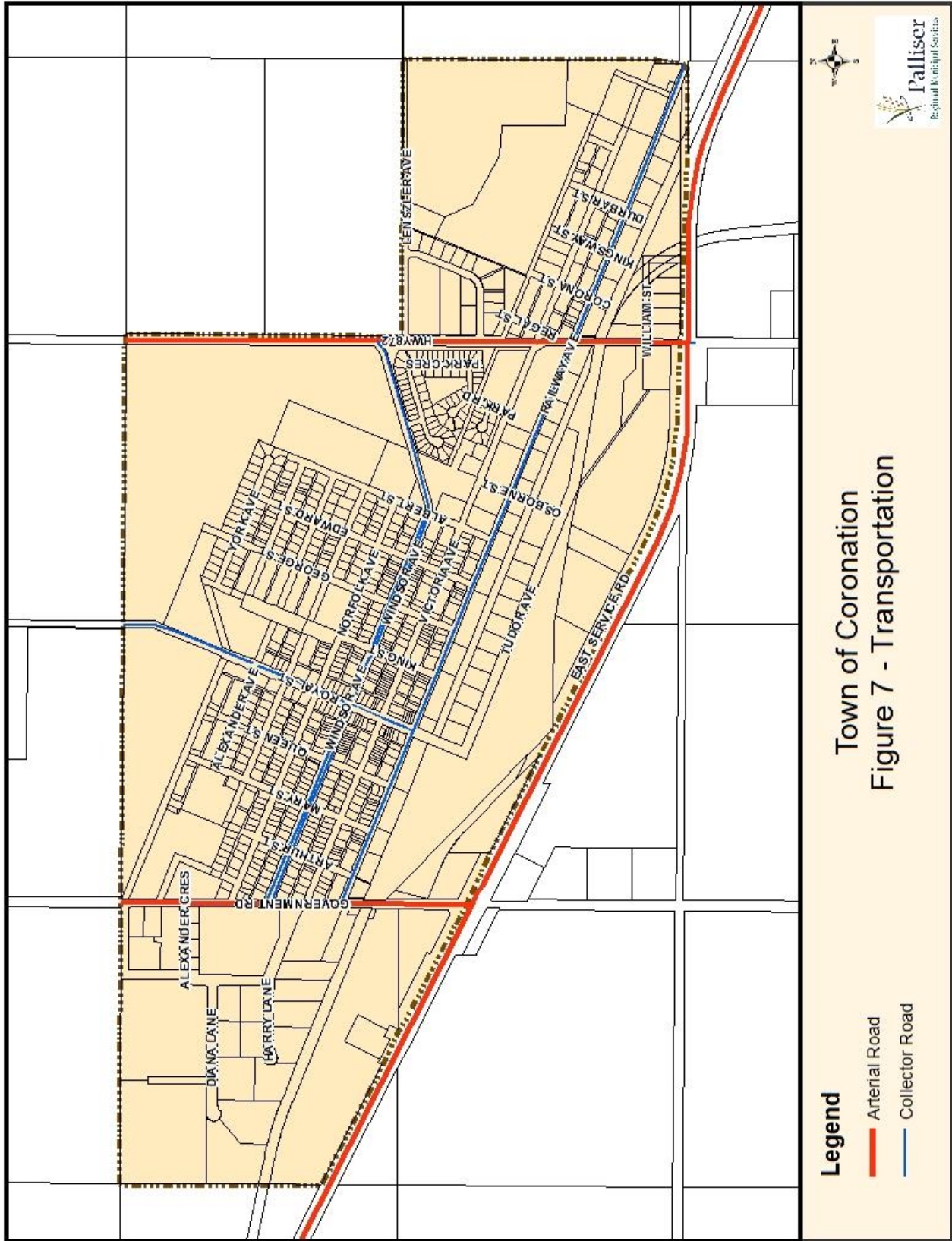
Railway Avenue is the principal transportation route in Coronation. This avenue serves as the major east-west thoroughfare for the Town as well as the major collector road. The majority of commercial and industrial uses are located along Railway and Victoria Avenue. On the west side of the community most of the east-west avenues connect into Municipal Road to the west. There are only 2 connections to Highway 872 to the east from the grid pattern.

The north area of the Town has limited access to the routes in and out of the community. Further development in this area should contain an additional access to Highway 872.

All Town roads are finished with either chip and seal or asphalt. The existing road network has the potential to service the growth areas designated for the plan period, without major revisions. A road maintenance program is currently being developed to analyze and determine a road upgrading and maintenance schedule in combination with underground infrastructure upgrades and replacement.

6.2 AIRPORT

The Coronation Airport (Figure 7) is located 0.5 miles south of Highway 12 along Highway 872 south. The airport contains a 914 metre asphalt base runway. The runway is aligned in a northwest - southeast direction. This airstrip is most often used by ultra-light aircraft and private jets. The airstrip was resurfaced in 2005. The airport is unmanned however, refueling and water are available.



8.0 AGRICULTURAL OPERATIONS

Within the Town of Coronation, agricultural operations are currently limited to extensive agricultural land uses including cultivation of grain crops/ hay and grazing of livestock (Figure 5). The nearest Confined Feeding Operation is located approximately 11+ km from the Town. The Town contains a number of businesses which support agricultural operations such as the seed cleaning plant, feed supplements, veterinarian service and a farm equipment dealership.

Confined Feeding Operations are regulated by the Province through the Natural Resources Conservation Board and the Agricultural Operations Practices Act. This Act outlines the setback requirements and operations management procedures in terms of sewage disposal. Animal unit limits are directly correlated with proximities to existing developments and urban areas. Provincial legislation takes precedence over municipal regulations. The Natural Resources Conservation board is required to consider the policies of the affected municipalities when making any decision on a CFO expansion or new development. Protection from intensive agricultural operations is important for urban areas due to land use conflicts such as odor, noise and contamination concerns. The Town should consider policies to provide a significant proximity from the Town boundaries and potential growth areas to provide this protection. This may include measures such as an urban fringe area in combination with the County of Paintearth and/ or setback requirements stated in the policies of this plan. An IDP was adopted with the County of Paintearth that provides for intermunicipal development matters.

9.0 NATURAL RESOURCE EXTRACTION

Oil and gas wells and pipelines are regulated by Provincial departments (Alberta Energy Regulator) and require Provincial approvals. Well sites require setbacks from developments including a minimum setback of 100 metres from a dwelling for sweet gas. The Town should consider policies to protect areas for future growth potential and the current town boundaries from oil and gas development as future growth and development can be negatively impacted from the location of oil and gas activities.

There are currently two gas wells in the Town boundaries.

Volume 2
Objectives and Policies

1.0 INTRODUCTION

Volume 2 of the Town of Coronation Municipal Development Plan expands on the background information and issues that were identified in Volume 1 to establish specific objectives and policies to help achieve the community goals. These objectives and policies are the basis for guiding future development and growth in the Town of Coronation.

1.1 SUMMARY OF TRENDS AND ISSUES

The following trends and issues identified in Volume 1 are considered the most significant for the purposes of future planning.

- a) **Role of the Community:** Coronation is a residential community, serving as a retirement centre for the surrounding rural population. The Town serves an important role as an agricultural and oil and gas service centre to the surrounding region.
- b) **Physical constraints:** Physical constraints include the location of the provincial highway to the south and the location of the sewage lagoon to the east. Most of the surrounding area is relatively flat and poses no obvious constraints.
- c) **Demographics:** The population of the Town of Coronation is gradually aging and increasing numbers of people are moving into the Town for retirement from farming operations. This has implications for the availability of suitable housing, as well as institutional and recreational needs.
- d) **Residential Development – Single-Detached Units:** There is a demand for serviced single-detached residential lots, however, the availability of such lots is limited. Housing affordability is relatively stable in comparison to other communities to the west. There is a potential for land use conflict in areas where residential land uses are surrounded or adjacent to industrial land use.
- e) **Residential Development – Multiple Unit Dwellings:** Although the potential for higher density residential development exists in Coronation, there are few multi-unit dwellings and retirement dwellings. The demand for both of these high density residential units is expected to rise in association with the ageing baby boomers generation. Affordable senior's lodge and manor developments are seen as a future need.
- f) **Residential Development – The mix of manufactured homes and conventional single detached dwellings** throughout the community may be a constraint due to a lack of consistency in appearance and parcel configuration.
- g) **Central Commercial Development:** The existing commercial core is concentrated along Royal Street, between Railway Avenue and Norfolk Avenue. There is potential for infill development within the commercial core if further central commercial land use is proposed. Retaining the traditional downtown characteristics is a priority in the community. New development or redevelopment should follow the architectural character and appearance of the traditional downtown.
- h) **Highway Commercial Development:** Highway Commercial development is currently limited to two hotels and related uses with a gas station/ convenience store on the south side of the Highway in the County of Paintearth. Land for further Highway Commercial development should be designated in accordance with an Area Structure Plan or other planning study as deemed necessary.
- g) **Industrial Development:** Industrial developments are located on the east side of the Town, near Highway 872. There is potential to further develop industrial uses to the north of Highway 12 as new development and to the east of Highway 872

as infill. A recent subdivision provided 15 lots south of Railway Avenue for future light industrial development opportunities

- h) **Community and Recreational Facilities:** There is a wide range of community and recreational facilities which currently exist in the Town, however, additional facilities may be developed. New facilities may include more playgrounds (especially in new residential areas), and a pedestrian trail system. Green spaces, such as the Coronation Dam and neighbourhood parks, are highly valued by Town residents. The potential for a new ice arena and curling rink are being considered and feasibility studies of these existing facilities are underway.
- i) **Condition of Roads:** Most of the roads in the Town are currently paved and repairs are completed on an as-needed basis. Railway Avenue is a major collector roadway due to the concentration of commercial and industrial land uses. It also functions as the main access route to the downtown area.
- j) **Utilities:** Electrical distribution lines are above ground throughout majority of the Town, however new development areas shall require below ground distribution. Sanitary and water infrastructure extension is completed on an as need basis.
- k) **Fringe Areas:** The Fringe areas of the Town are developable for appropriate land uses. Prior to subdivision and development approvals within future growth areas appropriate planning should be completed to ensure proper planning principles are applied through Area Structure Plans or Conceptual Schemes.
- l) **Agriculture:** The Town of Coronation has a strong agriculture base. Agricultural operations in the nearby area include both extensive (grazing livestock and cultivation of crops) and intensive operations (beef feedlots, dairy farms, etc.). Agricultural operations that are located within the Town include cultivation of crops/ hay production within the 'UR' – Urban Reserve Land Use District. Grazing of livestock has been determined to be unacceptable within 'UR' – Urban Reserve designated areas.
- m) **Region:** Cooperation with surrounding towns and villages and the surrounding county are seen as beneficial for the exploration of potential regional initiatives that support mutual growth and development objectives to maintain a sustainable regional economy.

2.0 PLAN GOALS

This Plan is directed towards the achievement of the following goals:

1. **To develop and maintain a general growth strategy for the Town of Coronation.**
2. **To develop an efficient land use pattern within the Town of Coronation.**
3. **To improve and promote existing developed areas within the Town of Coronation.**
4. **To develop, preserve and enhance the physical environment within the Town of Coronation.**
5. **To encourage developments which promote a clean, safe, and sustainable community.**

From these goals a series of objectives and policies are formulated. These policies are to provide guidance on land use, subdivision and development for the decision makers in the Town of Coronation.

3.0 PLAN OBJECTIVES AND POLICIES

3.1. LAND USE

3.1.1 OBJECTIVES

1. To develop a general growth strategy for the Town of Coronation.
2. To develop an efficient land use pattern within the Town of Coronation that benefits the entire community.
3. To identify areas of future development within the Town of Coronation to accommodate the appropriate land use potentials.

3.1.2 POLICIES

1. The Future Land Use Map, Figure 1, shall guide future development and subdivision in the Town.
2. The Town of Coronation Land Use Bylaw shall be amended to conform to the Municipal Development Plan (MDP), and land use amendments should conform to the land uses identified in Figure 1 and all provisions of the MDP when development is proposed.
3. The subdivision approving authority shall not approve the subdivision of land within the Town of Coronation unless the proposed land use conforms to the objectives and policies of the Municipal Development Plan.
4. Prior to the development of any future growth area, the Town of Coronation shall require the preparation of an Area Structure Plan or conceptual schemes necessary to detail development.
5. Future development should be contiguous with existing developed areas, and shall have regard for the adequacy of existing services and the feasibility of extending them.
6. Population and economic growth shall be encouraged through:
 - a) the publication of opportunities for commercial, industrial and residential development;
 - b) the adoption of a capital works plan, which supports and compliments the Municipal Development Plan;
 - c) the adoption of policies aimed at retaining existing business and promoting the establishment of all economically productive businesses;
 - e) the maintenance of good working relationships with municipal neighbours and external agencies; and
 - f) the pursuit of the highest quality of development within the municipality.
7. Council and/or the Development Officer shall consider the environmental impact of any proposed development or subdivision in the Town of Coronation.
8. All subdivision applications which require an amendment to the Land Use Bylaw shall obtain such an amendment prior to final endorsement of the subdivision.

3.2 RESIDENTIAL

3.2.1 OBJECTIVES

1. To maintain an adequate supply of residential land in order to retain local populations as well as attract outside interests.
2. To minimize the cost of services associated with new residential development, such as utilities, garbage collection, police and fire protection, street cleaning and snow removal.
3. To ensure that changes in residential demand and housing type preference can be accommodated, recognizing the various age groups, life-styles, income groups and household types and sizes within the Town of Coronation.
4. To maintain the low density character of the community, while recognizing that higher density residential development may be appropriate in specific areas of the Town of Coronation.
5. To prevent the intrusion of land uses which would adversely affect the safety and amenity of residential districts.
6. To encourage the development of senior citizen housing.
7. To encourage the separation of manufactured housing from conventional single-detached dwellings.
8. To ensure urban standards are maintained for access, street widths, surfacing and other common engineering standards for the health and safety of Town residents.

3.2.2 POLICIES

1. The development of new residential areas shall proceed in accordance with the Future Land Use Map, as shown in Figure 1.
2. The Town of Coronation should encourage the development of vacant lots (infill) where services are available within existing residential neighbourhoods prior to expansion onto undeveloped land.
3. The Town of Coronation should ensure that new residential development areas are reasonably contiguous to existing developed areas to allow for the prompt and cost-effective provision of municipal services and facilities. Residential developments shall be sequenced to utilize those areas with excess servicing capacity first, followed by those areas where roads and services can be extended economically.
4. The Town of Coronation shall encourage the development of multi-unit dwellings. Higher density residential development shall be encouraged to locate around major activity centers such as the commercial core, recreation facilities or school sites.
5. Future manufactured housing development in the Town of Coronation shall be kept separate from conventional single-detached dwellings. Manufactured homes shall be contained within manufactured home subdivisions and manufactured home parks in accordance with the relevant land use district and development standards as set out in the Town of Coronation Land Use Bylaw.
6. The possible increase in the demand for adequate senior citizen housing and services in the Town shall be considered and locations planned for as required.
7. Ensure that appropriate engineering standards are adhered to with the development of future residential areas.

8. In order to improve the quality of residential areas, consideration should be given to maximizing open space, achieving a pleasant architectural appearance and siting for the best use of light, air access, openness and privacy.
9. The Town of Coronation shall adopt Area Structure Plans or Conceptual Schemes for new residential development areas, providing detailed policies for the proposed development and subdivision design in undeveloped areas.
10. Opportunities for limited small acreage development should be supported within the Town boundaries in accordance with the Land Use Bylaw, preferably along the Town's western boundary. All residential development, including acreage residential areas within the Town, shall be serviced to the appropriate urban standards with piped water and sanitary services.
11. Acreage residential areas may be permitted to contain animals as permitted in the Land Use Bylaw at the discretion of the development authority.

3.3 COMMERCIAL

3.3.1 OBJECTIVES

1. To encourage and strengthen commercial development as a compact central commercial core and control scattered commercial development.
2. To encourage the development and use of vacant commercial lots and buildings in the Town for commercial and retail purposes.
3. To encourage a diversified range of commercial activities and services, including professional trades.
4. To improve the downtown image, quality, and presence within the overall community as the central focus of the Town.
5. To maintain and develop Highway commercial sites as specialized commercial and light industrial areas providing goods and services for the traveling public and surrounding area.

3.3.2 POLICIES

1. The existing “downtown” shall be preserved as the primary core for retail commercial activity in Coronation.
2. New retail commercial development shall be directed to the downtown area and shall be accommodated through the infill of vacant lots and redevelopment of older properties where possible.
3. Development proposals in the downtown area shall be evaluated according to:
 - a) maintaining a compact commercial core;
 - b) minimizing negative impact on traffic and parking patterns; and
 - c) ensuring compatibility of scale, design and building materials with existing and proposed surrounding land uses.
4. Commercial expansion in the commercial core shall be directed essentially along Royal Street with limited development east and west, as shown in Figure 1.
5. A revitalization plan should be developed to enhance the downtown image and provide specific policies for the redevelopment of existing sites or the development of new buildings. The plan may address topics such as consistency in architectural appearance, development standards for signage, building design and layout, enhancing historical aspects of the community, and may provide a theme for future development. Additional topics may be addressed.
5. In order to improve the appearance of the commercial core, efforts should be made to improve the aesthetics through tree planting along Royal Street and the screening and eventual relocation of uses that do not compliment the downtown image including open storage of materials, wrecked automobiles, etc..
6. Expansions to the commercial core along Royal Street should include wide sidewalks on both sides of the street and the establishment of trees, benches and landscaping.
7. Any service activities that require fairly large areas of land such as warehousing, wholesaling and automotive related used that are not suitable to a “downtown” location, should be encouraged to locate in appropriately designated areas.
8. The Town shall encourage the expansion of future highway commercial development along Highway 12, as shown in Figure 1.
9. A high standard of appearance should be promoted for highway commercial sites.

10. The Town should ensure that commercial sites adjacent to residential areas provide appropriate screening and landscaping to provide a buffer, and that commercial uses are compatible with residential development.
11. The Town should initiate a professional signage program to direct visitors to the downtown area and community services at appropriate high traffic locations throughout the community.

3.4 INDUSTRIAL

3.4.1 OBJECTIVES

1. To ensure that there are adequate land reserves for all industrial land use requirements.
2. To promote a diversified industrial mix that will provide a variety of employment opportunities.
3. To promote the development of safe, aesthetically pleasing industrial areas.
4. To ensure an efficient circulation system between industrial areas and the highway network.
5. To minimize the potential for conflict where industrial developments are situated adjacent to residential areas.

3.4.2 POLICIES

1. Industrial development shall be located in accordance with the future land use map, as shown in Figure 1.
2. New industrial development shall be directed to the area east of Highway 872 and the proposed area north of Highway 12 (with the appropriate planning studies in place to ensure all aspects of traffic circulation, infrastructure and location standards are detailed prior to development) and shall be accommodated through the infill of vacant or underutilized serviced lots and redevelopment of older properties where possible.
3. Industrial developments shall be encouraged to maintain a high standard of design, landscaping and screening of outdoor areas.
4. An efficient circulation system should be developed between industrial areas and the highway network by:
 - a) restricting traffic through residential areas;
 - b) ensuring that roadways within the industrial area are designed to handle heavy traffic; and
 - c) providing adequate access to, and easy circulation within, the industrial area.
5. The appropriateness of an industrial use or location will be evaluated with full consideration to its potential environmental impact and/or nuisances it may generate in relation to existing and future residential areas. New industrial uses that may cause air pollution, water contamination, odor or excessive noise should not be permitted adjacent to residential areas.
6. Subdivision for industrial land should provide a variety of lot sizes and levels of servicing to accommodate a wide range of industrial activity.
7. The Town should ensure that industrial sites adjacent to residential areas provide appropriate screening, landscaping, and buffering to reduce or eliminate any negative impacts.
8. Road and Engineering standards of industrial areas shall be appropriate for the anticipated land uses and development as approved by Council.
9. Industrial uses that do not require access to water and sanitary infrastructure such as open storage and warehousing, shall be located appropriately in areas where servicing is limited to retain vital land areas that contain access to these services for higher intensity commercial and industrial land uses.

3.5 RECREATIONAL AND INSTITUTIONAL

3.5.1 OBJECTIVES

1. To preserve and enhance the community facilities in the Town of Coronation.
2. To increase the effectiveness and to ensure the adequacy of open spaces, recreation facilities and community services in relation to population growth.
3. To provide safe and easy access to recreational areas.
4. To provide the joint development of parks and school facilities for more efficient utilization of land and facilities.
5. To encourage the development of a trail system within the Town of Coronation.

3.5.2 POLICIES

1. Prior to any subdivision activity, the Town shall prepare an overall plan for the Coronation Dam area to review and make recommendations with regards to land uses and density, environmental preservation needs, further pedestrian trail development, and vegetation improvements.
2. When lands adjacent to the Coronation Dam are subdivided, Municipal Reserve owing as a result should be sited such that it would be easily linked with the Park site via public access, such as pathways, trails or roads.
3. As part of the subdivision process, municipal reserve shall be provided where required in accordance with an Area Structure Plan or conceptual scheme. If the reserve land is not required within a current phase but will be required in future phases, the reserve lands shall be deferred to the remnant parcel where the reserve lands are required in accordance with the Municipal Government Act
4. Money in place of land for municipal reserve or deferral of reserve by caveat shall be required where a subdivision area does not have a detailed Area Structure Plan or conceptual scheme in place in accordance with the Municipal Government Act.
4. When a portion of a parcel is to be provided for reserves, the evaluation of proposed reserve will be based on the size and shape of the reserve, accessibility to users, site characteristics, and development potential.
5. Future subdivision designs should incorporate pedestrian linkages between residential, recreational and institutional uses.
6. Council shall work with the Clearview School Division to determine the School Division's needs for school reserves and, if necessary, to determine how these needs can best be met.
7. The Town should ensure capital funding is available for potential upgrades or replacement of recreation facilities based on life expectancy and actualized costs.
8. Accessibility standards to be enhanced on public facilities for handicap accessibility in accordance with Provincial standards.

3.6 UTILITIES

3.6.1 OBJECTIVES

1. To provide municipal services in an efficient, economic and coordinated manner which will accommodate long-term growth projections.
2. To maintain appropriate utility servicing standards using generally accepted engineering guidelines.
3. To make the necessary infrastructure improvements where the present infrastructure is inadequate to develop a specific area to full potential.

3.6.2 POLICIES

1. The Town shall ensure appropriate engineering and servicing standards are adhered to with new development areas and redevelopment of existing infrastructure and servicing. Generally accepted engineering guidelines shall be followed unless new proven technologies and best practices are proposed that entail increased sustainability objectives and a general benefit to the Town.
2. Proposed new or intensified developments shall be staged in accordance with statutory plans and proper engineering to provide logical and orderly extensions to existing infrastructure. Details regarding the staging of infrastructure developments may be identified through the preparation of Area Structure Plans or conceptual schemes.
3. Develop a strategy to maintain the municipal water and sewer systems to accommodate anticipated demands over 20 to 25 years.
4. Council should annually review the capacity of existing services to ensure that they are capable of meeting the demand during their designed operating life.
5. The Town should develop adequate monitoring systems for all utilities in order that future decisions can be based on current and accurate information regarding servicing capacities and needs.
6. Private sanitary and water services shall not be permitted within Town boundaries.
7. The Town's development agreement, development standards, and utility standards shall be reviewed on a regular basis to remain current with changing costs and infrastructure improvements.
8. Wherever feasible, utility upgrades should be considered at the time of repairs.
9. The Town completed an infrastructure management plan in 2010 to determine the lifespan and timing of when infrastructure upgrades, replacement and repair will be necessary in the future and the availability of funding sources for capital costs. This plan will guide the future infrastructure needs of the community.

3.7 TRANSPORTATION

3.7.1 OBJECTIVES

1. To develop an effective, efficient, economical and safe transportation system within the Town of Coronation.
2. To provide the appropriate level of separation between local residential traffic and regional traffic movements.
3. To ensure a sufficient supply of parking along or near the commercial core.
4. To discourage industrial traffic from travelling through residential areas.

3.7.2 POLICIES

1. A hierarchy of roads has been developed as Figure 7. The transportation system shall be continued logically for future roads. The hierarchy will differentiate between arterial and collector streets that provide for higher levels of traffic movements and local roads that facilitate access to local areas.
2. All land developers will be required to enter into a servicing agreement with the Town for the provision of public roadways, walkways, and the installation of utility services.
3. Railway Avenue will be considered and maintained as the major east-west collector street serving the Town.
4. Royal Street will be considered and maintained as the major north-south collector street serving the downtown area.
5. When the opportunity arises, the Town shall consider purchasing a lot for use as a public parking lot in or near the core commercial area, primarily for the use of local residents and out of Town visitors.
6. The Town shall provide signage at appropriate locations which discourage industrial traffic from entering residential areas.

3.8 ENVIRONMENT

3.8.1 OBJECTIVES

1. To ensure that a healthy environment be maintained in all aspects of future planning and development.
2. To encourage any development in the Town to minimize its impact on the air, water and soil quality of the area.
3. To encourage the recycling of waste materials in the Town, by individuals, businesses, and service organizations.
4. To conserve and protect water resources.
5. To encourage the reclamation of contaminated sites.
6. To ensure sustainability measures are encouraged in all future planning and operational decisions.

3.8.2 POLICIES

1. Council shall ensure sustainability is a primary objective of any new development or redevelopment projects within the Town. Sustainability, being the means to integrate the social, economic and environmental activities in ways that will enable the community to meet the needs of current generations without compromising the ability of future generations to meet their own needs.
2. Council shall work with developers to ensure that negative environmental impacts on the Town are minimized with proposed subdivision and development proposals.
2. The conservation of resources (i.e. water, energy) should be encouraged in all existing, new and renovated developments.
3. Council or the Development Officer may request an Environmental Audit or Assessment be performed on any site proposed for development, but particularly on all past commercial or industrial sites proposed for new development.
4. Council shall require satisfactory reclamation of environmentally contaminated sites prior to development.
5. Council shall address the impact of oil and gas facilities on the type and location of future land uses in local planning processes. Development setbacks on lands impacted by sour gas extraction may be established which are greater than the minimum setbacks required in the provincial Subdivision and Development Regulations to address nuisance factors such as noise, odor and flaring.
6. Ensure resource operations are located appropriately and take place in a manner that maintains environmental quality of adjacent areas and prevents permanent damage to the landscape or loss of other environmental features.
7. Development shall take steps to prevent any waste or waste products from contaminating ground water and/or surface water.
8. The Town may require developments to install water conservation devices or to recycle water used in the development.
9. Council shall pursue waste recycling programs for households and commercial / industrial developments.

3.9 AGRICULTURE

3.9.1 OBJECTIVES

1. To support the agricultural community.
2. To minimize conflict between agricultural operations and non-agricultural uses.
3. To allow for specific agricultural uses in appropriate locations within the Town.

3.9.2 POLICIES

1. Areas designated as “I-1” or “I-2” Industrial District in the Land Use Bylaw may include processing, manufacturing, equipment, sales, and/or services related to the agriculture industry. Such developments shall be sited and developed with consideration of adjacent and surrounding land uses, in an attempt to minimize conflict.
2. Areas designated as “UR” – Urban Reserve District in the Land Use Bylaw may include market gardens, greenhouses, horticultural nurseries, and hay production. Such developments shall be sited and developed with consideration of adjacent and surrounding land uses, in an attempt to minimize conflict. Grazing of livestock shall not be permitted in these areas.
3. Applications for subdivisions adjacent to the Town boundaries shall be circulated to the County of Paintearth for their comments and concerns in accordance with the Municipal Government Act and the Subdivision and Development Regulation.
4. Confined feeding operations shall not be located within the Town of Coronation.
5. Appropriate distances shall be established in the Land Use Bylaw from existing Town boundaries, environmental significant areas and potential future growth areas for any development of Confined Feeding Operations.

3.10 URBAN FRINGE

3.10.1 OBJECTIVES

1. To ensure that land use planning on an inter-municipal scale is rational and inclusive of rural, urban and regional needs.
2. To foster economic development within the region for the benefit of all municipalities.
3. To protect the provision of sufficient land for future long-term growth options through inter-municipal development planning processes or agreements.

3.10.2 POLICIES

1. To ensure the provision of sufficient land to act as a buffer between rural uses which may not be compatible with urban development.
2. The Town entered into an Inter-municipal Development Plan with the County of Paintearth to address mutual concerns regarding the subdivision and development of land within the fringes of the Town boundaries. Development in the fringe areas should consider the future growth areas that the Town has identified.

3.11 SOUR GAS FACILITIES

The *Municipal Government Act (MGA)*, stipulates that a Municipal Development Plan must address guidance on land use adjacent to sour gas facilities.

3.11.1 OBJECTIVES

1. To meet the legislative requirements of the *Municipal Government Act*, the Provincial Land Use Policies and the *Subdivision and Development Regulation*.
2. To identify any sour gas facilities within the corporate limits of the Town of Coronation .
3. To minimize any adverse land use conflicts for a proposed subdivision or development in close proximity to a sour gas facility.

3.11.2 POLICIES

1. The municipality shall ensure that all subdivision and development applications that are located within 1.5 kilometres of a sour gas facility are referred to the Energy Resources Conservation Board (ERCB).
2. Pursuant to section 619 of the *Municipal Government Act*, a license, permit, approval or other authorization granted by the Energy Resources Conservation Board, Alberta Energy and Utilities Board or Alberta Utilities Commission shall prevail over any bylaw or land use decision rendered by the municipality.
3. Residential subdivision and development shall not be approved if it would result in development within 100 metres of a gas or oil well unless the development would be within a lesser distance approved in writing by the Energy Resources Conservation Board, pursuant to section 11(1) of the Alberta Subdivision and Development Regulation.
4. Setback guidelines for sour gas facilities shall be in accordance with the standards established in Figure 2 – Minimum Setback Distances provided by the Energy Resources Conservation Board or any subsequent standards should these existing guidelines be revised.

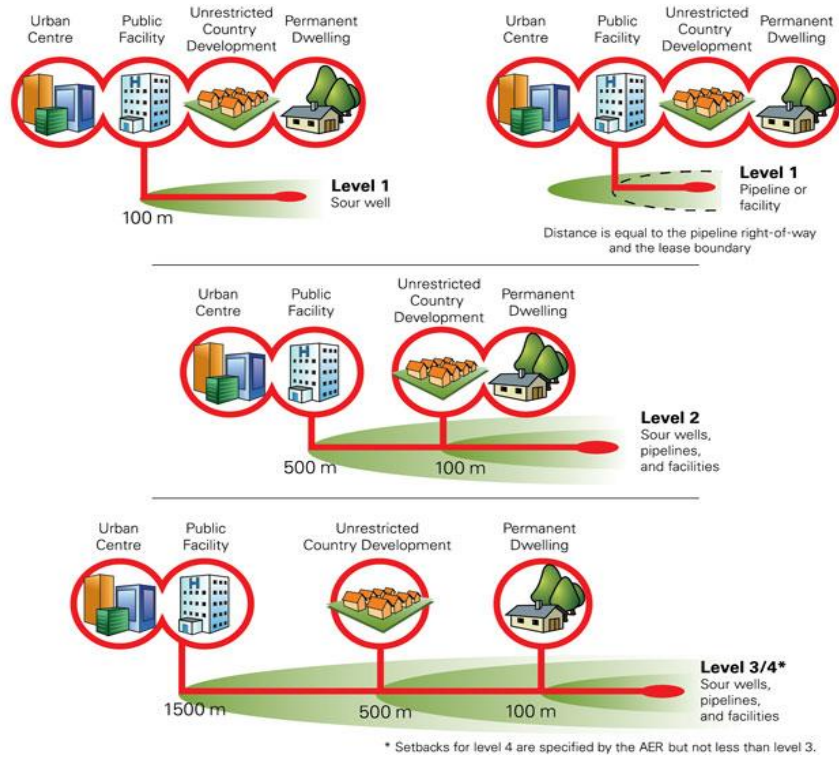


Figure 2: ERCB Setbacks

4.0 GROWTH STRATEGY

As detailed in Volume 1 of this plan, future growth projections are difficult to determine where the economy is heavily influenced by agriculture and oil and gas commodities. According to available information, there are few constraints to development within the Town of Coronation. Water and sanitary infrastructure capacity is available for the long term of 20-25 years based on the determined growth projections and influencing factors as detailed in previous sections.

The Shirley McClellan Regional Water Line is a great benefit to the Town of Coronation as a reliable and consistent quality water source for the Town and surrounding areas.

The future growth predictions are primarily based on past statistics and trends over the long term. More detailed plans will be required within the proposed growth areas including Area Structure Plans, Area Redevelopment Plans or conceptual schemes and engineering/infrastructure studies to determine the suitability of the land areas and related necessary improvements prior to development. The growth strategy includes all potential land uses as depicted in Figure 1 – Future Land Use Map and the primary potential within these areas for long term development options.

Table 1. Proposed growth areas in accordance with Figure 1: Future Land Use Map

	Proposed Land Uses	Potential Land Area	Possible # of Dwelling Units	Possible # of People	Accumulated Town Population (base pop. 1015)
North Area	Residential	95 acres	380 (4 units/ acre)	836	1851
West Area	Residential	40 acres	40 (1 unit/ acre)	88	1939
East Area	Industrial	Infill	N/A	N/A	N/A
South Area	Commercial/ Industrial	59 acres	N/A	N/A	N/A

In an attempt to coordinate all development in the Town, all interested developers are encouraged to contact the Town to discuss the timing, requirements, and application process. Further, developments which require an amendment to the Land Use Bylaw may require an Area Structure Plan or Conceptual Scheme to be approved by Council prior to land use amendment approvals to ensure that developments areas are sufficiently serviced and take into account surrounding areas and further future growth potentials.

4.1 THE NORTH AREA

The north area includes that portion of the NE ¼ 13-36-11-W4M north of the existing ball diamonds. This area contains 38.44 ha (95 acres), which is designated for future residential use. (Fig. 1). This area could accommodate 380 dwelling units (based on conventional lot sizes and 4 dwelling units per acre) and 836 people (based on 2.2 people per dwelling unit). To the east of the residential area, the golf course would remain as a natural recreation area. The subdivision and development of this area shall be according to the following design guidelines:

1. The area may include a mix of residential uses including manufactured homes, single-detached dwellings, multiple unit dwellings and green space, located appropriately in accordance with more detailed planning studies.
2. Royal Street and George Street shall be extended to the north and may connect with a Town Boundary Road to the north that intersects with Highway 872 to the east.
3. The proposed Town Boundary Road should connect directly with Highway 872.
4. The road system in the residential area shall contain a collector road connected directly with the proposed Town Boundary Road.
5. The road system in the residential area should avoid long, straight streets and should avoid narrow cul-de-sacs (wide-mouth cul-de-sacs, or bays, are acceptable). The road system should encourage pedestrian safety and a pleasant residential environment.
6. Additional park space shall be required as naturalized areas or tot lots and playgrounds. Municipal Reserves should be required as land to accommodate the park needs in accordance with more detailed planning analysis.
7. The location of residential land uses should take into consideration the aspects of consistency with surrounding developments and proper planning within the development area with separation of manufactured home subdivision, single-detached dwellings and multiple unit dwelling developments.
8. Due to the proximity of the Coronation Dam Park area, pedestrian linkages should be considered as park areas throughout the development area.
9. An Area Structure Plan or Conceptual scheme shall be required prior to approving any subdivisions or land use amendments.

4.2 THE WEST AREA

The west area consists of the existing Health Care centre and assisted living complex. West of these developments is a residential area containing small acreage developments. South of the abandoned rail bed is an area with existing highway commercial development and vacant areas for potential further development. This area contains approximately 16.5 ha (40 acres) where development could occur as infill of vacant lots or re-subdivision to smaller parcel sizes for small acreage residential use. The area for small acreages could accommodate a total of 40 dwelling units (based on an average of 1 dwelling unit per acre) and 88 people (based on 2.2 people per dwelling unit). The two lots nearest to the Coronation Health Centre have been reserved for future seniors housing development.

Development constraints within this area may include topography, existing infrastructure design capabilities and road standards. Portions of this area may require grading to ensure elevations are appropriate for residential land uses on existing subdivided lots. The existing parcels within this 'RA' – Residential Acreage Land Use District require holding tanks for sanitary sewer purposes where the liquids are pumped into the sanitary sewer pipelines and solids are required to be pumped out on a regular basis by the homeowner. The sanitary sewer lines are currently not deep enough for a conventional gravity sewer system design as this would require a sanitary lift station. The existing roads were developed at lower standards than the remainder of the Town with gravel and swale ditches rather than conventional pavement and curb and gutter design to reduce initial development costs and lot prices.

Prior to any further subdivision in this area more detailed planning should be completed to ensure access is available to further development areas beyond the existing parcels and re-subdivision of the larger parcels is completed in accordance with Town policies and infrastructure requirements. The subdivision and development of this area shall be according to the following design guidelines:

1. The area shall include acreage development with conventional single detached residential development, in accordance with Figure 1.
2. The proposed Town Boundary Road may extend along the north boundary of this development area and may connect with Highway 12 in future phases.
3. The road system in the residential area should avoid long, straight streets and should avoid narrow cul-de-sacs (wide-mouth cul-de-sacs, or bays, are acceptable). The road system should encourage safety and a pleasant residential environment.
4. Manufactured home development shall not be permitted in this area.
5. The west development area is considered for residential acreage style development. Municipal reserves are generally not required unless a trail system or pedestrian linkages are proposed as the parcels are large enough to retain residential recreational needs on the individual parcels. Municipal Reserves may be required as land if determined to be necessary. If municipal reserve is not required within the development area it may be dedicated as money in place of land or deferred to the remnant parcel for future considerations.
6. As the lots have a minimum parcel size of 0.5 acres in accordance with the Land Use Bylaw, animal units may be allowable as a discretionary use in accordance with regulations established in the Land Use bylaw for animal unit limits.
7. The existing residential lots in this area vary in size from 1.72 – 18 acres +/- . According to the 'RA' – Residential Acreage Land Use District the minimum parcel size is 0.5 acres. Increased density of lots may be a more sustainable alternative in terms of increasing the level of services to this area as the economies of scale would increase dramatically with an increase in the number of lots. This would require an Area Redevelopment Plan to be initiated to provide a greater level of detail for the proposed area to determine how this could be accomplished with minimal negative impacts on existing property owners.

87. An Area Structure Plan or Concept Plan may be required prior to approving any further subdivisions or land use amendments.

4.3 THE EAST AREA

The east area consists of that portion of the SW ¼ 18-36-10-W4M east of Highway 872. The subject area consists of a large land area, which is designated for industrial development.

Figure 1 displays the area as a future industrial development site as it is removed from all residential areas due to the Highway 872 right of way. Access is provided to the site from Highway 872 and Highway 12 with no negative land use conflicts with existing developed areas or future growth. Re-subdivision of the area may be necessary to accommodate appropriate parcel configuration and site design as the current lot layout is a traditional subdivision plan from when the railway was established. Majority of the area is in private ownership and is currently utilized for industrial purposes. Most of these uses include open outdoor storage of vehicles and equipment with a number of parcels containing industrial buildings. Further development in the area may be feasible as infill as many of the existing parcels are not utilized to full potential. A number of parcels in this area may require large amounts of fill to be developable, especially that area adjacent to the Town sewage lagoons in the north and east portions of the quarter section.

The subdivision and development of this area shall be according to the following design guidelines:

1. The area shall include industrial development in accordance with Figure 1.
2. Access to this area shall be via Highway 872.
3. The road system should include appropriate right of way widths for heavy industrial traffic with minimal turning movements.
4. The road system should consider the extension further east of the industrial park.
5. Industrial land use is not required to be separated from sewage lagoon developments. Appropriate setbacks to avoid potential environmental concerns should be considered.
6. When this area of the Town is subdivided, Municipal Reserves shall be taken as cash in lieu or deferred for future consideration.
7. Funds collected for Municipal and/or School Reserves may be used for recreational or school purposes throughout the community.
8. An Area Structure Plan, Area redevelopment Plan or Conceptual Scheme may be required prior to approving any further subdivisions or land use amendments.

4.4 THE SOUTH AREA

The south area consists of that portion of the SE ¼ 13-36-11-W4M north of Highway 12. The subject area consists of 24 ha (59 acres), which is designated for highway commercial, industrial and recreational development.

Figure 1 displays the area as a future highway commercial/ industrial development strip along Highway 12 as it is removed from all residential areas due to the abandoned station grounds. Access is provided to the site from Highway 12 via a service road dedication that is semi-developed to service the existing Motel developments. Re-subdivision of the area may be necessary to accommodate appropriate parcel configuration and site design. The railway was abandoned in the late 1990's and the land was purchased by the Town. Access considerations are the primary constraint as a developed service road is necessary prior to further development in this area. The Town has further developed this area with 15 light industrial lots for future development. A servicing study may be necessary to determine the

requirements for development in this area and a plan put in place to guide the future subdivision and development in a consistent manner.

The subdivision and development of this area shall be according to the following design guidelines:

1. The area shall include highway commercial and industrial development within the development area near Highway 12 and green space within the low lands adjacent to the abandoned rail bed in accordance with Figure 1.
2. Access to this area shall be via a service road that connects to Government Road and/ or Highway 872.
3. The road system should include appropriate right of way widths for heavy industrial traffic with minimal turning movements.
4. The road system should consider the extension further east and west of the service road when additional subdivision and development applications are made in accordance with Alberta Transportation referrals and requirements.
5. Recreational development of the low-lying areas in the abandoned station grounds should be completed in accordance with a conceptual scheme including phasing of development and should ensure pedestrian connections to the existing Museum Park and the proposed commercial areas.
6. When this area of the Town is subdivided, Municipal Reserves shall be taken as money in place of land for park improvements or as land to connect with the station grounds park area.
7. An Area Structure Plan or Concept Plan should be required prior to approving any subdivisions or land use amendments to ensure the future planning direction is maintained with roads, services, and parcel configuration.

