

VILLAGE OF BOYLE
MUNICIPAL
DEVELOPMENT PLAN

BYLAW 03-23



Message from Council

Greetings and Welcome to Boyle!

One of the hardest decisions to make when developing is choosing where to build your future and dreams. The Village of Boyle Council recognizes the enormity of the decision to proceed with development. We are excited to help you get started as we recognize that any development adds to the quality of life within our community. Whether it is an improvement, expansion to an existing property or the construction of a new residence / business, we look forward to working with you.

This Municipal Development Plan, along with our Land Use Bylaw, has been updated to assist you in your development journey. We hope to provide you with a clear vision for developing in Boyle, while allowing for flexibility in development options. It is our intent that developments within the Village of Boyle meet today's building and community regulatory standards while also minimizing obstacles that limit growth and opportunity. It is our firm belief that your development success is a success for our entire community.

We thank you for choosing to make that future here in Boyle. Do not hesitate to contact our municipal staff to assist you on your development journey; they are here to help you in any way they can.

We wish you all the success in your journey and welcome.

Village of Boyle Council





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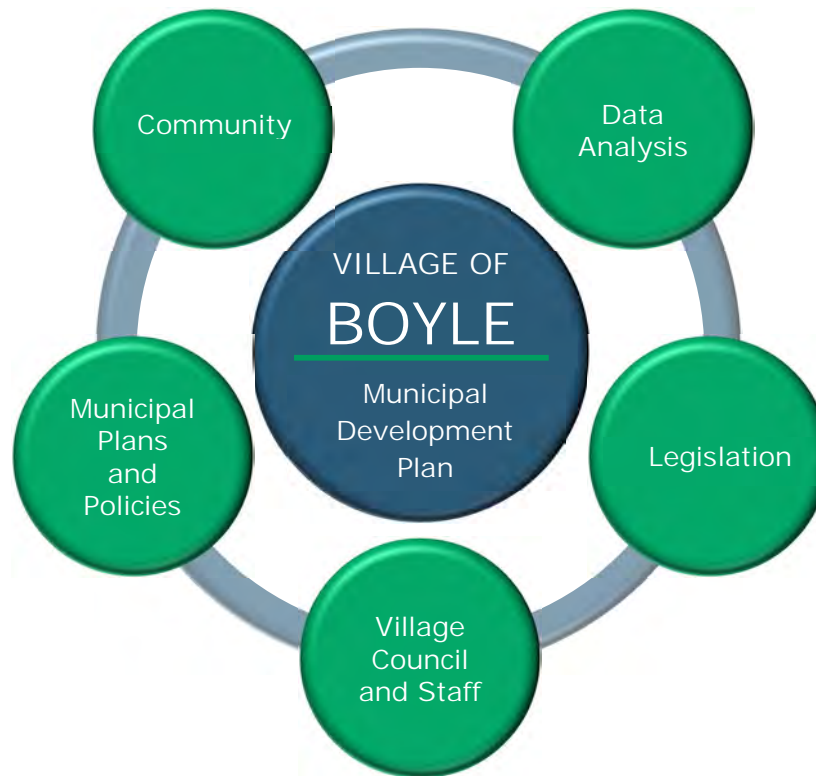
1.0 INTRODUCTION TO THE MDP

1.1 Background

The Boyle Municipal Development Plan (MDP) is a statutory planning document that will guide development and municipal decision-making in the Village of Boyle (Village, Boyle) over the next 20 years. The MDP was developed with input from residents and stakeholders in the Village, who shared their thoughts regarding the current and future needs of the community. Other important inputs for the MDP include data analysis, provincial legislation, municipal plans and policies, and Village Council and staff feedback (Diagram 1). Village Council is the ultimate approving authority of the MDP.

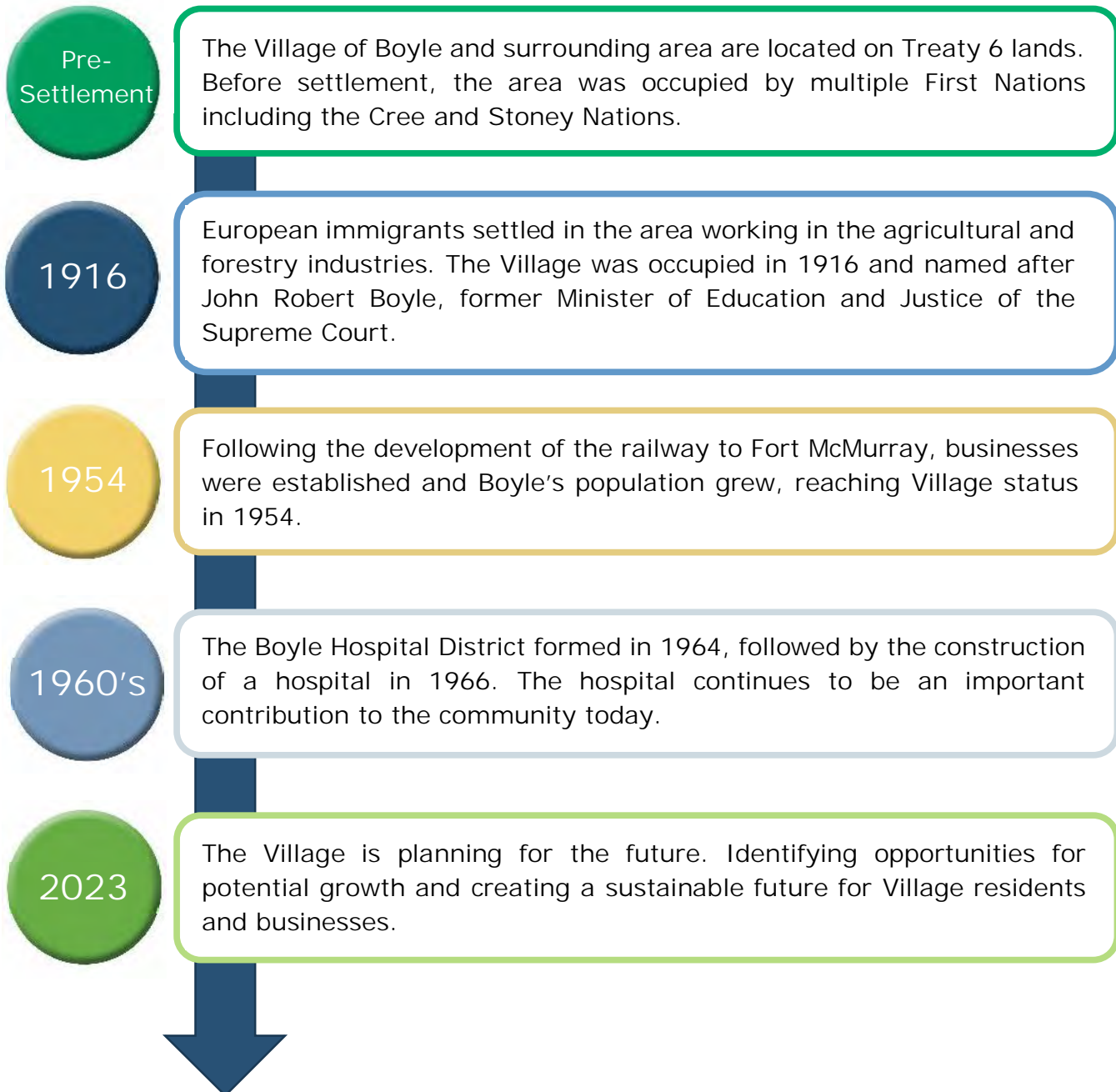
The MDP is intended to be comprehensively reviewed and updated every ten years to reflect changes in the Village and maintain its relevance and applicability. The MDP amendment process is further described in Section 4.0. The MDP applies to all lands within the Village boundary, shown in Figure 1.

Diagram 1: Municipal Development Plan Input





2.0 VILLAGE HISTORY





3.0 VILLAGE CONTEXT

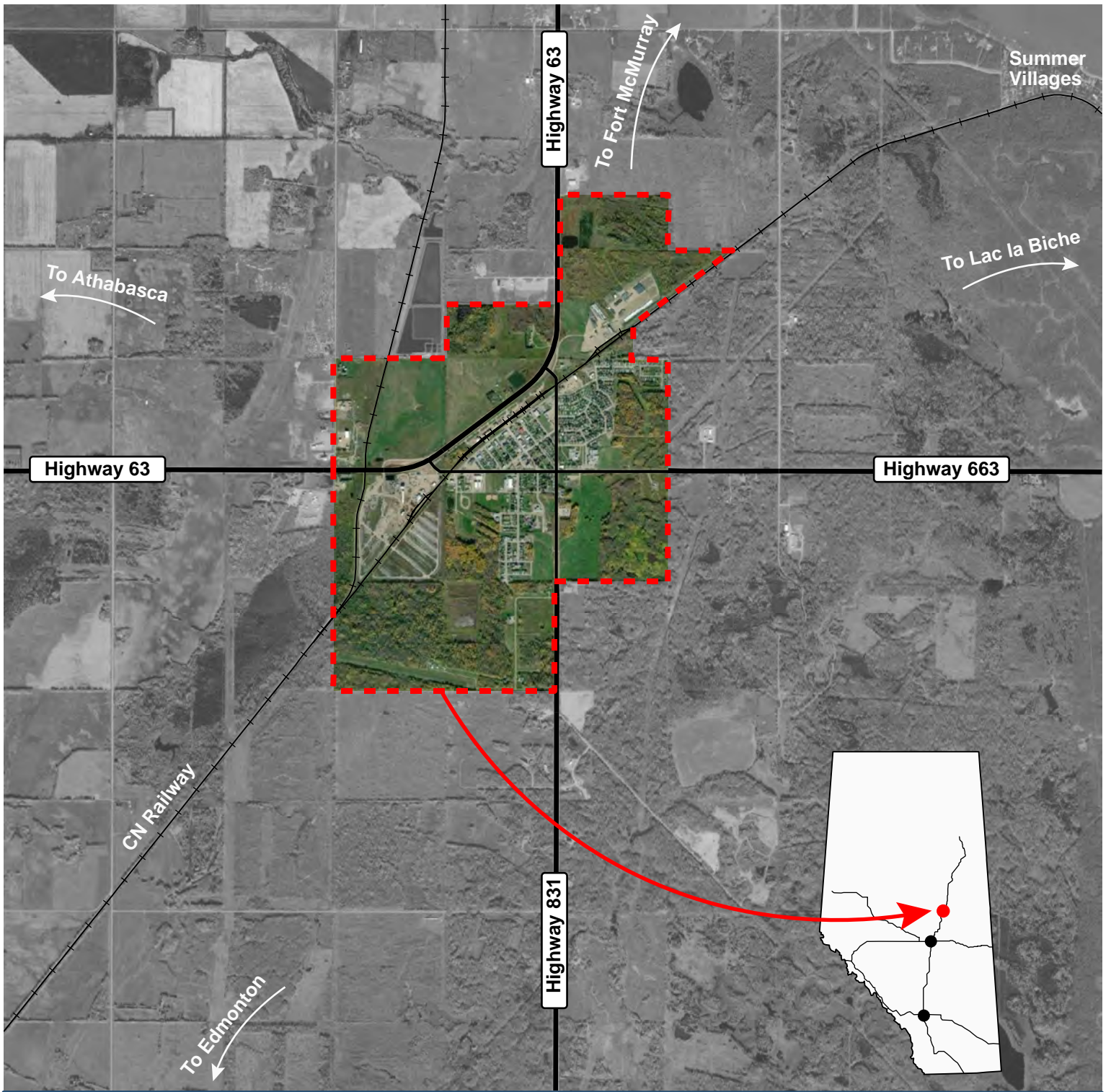
3.1 Village Location

The Village is located in Athabasca County, approximately 150 km north of the City of Edmonton, and 45 km southeast of the Town of Athabasca. Three prominent highways intersect the Village: Highway 63, Highway 663, and Highway 831. Highway 63 creates economic development opportunities associated with the movement of people and goods to and from northern Alberta. A Canadian National Railway transects the Village running parallel to Highway 63 through the Village.

Boyle is surrounded by agricultural, industrial and country residential uses in the County of Athabasca (County).

The Summer Villages of Bondiss and Mewatha Beach (Summer Villages) are located on Skeleton Lake, less than 10 km from the Village.

The Village is a source of employment and service provision for the County and Summer Villages, and has significant potential to expand on these services in the future.



VILLAGE OF BOYLE

FIGURE 1
REGIONAL CONTEXT AND
VILLAGE BOUNDARY

-  Railway
-  Highway
-  Arterial
-  Municipal Boundary
-  Athabasca County
-  Village of Boyle
-  Major Urban Centres



MAP DRAWING INFORMATION:
DATA PROVIDED BY Village of Boyle, NRCan
MAP PROJECTION: Coordinate System: NAD 1983 10TM AEP Resource

0 250 500 1,000
Metres

SCALE 1:40,000





3.2 Population Trends

The Village has maintained a relatively steady population with slight yearly variations since 2001.

As shown in [Diagram 2¹](#), the Village grew between 2001 and 2011 but has since experienced incremental decline in overall population. Between 2016 and 2021, the population declined from 845 to 825. The cyclical nature of northern Alberta's economy and close ties to the resource extraction industry have likely contributed to the fluctuations in the Village's population as people move to seek employment opportunities.

While Village population has decreased, the median age in the Village has steadily increased ([Diagram 3²](#)). In 2001, the median age was 37. Based on the results of the 2021 Federal Census, the average age in Boyle is now 50, demonstrating the importance of planning for the needs of the Village's aging demographic. Feedback from the community during engagement for the MDP indicated that growth in professional and healthcare services would help support the Village's current and growing senior population and economic development opportunities. Growth in residential, commercial, and industrial sectors will also contribute to the maintenance of the Village's social and economic sustainability.

Diagram 2: Village of Boyle Historical Population

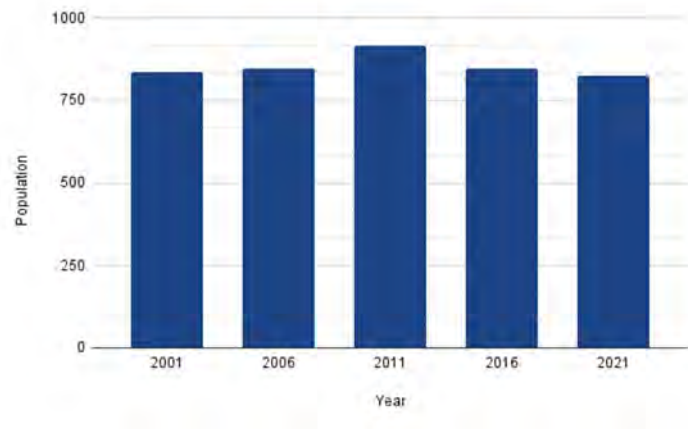
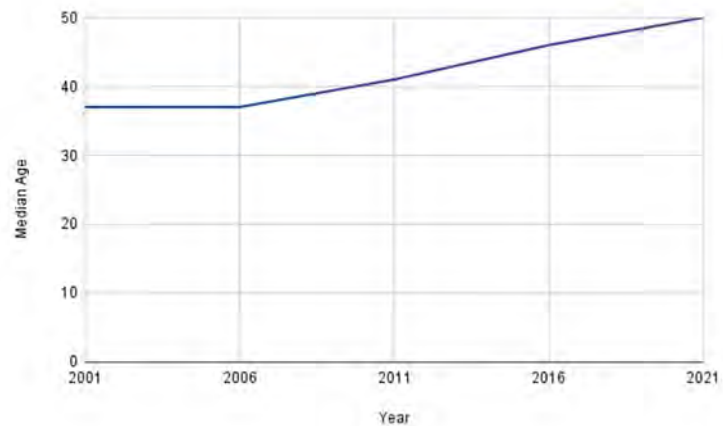


Diagram 3: Village of Boyle Median Age over Time



¹ Statistics Canada. (2022) Census.

² Ibid



4.0 GUIDING VISION AND PLAN OBJECTIVES

4.1 Vision

The Village of Boyle is a thriving, attractive, inviting community for people of all ages. Boyle residents benefit from a variety of business, employment, recreation, and housing opportunities. Boyle supports local businesses and proactively explores opportunities for economic development.

4.2 Plan Objectives

The following objectives are guiding statements for the MDP, and are used to support municipal decision-making in the Village.



Development in the Village is balanced and sustainable

Decisions made by the Village balance economic, social, and environmental sustainability.



Land uses are compatible and consider adjacent existing and future uses

The Village is considerate of its residents and businesses when reviewing the siting of new uses or development applications.



Municipal decision making is transparent and equitable

The Village communicates significant decisions with the public and, where appropriate, considers input from the public in decision-making.



Service provision guides development patterns

The Village balances new development with the capacity of municipal services.



5.0 ACHIEVING THE MDP VISION

The policies in this Section are intended to guide municipal decision-making related to development in the Village. Development is also subject to the provisions of the Village's Land Use Bylaw, and other municipal and provincial regulation, legislation, and policy further defined in Section 14.0. Policies in this Section also support efficient growth of the Village, which in turn will achieve the community's vision and objectives outlined in Section 4.0.

GUIDING STATEMENT

The MDP vision and objectives are achieved through policies that guide the implementation of the Land Use Concept, create a flexible development environment, encourage collaboration and partnership, and reflect good governance.

POLICIES

- 5.1.1.1** The policies in the MDP shall be interpreted alongside **Figure 3: Land Use Concept**.
- 5.1.1.2** The Village will make decisions in a manner that is transparent and equitable.
- 5.1.1.3** The Village will make decisions that support the implementation of MDP objectives.
- 5.1.1.4** The Village will explore opportunities for partnerships and grant funding related to the implementation of the MDP.
- 5.1.1.5** The Village will support community-led initiatives that align with the MDP.
- 5.1.1.6** The Village should enable flexible development practices that support community growth, where possible.



6.0 VILLAGE DEVELOPMENT CONSIDERATIONS

This Section establishes general policies for all lands within the Village boundary, considering both development opportunities and constraints.

6.1 Development of Brownfield Sites

Brownfield sites are commercial and industrial properties which are or are possibly contaminated, vacant, derelict or underutilized, and suitable for development or redevelopment. The responsible treatment and redevelopment of underutilized brownfield sites allows new development to leverage existing services, roadway access, and infrastructure within the Village boundary. While the redevelopment of brownfield sites is encouraged, applicants seeking to develop brownfield sites in the Village have a legal obligation and responsibility to identify potential contaminants and engage in proper remediation, where necessary. As a condition of subdivision or development, applicants will be required to follow provincial procedures and remediation requirements upon the identification of contamination to appropriately manage remediation.

GUIDING STATEMENT

Brownfield development in the Village is encouraged where it is supported by proper investigation and studies, and remediation compliant with provincial requirements.

POLICIES

- 6.1.1.1** Development of brownfield sites with known or suspected contamination shall be required to conduct an investigation and submit environmental studies prepared by a qualified professional acceptable to the Village, as a requirement of a complete development application, as per Alberta provincial requirements, guidelines, and best practices.
- 6.1.1.2** If contaminated sites are identified, provincial regulations will apply.
- 6.1.1.3** The Village will explore opportunities to incentivize the redevelopment of brownfield sites.
- 6.1.1.4** Development of serviceable and developable land through opportunities for brownfield development should be encouraged.



6.2 Oil and Gas Infrastructure

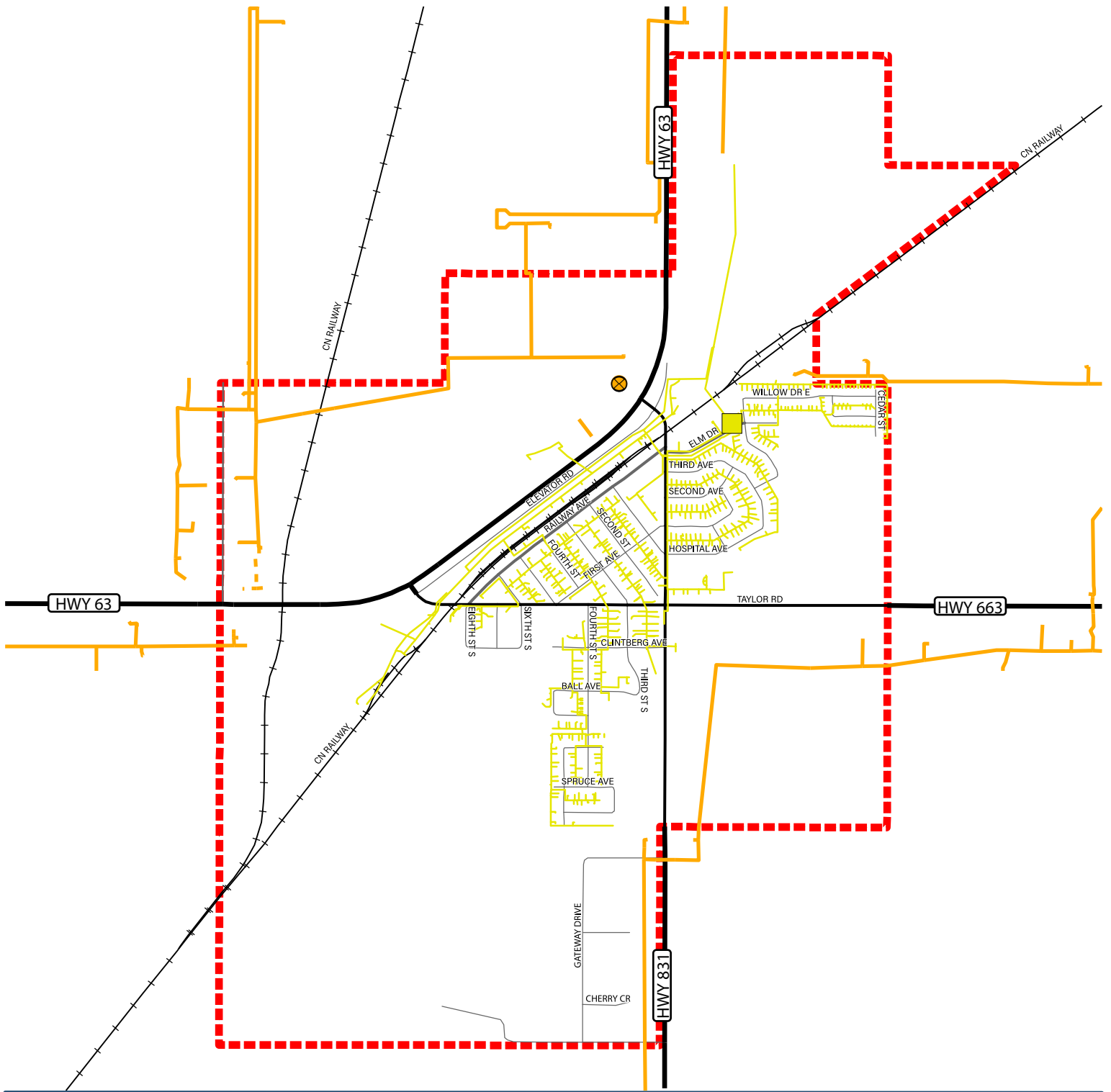
This Section establishes policies that support development compliance with provincial requirements relating to oil and gas infrastructure. Oil and gas facilities, including abandoned or decommissioned facilities, have potential implications to safety and pose a constraint to development. There is one abandoned gas well located within the Village boundary that must be considered at the time of development in the surrounding area (Figure 2). The regulator of energy development in Alberta defines the setbacks and buffers around oil and gas infrastructure; these setbacks and buffers must be considered at the time of development.

GUIDING STATEMENT

Development proposals adjacent to oil and gas infrastructure will refer to provincial requirements to guide the siting of development.












POLICIES

- 6.2.1.1** Prior to subdivision or development approval, the identification of required setbacks to any oil and gas infrastructure located within the vicinity of the development shall be required in accordance with provincial regulation.



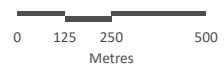
VILLAGE OF BOYLE

**FIGURE 2
OIL AND GAS
INFRASTRUCTURE**

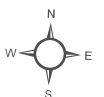
- | | | | |
|---|-----------------------------|---|--------------------|
|  | Gas Regulator Station |  | Municipal Boundary |
|  | Well (Abandoned) |  | Highway |
|  | Active Transmission Line |  | Arterial |
|  | Abandoned Transmission Line |  | Collector |
|  | Gas Distribution Lines |  | Local / Street |
| | |  | Railway |



MAP DRAWING INFORMATION:
 DATA PROVIDED BY Village of Boyle, NRCan
 MAP PROJECTION: Coordinate System: NAD 1983 10TM AEP Resource



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6.3 Aerodrome

The Boyle aerodrome is located in the southwest corner of the Village, as shown on Figure 4. Access to the aerodrome is provided from an access road off of Highway 831. The aerodrome consists of a grass airstrip primarily used for emergency service provision by STARS helicopter ambulances. The aerodrome is immediately surrounded by undeveloped land designated industrial and commercial. These lands are impacted by Transport Canada's regulations, *Land Use in the Vicinity of Aerodromes - TP 1247*. As such, development proposed near the aerodrome should be monitored so as not to impede the aerodrome's use and function.

GUIDING STATEMENT

The Village will continue to monitor the development of lands adjacent to the aerodrome to prevent undue impact to aerodrome operations.

POLICIES

- 6.3.1.1** Building heights and land uses adjacent to the aerodrome shall be subject to the regulations in Transport Canada TP312 5th Edition.
- 6.3.1.2** As per federal regulations, development within 4 km of the centre point of the runway shall not exceed 45 m of the elevation of the centre point of the runway.
- 6.3.1.3** As per federal regulations, land uses within 1 km of the boundary of the aerodrome shall not create undue steam or smoke, create undue impacts to wildlife or birds, or create electronic interference.
- 6.3.1.4** At the time of development, the Village and applicants will consider Transport Canada's *Land Use in the Vicinity of Aerodromes - TP 1247* as amended from time to time.
- 6.3.1.5** If a decision is made to decommission the aerodrome, the Village will reconsider appropriate land uses.
- 6.3.1.6** The Village should consider developing a long term strategy for how the aerodrome lands will be utilized.



6.4 Agriculture

The agriculture industry and agricultural-oriented business are an important economic driver for Boyle. There are areas designated in the Village Land Use Concept that are actively utilized for agricultural operations and businesses, including cropland and pasture, grain and fertilizer storage, and grain cleaning and sorting. There are also agriculture uses operating on lands adjacent to the Village in the County. The continued operation of these uses and businesses is encouraged until such time as these areas are proposed for development.

GUIDING STATEMENT

Agricultural uses will remain a key industry in the Village. The Village will continue to support and enable agricultural uses.

POLICIES

- 6.4.1.1** The Village supports agricultural uses, and other uses may be considered when servicing options have been identified, or development is approved.
- 6.4.1.2** Development proposed adjacent to agricultural land shall recognize the right to farm, and identify mitigation measures to limit impacts to agricultural operations resulting from the development.



7.0 VILLAGE LAND USE CONCEPT

Approving development that aligns with the Land Use Concept in the MDP will allow the Village to actualize the community's vision for the future. Decisions surrounding future development must consider the needs of Village residents, compatibility with adjacent lands both within the Village and the County, support economic, social and environmental factors, and contribute to the enhancement of the Village as a vibrant community.

7.1 Implementation

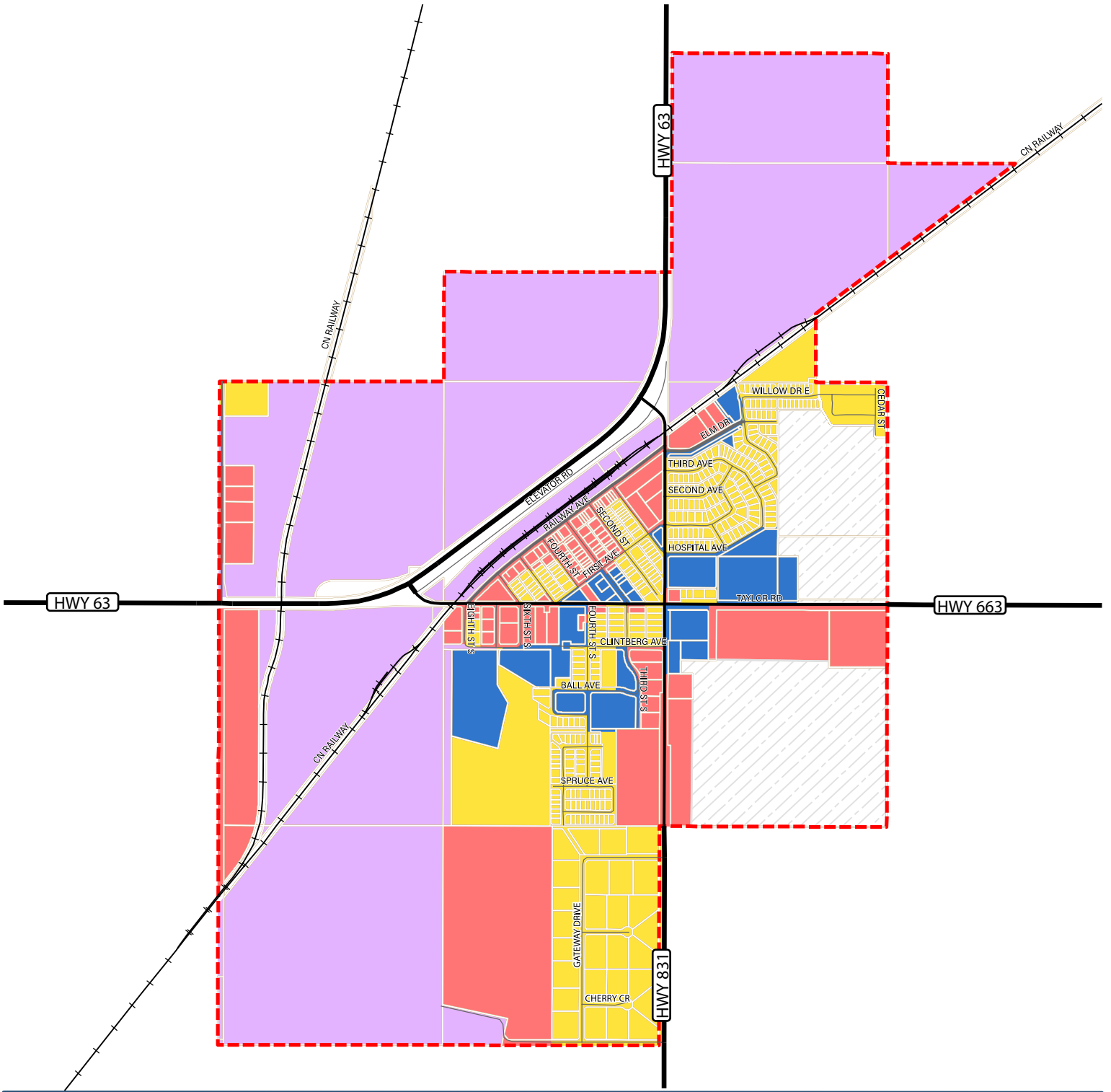
The policies in this Section direct the implementation of the Village Land Use Concept (Figure 3).

GUIDING STATEMENT

The MDP Land Use Concept promotes the efficient use of Village land and encourages development that aligns with the vision and objectives of the MDP. Development in the Village contributes to a sense of community pride, and is considerate of existing neighbours through appropriate siting and design.

POLICIES

- 7.1.1.1** New development shall comply with the Land Use Concept as shown in Figure 3.
- 7.1.1.2** The Village will consider the development of an Unsightly Premises Bylaw to encourage property maintenance.
- 7.1.1.3** The Village should maintain an inventory of publicly and privately owned land available land to prepare for future growth.
- 7.1.1.4** Developments should incorporate site design considerations and building practices that mitigate impacts (e.g. lighting and noise) on adjacent properties both within the Village and in the County by considering, where appropriate:
 - a) landscaping; and
 - b) buffering.
- 7.1.1.5** Developments should be encouraged to demonstrate best practices for water usage and conservation.



VILLAGE OF BOYLE

FIGURE 3 LAND USE CONCEPT

Conceptual Land Use

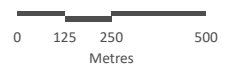
- Residential
- Commercial
- Industrial
- Institutional
- Urban Reserve

Municipal Boundary

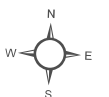
- Highway
- Arterial
- Collector
- Local / Street
- Railway
- Parcel



MAP DRAWING INFORMATION:
 DATA PROVIDED BY Village of Boyle, NRCan
 MAP PROJECTION: Coordinate System: NAD 1983 10TM AEP Resource



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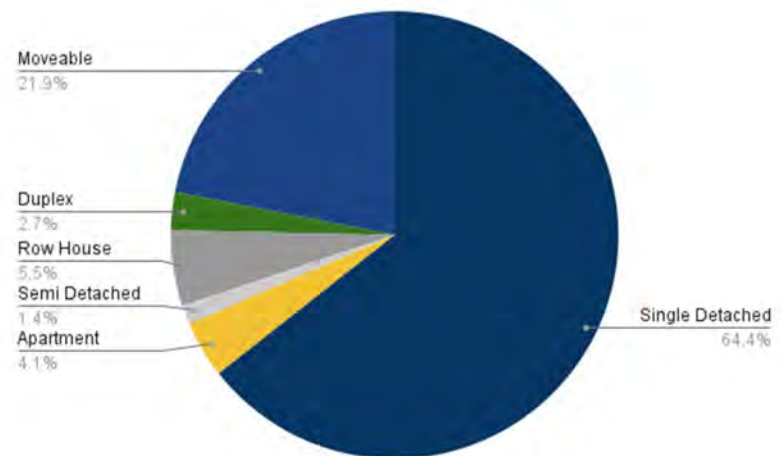


7.2 Living in Boyle

The policies in this Section support the creation of housing that is affordable, adequate, suitable, and accessible to meet the Village's unique needs. Residential areas in the Village are shown on Figure 3.

The majority of the homes in the Village are detached dwellings (Diagram 4³) though there is a variety of other housing forms including duplex and semi-detached dwellings, row houses, apartments, and manufactured homes.

Diagram 4: Village of Boyle Housing Type



Housing characteristics observed in the Village are further expanded below:

- The majority of housing in the Village was developed between the 1960s and 1980s, which means the current housing stock is aging.
- The low number of recently built homes (since the 1980s) means there are fewer new homes available for purchase.
- There are a number of undeveloped parcels available for the development of new housing; however, building a new home can be unaffordable for many people.
- The majority of homes have three or four bedrooms that can accommodate more people. There is a gap in housing forms with fewer bedrooms.
- Existing seniors housing is aging and new seniors housing is needed to allow residents to age in place.

Expanding available rental housing and market housing stock for all income levels and household types is integral to accommodating existing residents as they move throughout the phases of life, and attracting newcomers looking to explore life in the Village.

³ Statistics Canada. (2022) Census. Retrieved Dec 6, 2022



GUIDING STATEMENT

The Village actively explores opportunities to create new market and non-market housing opportunities. Servicing and subdivision layouts for new residential development accommodates a variety of housing forms considering diverse financial and lifestyle needs. Residential areas support appropriately scaled neighbourhood services, and the Village considers opportunities for local food sustainability in residential areas.

POLICIES

- 7.2.1.1** Residential development shall be serviced by the developer to the satisfaction of the municipality.
- 7.2.1.2** The Village shall encourage new residential subdivisions that support a variety of housing forms.
- 7.2.1.3** The Village shall encourage development opportunities that increase seniors housing stock.
- 7.2.1.4** The Village shall support the redevelopment and densification of residential infill to increase available housing, subject to servicing capacity.
- 7.2.1.5** For new development, the Village shall support an increase in densities in residential areas through provisions for dense housing forms including, row houses, semi-detached dwellings and secondary units, where appropriate.
- 7.2.1.6** The Village will review its policies and bylaws for opportunities to provide flexibility for home-based businesses to operate.
- 7.2.1.7** The Village will encourage the development of rental market units.
- 7.2.1.8** The Village will consider preparing a Municipal Housing Strategy to clearly identify the housing needs in the community.
- 7.2.1.9** The Village will encourage the provision of accessible housing that supports residents with mobility challenges.
- 7.2.1.10** The Village may explore opportunities to increase food security and sustainability, such as through the creation of a backyard hen policy.
- 7.2.1.11** Residential districts may incorporate regulations with respect to neighbourhood scale and non-residential uses that are complementary to residential uses and support local residents, subject to the provisions of the Village's Land Use Bylaw.



7.3 Doing Business in Boyle

Businesses contribute to the socio-economic sustainability of the Village, and function as economic drivers for the surrounding region. The local economy in Boyle is supported by the commercially and industrially designated land in the Village Land Use Concept, shown in Figure 3.

The Village's location near natural resources is reflected in the predominant commercial and industrial sectors that drive economic and employment opportunities in the Village and the surrounding region. Commercial sectors include retail, transportation and warehousing, construction, agriculture, forestry, fishing, and hunting. Industrial sectors include agriculture, forestry, fishing and hunting⁴. To support these industries, the MDP supports the emergence of three distinct commercial and industrial areas:

- Highway commercial and industrial areas along highways 63, 663, and 831 can create a regional service centre and provide services for current and future residents, as well as the travelling public. Proximity to highways supports heavier vehicular traffic contributing to the local and regional movement of goods and people.
- Commercial and industrial areas within the Village can facilitate the location of medium to larger scaled developments that create employment opportunities for the Village and surrounding area.
- The Downtown Core is positioned to provide personal and professional services to support the population, such as healthcare and retail opportunities, including restaurants and coffee shops.

Achieving economic sustainability in the Village is a foundational element of the MDP. This includes the promotion of uses that can sustain the Village through periods of economic uncertainty. The Village's businesses demonstrate a community-oriented environment of entrepreneurship. Continuing to support businesses at all scales, including small businesses, is imperative to achieving a diverse, sustainable, and self-sufficient economic environment. To support existing businesses and proactively pursue new opportunities for businesses to develop and locate, economic development initiatives in the Village should be further identified and pursued.

⁴ Government of Alberta. (2022) Boyle - Number of Businesses. Adapted from Statistics Canada, Establishment Counts by CSD, derived from the Business Register.



7.3.1 Considerations for Commercial and Industrial Development

The policies in this Section establish general land use and development policies for all commercial and industrial land within the Village boundary.

GUIDING STATEMENT

Commercial and industrial businesses benefit from flexible land use regulations that reduce barriers to development and allow the co-location of appropriate uses. There are opportunities for businesses ranging in scale to operate, from small local shops to large industrial developments. The Village considers emerging trends in commercial and industrial land uses and adapts plans and bylaws to accommodate new and innovative opportunities.

POLICIES

- 7.3.1.1** The Village will support infill development that leverages existing servicing connections and roadway access.
- 7.3.1.2** The Village should update planning policies and bylaws as needed to be responsive to emerging trends and innovative uses.
- 7.3.1.3** The Village may consider non-commercial developments, including residential development or institutional uses, in commercial areas where appropriate, subject to the provisions of the Village's Land Use Bylaw.
- 7.3.1.4** The Village may consider commercial developments in industrial areas where the location of such use does not impede or inhibit the operations of an industrial use, subject to the provisions of the Village's Land Use Bylaw.



7.3.2 Development Adjacent to Highways

The policies in this Section provide additional guidance for commercial and industrial areas adjacent to or near major transportation corridors (Highway 63, 663, and 831). These areas can support the travelling public through medium to large scale uses along highway corridors. Due to the high visibility of these areas, consideration for building design, landscaping, access, and orientation are required.

GUIDING STATEMENT

Development along highways reflects a high visual standard of development and create an attractive gateway to the community. Properties adjacent to highways accommodate businesses that benefit from proximity to the regional transportation network and high visibility from the travelling public.

POLICIES

- 7.3.2.1** Outdoor storage associated with development adjacent to a highway shall be appropriately screened.
- 7.3.2.2** The location of developments and uses that benefit from highway proximity and visibility should be encouraged to locate in areas adjacent to highways, where possible.
- 7.3.2.3** Developments along highways should demonstrate a high quality of building design and landscaping.



7.3.3 General Commercial Development

Boyle has designated commercial lands throughout the Village that can accommodate a variety of uses and scales. The Downtown Core includes the commercial properties in the heart of the Village, primarily servicing the everyday needs of residents with smaller-scale shops and businesses. Larger commercial uses, or those that benefit from highway access or visibility can be accommodated outside of the Downtown Core. These larger and more intensive commercial uses are typically less suitable for development in the Downtown Core, and include characteristics such as larger parcel sizes, higher vehicular traffic volumes, larger parking needs, and storage necessary for the business.

GUIDING STATEMENT

Existing and prospective commercial businesses of all scales and sizes have the ability to locate or establish in appropriate areas in the Village, in accordance with the Land Use Concept. Businesses support the local economy and create employment opportunities for the region.

POLICIES

- 7.3.3.1** New commercial subdivision should demonstrate lot size variety to support businesses of varying scales and intensity.
- 7.3.3.2** Where appropriate, new commercial subdivision should consider the creation of small commercial units to support small businesses.
- 7.3.3.3** Commercial development should consider architectural form and massing that is compatible with adjacent parcels, when developing in established areas.

Downtown Core

The Downtown Core is a distinct commercial area that offers a mix of commercial and retail services with considerable latitude for new developments and public realm improvements. Feedback from community engagement indicated that the Village could further improve the Downtown Core, and develop the area into a thriving community centre. Development in the Downtown Core can accommodate new services and a variety of new businesses, including small to medium scale commercial development such as, retail, restaurants, and professional services.

New residential uses in the Downtown Core may be appropriate when incorporated within a mixed-use development such as on the second storey. Existing residences on



single use parcels in the Downtown Core are envisioned to eventually transition to commercial or mixed-use developments.

Enhancements to the Downtown Core are anticipated to occur incrementally with the development of new buildings and by encouraging investments in landscaping and public realm improvements that complement the recent upgrades to 3rd Street. Over time, small improvements contribute to the transition of the Village's Downtown Core into a vibrant and walkable commercial area.

Parking downtown will support local resident access to the Village's businesses and encourage visitors to stop and explore. Development in the Downtown Core should consider anticipated parking needs without placing onerous and expensive parking requirements on applicants.

GUIDING STATEMENT

The Downtown Core accommodates a range of businesses and services in a distinct and centralized area. Mixed-use buildings that support commercial and residential units transition the Downtown Core into a walkable area to live, work, and shop and pedestrian-oriented commercial uses are located on ground floor units to activate a streetscape. The Village supports small businesses by considering parking needs, while supporting public realm improvements that encourage walkability.

POLICIES

- 7.3.3.4** Residential uses in mixed-use buildings in the Downtown Core shall be located above ground floor commercial uses.
- 7.3.3.5** The Village will encourage developments that include a mix of uses that include small to medium scale commercial and residential development.
- 7.3.3.6** The Village will explore opportunities to incentivize upgrades to public-facing private property, to improve the public realm in the Downtown Core.
- 7.3.3.7** Existing residential single-detached dwellings in the Downtown Core may continue to exist until such time they are redeveloped, at which time they should transition to commercial or mixed-use development.
- 7.3.3.8** Pedestrian-oriented commercial uses, such as restaurants and retail shops will be encouraged to locate on the ground floor unit, with office and professional services located in units above or behind street facing units.



- 7.3.3.9** Parking requirements in the Downtown Core should be flexible and consider the type of use and hours of operation, and where possible identify opportunities for shared spaces.



7.3.4 Industry in Boyle

The policies in this Section guide industrial development that contributes to the economic health of the local Village employment and economy. Industrial uses are best suited in locations separated from residential areas that do not have the potential to create nuisance impacts, such as through traffic, noise, smell, or disruptive hours of operation. The Village has a significant inventory of industrial designated lands to support the local industrial economy and provide new and diverse employment opportunities. Industrial areas are shown in Figure 3: Land Use Concept.

GUIDING STATEMENT

Industrial developments ranging in size and intensity are accommodated in the Village. Industrial areas are located away from residential and community uses, and benefit from close proximity to the regional transportation network. Buildings associated with industrial businesses are maintained and storage areas are screened to achieve a high standard of appearance.

POLICIES

- 7.3.4.1** New industrial development shall demonstrate adequate separation distances or buffering between industrial and non-industrial uses, subject to the provisions of the Village's Land Use Bylaw.
- 7.3.4.2** The Village shall review potential nuisance impacts associated with industrial development, and work with applicants to minimize impacts through site and building design, subject to the provisions of the Village's Land Use Bylaw.
- 7.3.4.3** New industrial subdivisions should demonstrate lot size variety to support businesses of varying scales and intensity.



7.4 Institutional Uses

The policies in this Section support the recreation facilities and programs provided by the Village and its community organizations (Section 7.4.1), as well as open space and parks (Section 7.4.2). These amenities create a sense of belonging for community members and bring people together from the surrounding region. Recreation facilities and parks and open spaces are considered as institutional uses in the Land Use Concept, as shown in Figure 3. The Village recreation facilities and parks are shown in Figure 4.

7.4.1 Recreation Facilities and Programming

Recreation facilities and programs in the Village are provided by the Boyle Community Centre, the Boyle Public Library, the Millview Recreation Complex, Pioneer Park and the Boyle Arena, and the Boyle Senior Citizens New Horizon Drop-In Centre. The Boyle Public Library is located in the Village Municipal Office, and provides a variety of services, including multiple reading programs, Wi-Fi, access to computers, and serves as a space for meetings and external programming. The Village of Boyle Senior Citizens New Horizon Drop-In Centre is also located in the Municipal Office and provides services to members and visitors. The Village spray park, playgrounds, and baseball diamonds provide seasonal outdoor recreation. The co-location of many recreation facilities in the Village means they are easily accessible to residents and visitors.



The Village is currently reviewing the lifecycle of its recreation facilities to explore the need for upgrades or redevelopment in the future.



GUIDING STATEMENT

The Village is a destination for recreation and programming. The Village will consider strategic lifecycle planning to identify and prioritize the upgrading or redevelopment of facilities. The Village continues to identify partnerships that support the continued operation of facilities and maintain program delivery.

POLICIES

- 7.4.1.1** The Village shall execute the development of a Municipal Asset Plan to inform decisions related to the upgrading or replacement of municipally owned buildings and associated infrastructure.
- 7.4.1.2** The Village shall consider municipal fiscal responsibility by balancing municipal taxation and fees with the demand for recreational facility upgrades that most benefit residents and business.
- 7.4.1.3** The Village will support the delivery of arts and culture programs and initiatives that benefit the community.
- 7.4.1.4** The Village will seek partnerships with community organizations and regional partners to support the continued operation of recreation facilities and contribute to new facilities.
- 7.4.1.5** The Village should, where feasible, continue to support community groups that provide recreation and programming to the community.





7.4.2 Open Space and Parks

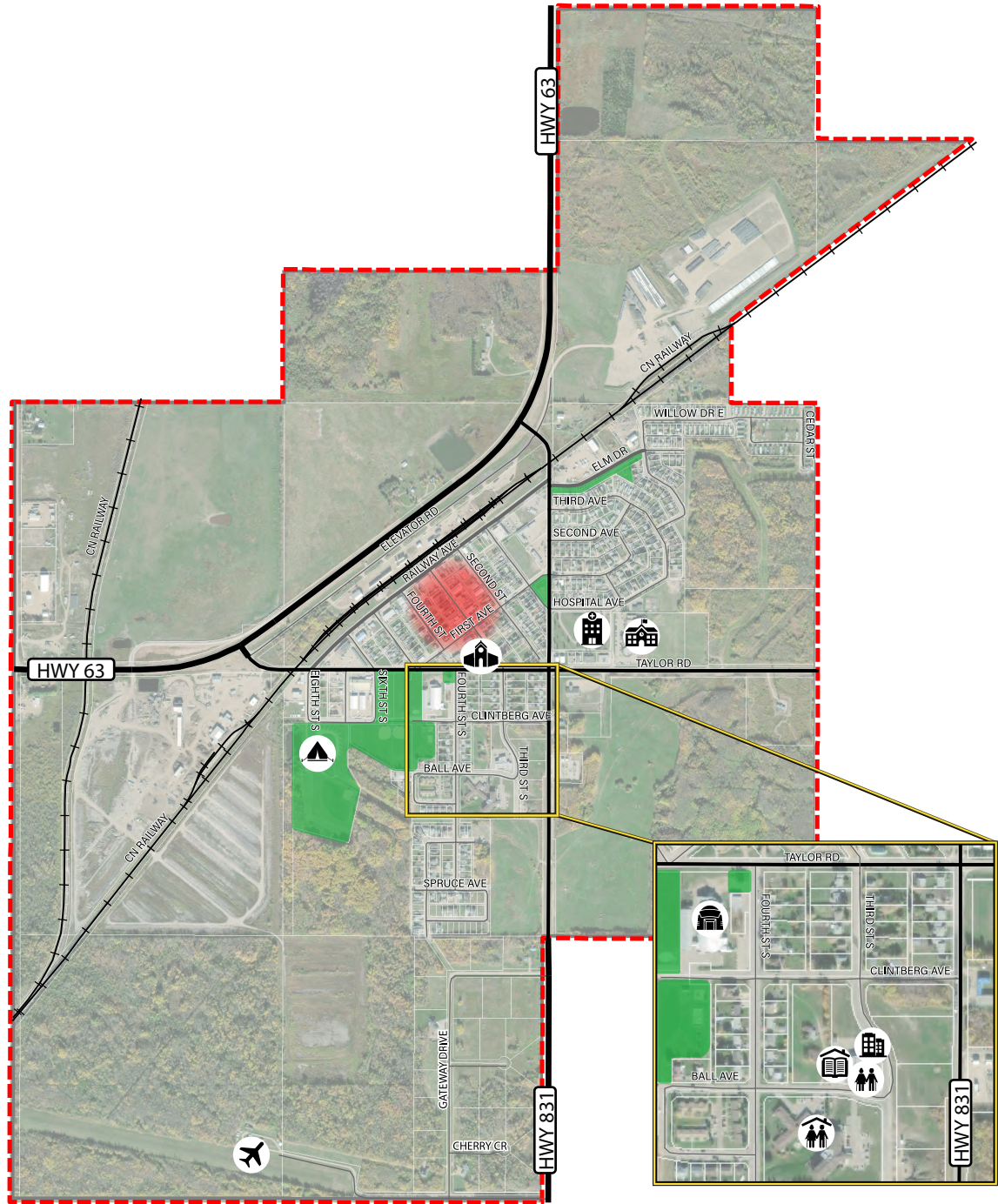
The Village recognizes the value that natural open spaces and parks bring to the community, promoting the enjoyment of the unique outdoor environment offered from life in the Village. Maintaining and, where possible, improving linkages between open spaces and parks through trails and pathways within and around the community supports passive recreation options and directs active transportation users (walking, biking, mobility aids) away from roadways.

GUIDING STATEMENT

The Village maintains trails and pathways that connect to amenity areas in the Village, including parks, recreation facilities, and the Downtown Core. Parks are maintained to create spaces for youth to play. In the future, the Village explores linkages of parks and pathways to natural areas and destinations in the surrounding region.

POLICIES

- 7.4.2.1** The Village will continue to maintain trails that provide connectivity to open spaces, parks, recreation facilities, and other major destinations in the Village.
- 7.4.2.2** The Village will continue to maintain existing parks and explore opportunities to enhance or modernize infrastructure to meet community needs.
- 7.4.2.3** The Village will continue to explore opportunities for new recreation infrastructure through partnerships with local volunteers and nearby municipalities.
- 7.4.2.4** Where appropriate, the Village may require new subdivisions to connect to existing trails as a condition of subdivision and development approval.
- 7.4.2.5** The Village may consider the development of a local parks and trails map that also highlights community recreation facilities to identify future pathway linkages.
- 7.4.2.6** The Village may pursue the development of a regional trail network in collaboration with Athabasca County and Summer Villages.



VILLAGE OF BOYLE

FIGURE 4
COMMUNITY AMENITIES
AND FEATURES



- | | | | | | |
|--|---|--|------------------------|--|--------------------|
| | Downtown Core | | Hospital | | Municipal Boundary |
| | Parks, Open Spaces and Outdoor Recreation Areas | | School | | Highway |
| | Campground | | Seniors Lodge | | Arterial |
| | Community Hall | | Seniors Drop In Centre | | Collector |
| | Recreation Complex | | Village Office | | Local / Street |
| | Library | | Aerodrome | | Railway |

MAP DRAWING INFORMATION:
DATA PROVIDED BY Village of Boyle, NRCan
MAP PROJECTION: Coordinate System: NAD 1983 10TM AEP Resource

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Metres

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7.5 Urban Reserve

This Section outlines the purpose of Urban Reserves in the Village. Urban Reserves are large areas of undeveloped and undesignated land identified for future development. Future redesignation and long range planning for these areas will require consideration for existing transportation networks, servicing connections and capacity, and adjacent land use patterns through comprehensive planning. Lands designated as Urban Reserve are shown in Figure 3.

GUIDING STATEMENT

The Village maintains land available for future development. Land uses and development in Urban Reserves are contemplated once designated parcels in the Village have been developed. The Village may consider temporary land uses in the Urban Reserve if they do not compromise future development anticipated for the future.

POLICIES

- 7.5.1.1** An amendment to this MDP is required prior to the redesignation of Urban Reserve areas.
- 7.5.1.2** The Village should protect lands within the Urban Reserve for future urban development by restricting subdivision and development proposals.
- 7.5.1.3** At the time of development, natural features such as tree stands should be protected on Urban Reserve.
- 7.5.1.4** The Village may allow for a limited range of uses within Urban Reserve, subject to the Land Use Bylaw.
- 7.5.1.5** Notwithstanding Policy 7.5.1.4, interim uses shall not compromise the future development of Urban Reserve areas.



8.0 COMMUNITY INFRASTRUCTURE AND SERVICING

The policies in this Section establish the infrastructure servicing and transportation requirements for the Village.

8.1 Servicing Village Development

The Village maintains water, sanitary sewer, and stormwater infrastructure as depicted in Figures 5, 6, and 7.

The provision of municipal infrastructure and servicing are critical to increasing community resilience to facilitate new development and redevelopment; however, some residential, commercial, and industrial parcels within the Village boundary have limited or no piped services, which may pose a constraint to future development. Currently, municipal piped services do not extend north of Highway 63. Areas that are not anticipated to be serviced can accommodate uses that do not require piped services, and can be self-sufficient with regard to servicing.

Municipal gas lines and associated infrastructure to service parcels in the Village are municipal owned. The Village's sanitary sewage is treated by a Sanitary Sewer Detention facility located in Athabasca County and is operated and maintained by the Village (Figure 5). It is the Village's understanding that sufficient capacity in the Sanitary Sewer Detention facility exists to accommodate future development in the Village. An agreement is in place with Athabasca County to jointly identify capacity thresholds, consider when expansion may be required, and to manage cost-sharing for upgrades.

GUIDING STATEMENT

Existing servicing capacity is verified throughout the Village to identify gaps, inform a future servicing strategy, and to identify priority areas that support prospective development.

POLICIES

- 8.1.1.1** The Village shall complete a Servicing Study to identify the condition and capacity of existing municipal infrastructure, and how the Village will be serviced in the long term.



- 8.1.1.2** The Village shall continually monitor the condition of municipal infrastructure to assess the timing for maintenance and upgrades.
- 8.1.1.3** The supply and cost of servicing and infrastructure for private development shall be the sole responsibility of the developer.
- 8.1.1.4** Notwithstanding Policy 8.1.1.3, the Village may enter into a cost-sharing agreement, incentive program, or latecomer agreement, to support infrastructure costs as it deems appropriate.
- 8.1.1.5** As a condition of approval, new subdivisions shall be serviced to the satisfaction of the Village.
- 8.1.1.6** The Village will encourage serviced industrial parcels to be developed prior to unserviced parcels, unless the use proposed does not require access to municipal services.
- 8.1.1.7** The Village will consider the development of an Off-site Levy Bylaw to fund future infrastructure and upgrades.
- 8.1.1.8** Once complete, Administration and Council will conduct regular reviews of the Off-site Levy Bylaw, and update the Bylaw as necessary to accommodate the needs of the Village.
- 8.1.1.9** Development should occur in a logical manner based on available servicing capacity.

Serviced Land Development Policies

- 8.1.1.10** Where servicing connections are available, the Village shall require subdivision and development applications to provide an engineering report(s), prepared by a qualified professional, which demonstrates how developments will be adequately serviced, subject to the approval of the Village.

Unserviced Land Development Policies

- 8.1.1.11** Where servicing connections are not available, such as north of Highway 63, the Village may support the development of uses that can operate without municipal services, or can demonstrate alternative servicing solutions, subject to approval by the Village.
- 8.1.1.12** For development proposed in areas where municipal services are not currently available, the Village may require a deferred services agreement as a condition of development or subdivision, which will be registered on title.



8.2 Future Growth and Phasing

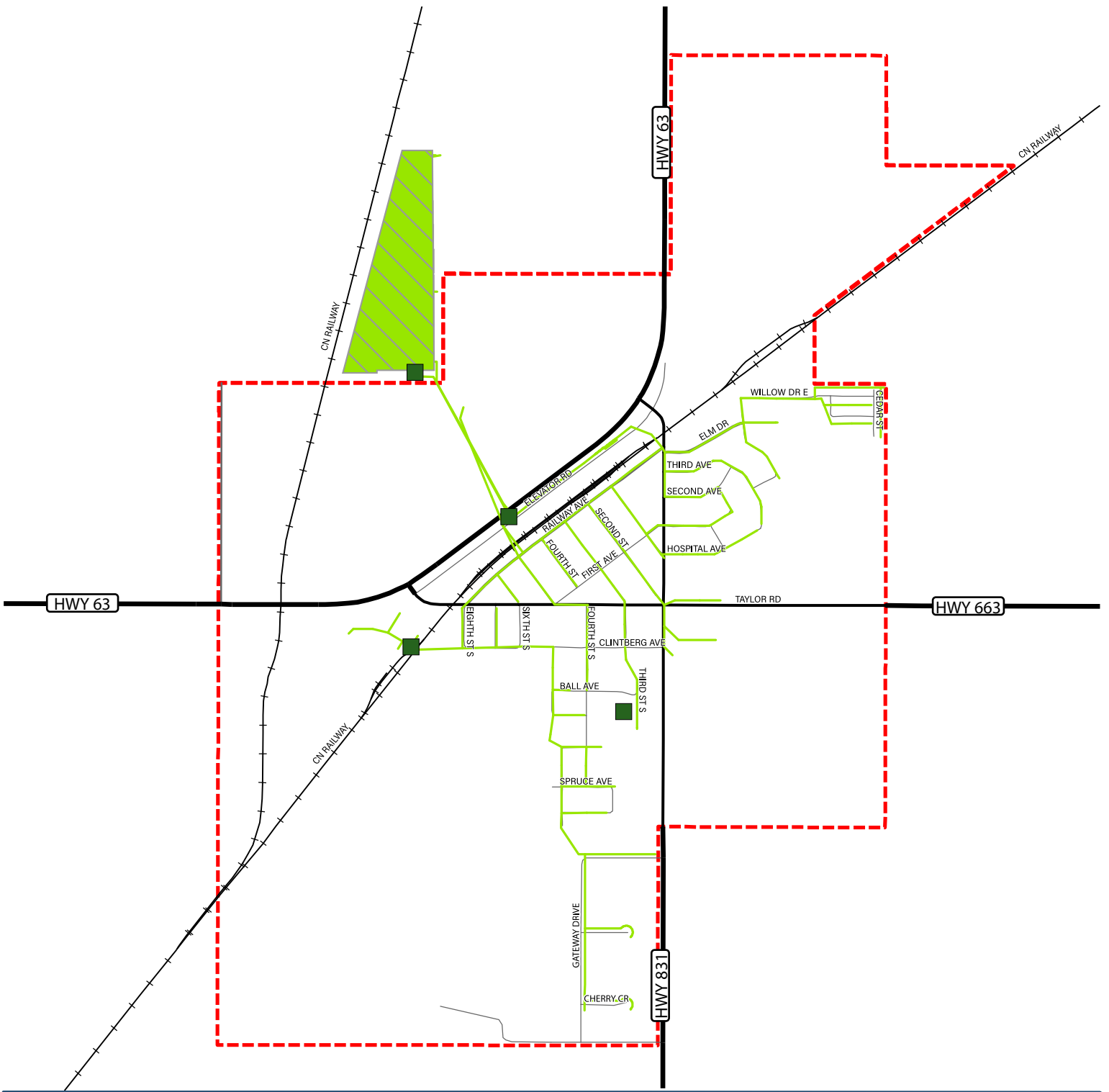
These policies guide future growth of the Village through the orderly and sustainable phasing of development. The Village will continue to anticipate and plan for future growth by considering Boyle's population and demographics, economic demand, and current and anticipated land use needs.

GUIDING STATEMENT

When considering applications for development, the Village considers the availability of servicing, and existing land use and development patterns to achieve an orderly sequence of development.

POLICIES

- 8.2.1.1** The Village will consider the orderly progression of development that is contiguous to existing developed areas to prevent the premature development of land.
- 8.2.1.2** The Village will encourage growth in areas that most efficiently leverages existing infrastructure.
- 8.2.1.3** As a condition of subdivision or development, the Village may require the applicant to enter into a Development Agreement.



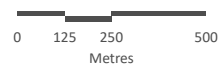
VILLAGE OF BOYLE

**FIGURE 5
SANITARY SYSTEM**

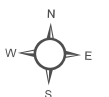
- Sanitary Sewer Lift Station
- Sanitary Sewer Detention
- Sanitary Sewer Lines
- Municipal Boundary
- Highway
- Arterial
- Collector
- Local / Street
- Railway

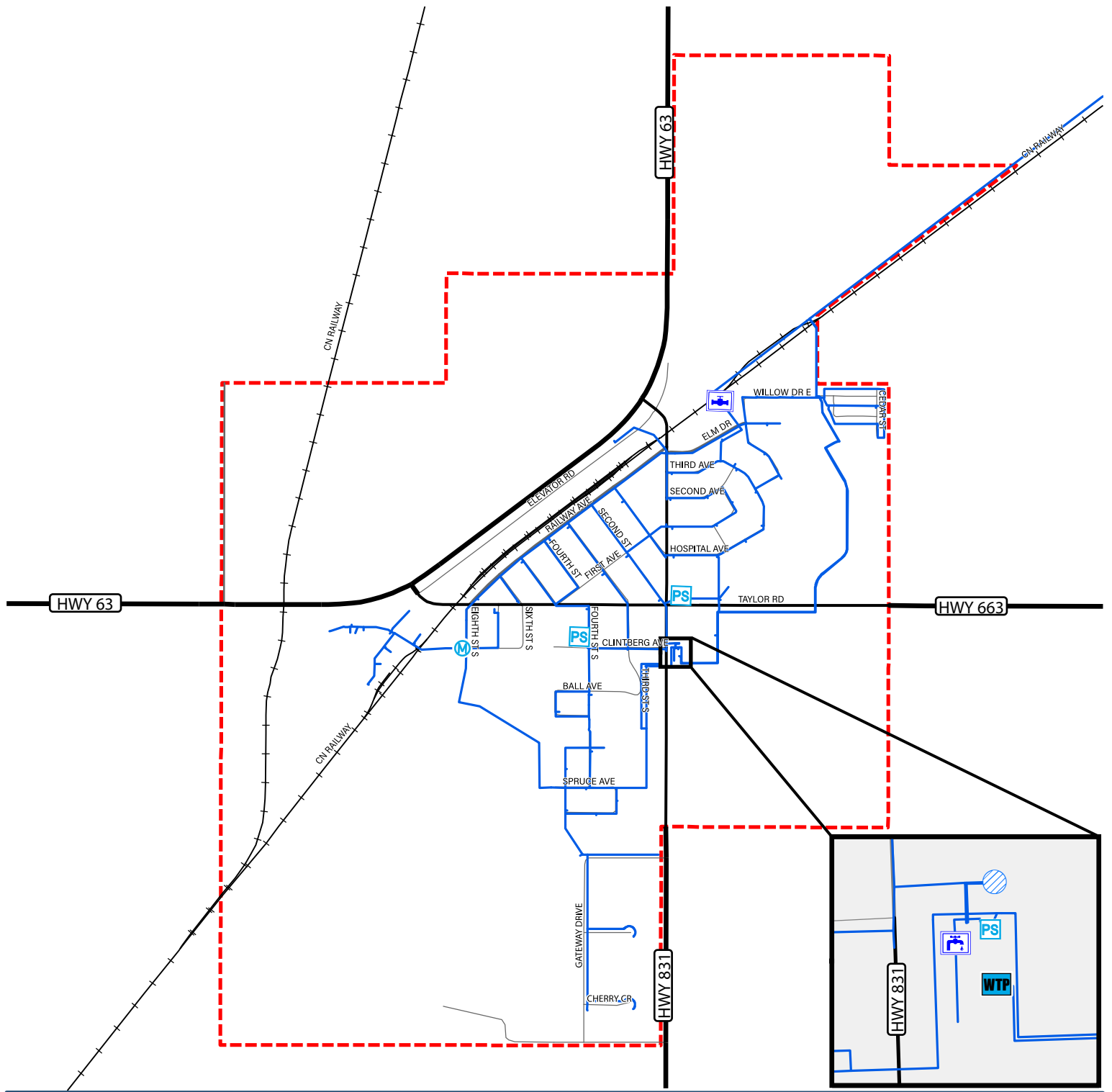


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
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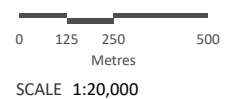
VILLAGE OF BOYLE

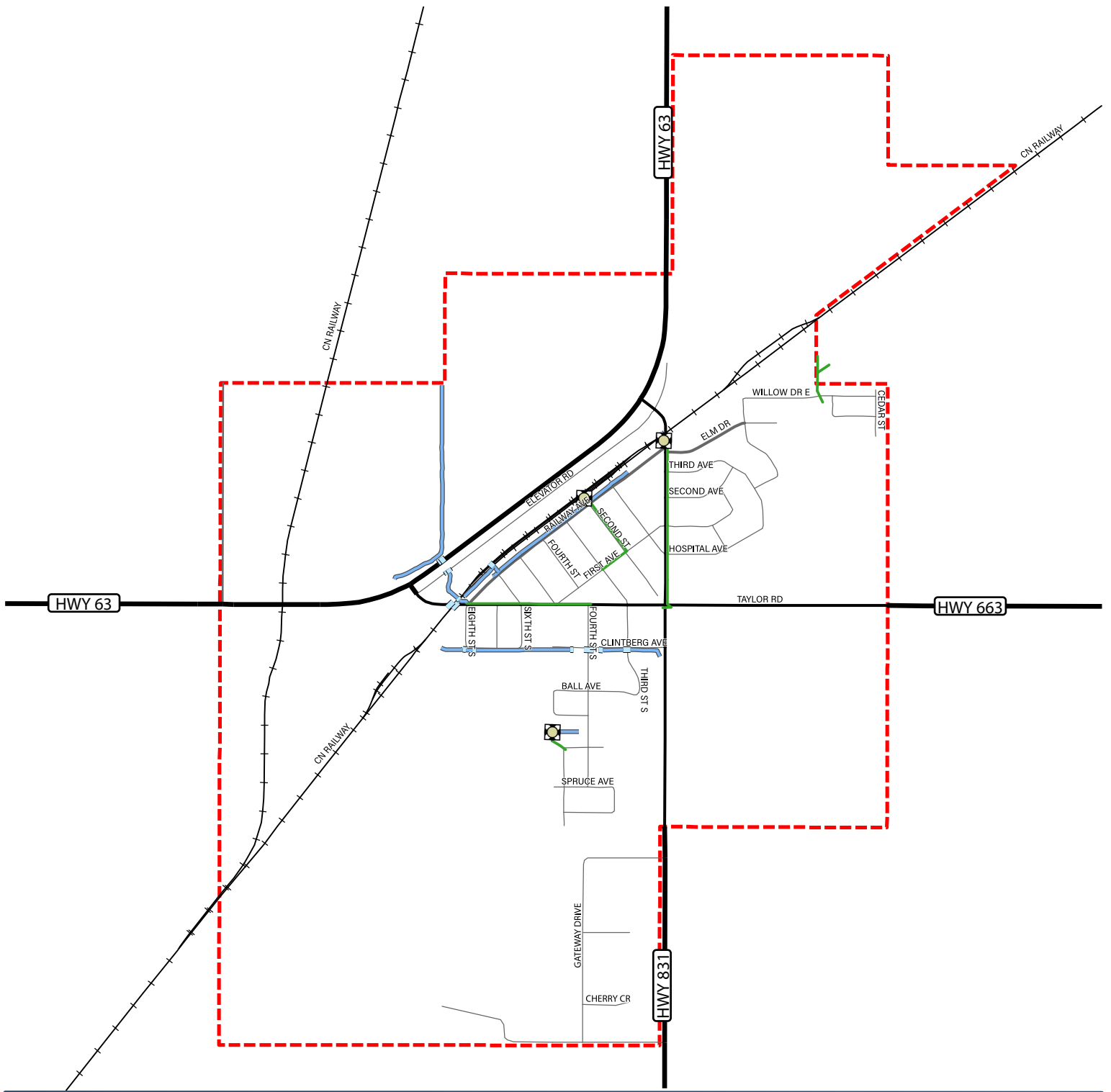
**FIGURE 6
POTABLE WATER SYSTEM**

- | | | | | | |
|---|---------------|---|---------------------|---|--------------------|
|  | Valve Chamber |  | Treatment Plant |  | Municipal Boundary |
|  | Truck Fill |  | Elevated Water Tank |  | Highway |
|  | Meter Station |  | Pump Stations |  | Arterial |
| | |  | Water Lines |  | Collector |
| | | | |  | Local / Street |
| | | | |  | Railway |













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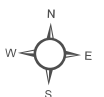
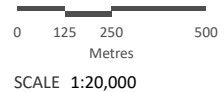
VILLAGE OF BOYLE

**FIGURE 7
STORMWATER SYSTEM**

-  Stormwater Outfall
-  Storm Line
-  Storm Culvert
-  Storm Ditch
-  Municipal Boundary
-  Highway
-  Arterial
-  Collector
-  Local / Street
-  Railway



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 MAP PROJECTION: Coordinate System: NAD 1983 10TM AEP Resource





8.3 Integrated Transportation

The Village is intersected by three provincial highway (Highway 63, Highway 831, and Highway 663). This unique positioning requires thoughtful planning and coordinated linkages between provincial and municipal road networks, and active transportation. The transportation network is shown on [Figure 8](#).

8.3.1 Road Network

Provincial Highways

There are three major transportation routes entering the Village; Highway 63 from the east and north, Highway 831 providing access from the south, and Highway 663 providing access from the east. Highway 63 passes through the Village and is a major thoroughfare to Fort McMurray. Highway 63 is notably used to transport people, goods, and equipment traveling to and from northern Alberta. Boyle's location along Highway 63 enables future opportunities for the Village to support the travelling public, including roadside services, amenities, and rest stops to support residents and tourism. Being located at the conjunction of three major highways, the Village is well suited to benefit by incorporating businesses that supports northern industries by introducing truck stops or storage yards for the temporary storage of equipment.

In 2014, a Functional Study was completed by Alberta Transportation to consider the possibility of a realignment and widening of the portion of Highway 63, with a planned interchange. This Functional Study may impact future development in proximity to Highway 63, and should be considered and discussed with Alberta Transportation during the early stages of development planning.

Municipal Roads

The Village maintains a comprehensive system of municipal roadways. The Village will continue to maintain its local road network to support existing traffic, and identify upgrades in response to future growth. The conceptual location of a future local connector has been identified by the Village; however, future studies will determine the location and final configuration of the future local connector pending demand for an expansion to the municipal roadway network. New municipal roadways developed to provide access to future subdivisions will need to identify and incorporate efficient connections to the existing roadway network, and avoid or mitigate impacts to any natural features.



GUIDING STATEMENT

The Village maintains a safe and functional transportation network that meets the needs of the Village and supports efficient vehicular and pedestrian connectivity within Boyle. The Village considers its unique positioning along three major highways in future planning. As needed, and based on anticipated demand for future development, the Village will identify opportunities for expansion to the municipal road network.

POLICIES

- 8.3.1.1** Road network design and construction associated with multi-lot subdivisions shall consider natural development constraints, such as topography, and be designed by a qualified professional engineer.
- 8.3.1.2** As a condition of subdivision or development, roadways shall be constructed to the satisfaction of the Village.
- 8.3.1.3** If Alberta Transportation proceeds with the realignment of Highway 63, the Village shall review the MDP including the Land Use Concept, to determine if changes are warranted as a result of the final functional design.
- 8.3.1.4** New accesses off of Highway 63 shall not be permitted, unless approved by Alberta Transportation and the Village.
- 8.3.1.5** The Village will circulate development applications adjacent to highways to the Province for comment.
- 8.3.1.6** At the time of development or subdivision, a Transportation Impact Assessment may be required by the Village.
- 8.3.1.7** Subject to the requirements of provincial regulation, development adjacent to highways may require a Roadside Development Permit.



8.3.2 Active Transportation

Planning for comprehensive transportation networks goes beyond supporting vehicle mobility. Thoughtful implementation of sidewalks and crosswalks throughout the community encourage active transportation as an alternative means to get around. The Village is supportive of the development of walkable neighbourhoods that create pedestrian connections to important community amenities and the Downtown Core.

GUIDING STATEMENT

Consideration for infrastructure that supports the safety of active transportation users is integrated in future transportation network planning.

POLICIES

- 8.3.2.1** New and upgraded roadways should include sidewalks, crosswalks, and curb cuts, where appropriate, to the satisfaction of the Village.



8.3.3 Rail

A Canadian National Railway (CN) runs through the Village. While the freight line plays an important role in the regional movement of goods, the proximity of the CN railway to the Village Downtown Core has contributed to nuisance effects impacting local businesses along Railway Avenue. Impacts shared by the community are associated predominantly with the idling of trains creating noise and odour pollution.

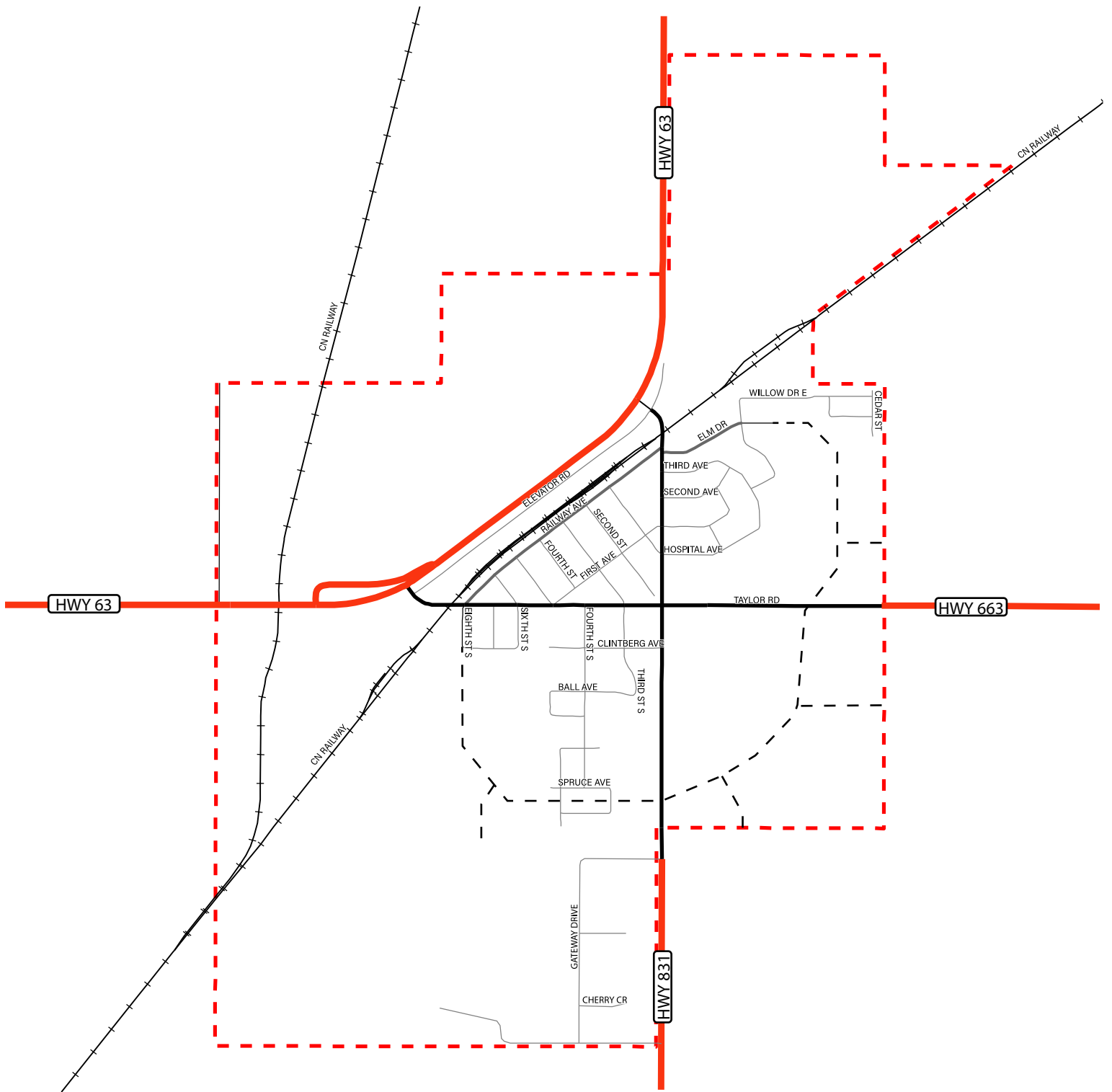
While the Village does not have jurisdiction over railway infrastructure and operations, as new development occurs in the Downtown Core it is important to consider risks and mitigations for impacts to the community. Siting, and building orientation and design, should be planned with respect to the location of the CN railway.

GUIDING STATEMENT

New development adjacent to rail, such as along Railway Avenue, is designed to promote the safety and well-being of residents through the identification and implementation of building design and orientation that mitigate the impacts of development adjacent to rail.

POLICIES

- 8.3.3.1** Development adjacent to the railway will consider the impacts of railway operations (vibration, noise, emissions, and safety) and identify opportunities to mitigate these impacts through building design and orientation (e.g., orienting primary doorway access away from Railway Avenue).



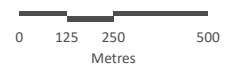
VILLAGE OF BOYLE

**FIGURE 8
TRANSPORTATION AND
CONNECTIVITY**



- Highway
- Arterial
- Collector
- Local / Street
- | Railway
- Conceptual Collector Roads
- Municipal Boundary

MAP DRAWING INFORMATION:
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 MAP PROJECTION: Coordinate System: NAD 1983 10TM AEP Resource



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9.0 PUBLIC SERVICES

The policies in this Section endeavor to support the provision of public services contributing to the safety, health, and well-being of Village residents as it relates to emergency response, education, and healthcare.

9.1.1 Emergency Response

Emergency response in the Village is provided through partnerships and collaboration with various provincial and municipal agencies. The Village's volunteer fire department operates in partnership with the Athabasca County volunteer fire department. Ambulance services are provided by Associated Ambulance under contract with Alberta Health Services. A Royal Canadian Mounted Police detachment and Sheriff's facility are located in the Village, servicing the residents and surrounding area.

The Village of Boyle and Athabasca County jointly coordinate the delivery of various services through a shared Emergency Regional Response Plan, such as fire, health, and law enforcement. The Village of Boyle and Thorhild County are also signatories to the Borderlands Emergency Management Mutual Aid Agreement. The coordination of service delivery with regional partners is further described in [Section 13.0](#).

Planning for the future of Boyle through a lens of emergency response must include consideration for the proximity of wilderness areas surrounding the Village. Emergency response planning supports municipal decision-making and helps protect public and private property in the event the Village is faced with natural disasters (flooding, wildfire, severe weather events) and manmade disasters (industrial accidents).

GUIDING STATEMENT

The Village continues to coordinate with service providers to deliver emergency services to the Village and surrounding region. The Village proactively prepares for the potential of future emergencies by undertaking local emergency planning initiatives.

POLICIES

- 9.1.1.1** The Village will continue to support emergency service providers to provide fire and emergency services.
- 9.1.1.2** The Village will consider the development of a Municipal Emergency Management Plan.



9.1.2 Education

The Boyle School offers classes from grades 1-12, pre-kindergarten, and kindergarten and serves both the Village and County. The school offers a range of programming for students, including a career & technology program, sports, and fine arts. The school has experienced consistent enrollment numbers, but is generally operating at student capacity. While the Alberta Education and the Aspen View Public School Division No. 78 are the agencies with jurisdiction regarding school upgrades or expansion, should the population of the Village increase to trigger an expansion, or the school require rehabilitation and upgrades to address its aging infrastructure, the Village will continue to collaborate with these agencies to support future education initiatives.

Partnerships with education institutions that provide post-secondary education and trades training will continue to be explored by the Village to attract opportunities similar to the successful Portage College Boyle campus located in the nearby County, offering hands-on Heavy Equipment Operator and Pipeline training.

GUIDING STATEMENT

The Boyle School continues to operate with the support of the Village, and accommodates current and future students from the Boyle and the surrounding region. The Village identifies opportunities to expand post-secondary training and education programs by pursuing partnerships with education institutions to support the local workforce.

POLICIES

- 9.1.2.1** The Village will continue to collaborate the Aspen View Public School Division No. 78 to provide adequate education to residents.
- 9.1.2.2** The Village will explore the allocation of land for future school sites as required, and in collaboration with the Aspen View Public School Division No 78.
- 9.1.2.3** The Village should seek partnerships with education and training institutions to promote the development of additional education and training opportunities.



9.1.3 Healthcare

The Boyle Healthcare Centre provides a variety of important healthcare services to the Village and surrounding region. The Centre is owned and operated by Alberta Health Services, and is also an important employer for the Village and the region. The presence of the Healthcare Centre offers unique opportunities for the development of complementary businesses, such as catering, cleaning and laundry, and pharmacies which support or complement healthcare services being currently provided.

GUIDING STATEMENT

The Village continues to recognize the importance of the Boyle Healthcare Centre to local and area residents, and supports initiatives by Alberta Health Services to maximize service provision at the Centre.

POLICIES

- 9.1.3.1** The Village will continue to collaborate with Alberta Health Services to provide adequate health care services to residents.
- 9.1.3.2** The Village should encourage the development of uses that have synergies with, or expand upon, the services offered at the Boyle Healthcare Centre.
- 9.1.3.3** The Village should identify opportunities to provide local housing to support doctors and other medical staff working at the Boyle Healthcare Centre.



10.0 RESERVES

The policies in this Section address land dedication or cash-in-lieu for public space and green space through Municipal Reserves, Environmental Reserves, Conservation Reserves, and Municipal School Reserves as regulated by the Province.

GUIDING STATEMENT

The Village actively plans for future public facilities by taking cash-in-lieu and/or identifying appropriate locations for reserve dedication based on demand for services.

POLICIES

General Reserve

- 10.1.1.1** Reserve dedication or cash-in-lieu shall occur in accordance with the *Municipal Government Act (MGA)*.
- 10.1.1.2** The provision of Reserve land or cash-in-lieu shall be identified at redesignation, and will be registered or collected at the time of subdivision.

Municipal Reserve, School Reserve, and Municipal and School Reserve

- 10.1.1.3** Municipal Reserve, School Reserve, or Municipal and School Reserve dedication shall not consist of lands that:
 - a) contain excessive slopes;
 - b) are susceptible to flooding; or
 - c) are legally encumbered.
- 10.1.1.4** Considerations for the dedication of Municipal Reserve, School Reserve, or Municipal and School Reserve will include:
 - a) locations in easily accessible public locations;
 - b) adjacent uses that are compatible; and
 - c) locations that connect with sidewalks, pathways, and parks.
- 10.1.1.5** Municipal Reserve, School Reserve, or Municipal and School Reserve shall incorporate uses consistent with those permitted under the MGA.
- 10.1.1.6** Municipal Reserve, School Reserve, or Municipal and School Reserve should incorporate:
 - a) the provision of a variety of activities and user groups; and
 - b) activities that are implementable year round, including winter.



11.0 ENVIRONMENTAL CONSIDERATIONS

The policies in this Section speak to environmental sustainability as an important consideration for existing Village operations and future growth. Integrating environmental practices into community service delivery is an opportunity for the Village to demonstrate environmental sustainability within its municipal approach. Subdivision applications should demonstrate the location of parks and open space linkages to surrounding areas. Development applications are encouraged to show how development and building practices can be more sustainable, such as elements of green building design.

GUIDING STATEMENT

The Village supports developments that demonstrate environmentally conscious construction practices, and encourages sustainable business operations (such as water conservation and waste diversion). The Village promotes awareness around environmental issues that affect the community and consider ways to diversify public services that contribute to environmental sustainability, such as through future programming for waste, recycling, and compost.

POLICIES

- 11.1.1.1** The Village will encourage sustainable building practices for new or expanded developments such as waste diversion, using renewable materials, or reducing energy consumption.
- 11.1.1.2** The Village will evaluate opportunities to support the use of sustainable building practices, such as incentives and streamlined application processes.
- 11.1.1.3** The Village will actively explore environmentally sustainable initiatives such as water conservation, waste diversion, etc., to encourage environmental sustainability within the community.
- 11.1.1.4** New subdivision design should incorporate parks and open space linkages wherever possible.
- 11.1.1.5** The Village may consider the merits of developing educational programs to increase awareness of environmental issues.
- 11.1.1.6** The Village may consider the feasibility and expansion of the garbage collection system to include recycling and composting.





12.0 GROWING THE VILLAGE ECONOMY

The policies in this Section encourage economic development initiatives that will create prosperity and economic sustainability in the Village.

The Village is envisioned to leverage its geographic location along provincial transportation corridors to become a regional service centre supported by opportunities for recreation and tourism. The Village is an open and inviting place for new development initiatives, and is continually seeking opportunities to support a balanced local economy that can sustain the Village through the cyclical ups and downs of the regional economy.

GUIDING STATEMENT

The Village is a regional centre for business, and a destination for recreation and tourism that supports residents of the Village and the surrounding region. The Village pursues partnerships and funding initiatives to augment the Village's economic competitiveness. The Village proactively considers economic development initiatives that focus on identifying and marketing opportunities that maximize Village strengths, such as its location at the intersection of a regional transportation network connected by highways and rail.

POLICIES

- 12.1.1.1** The Village Land Use Bylaw shall support a variety of uses, and where possible, provide flexibility to existing and prospective businesses.
- 12.1.1.2** The Village will work with the provincial government to identify opportunities to implement high-speed internet or the installation of fiber optic within the Village.
- 12.1.1.3** The Village will pursue partnerships and collaboration with regional partners to support economic development initiatives in the Village, such as through a partnership with the local Chamber of Commerce.
- 12.1.1.4** Where appropriate, the Village should collaborate with regional partners to pursue economic development opportunities that are mutually beneficial.
- 12.1.1.5** The Village should identify innovative economic development initiatives that establish the Village as a destination along Highway 63, and within Alberta.
- 12.1.1.6** The Village may explore the development of an Economic Development Strategy to support strategic decision-making related to economic development.



- 12.1.1.7** The Village may explore the development of a local Tourism Strategy to enhance the tourism industry and promote the Village as a tourism centre. If possible, the strategy could be developed in collaboration with Athabasca County.
- 12.1.1.8** The Village may consider the installation of attractive signage along highways at Village entrances to attract the travelling public to the Village.



13.0 REGIONAL INITIATIVES AND INTERMUNICIPAL COOPERATION

The policies in this Section address regional initiatives and intermunicipal cooperation with the municipalities in the surrounding region, including Athabasca County and the Summer Villages of Bondiss and Mewatha Beach. At the time this Plan was written, no Intermunicipal Development Plan between the Village and County exists. In the absence of an Intermunicipal Development Plan between the Village and County, opportunities for intermunicipal cooperation must be addressed within this Plan. The Village and County both benefit from the identification of shared initiatives and the collaborative effort of joint planning along municipal borders.

GUIDING STATEMENT

The Village of Boyle and Athabasca County collaboratively plan for development along their shared borders and continue to coordinate in the delivery of joint service provision. The Village of Boyle, Athabasca County, and Summer Villages of Bondiss and Mewatha Beach should explore opportunities for collaboration with regard to recreation, programming, and services that mutually benefit the municipalities and contribute to the success of the region.

POLICIES

- 13.1.1.1** The Village shall work with Athabasca County on matters relating to emergency response including fire response, ambulance services, and maintaining and updating the Regional Response Plan as required.
- 13.1.1.2** The Village will circulate applications to Athabasca County to request comment, prior to the approval of development on parcels immediately adjacent to the municipal boundary.
- 13.1.1.3** The Village will request that Athabasca County circulate applications adjacent to the Village municipal boundary and within 1 km of the aerodrome.
- 13.1.1.4** The Village will consider re-opening the concept of preparing and adopting an Intermunicipal Development Plan with Athabasca County.
- 13.1.1.5** The Village will collaborate with Athabasca County on matters related to the operation and potential expansion of the sewage lagoon, as required.



- 13.1.1.6** The Village may explore the feasibility of an interconnected recreational trail system in collaboration with Athabasca County and the Summer Villages of Bondiss and Mewatha Beach.

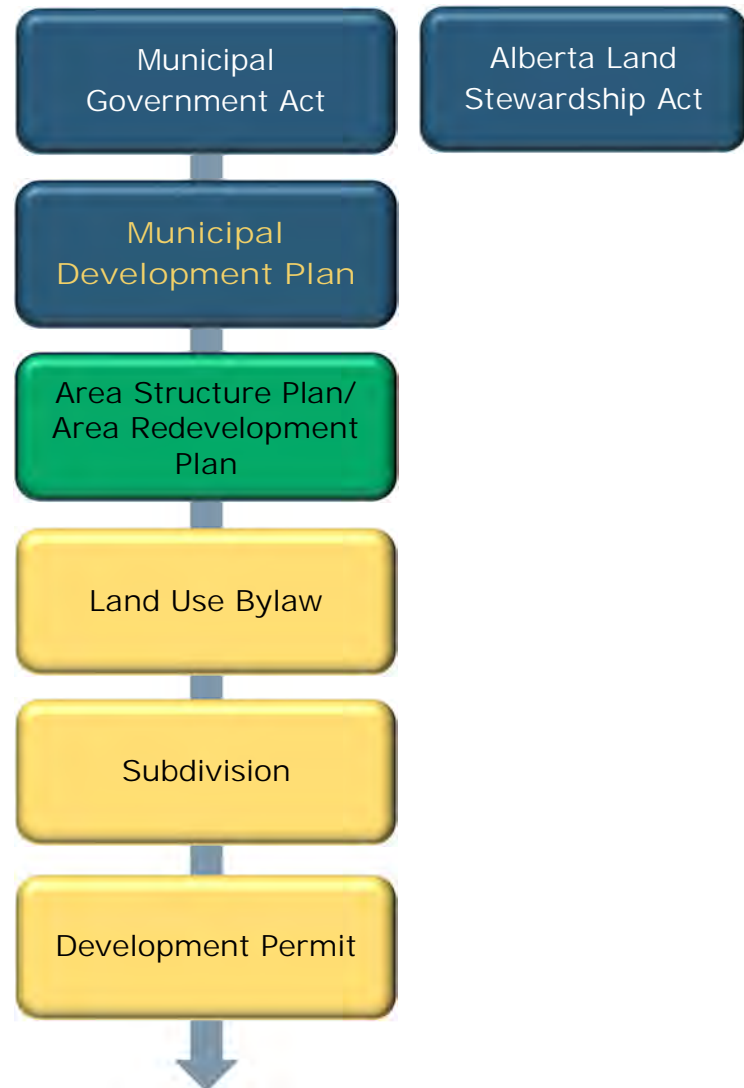


14.0 MDP INTERPRETATION

The MDP provides guidance for the physical development of the Village. As such, the MDP should be interpreted and implemented in conjunction with other relevant municipal, provincial plans, and federal policies and regulations. The MDP has been adopted by Village Council by municipal bylaw in accordance with Section 632 of the MGA, which authorizes the development of an MDP. The hierarchy of planning regulation, legislation, and policy must be considered with the interpretation of the MDP. This hierarchy is shown in [Diagram 5](#).

Development compliance with policies in the MDP will not result in an approval for development in the Village. All development must make the necessary applications, conduct detailed site-specific analysis to review site conditions and constraints, and receive relevant approvals from the Village prior to construction, considering relevant provincial regulations where required.

Diagram 5: Hierarchy of Planning





The Plan includes policies with ‘shall’, ‘will’, ‘should’, and ‘may’, which are interpreted as follows:

Shall/Will/Must	Means the policy is mandated.
Should	Means that the policy is expected to be followed, but allows for alternative actions to be taken, or if the action is unreasonable or unable to be followed.
May	Means that following the policy is optional.

The location of infrastructure, fixed elements, and boundaries shown in the MDP, including maps and figures, are conceptual; exact locations will require independent confirmation through studies, survey, or field investigation. Future servicing infrastructure, transportation networks, and intersection locations will be studied and further delineated through the Village redesignation, subdivision, and development process.

14.1 Area Structure Plans

Area Structure Plans (ASPs) provide a greater level of detail for the planning and development of a specific area. Currently the Prosperity Industrial ASP is the only ASP in the Village. The Prosperity Industrial ASP proposes to subdivide the balance of SW ¼ Sec. 4-19-65-W4M, and provides the policy to allow for the development 19 new industrial parcels. The intent of the ASP is to create employment opportunities for the Village and surrounding region. As the Village develops, additional ASPs may be required to guide growth in an efficient and coordinated manner.

14.1.1.1 To support development, an ASP may be required at the discretion of the Village.

14.1.1.2 An ASP may require an amendment to the MDP.



15.0 REVIEWING AND AMENDING THE MDP

The MDP is intended to be a living document. To respond to shifting priorities, municipal growth, and the availability of resources, some aspects of the MDP may require changes over time. Amendments to the MDP must follow the procedures required by the MGA, and in most scenarios will require public input in the process.

It is expected the MDP will undergo an in-depth review every ten years. These reviews will consider the applicability of the document in the current context of provincial policy and Village growth, and any updates required due to changing provincial regulation. When the MDP is reviewed, MDP vision and principles should be reconsidered to ensure alignment with the Village.



Appendix A

Glossary of Terms





Appendix A - Glossary of Terms

These terms are included for reference, in the case of a discrepancy the definition in the *Municipal Government Act* shall prevail.

Aerodrome – a place where aircraft operate, typically with fewer facilities than an airport.

Age in Place – means that through social supports and building design, you are able to live in your own home and community safely, independently, and comfortably regardless of age.

Area Structure Plan (ASP) – statutory planning documents that provide additional detail to the development of specific areas.

Brownfield Site – the MGA defines brownfield property as a commercial or industrial property which is:

- contaminated or possibly contaminated;
- vacant, derelict, or underutilized; or
- suitable for development or redevelopment.

Contaminated Site – areas that contain harmful substances are released and spread into the soil and groundwater. These contaminants may adversely affect humans, plants, and animals.

Downtown Core – the community centre of the Village of Boyle, which provides commercial services to residents and visitors and housing in mixed-use buildings.

Environmental Reserve – areas of land identified for protection and enhancement of the environment and are regulated under the MGA.

Green Building Design – includes consideration for the construction, renovation, or demolition of buildings that makes an effort to mitigate negative environmental effects.

Infill – development that utilizes vacant or under-used parcels within areas that are already developed.





Intermunicipal Development Plan (IDP) – statutory planning document which helps manage and address growth between two neighbouring municipalities.

Landscaping – natural or man-made elements of a site to improve its appearance and may include elements such as vegetation, rocks, wood, paving stones, or other similar elements. Landscaping may be utilised to mitigate impacts on adjacent properties.

Land Use Bylaw (LUB) – document approved by Council through bylaw that regulates land use and development in the Village.

Municipal Government Act (MGA) – provincial Act that guides how municipalities operate. The MGA regulates how municipalities are funded and outlines how local governments plan for growth.

Nuisance Effects – negative impacts as a result of the use of a site that interferes with neighbouring uses. Nuisance impacts may include traffic, noise, odour, vibration, or any other similar negative impact.

Open Space – are undeveloped lands that are typically unoccupied by buildings and other permanent structures that provide a public or natural amenity.

Pedestrian-Oriented – an aspect of building and site design that considers the pedestrian experience when interacting with a building. Pedestrian-oriented design considers and encourages pedestrian activity on a site through a review of building height, access, uses, and site layout.

Public Realm – the area between buildings that may be on public and private property that is publicly accessible and includes streets, sidewalks, parks, and open spaces.

Reserve – areas of land dedicated for conservation, municipal, school, or environmental use in accordance with the MGA.

Transportation Impact Assessment – a study to assess the impact of a proposed development on the surrounding transportation network and infrastructure.

Village/Summer Village – a municipality with less than 1,000 people.



Appendix B

Engagement Activities





Appendix B – Engagement Activities

To support the development of the MDP, multiple engagement activities were held with municipal staff, stakeholders, and the public.

Round 1 engagement took place in October 2022, and included:

- A joint Council and Municipal Planning Commission workshop (October 17, 2022);
- Two workshops with developers, businesses, and stakeholders (October 18, 2022);
- An in-person Open House (October 18, 2022); and
- Online and hard copy survey (open from October 6 - 25, 2022).

Round 2 engagement took place in February 2023, and included:

- A joint Council and Municipal Planning Commission Workshop (February 27, 2023);
- A drop-in session with developers, businesses, and stakeholders (February 28, 2023); and
- An in-person open house (February 28, 2023).

The community was informed of the project and engagement opportunities through:

- The Boyle Website;
- Newspaper ads;
- Alertable App posts;
- Newsletter Mail out;
- Social Media Posts; and
- Notice Boards at 4 Village highway entrances.



Village of Boyle MDP and
LUB Open House
October 18, 2022

