



BYLAW No. 24-962 of the Municipal District of Greenview No. 16

A Bylaw of the Municipal District of Greenview No. 16 to provide for the adoption of the Hamlet of DeBolt Area Structure Plan

Whereas, Section 633 of the Municipal Government Act, RSA 2000, Chapter M-26, as amended, enables Council to adopt an area structure plan to provide a framework of the future subdivision and development of lands within the municipal; and

Whereas, the Area Structure Plan has been prepared in accordance with the requirements set out in Part 17 of the Municipal Government Act, as amended;

Now Therefore, the Council of the Municipal District of Greenview No. 16, duly assembled, hereby enacts as follows:

1. That Bylaw 24-962 may be cited as the “Hamlet of DeBolt Area Structure Plan.”
2. That the Hamlet of DeBolt Area Structure Plan, attached hereto as Schedule A, be adopted.
3. That if any portion of this Bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion shall be severed.
4. This Bylaw shall come into force and effect upon the day of final passing and signing.

Read a first time this 11th day of June, 2024.

Read a second time this 14th day of January, 2025.

Read a third time this 11th day of March, 2025.

REEVE

CHIEF ADMINISTRATIVE OFFICER



Hamlet of DeBolt **Area Structure Plan**

Bylaw 24-962

March 2025

Acknowledgements

The Project Team would like to thank the community members, organizations, and various stakeholders who shared their stories, attended community engagement events, and provided insight and feedback during the preparation of this Area Structure Plan. The Project Team would also like to thank Greenview's Council for their support of this Plan.

All photos in this Area Structure Plan were taken by the Project Team, except those otherwise credited.



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01 Introduction

1.1 Purpose

The DeBolt Area Structure Plan (ASP) will establish a framework for the long-term vision of growth and development for the lands within the ASP boundary. This Plan was developed in partnership with the public, stakeholders, Greenview Administration, and the MD of Greenview No. 16 Council, who provided the Project Team with valuable insights on DeBolt's history and their vision for the future. This collaboration has resulted in a community driven plan that is reflective of local values and aspirations.

1.2 Authorization

The preparation of the DeBolt ASP was authorized by the MD of Greenview No. 16 (Greenview) on January 27, 2023, through a request for proposal. Greenview selected Invistec Consulting Ltd. as the successful proponent on April 14, 2023.

1.3 Policy Framework

The DeBolt ASP was prepared in alignment with the existing legislation and planning policy framework including local and regional plans for the area.

Municipal Government Act

Part 17 of the *Municipal Government Act (MGA)* establishes the authority for municipal planning, subdivision, and development. Section 633(1) of the MGA enables municipalities to adopt ASPs by bylaw, and establishes criteria for ASPs, which must describe:

- *The order of development proposed for the area,*
- *The land uses proposed for the area,*
- *The density of population proposed for the area,*
- *The general location of transportation routes and public utilities, and*
- *Any additional information that Council deems necessary.*

Municipal Development Plan

The DeBolt ASP has been prepared in accordance with Greenview’s Municipal Development Plan (MDP), which provides policy direction for the preparation of hamlet ASPs within Section 10. More specifically, Policy 10.3.3 (a) states the following:

“Greenview may undertake the preparation of ASPs for its hamlets and other areas within Greenview that may be of strategic development interest, including but not limited to

- i) the Hamlets of DeBolt and Little Smoky,*
- ii) Crooked Creek/Ridgevalley, and*
- iii) Grande Cache airport.”*

Municipal Development Plan

The Municipal Development Plan is a guiding document for future growth. It contains the municipality’s vision for the future. By establishing specific policies, it provides a “roadmap” to achieve that vision.

1.4 Location

The DeBolt ASP encompasses the Hamlet of DeBolt (DeBolt) and the surrounding agricultural lands. The Plan Area consists of approximately six quarter-sections (SE-12-72-1-W6M, SW-12-72-1-W6M, NE-12-72-1-W6M, NW-12-72-1-W6M, and NE-11-72-1-W6M, and parts of SE-11-72-1-W6M).

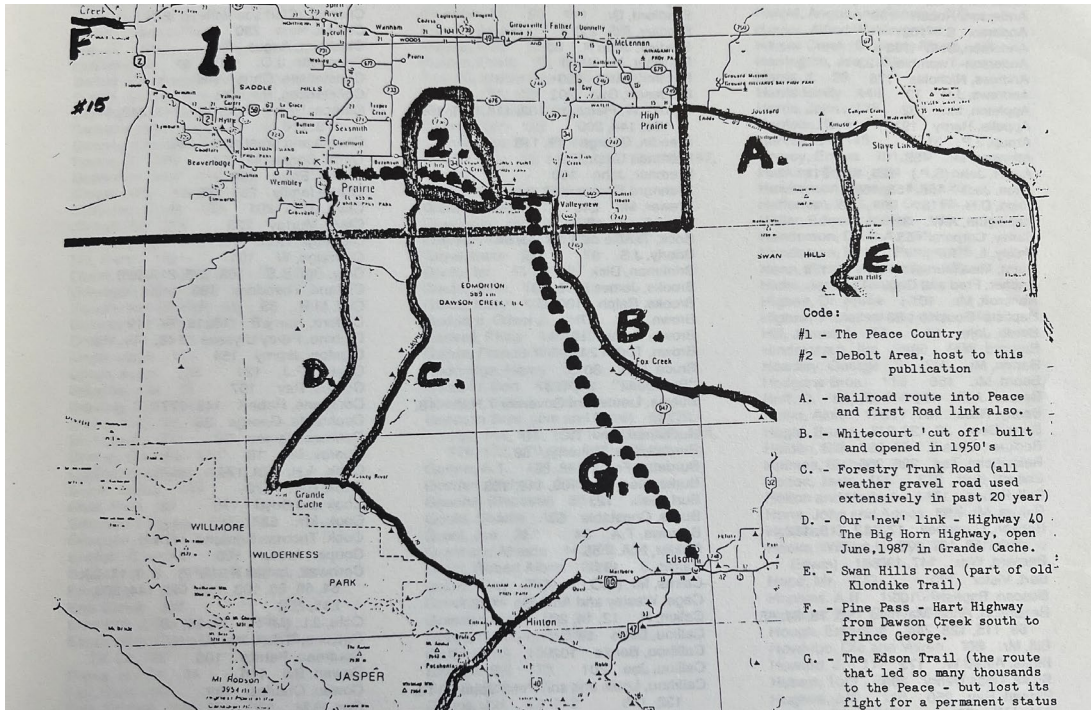
DeBolt is located within the northern portion of Greenview, approximately 30 minutes west of the Town of Valleyview and approximately 40 minutes east of the City of Grande Prairie. The Plan Area is accessible by Highways 43 and 736 and is bound by the following:

- Township Road 722 to the north,
- Rural agricultural land to the east,
- Highway 43 to the south, and
- Range Road 11A to the west.

Refer to *Figure 1: Location Map* and *Figure 2: Plan Boundary* for more details.

1.5 History

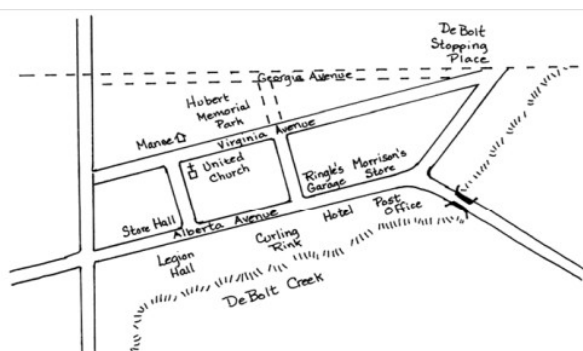
The origins of DeBolt started after the creation of the Edson-Grande Prairie Trail for those who were traveling north to build their homesteads. The Edson-Grande Prairie Trail lasted from 1911 until 1916 when the Edmonton, Dunvegan and British Columbia Railway (EDBC) was constructed. Homesteaders who have travelled along the Edson-Grande Prairie Trail had the opportunity of breaking the land and seeding crops in DeBolt and the region.



Edson Trail (G) in relation to the Hamlet of DeBolt (2). Derived from (Across the Smoky 1978)

The first homesteading in the DeBolt area began in 1919 with the DeBolt's, Stevenson's, and other families. The DeBolt family, led by Elbert and Laura DeBolt, established the first Post Office. Alongside them, Elbert's sibling George and his wife, Virginia, managed a resting point. Notably, "Virginia Avenue" commemorates Virginia DeBolt.

As their homestead grew, the DeBolt family leased land at no cost to a store, a hall, a church, and more than a dozen residences, while building a sawmill on their own land. When the area was surveyed in 1945, the residents were able to obtain land titles to the land their property was built upon. Some buildings were constructed along two lots, resulting in the registration of large lots within the hamlet. Currently, a portion of the DeBolt family continues to reside within this hamlet.



Hamlet of DeBolt ca. 1945
(Across the Smoky 1978)



DeBolt Stampede, 1930
(Across the Smoky 1978)

Some of the hamlet's buildings are named after historic figures such as Edna Stevenson

(the Edna Stevenson Manor), Laura DeBolt (the Laura DeBolt Manor), and Mr. Hubert (Hubert Memorial Park). Winnie Moore (nee DeBolt) was a key founding figure of the DeBolt Pioneer Museum, which is located in the Hubert Memorial Park.

Today, the community commemorates its strong ties to history through culture and community building, formerly through the DeBolt Country Club society formed in 1929, which changed its name to the DeBolt & District Agricultural Society in 1976.



*George and Virgie DeBolt, 1925
(Across the Smoky 1978)*



*DeBolt Post Office, 1927
(Across the Smoky 1978)*



02 Context

2.1 Planning Process

The DeBolt ASP was developed in consultation with hamlet residents, surrounding residents, and local stakeholders. The ASP process included a Community Workshop, and a Public Open House, which are discussed in more depth within *Section 3: Community Engagement*.



2.2 Ownership

The Plan Area covers approximately 353.88 ha (874.46 ac) of developable land and 23.07 ha (57.01 ac) of existing roadways, which are privately and publicly owned parcels. The current Hamlet Boundary is comprised of 57.05 ha (140.97 ac). Land ownership in the Plan Area largely consists of privately owned, making up 95.7% of total landownership. Meanwhile, the publicly owned land is split between Greenview and Crown Land, consisting of 4.2% and 0.1% of the total land ownership, respectively. Refer to *Table 1: Land Ownership Breakdown* below, and *Figure 3: Ownership Map* for more details.

Table 1: Land Ownership Breakdown

Ownership	Area (ha)	Area (AC)	%
Total*	330.81	817.44	100.0
Greenview	13.79	34.08	4.2
Crown Land	0.39	0.96	0.1
Private Land	316.63	782.40	95.7

*Total area does not include roadways.

2.3 Site Features and Considerations

2.3.1 Topography

The topography within the Plan Area is generally flat, with sloping along the edges of the DeBolt Creek. Elevations range from 640 m at Alberta Avenue to the north and Creeks Crossing subdivision to the south, dropping to 630 m within the creek itself. The lowest point within the Plan Area is within the southwest portion of the creek at 630 m, while the highest point is found along the northeastern and eastern portions at 645 m. Refer to *Figure 5: Existing Topography* for more details.

2.3.2 Environmental

The majority of the lands in the Plan Area are cleared of vegetation for agricultural uses, with the exception of several tree stands located on SE-11-72-1-W6M (west portion). Further studies are required to assess the composition of tree species, degree of environmental sensitivity, state of animal and bird habitats, and whether there are any existing wetlands in the area.

The Plan Area is located within the Peace/Slave River Basin, and the Smoky/Wapiti sub-watershed. DeBolt Creek flows from the northeast of the Plan Area, bisecting the hamlet and continues south of Highway 43 before eventually discharging into the Simonette River then the Smoky River.

A lagoon with a wastewater collection system is located approximately 700 m south of the Plan Area, with a 300 m development setback buffer (see *Figure 7: Development Setbacks*). Additionally, two landfills are located south and east of DeBolt, with the landfill to the south also incorporating a waste transfer station. A RV sanitary dump was recently installed along the north side of Alberta Avenue, within the hamlet’s core.

Buffer

An area of land that separates two areas to reduce nuisances and other impacts. They may include but are not limited to the use of landscaping, fencing, setbacks, or berms.

2.3.3 Oil & Gas Infrastructure

There are no oil and gas pipelines, or abandoned wells located within the Plan Area.

2.4 Existing Transportation Network

Highway 43 runs east-west along the southern boundary of the Plan Area, while Highway 736 runs north-south along its western boundary. The two highways intersect in the southwestern portion of the Plan Area, providing access from both directions.

Township Road 721A (Alberta Avenue) bisects DeBolt into northern and southern portions and generally runs parallel to Highway 43. The northern portion, was

developed earlier in the hamlet's history, and consists of local roadways in a grid pattern. The southern portion consists primarily of the Creeks Crossing subdivision, which was developed more recently and consists of a curvilinear local roadway network.

Service roads are located primarily in the southern portion of the hamlet. A service road is located west of the DeBolt Public Service Building (1115 Township Road 721a), and another is located north and west of the existing gas station in the southeast portion of the hamlet (east end of Alberta Avenue and Range Road 10A).

In the northern portion of the hamlet, there are existing gravel trails primarily located around the DeBolt Sports Field and the museums, and north of Virginia Avenue. The trails support multi-modal activities, such as walking and cycling.



2.5 Existing Municipal Infrastructure & Utilities

2.5.1 Municipal Water

The Hamlet of DeBolt Infrastructure Overview, prepared in August 2007 by Midwest Surveys Inc. Consulting Division, describes the state of the existing infrastructure in the hamlet. Municipal water services are provided to the community through existing water wells, water treatment plant, reservoir, and pumphouse, all located in the hamlet's core along the southern portion of Alberta Avenue. Refer to *Figure 9: Existing Water Servicing* for more details.

According to the capital overview, which was prepared prior to the development of the Creeks Crossing subdivision, several new above-ground water storage tanks were incorporated into the water treatment plant in 2004. Additionally, a third deep water well was connected to the water network in 2007. The current system includes two above-ground and two underground water storage tanks.

2.5.2 Stormwater

Stormwater drainage in the Plan Area is currently managed through rural-style ditching, swales, and culverts.

2.5.3 Sanitary Sewer

The existing sanitary sewer system for the hamlet discharges into the sewage lagoon located to the south of the Plan Area. There are two sanitary lift stations in the hamlet: one located along the east side of Highway 736, which services the northern portion of DeBolt, while the other is located within the Creeks Crossing subdivision, which services that area. Solid waste is stored at the transfer station/landfill south of DeBolt before being transferred to a regional landfill. Refer to *Figure 8: Existing Sanitary Sewer Servicing* for more details.

2.5.4 Shallow Utilities

Overhead power infrastructure is present along Highway 736 as well as throughout the local roadway network within the hamlet. Additionally, a fiber optic cable right-of-way runs east-west along the northern boundary of DeBolt. Refer to *Figure 7: Development Setbacks* for more details.



03 Community Engagement

3.1 Summary

A public engagement plan was prepared in the first phase of the project to support the development of the DeBolt ASP. The purpose of the strategy was the following:

- Inform residents, stakeholders, and elected officials about the project;
- Gather feedback from and collaborate with residents, stakeholders, and elected officials to develop the ASP; and
- Earn both political and public support of the ASP.

The second phase of the project focused on holding a Community Workshop and gathering of background information about the hamlet and its residents, and opportunities and constraints for the Plan Area. This phase helped the Project Team create a vision for the ASP. The engagement during this phase included preparing and distributing a Community Survey, and facilitating the workshop.

The third phase introduced the public to the draft Vision Statement and Land Use Concept. An Open House was held to gather public feedback on these items, and to introduce the draft ASP. This phase also included the preparation and distribution of a Vision Statement and Land Use Concept Survey, which was mailed out to the area residents and published online on the Engage Greenview project webpage prior to the Public Open House.

What We Heard Reports, summarizing the details of each engagement event were published online on the Engage Greenview project webpage and shared with Council and Greenview Administration.

3.2 Community Workshop

Residents, landowners, and key stakeholders were notified of the event through multiple communication channels, including local newsletter advertisements, the Engage Greenview project webpage, emails, posters at local venues, and mailed invitations. A Community Survey was included as part of public notifications, asking questions about resident demographics, length of residency, strengths and improvement areas for the hamlet, and other details.

The Community Workshop event took place on June 15, 2023, at the DeBolt Centre. This workshop was hosted by Invistec, along with Greenview's Planning and Development Department. The purpose of the workshop was to introduce the Project Team to the community, provide an overview of the project, gather background information about the community, and identify opportunities and constraints within the Plan Area.

The following engagement techniques were used at the Community Workshop to gather participant insights regarding the past, present, and the future of their community:

- ***Appreciative Inquiry Process:*** this interactive engagement activity helped participants reflect on the past and current conditions of their community while inspiring them to envision their ideal future. The process was divided into four parts: discovery, dream, design, and destiny. During the workshop, each stage prompted questions about DeBolt, guiding participants from the past and present (discovery) to their visions for the future (dream, design, and destiny).
- ***Opportunities and Constraints:*** this mapping exercise encouraged attendees to discuss opportunities and constraints related to DeBolt. Participants used various drawing tools to illustrate these opportunities and constraints directly on a map, highlighting areas of potential development, missing elements, and any constraints to future growth.

The overarching themes identified received from the Community Surveys and Community Workshop included:

- DeBolt is comprised of passionate and highly social community members who work together to improve the hamlet;
- A variety of essential services are currently provided, but gaps exist in medical and childcare services;
- The maintenance of properties and trails could be improved; and
- Improving the visibility of future commercial and industrial development along Highway 43.



3.3 Open House 1

Prior to the Public Open House, the Vision Statement and Land Use Concept Survey was shared with residents through mail, the Engage Greenview project webpage, and social media to gather feedback on the Vision Statement and Land Use Concept developed from the input received during the Community Workshop. Additionally, Greenview hosted the Ratepayers BBQ at the DeBolt Public Service Building on July 11, 2023. This event allowed Greenview to engage with attendees and inform them of the ongoing project, including updates on the Vision Statement and the Land Use Concept.

The Public Open House was held on September 13, 2023, at the DeBolt Centre. The Public Open House provided residents and other interested members of the public an opportunity to review the draft ASP policies, the Vision Statement, and the Land Use Concept. Attendees were encouraged to provide feedback to further refine the draft document.

The Public Open House began with a brief presentation outlining the project overview, timelines, and goals. Presentation boards with additional details about the ASP were available for attendees to review and reference during discussions. A working group policy session also took place, where the attendees were given handouts outlining proposed policies. During the session, attendees and the Project Team reviewed the policies together, noting suggestions for clarifications and other revisions.

A What We Heard Report, summarizing the Public Open House, was published online on the Engage Greenview project webpage and shared with Council and Greenview Administration. This report included a summary of the engagement event, collected feedback, analysis, and rationale for revisions.

3.4 Open House 2

After the first Open House, Greenview Administration and the Project Team decided to host a second Open House to confirm the revisions made to the plan. These revisions included an adjustment to the ASP boundary, changes to the language within policies, and refinement of the implementation actions. For clarity, the two Open Houses were renamed Open House 1 and Open House 2.

Between Open House 1 and 2, there was a strong desire within the community for more engagement with Greenview Administration to dive deeper into the ASP and ensure the community's voice was accurately represented. In response, Greenview organized four Coffee Houses, two of which were held in the DeBolt Center on December 17 and 20, 2023, and two in Ridgevalley on December 16 and 19, 2023. During these drop-in style Coffee Houses, community members could speak directly with Greenview Administration about any concerns or questions they had about the ASP, and the

planning and development process.

Individuals were invited to Open House 2 through a postcard invitation mailed by Greenview on February 29, 2024, to 260 mailboxes in DeBolt and the surrounding areas. The postcard provided details on the time and location of the event. In addition, Open House 2 was advertised on the Engage Greenview project webpage and Greenview's social media accounts.

Open House 2 was held on March 20, 2024, at the DeBolt Centre from 6:00 to 8:00 pm. The event was attended by approximately 6 community members, 2 Greenview Administration Members, and 3 representatives from the Project Team.

A What We Heard Report, summarizing the details of Open House 2 was published online on the Engage Greenview project webpage and shared with Council and Greenview Administration. This report included a summary of the engagement event, collected feedback, analysis, and rationale for revisions.

04 Development Concept

4.1 Vision and Goals

4.1.1 Vision

A Vision Statement was developed through collaboration with the public and stakeholder groups during the public engagement process. The Vision Statement for the DeBolt ASP is:

“DeBolt is a regional destination that provides amenities and activities for its residents and those in surrounding rural areas. Built upon a generous spirit, this friendly community works to enrich the daily lives of its residents with more services and employment opportunities while continuing the legacy of DeBolt.”

4.1.2 Goals

Goals were developed through input and feedback from the public engagement process, which aligns with the Vision Statement for the ASP.

The goals of improving the community core, attracting residents and businesses, and creating environmental safety all lead to the overall vision to enrich the daily lives of residents of the hamlet and strengthen it as a regional destination. These goals provide policy makers, Greenview Council, residents, and stakeholders with a direction to implement the Vision Statement of the plan.

Improve the Community Core

- Repurpose vacant lots and brownfield sites
- Beautify Alberta Avenue

Attract Local Businesses & Retain Young Families

- Enhance local amenities for kids, youth, and seniors
- Promote new and existing local businesses
- Establish pedestrian connectivity between the hamlet’s main amenities

Support Aging-in-Place

- Designate and reserve institutional lands for seniors housing
- Promote barrier-free and accessible design in new construction

Develop a Framework for Environmental Safety

- Improve slope stability in DeBolt Creek
- Incorporate FireSmart principles for DeBolt Creek and developments in proximity to the creek
- Create sensitive transitions around municipal services such as RV dump stations, lagoons, and landfills

4.2 Future Land Use Concept

The vision for the DeBolt ASP is implemented through the land use concept as identified in *Figure 10: Future Land Use Concept*. The land use concept and policies identify general land uses and their approximate boundaries and inform the development within the Plan Area.

FireSmart

Framework designed to mitigate the risk of and educate residents on large uncontrollable wildfires near communities and critical

The land use concept provides a strategy for future development in DeBolt. It builds upon the existing residential and agricultural uses, while targeting future residential development to occur within or in immediate proximity to the hamlet boundary. This strategy will help retain adjacent agricultural lands for potential future development and will allow for the development of more municipally serviced residential lots. The land use statistics detailing land use areas, population projections, and densities are outlined in *Table 2: Land Use Statistics*.

Brownfield parcels in the north portion of the hamlet that were previously zoned industrial are now designated as residential and further environmental site remediation shall take place prior to their rezoning. The brownfield parcel on the north (Plan

1273HW; Block R) is Crown land and was historically used as a highway maintenance yard for storing salt and sand. A Risk Management Plan was prepared for the Crown-owned parcels in February 2022, by Tetra Tech Canada Inc. The report concluded that environmental risks to humans and the ecology is moderate to low, however, regular monitoring of the sites is recommended.

The remainder of the brownfield sites are owned by Imperial Oil Ltd. and were historically used as fueling stations and as a fertilizer plant.

4.3 Land Use Policies

4.3.1 Hamlet Wide Policies

Hamlet wide policies create a framework for development within the DeBolt Area Structure Plan. The policies below apply to the entire Plan Area and various land uses.

- a) *All development within the Plan Area shall be subject to the provisions of Greenview's Municipal Development Plan and Land Use Bylaw.*
- b) *Development shall be compatible with adjacent land uses and provide the appropriate buffers and setbacks.*
- c) *If Crown Land is transferred to private ownership, an amendment to this ASP shall be required to redistrict the lands to an appropriate land use district.*
- d) *Municipal Reserve in the amount of 10% owing under the Municipal Government Act may be required and be dedicated through reserve dedications within the Plan Area, money-in-place, or combinations of money-in-place and land at the time of subdivision.*
- e) *Future subdivision and development within the Plan Area shall conform with the vision, goals, and policies outlined within this document.*
- f) *Future applications for subdivision and development shall be referred to Alberta Transportation and Economic Corridors when the application is within 1.6 km of a provincial highway (Highways 43 and 736).*
- g) *Development that does not conform with the intent of this plan shall require an amendment to this document.*
- h) *Prior to amendments to this document, or application for subdivision and development, technical studies may be prepared to support the nature of amendments.*
- i) *Subdivisions or permits for a school, hospital, food establishment, or residential use shall not be permitted within either the landfill or the lagoon's 300m development setback.*
- j) *Applications for subdivision and development located in proximity to abandoned or existing landfills shall adhere to Alberta Environment and Protected Areas regulations and directives.*

- k) Existing buildings or sites with heritage significance should be preserved and maintained.*
- l) Infill development on vacant parcels, brownfield sites, or redevelopment of underutilized lots is encouraged to maximize the use of existing roadways, utilities, parks, and other community services.*
- m) A floodplain and top of bank study should be prepared by the developer to determine the 1:100 floodplain of DeBolt Creek.*

Infill

Construction of buildings on underutilized land in a developed area. If permitted, Infill can consist of demolishing and replacing a building.

4.3.2 Residential

Existing Residential and Future Residential areas within the Plan Area will continue to develop in the form of smaller lots that are municipally serviced. These residential areas will be comprised of a diversity of housing types that encompass everything from single detached dwellings to apartments, however, the predominant form will continue to be single-detached housing. Growth of residential areas within the hamlet boundary will be prioritized in staging.

Housing Type/Form

Types of residences, such as single detached homes, duplexes, townhomes, or apartments.

- a) Home-based businesses should be encouraged, provided they are compatible with adjacent land uses.*
- b) Redevelopment of vacant or underutilized lots within the hamlet boundary shall be encouraged prior to the development of Future Residential to maximize the use of existing roads, and services.*
- c) The architecture, construction materials, and exterior façade of buildings and other structures shall complement and enhance the rural character of DeBolt.*
- d) A variety of housing types and secondary suites should be supported and further explored for inter-generational living opportunities and housing affordability.*
- e) Low density residential uses such as single detached or semi-detached homes shall continue to be the dominant housing form.*
- f) Future Residential development is subject to further technical studies to ensure land is suitable for development and to assess required servicing capacity.*
- g) Development of half of the lots in the existing Creeks Crossing subdivision shall occur prior to any residential subdivision taking place within the Future Residential areas.*
- h) Notwithstanding Policy 4.3.2. (g), Future Residential subdivisions may occur prior to the completion of half of the lots in Creeks Crossing, provided that it meets the general intent and vision of this ASP and/or offers an alternative housing product not currently available, on a case-by-case basis.*

- i) *Residential development within the DeBolt Creek floodplain area shall be subject to floodplain development controls at the time they are established by Greenview.*

4.3.3 Alberta Avenue Core Area

The Alberta Avenue Core Area will be the heart of the hamlet, functioning as a gathering and activity node for the community (refer to *Figure 10: Future Land Use Concept*). The Alberta Avenue Core Area will support mixed uses, including commercial, residential, institutional, and parks & open spaces. Alberta Avenue will function as a main street, with the intent to develop as a pedestrian-oriented and beautified streetscape through the use of street-oriented retail space, landscaping, and wayfinding.

Brownfield sites have been identified within this area along the north portion of Alberta Avenue (Plan 1273HW; Block 2; Lots 9-13). These sites were previously industrial lands and are proposed for future commercial. Remediation of brownfield sites must occur before further development. Lastly, the Alberta Avenue Core Area will be developed to increase accessibility, safety, quality of life, and local identity for the residents and strengthen their connection with the hamlet.

Brownfield Sites

Sites that have been previously developed and may have contaminants left in the soil from previous uses (former gas stations, oil and gas sites, industrial sites).

- a) *Alberta Avenue shall act as the main street and focal point of DeBolt.*
- b) *Hamlet Commercial development within the Alberta Avenue Core Area should be designed to be aesthetically appealing, pedestrian friendly, and create a sense of place within the hamlet.*
- c) *Wayfinding signage and public art may be integrated across the Alberta Avenue Core Area to help in the identification of key locations and amenities.*
- d) *Appropriate screening and landscaping shall be provided along Alberta Avenue to complement the continuous street-front.*

4.3.4 Commercial

Commercial within the hamlet will continue to develop to provide everyday services for local residents and also focus on tourism-related business activities meant to take place on smaller parcels. Regional commercial services, such as transportation and warehousing, contracting, and commercial and industrial machinery will be focused on larger parcels outside of the hamlet and will serve the travelling public and rural residents.

- a) *Highway Commercial development shall incorporate a high standard of visual appeal, as it will act as an entrance feature into the hamlet.*
- b) *Highway Commercial development shall be located along Highway 43 to maximize commercial visibility from the highway.*
- c) *Hamlet Commercial development shall be smaller in scale and intensity than commercial uses adjacent to Highway 43 and provide goods and services that accommodate the daily needs of residents.*
- d) *Hamlet Commercial development should provide sufficient lighting, pedestrian connectivity, and parking to accommodate all forms of users.*
- e) *Commercial development adjacent to Existing Residential and Future Residential shall minimize any nuisances to adjacent properties.*

4.3.5 Industrial

Industrial uses within the Plan Area will be compatible with other adjacent uses and serviced lands and will not produce any nuisances that extend beyond their parcel when adjacent to other non-industrial uses. Industrial outside of the hamlet boundary will take place on large, unserviced parcels. Industrial land uses will focus on (but not limited to) agricultural processing, fueling stations and truck stops for general storage, animal care services, auto servicing for light building supply, and vehicle wash stations.

- a) *Industrial development within the hamlet boundary should be limited in intensity and nuisance to ensure that it is compatible within the existing land uses within the Plan Area.*
- b) *Industrial development shall provide the appropriate screening and aesthetic landscaping adjacent to any highways or residential developments.*

4.3.6 Parks & Open Space

DeBolt Creek has the potential of becoming a prime outdoor recreational amenity, with some mitigation needing to take place prior to its use. If possible, a trail should be integrated along the north portion of DeBolt Creek and connected to the pedestrian network. Two parcels have been identified for future Park & Open Space (Plan 1273HW; Block1; Lots 4 and 5) located directly adjacent to the DeBolt Pioneer Drop-In Centre (see *Figure 12: Open Space Network*). Historically used as Institutional, this future park space will contribute to the Plan Area's inventory of outdoor recreational spaces, connecting to existing and future pedestrian networks.

Environmental Resiliency

Ecological system's ability to prepare for threats, to absorb impacts, and to recover and adapt after disruptive events such as wildfires and floods.

- a) *Parks and Open Spaces should be provided to accommodate a range of passive and active outdoor recreation opportunities.*
- b) *Parks and Open Spaces as well as sidewalks and trails should incorporate Crime Prevention Through Environmental Design (CPTED) principles to maintain the sense of safety in the hamlet.*
- c) *Preservation and enhancement of wildlife movement corridors should be integrated into the Parks & Open Space network.*
- d) *Parks and Open Spaces shall incorporate FireSmart principles to ensure environmental resiliency and safety for users.*
- e) *The trail network shall ensure year-round accessibility.*
- f) *Wayfinding signs should be provided for the enhanced navigation along trails to improve safety for users.*
- g) *Small scale recreation opportunities such as playgrounds, and outdoor work out structures should be considered.*
- h) *Gaps in pedestrian infrastructure, such as sidewalks and trails, should be investigated and connected in order to create a continuous and equitable pedestrian network.*
- i) *Future parks and open space may be developed within residential lands, institutional lands, and agriculture lands to provide more recreation opportunities for residents.*
- j) *DeBolt Creek shall be protected and preserved in accordance with municipal and provincial regulations.*
- k) *A trail should be integrated, if possible, along the north portion of DeBolt Creek that connects to Plan Area's pedestrian network.*

4.3.7 Institutional

Institutional uses will be decentralized throughout the Plan Area and are intended to accommodate government services, educational uses, religious amenities, and cultural/recreational amenities.

- a) *Institutional areas should ensure that public and non-public services are offered to the community.*
- b) *Community recreation opportunities shall continue to be utilized through the use of the DeBolt Centre. Opportunities for additional supportive uses within these spaces shall also be supported.*
- c) *Institutional areas should allow for adaptive reuse of existing buildings to preserve historic structures and reduce the need for new construction.*
- d) *Buildings for institutional uses should be designed to serve multiple purposes to maximize utility and efficiency.*

- e) Improve pedestrian and bike paths to link institutional sites with residential areas and other community facilities.*
- f) Incorporate local vegetation and open spaces into the design to maintain the rural aesthetic and provide community gathering spaces.*
- g) Alternate forms of housing, including seniors housing and accessible/barrier free housing shall be encouraged.*

4.3.8 Agricultural

Agricultural lands are intended to continue their operations and should only be considered for development in the future after the full development of Existing and Future Residential areas. Prior to any future redesignation to other land uses, Agricultural lands may undergo additional studies to ensure prime agricultural lands are protected and retained. Development of these lands can only occur at the time the landowner chooses to sell or develop them.

- a) All pre-existing uses occurring on Agricultural lands, such as farming operations and country residences, shall continue to exist and operate as is.*
- b) The development of Agricultural lands shall require further technical studies to demonstrate that development is suitable to occur on these lands, to the satisfaction of Greenview.*
- c) Development within the Hamlet Boundary and Future Residential development shall be prioritized prior to the development of Agricultural lands.*



4.4 Statistics

Table 2: Land Use Statistics

DeBolt Area Structure Plan Land Use Statistics			
	Area (ha)	Area (ac)	% GDA
Gross Plan Area	353.88	874.45	
Gross Developable Area	353.88	874.45	100.00
Agriculture	227.01	560.95	64.15
Commercial	24.81	61.30	7.01
Parks and Open Space	15.29	37.79	4.32
Industrial	12.12	29.95	3.43
Institutional	7.24	17.90	2.05
Public Utility ROW	0.26	0.65	0.07
Roadways	23.07	57.02	6.52
Future Roadways (20% of Future Residential)	1.18	2.91	0.33
Total Non-Residential	310.99	768.47	87.88
Net Residential Area (NRA)	42.89	105.98	12.12

Residential Land Use, Dwelling, and Population							
Land Use	Area (ha)	Area (ac)	% of NRA	Lots/ha/ac	Total Lots	People/Lot	Population
Existing Residential	38.17	94.33	89.01	3 ¹ / 1.2	115	2.7	309
Future Residential	4.71	11.65	10.99	6 / 2.4	28	2.7	76
Total	42.89	105.98			143		386

¹Due to the larger lot sizes in the Creek Crossing subdivision, a lower lot density was utilized for Existing Residential development.



05 Infrastructure

5.1 Transportation Network

Highways 43 and 736 provide multiple connection points to the Plan Area and connect to existing local roadways (see *Figure 11: Transportation Network*). Future hamlet roadways must be designed as per the roadway standards found in Greenview's Development Guidelines and Municipal Servicing Standards.

At the time of preparation of this ASP, Alberta Transportation and Economic Corridor has not finalized the locations and nature of the future interchanges along Highways 43 and 736, but indicated future studies will be required to be conducted to determine future road improvement strategies.

- a) *All roadways and approaches shall meet the specifications of Greenview's Development Guidelines and Municipal Servicing Standards.*
- b) *On-street parking should be integrated along Alberta Avenue's eastern portion, adjacent to commercial uses.*
- c) *Greenview shall determine if a Traffic Impact Analysis will be required for subsequent subdivision within the Plan Area.*

5.2 Water

The Hamlet Boundary is serviced by municipal water through water wells, water storage tanks, and a water treatment plant. As part of this ASP, evaluation of the conditions of the current systems were not conducted during this ASP, therefore, further studies of the existing water network are recommended during future development.

The most recent report that reviewed the Hamlet's water service is the Hamlet of DeBolt Infrastructure Overview (2007). This report identified that the existing distribution system must be upgraded to an urban standard at the time of development. These upgrades could include water pipe size increase, upgrading of pumps to meet higher peak flows, and installing fire pumps and hydrants along Virginia Avenue to increase fire flow capacities. However, since this report was prepared, Greenview has completed some of these upgrades, including increasing watermain lines and pumps. Any additional upgrades would be at the discretion of Greenview. The report also recommended that regular inspections and monitoring of the water wells be conducted to identify concerns at an early stage.

- a) *An evaluation of the water flow capacities should take place at the time of future subdivision and be in accordance with Greenview's Development Guidelines and Municipal Servicing Standards.*

5.3 Sanitary Servicing

The hamlet utilizes two sanitary lift stations to transfer sewage into the lagoon located south of the Plan Area. The first lift station services the Creeks Crossing subdivision, while the second services the remainder of DeBolt. Existing sanitary servicing may need to be extended to the Future Residential area in the northeastern portion of the hamlet boundary.

Technical studies were not conducted at the time this document was prepared. It is recommended that the existing sanitary network be monitored as the Plan Area develops, to assess the need for additional capacities and to evaluate the feasibility of future developments. Additionally, it is recommended that a detailed assessment of the available capacity in the lagoon and the lift stations should be conducted to assess development capacity prior to any upgrades.

In 2024, Greenview reviewed the existing capacities and determined that while capacity exists within the system, the capacity is intended to accommodate the existing lots currently subdivided. It is recommended that infill occur within the Hamlet Boundary, and within the Creeks Crossing subdivision. Until capacity upgrades are undertaken, the approval of new subdivision development should be discouraged.

- a) *All sanitary infrastructure within the Plan Area shall be constructed to the satisfaction of Greenview's Development Guidelines and Municipal Servicing Standards.*

5.4 Stormwater Servicing

The current stormwater infrastructure within the Plan Area consists of rural-style ditching, swales, and culverts. As the hamlet grows, it is recommended that underground piping and stormwater management facilities be incorporated into the infrastructure.

Prior to the installation of underground piping, future development should consider grading, landowner constraints, and discharge rates to ensure that the stormwater runoff does not negatively impact undeveloped lands or watercourses. Further analysis should be completed during the detailed design stages to ensure the downstream watercourses are not negatively affected.

- a) *Stormwater drainage shall not have a negative impact on adjacent properties.*
- b) *Large developments may be required to provide on-site stormwater management.*
- c) *A stormwater management plan may be required for multi-lot subdivisions or*

development, to the satisfaction of Greenview's Development Guidelines and Municipal Servicing Standards.

5.5 Shallow Utilities

Shallow utilities such as gas, power, and telecommunication will be extended or upgraded as required at the time of future development.

06 Implementation

6.1 Policy Monitoring & Evaluation

The below table outlines the actions that are required to implement this ASP. This ASP is required to be implemented by multiple stakeholders including Greenview, developers, and the community. Each action is linked to the applicable policy, responsible stakeholder, and priority.

Policy	Action	Responsibility	Priority
General	Explore partnerships with industry and community organizations.	Greenview/ Developer/ Community	High
1. (d), (k) 3. (a), (c) 5. (a), (b) 6. (a)-(k)	Establish a strategy for Greenview-owned land within the Hamlet to achieve orderly and planned growth.	Greenview	High
1. (k) 3. (c), (d) 5. (a) 6. (a), (f), (h)-(k)	Continue to maintain and update the Hamlet's heritage inventory and implement public spaces initiatives.	Greenview/ Community	High
General	Dedicate an individual or personnel to fulfill/coordinate the implementation of the DeBolt ASP.	Greenview	Medium
General	Investigate municipal incentives and grants to support development within the hamlet.	Greenview	Medium
General	Redistrict land to reflect the ASP's concept.	Greenview/ Developer/ Community	Medium
1. (h) 2. (i), (j) 8. (b) 9. (c) 12. (b)	Require technical documents to confirm/support development in environmentally significant areas.	Greenview	Medium
1. (c)	Consult Alberta Environment and Parks about opportunities within Crown Land.	Greenview/ Developer/	Low

		Community	
1. (m) 6. (d)	Establish a plan for FireSmart within the Plan Area.	Greenview/ Community	Low
2. (j) 6. (c), (e) 7. (b)	Incorporate landscaping and low-impact development in parks, roadways, and developments adjacent to environmentally sensitive areas.	Greenview/ Developer	Low
10. (a) 11. (a) 12. (b)	Investigate the expansion of municipal services to accommodate future development.	Greenview/ Developer	Low

6.2 Staging

Future development is intended to be prioritized nearest to existing infrastructure, within or adjacent to the hamlet, creating orderly and contiguous development. Existing and Future Residential areas are intended to be developed first, with Agricultural lands further away from the hamlet to be developed in the future when demand for additional housing and services is required. However, the staging of future development will occur in response to market demands. Direction to develop agricultural lands will be fully initiated by the landowner.

6.3 Redistricting and Subdivision

Redistricting and subdivision applications can be initiated by the developers, or landowners and must align with policies found in this document, including land uses as per *Figure 10: Future Land Use Concept*. Redistricting and subdivision applications shall align with Greenview’s bylaws and policies, including the Municipal Development Plan and the Land Use Bylaw.

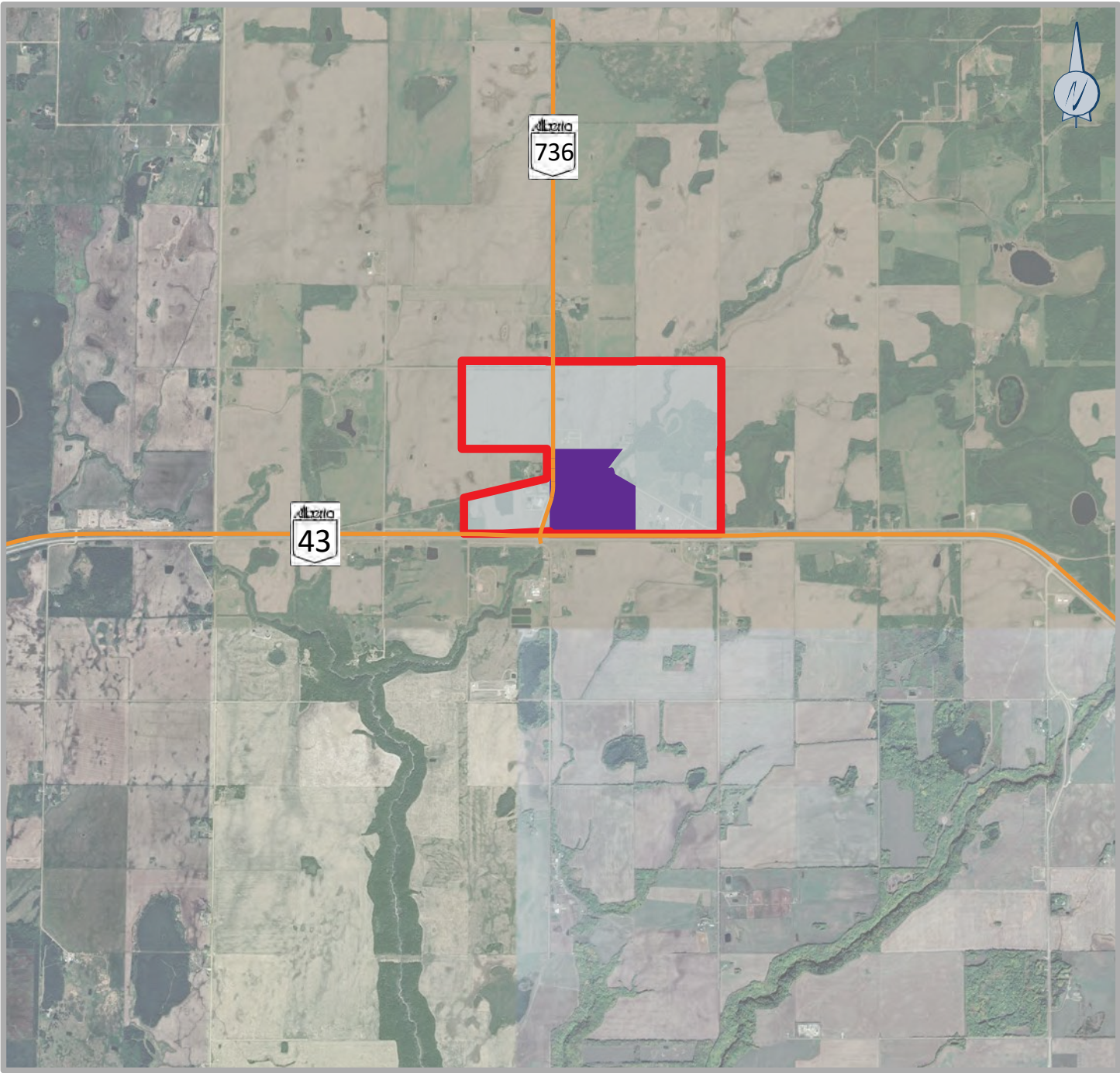
Land Use Bylaw

Land Use Bylaw 18-800 controls and guides the use and development of all land and buildings within Greenview.

6.4 Plan Amendment

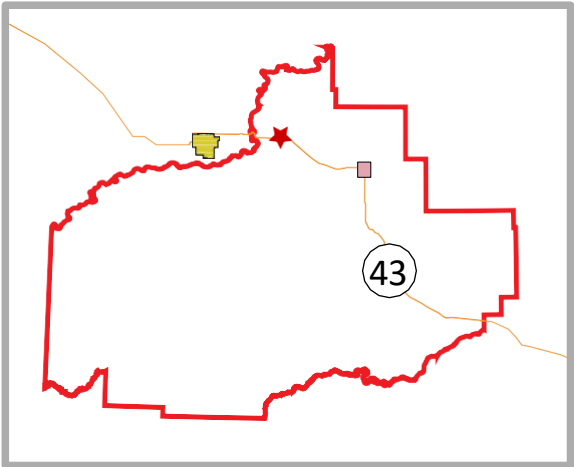
Policies, text, and figures found within the DeBolt ASP may be amended from time to time, in response to broader or more specific issues affecting the Plan Area. Any amendments shall be in accordance with the *Municipal Government Act*, and any other applicable Greenview bylaws, policies, and procedures.

Figure 1: Location Map



N.T.S

Key Map

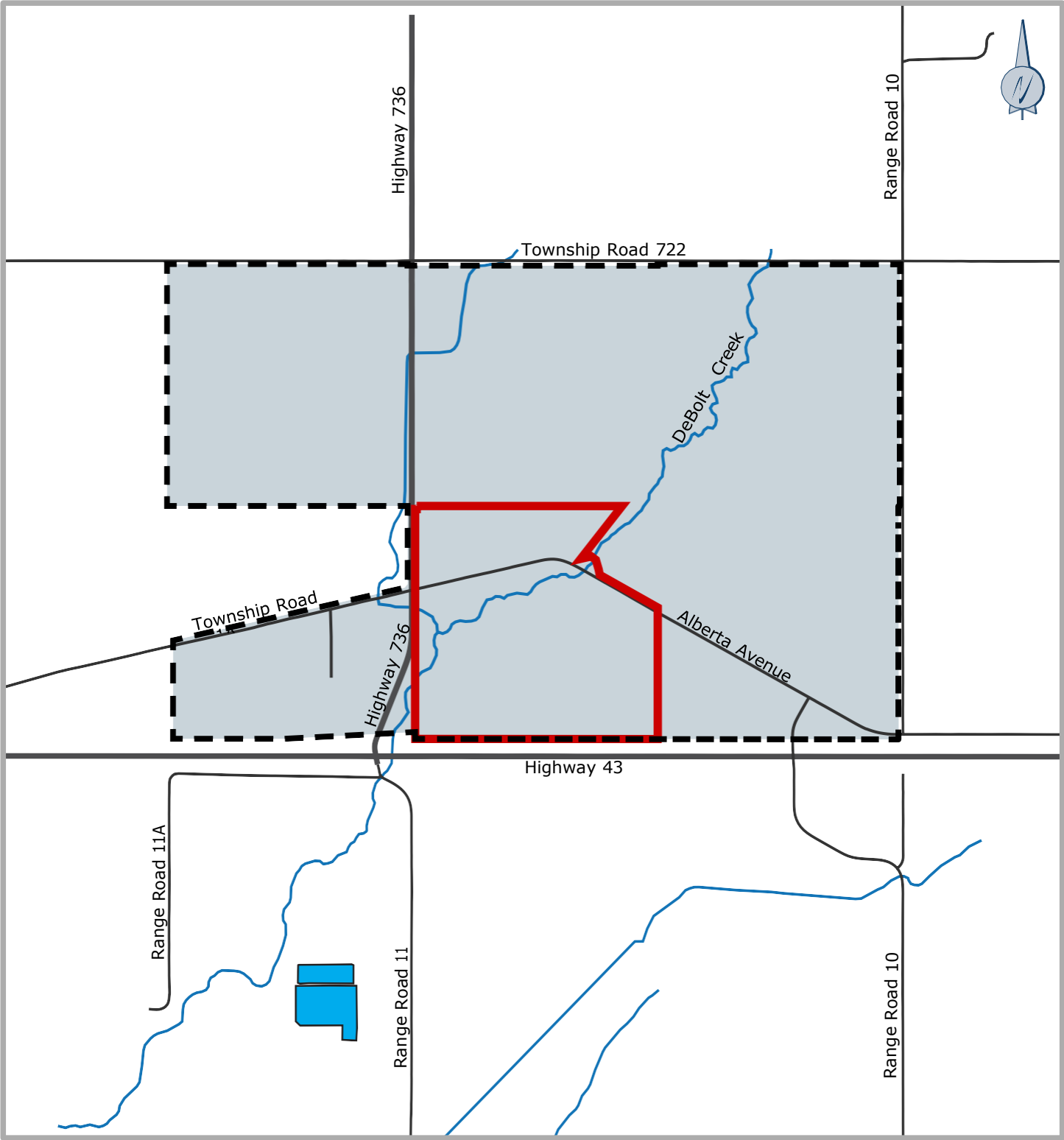


Legend

- Municipal District of Greenview No. 16
- Highway
- City of Grande Prairie
- Town of Valleyview
- Hamlet of DeBolt ASP Location
- Hamlet of DeBolt ASP Boundary
- Hamlet of DeBolt Boundary



Figure 2: Plan Boundary



N.T.S

Legend







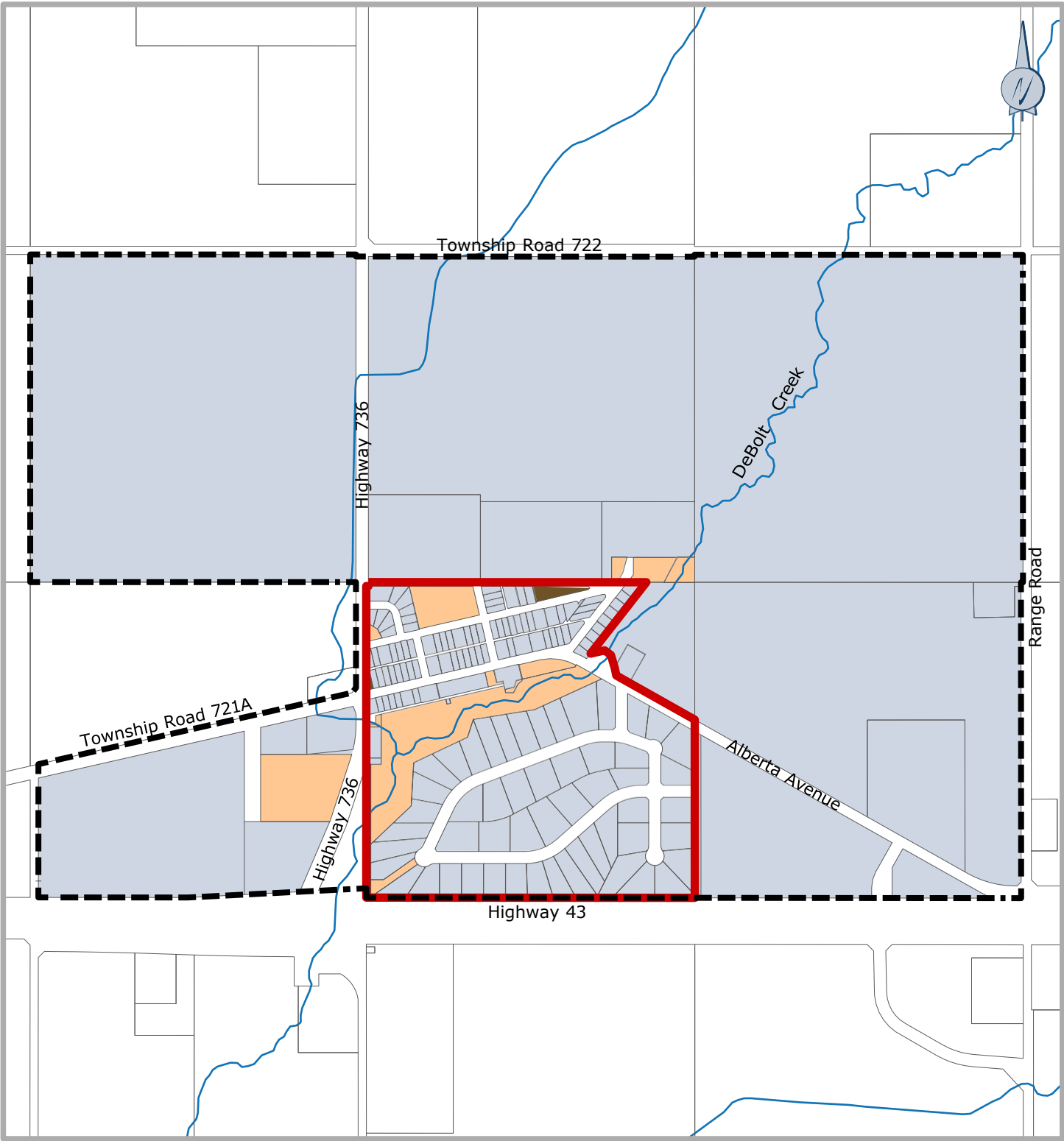
-  ASP Boundary
-  Hamlet of DeBolt Boundary
-  Existing Lagoon
-  Watercourses
-  Highway
-  Major Roadway

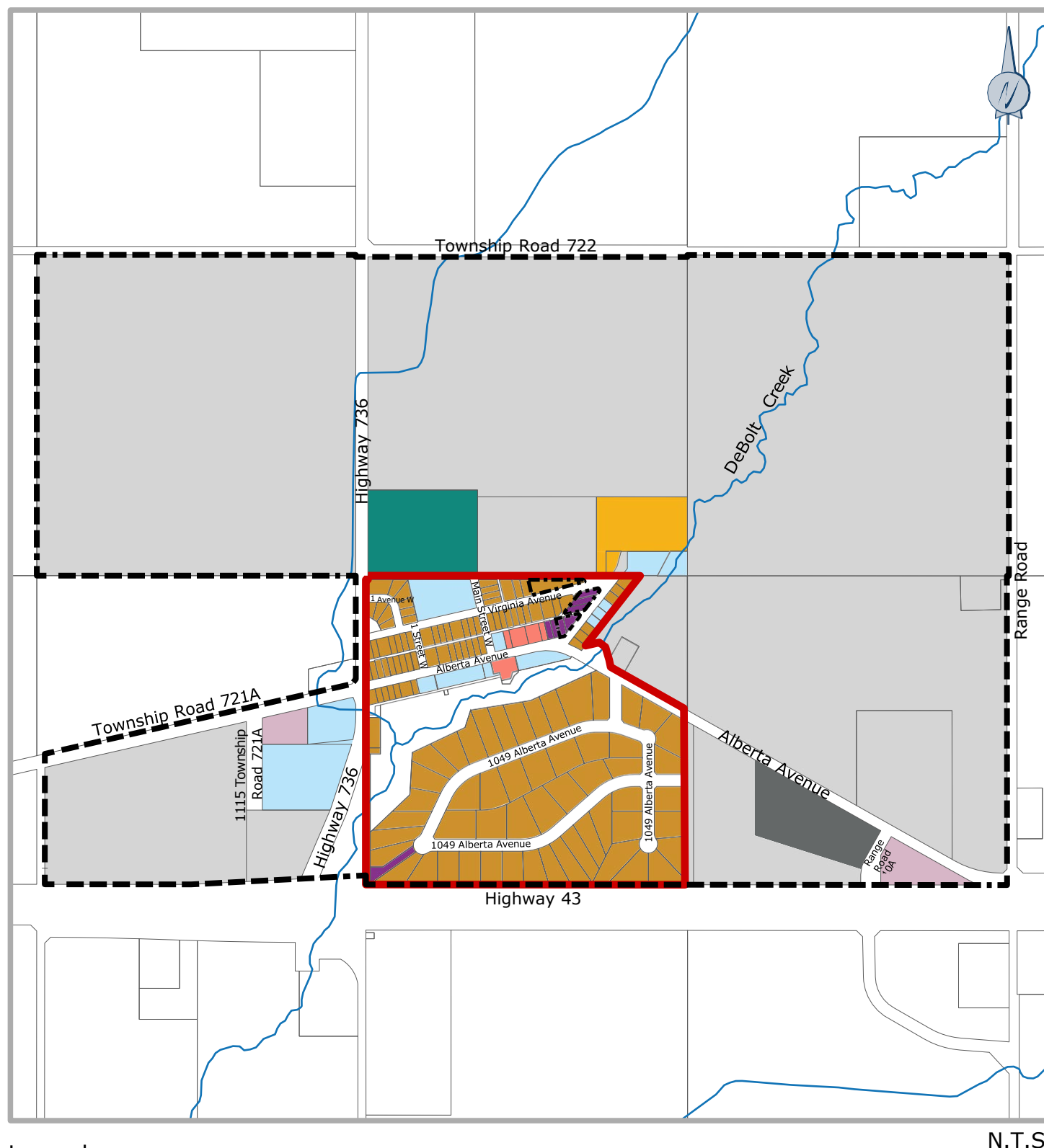
Figure 3: Ownership



Legend

- ASP Boundary
- Hamlet of DeBolt Boundary
- Private Land
- MD of Greenview No.16
- Crown Land
- Watercourses

Figure 4: Existing Land Use Concept

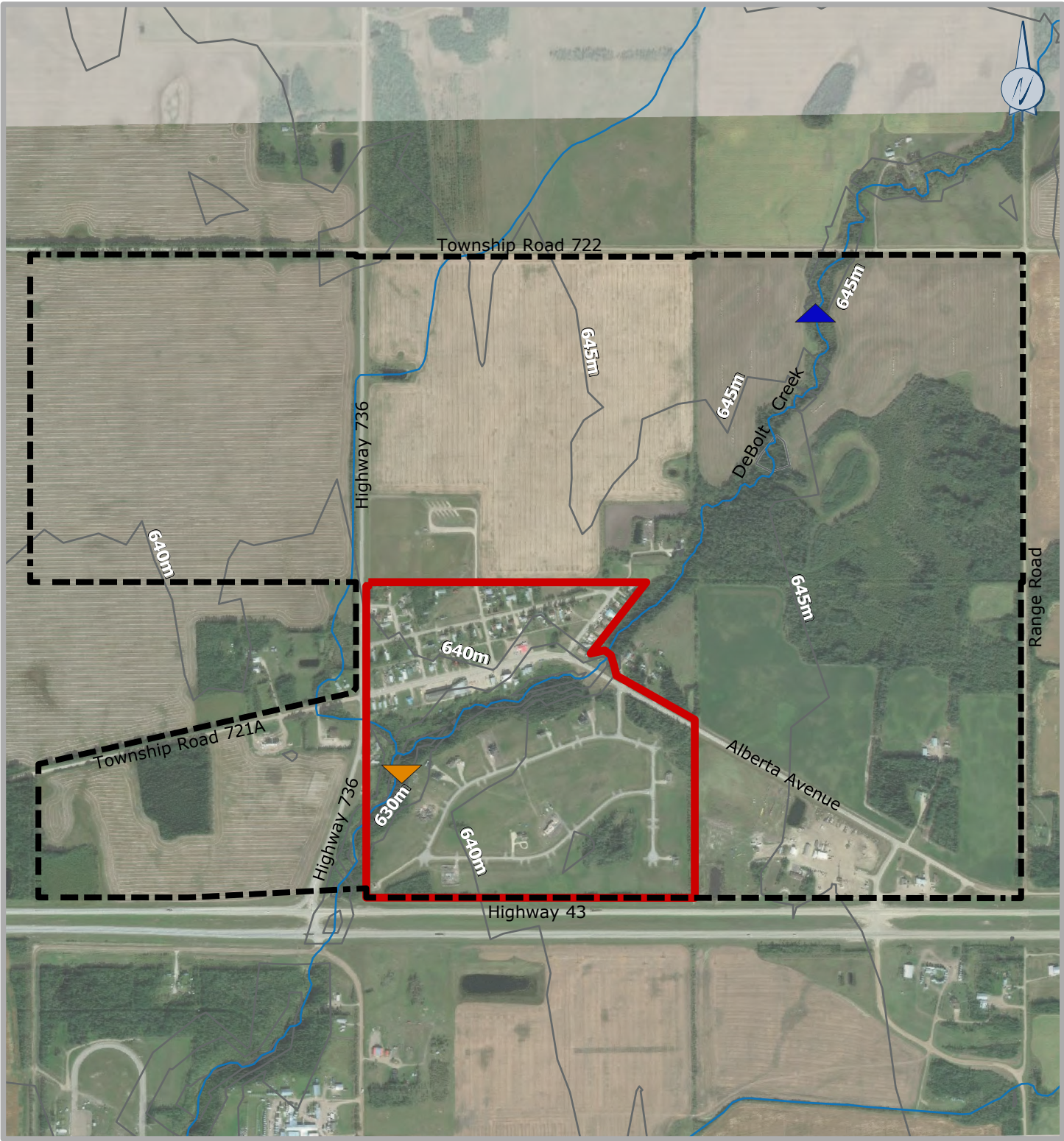


N.T.S

Legend

- | | |
|---------------------------|--------------------|
| ASP Boundary | Recreational |
| Hamlet of DeBolt Boundary | Institutional |
| Agriculture | Rural Commercial |
| Hamlet Commercial | Industrial General |
| Hamlet Residential | Watercourses |
| Country Residential | |
| Hamlet Industrial | |

Figure 5: Existing Topography



N.T.S

Legend







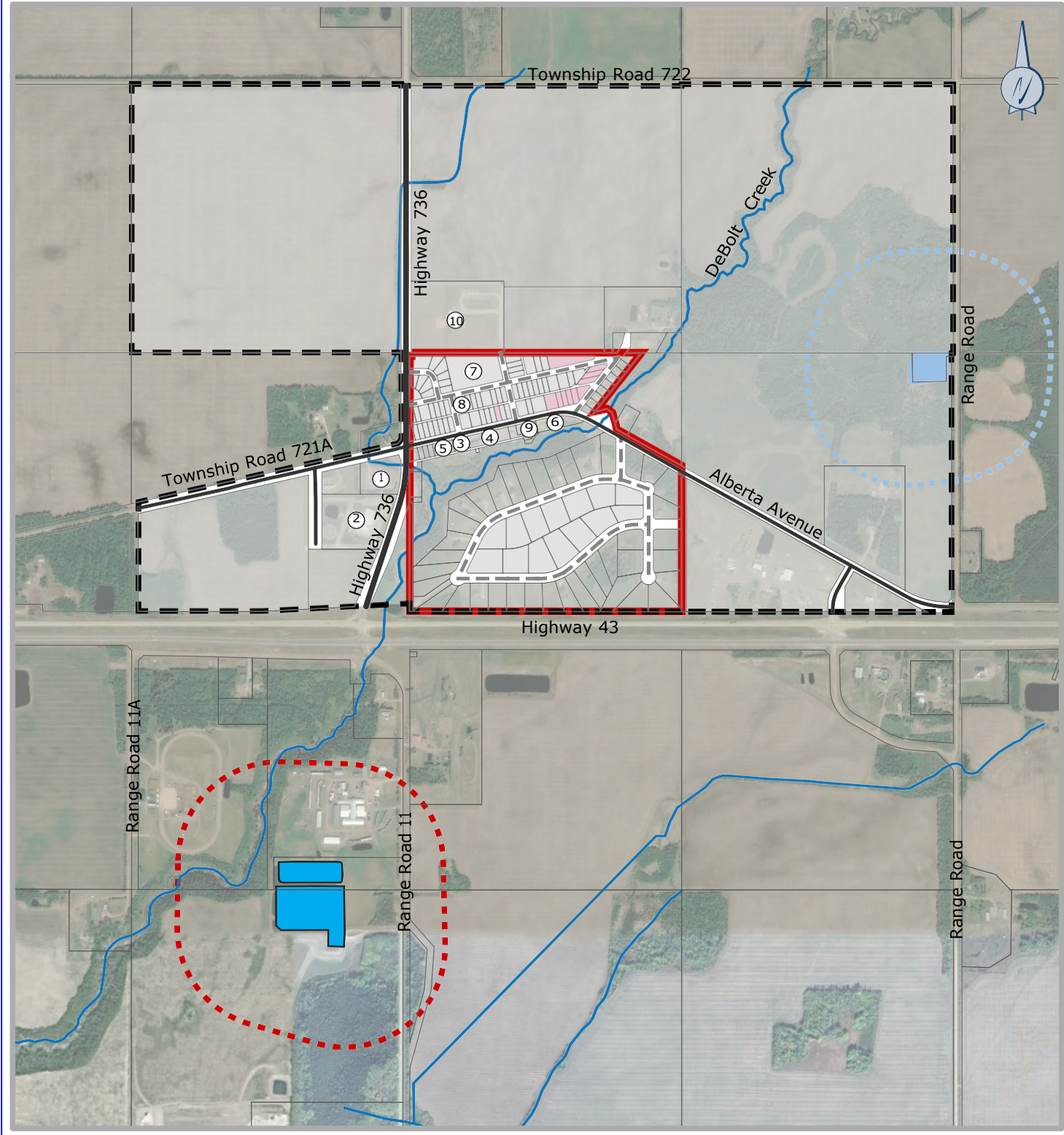
-  ASP Boundary
-  Hamlet of DeBolt Boundary
-  Watercourses
-  Contour Lines
-  High Point
-  Low Point



Figure 6: Site Features



Legend

- ASP Boundary
- Hamlet of DeBolt Boundary
- Existing Lagoon
- Historic Landfill
- Vacant Lots
- Watercourses
- Highways
- Major Roads
- Local Roads

- 300m Development Setback from Lagoon
- 300m Development Setback from Landfill
- ① Gospel Light Church DeBolt
- ② DeBolt Public Service & Fire Station
- ③ DeBolt Curling Arena
- ④ DeBolt Public Library
- ⑤ DeBolt Pioneer Museum & Legion Hall
- ⑥ Former Fire Station Site

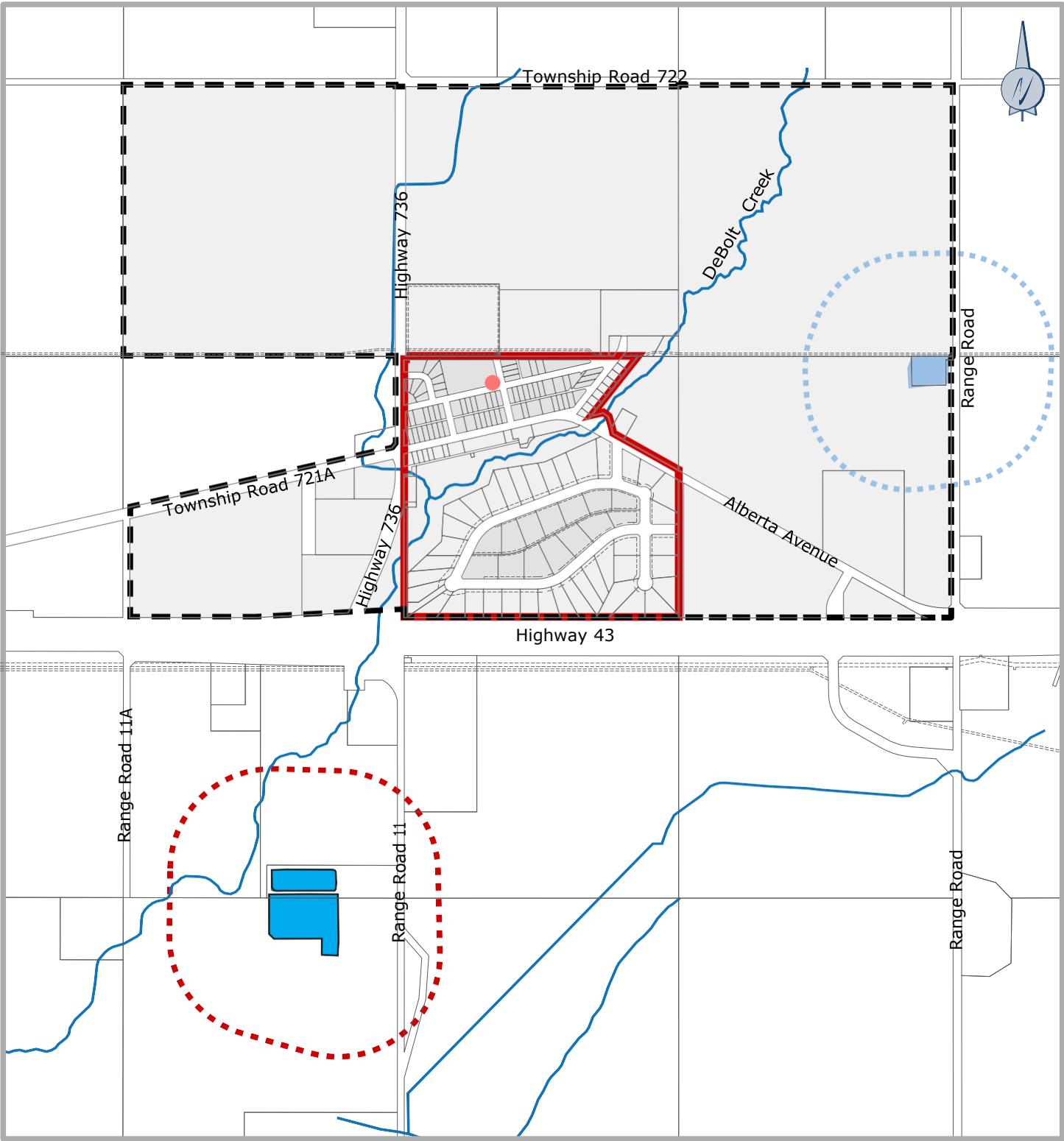
- ⑦ Hubert Memorial Park & Museum
- ⑧ DeBolt United Church
- ⑨ Water Treatment Plant
- ⑩ Ball Diamonds

* Potential Setback from Historic Landfill to be confirmed.

N.T.S



Figure 7: Development Setback



N.T.S

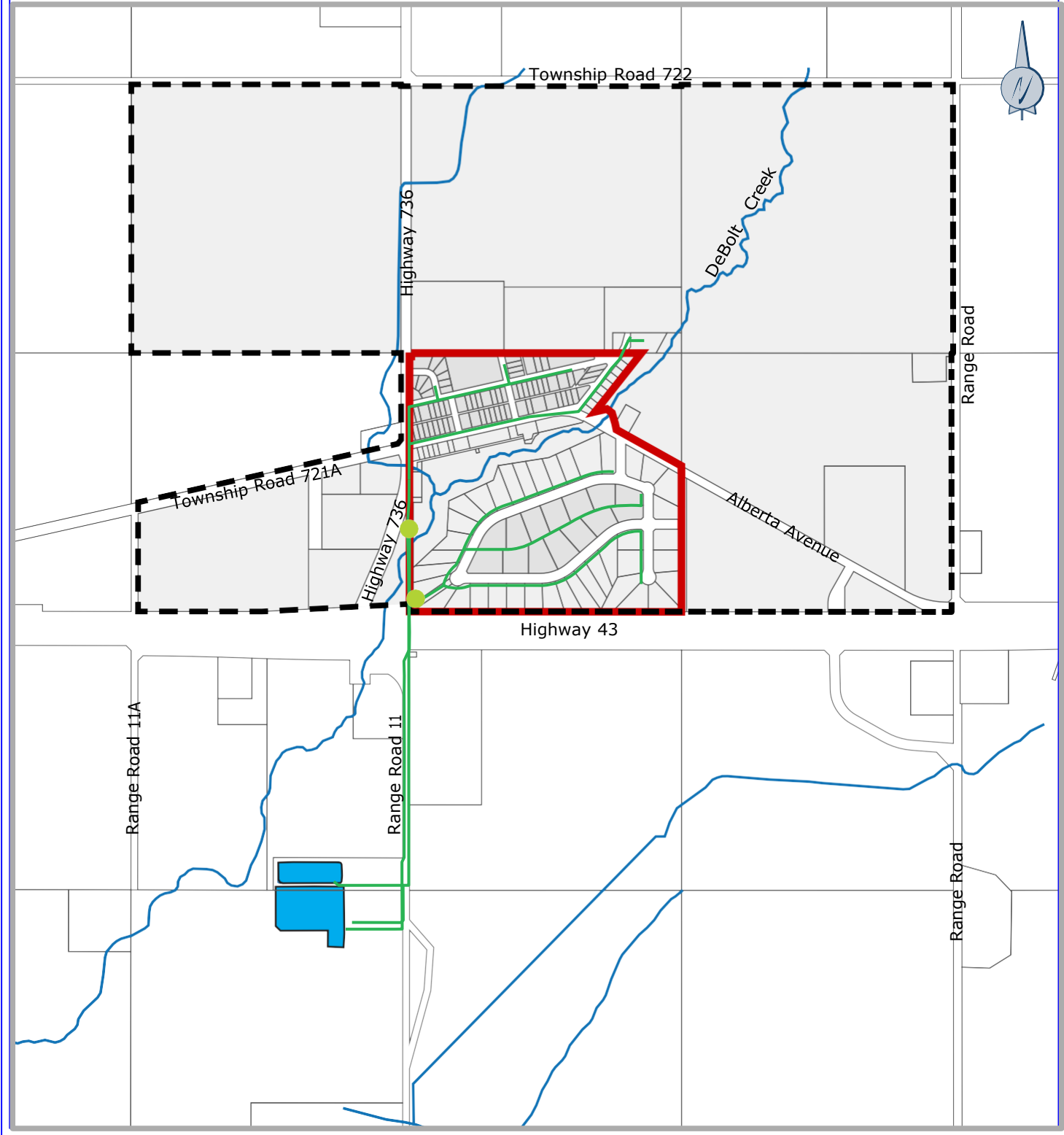
Legend

- ASP Boundary
- Hamlet of DeBolt Boundary
- Existing Lagoon
- Historic Landfill
- Watercourses
- 300m Development Setback from Lagoon
- 300m Development Setback from Landfill
- Abandoned Well Location

* Potential Setback from Historic Landfill to be confirmed.



Figure 8: Existing Sanitary Sewer Servicing



N.T.S

Legend







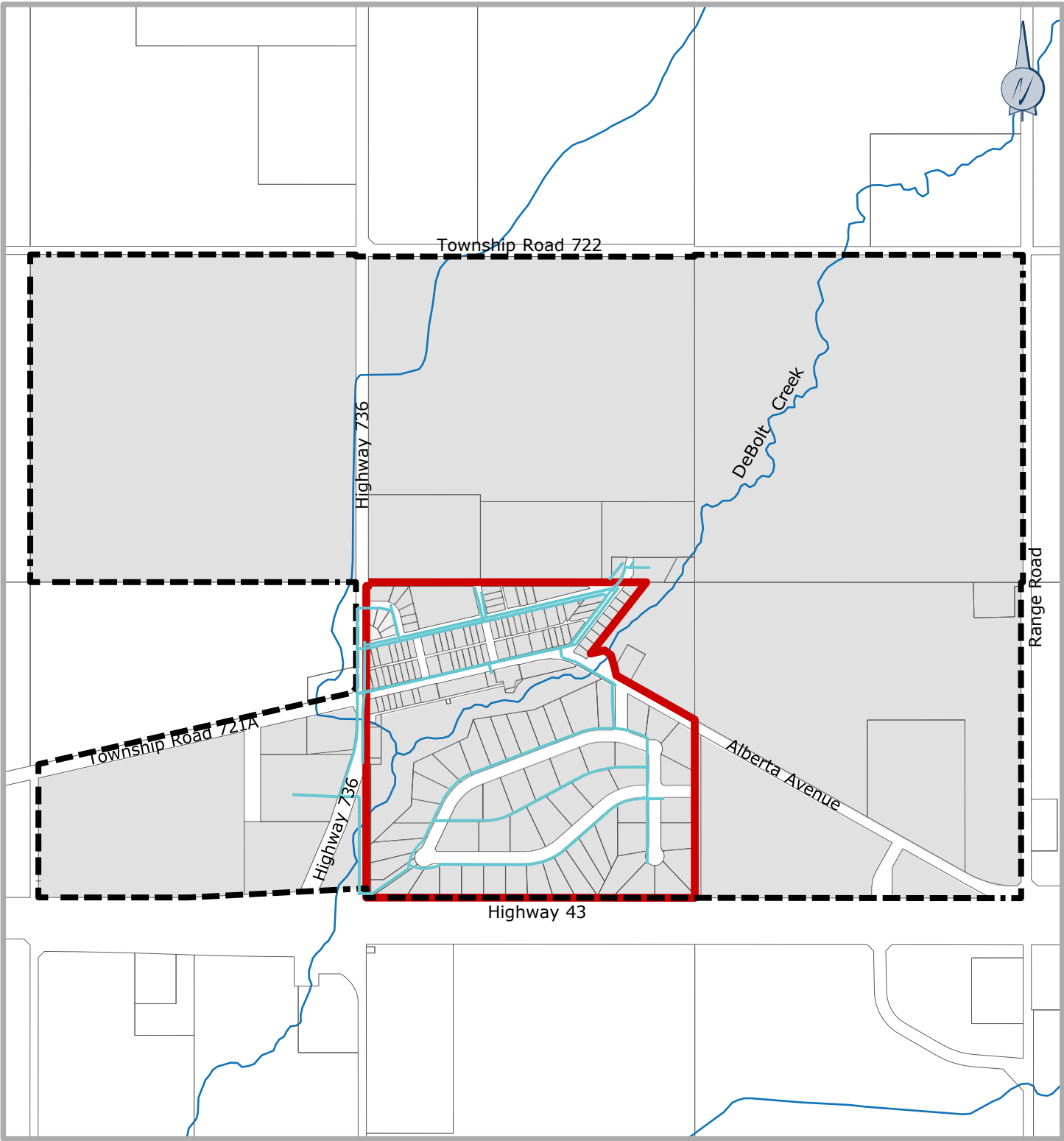
-  ASP Boundary
-  Hamlet of DeBolt Boundary
-  Existing Lagoon
-  Watercourses
-  Existing Sanitary Sewer Main
-  Existing Sanitary Lift Station

Figure 9: Existing Water Servicing

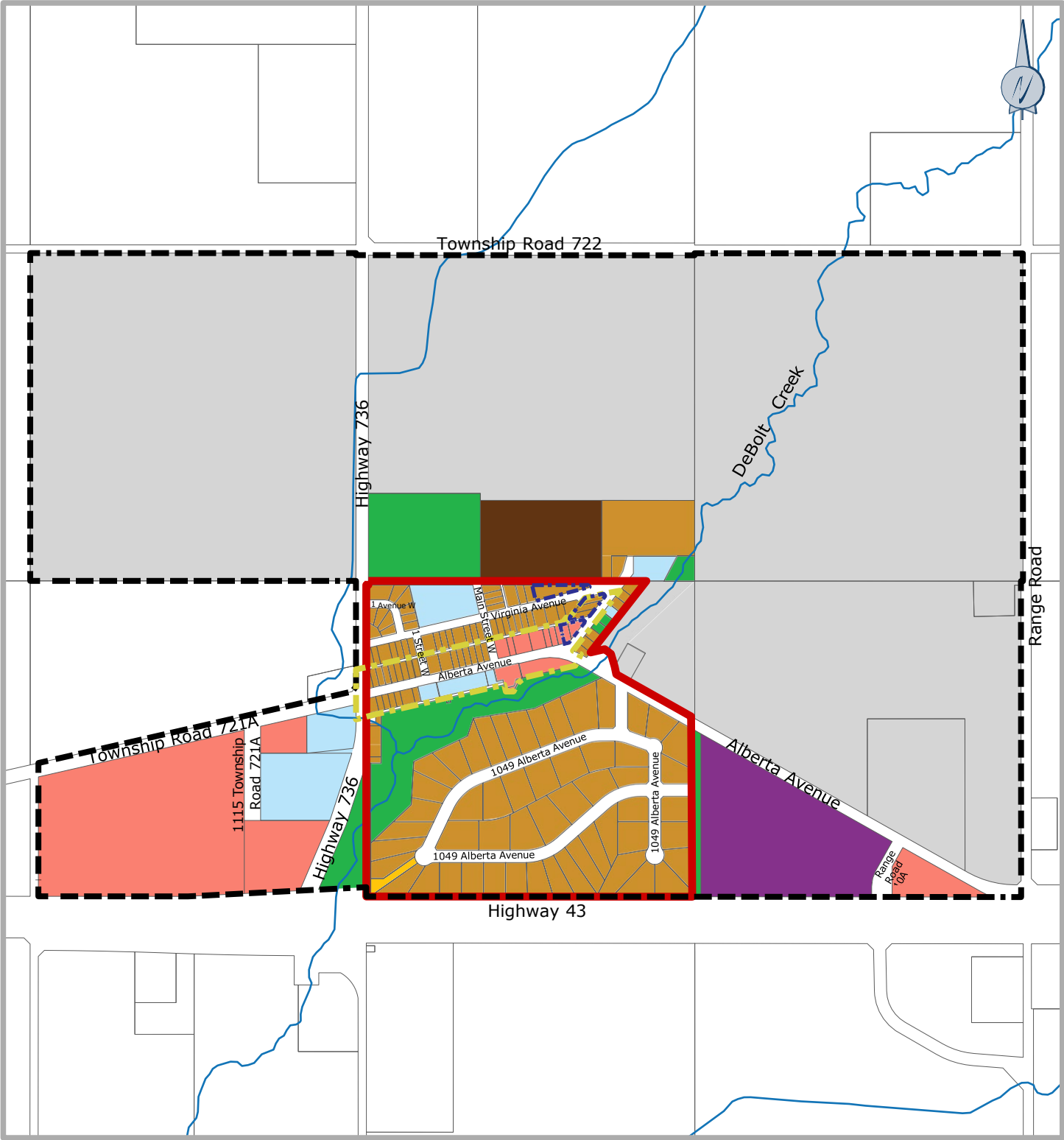


Legend

- ASP Boundary
- Hamlet of DeBolt Boundary
- Existing Lagoon
- Watercourses
- Existing Water Servicing Lines

N.T.S

Figure 10: Future Land Use Concept



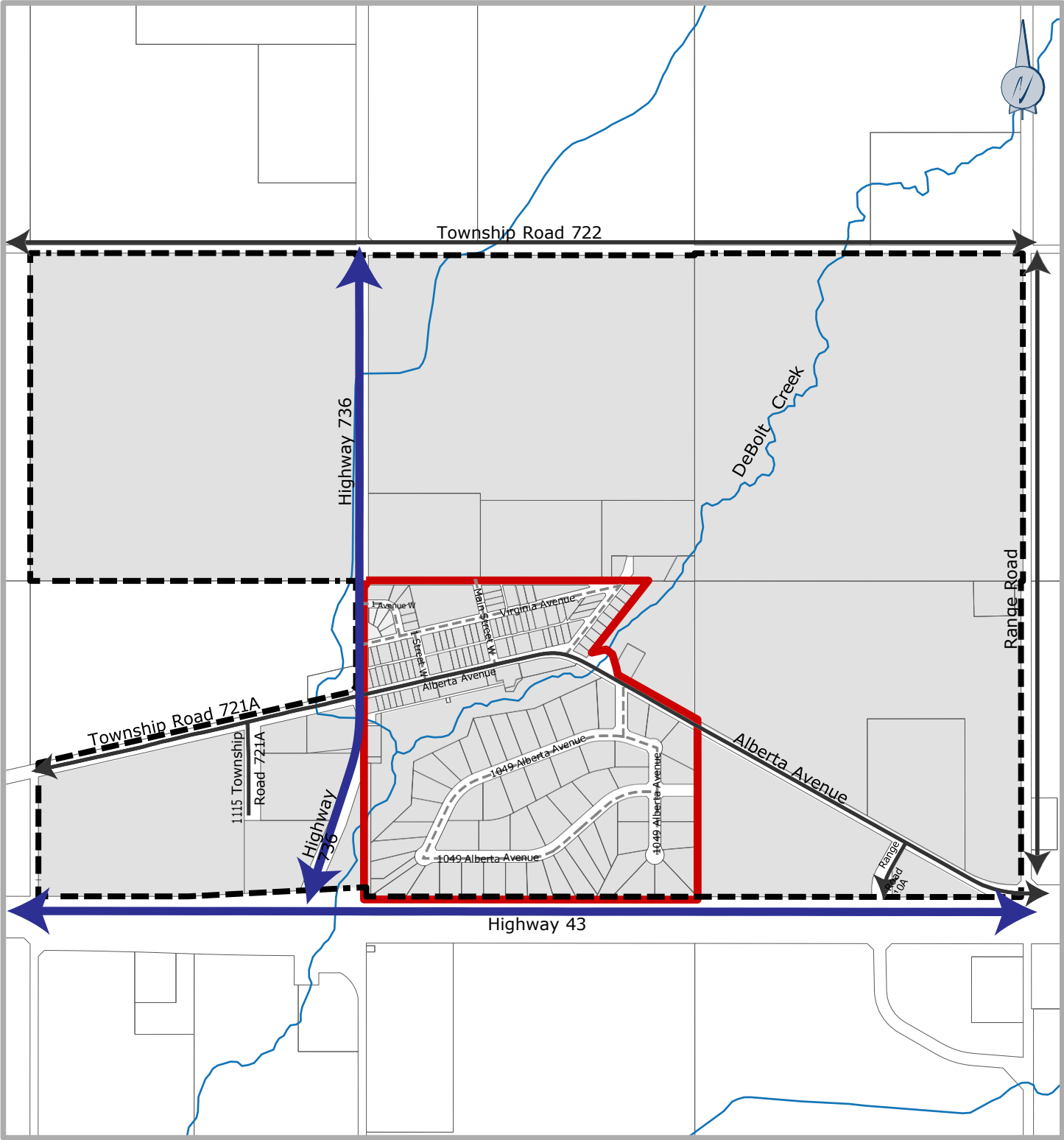
Legend

- ASP Boundary
- Hamlet of DeBolt Boundary
- Agriculture
- Hamlet Commercial
- Existing Residential
- Future Residential
- Hamlet Industrial
- Parks and Open Space
- Institutional
- Public Utility Lot
- Brownfield Sites
- Alberta Avenue Core Area
- Watercourses

N.T.S



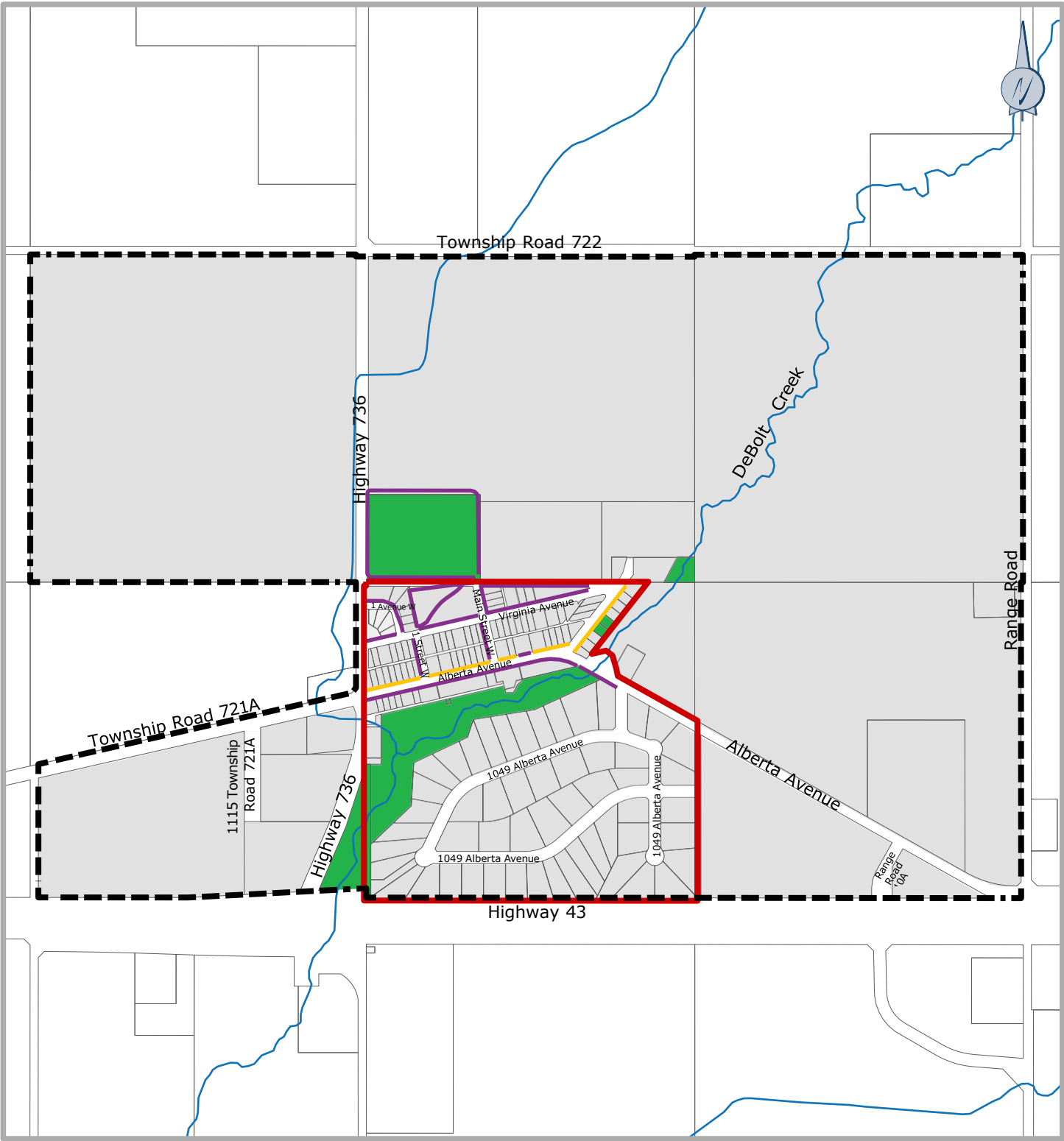
Figure 11: Transportation Network



Legend

- ASP Boundary
- Hamlet of DeBolt Boundary
- Watercourses
- Highway
- Major Roadway
- Local Roadway

Figure 12 Open Space Network



N.T.S

Legend

- ASP Boundary
- Hamlet of DeBolt Boundary
- Parks and Open Space
- Watercourses
- Existing Pedestrian Connectivity
- Proposed Pedestrian Connectivity