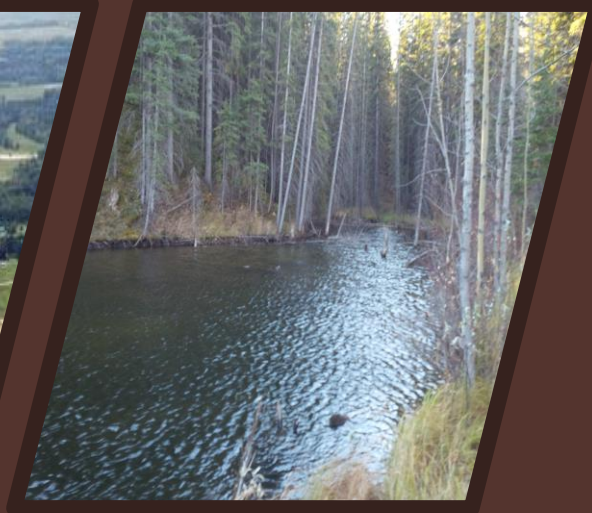
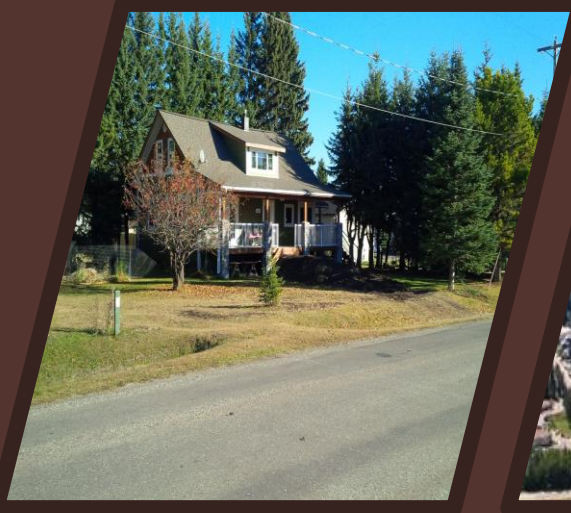




OLD TOWN AREA REDEVELOPMENT PLAN



Town of Rocky Mountain House

Bylaw ##/## LU

October 2014

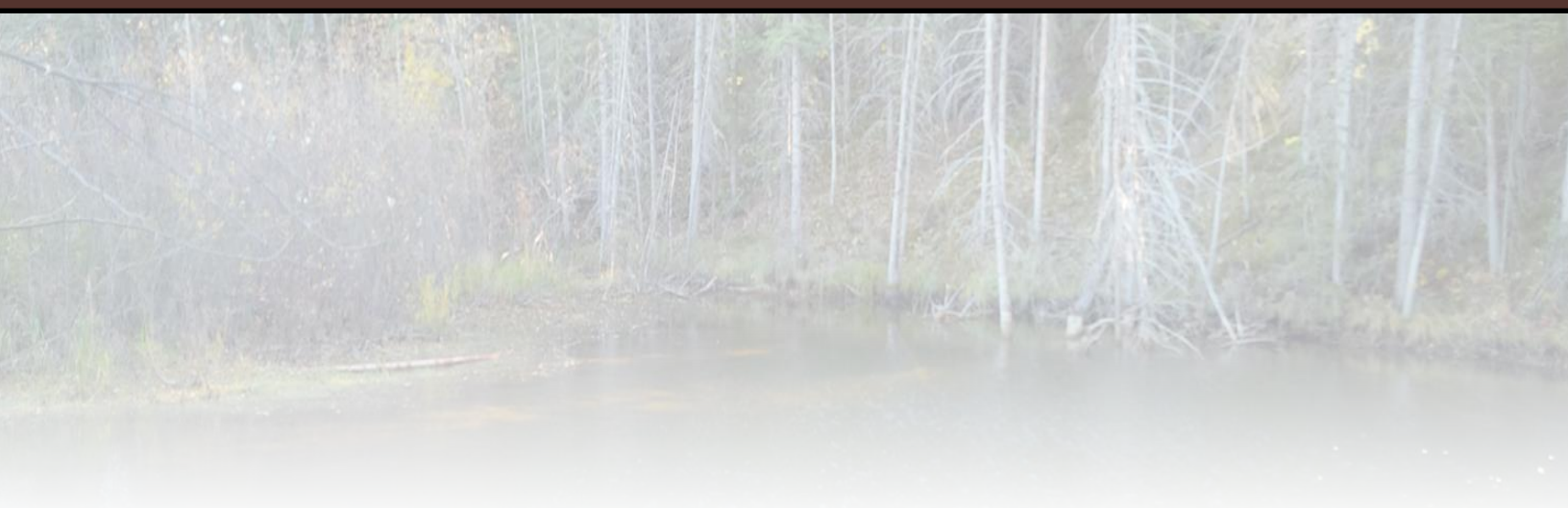






TABLE OF CONTENTS

| | | |
|-----|--------------------------------------|----|
| 1.0 | INTRODUCTION | 1 |
| 1.1 | Purpose..... | 1 |
| 1.2 | Plan Area..... | 1 |
| 1.3 | Objectives | 2 |
| 1.4 | Mandate & Plan Alignment | 3 |
| 1.5 | Existing Conditions & Land Uses..... | 4 |
| 2.0 | VISION | 7 |
| 2.1 | Vision for Old Town | 7 |
| 2.2 | Guiding Principles | 7 |
| 3.0 | DEVELOPMENT CONCEPTS..... | 8 |
| 3.1 | Environment..... | 8 |
| 3.2 | Transportation..... | 8 |
| 3.3 | Public Realm..... | 10 |
| 4.0 | LAND USE STRATEGY | 13 |
| 4.1 | Low Density Residential..... | 15 |
| 4.2 | Medium Density Residential | 16 |
| 4.3 | High Density Residential | 17 |
| 4.4 | Commercial Mixed-Use..... | 20 |
| 4.5 | Shoreline Residential..... | 21 |
| 4.6 | Environmental/Open Space..... | 22 |
| 5.0 | IMPLEMENTATION | 23 |
| 5.1 | Initial Redevelopment | 23 |
| 5.2 | Land Use Bylaw Amendments | 23 |
| 5.3 | Subdivision..... | 23 |
| 5.4 | Development Permits..... | 23 |
| 5.5 | Monitoring the Plan..... | 24 |
| 5.6 | Amending the Plan | 24 |

LIST OF FIGURES

| | | |
|---|---------------------------------|----|
| 1 | Plan Boundaries | 1 |
| 2 | MDP Land Use Concept | 3 |
| 3 | Existing Land Use | 6 |
| 4 | 60 Street Re-alignment | 9 |
| 5 | Park Avenue Cross Section | 10 |
| 6 | Future Land Use..... | 14 |
| 7 | Consolidated Lots | 17 |



1.0 INTRODUCTION

1.1 PURPOSE

Old Town is a unique riverside neighbourhood within the Town of Rocky Mountain House. Years of long-range planning by the Province have led to limited development of the subject area due to environmental and transportation concerns. Through consultation with the Province, Town Administration, and residents of Old Town, an area redevelopment plan has been proposed to provide insight into the development potential of Old Town. This plan will implement a new land use concept to encourage efficient built form while enhancing the quality of life for area residents.

1.2 PLAN AREA

Defined by residential development; local commercial businesses; and open space systems; the plan area has a number of stakeholders. Bounded by Highway 11A (52 Avenue) to the north and Highway 752 (60 Street/62 Street) to the east, the provincial department responsible for transportation governs how development along these roadways may occur. To the west, the boundary of Old Town is defined by the shoreline of the North Saskatchewan River where the provincial department responsible for the environment and water bodies control development within floodways. Park Avenue is the south boundary that provides access to Old Town

where the majority of residents reside (Figure 1).

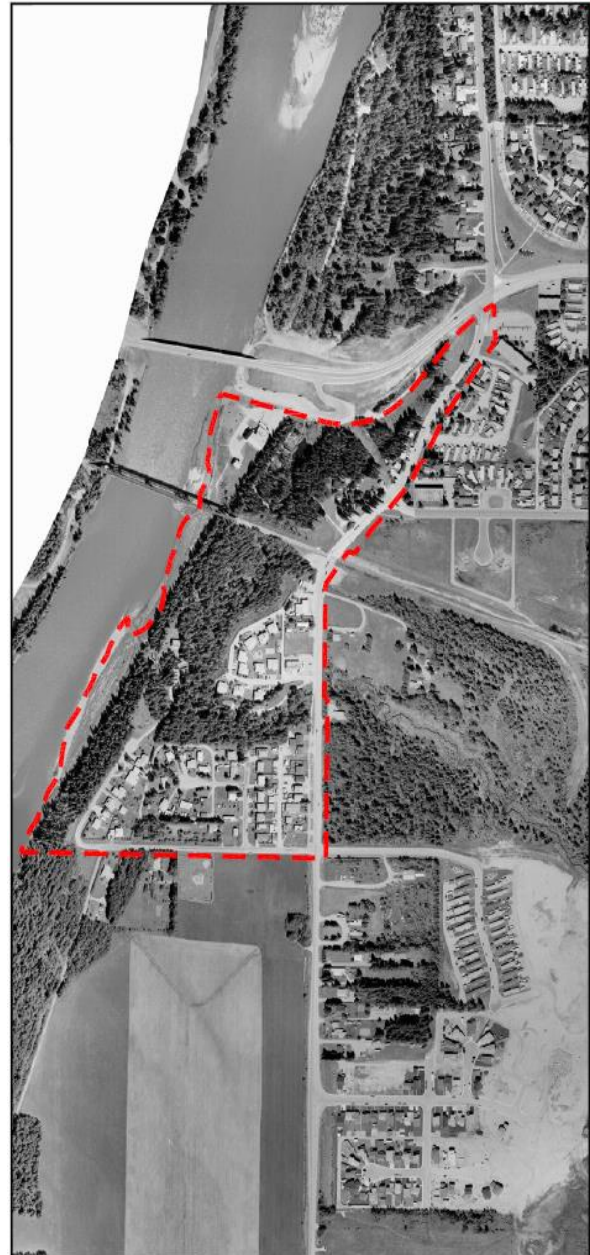


Figure 1: Plan Boundaries



1.3 OBJECTIVES

Land use policies and implementation actions within this document are provided to achieve the goals and objectives of the Old Town community. These policies will guide the future development of Old Town.

Objectives:

- 1) Wherever possible, reduce environmental impact and protect existing natural areas.
- 2) Ensure future land uses are a complimentary fit with the existing neighbourhood through the use of high quality, durable materials.
- 3) Maintain a variety of housing with awareness for the historical significance of Old Town.
- 4) Provide for safe pedestrian and vehicular movements through Old Town, including safe crossings and road maintenance.

1.4 MANDATE & PLAN ALIGNMENT

1.4.1 MUNICIPAL GOVERNMENT ACT

The Old Town Area Redevelopment Plan (ARP) is a statutory plan, as defined by the *Municipal Government Act* (MGA). This ARP outlines policy direction relative to land use and physical planning matters as indicated in Sections 634 and 635 of the *Municipal Government Act*, which designates an area

of the municipality as a redevelopment area for purposes such as:

- Preserving or improving buildings or land
- Rehabilitating, constructing, replacing or removing buildings
- Establishing, improving or relocating roads, public utilities or other services
- Facilitating any other developments

The ARP must describe the objectives of the plan and any proposed land uses with policies of how the vision of the plan may be achieved. Should land be required for municipal, provincial, or federal use, details regarding the acquisition of the land must be provided and the intended use of the land.

1.4.2 MUNICIPAL DEVELOPMENT PLAN

The *Town of Rocky Mountain House Municipal Development Plan Bylaw 11-12 LU* (MDP) contains land identified as Residential, Local Commercial, and Major Open Spaces & Undeveloped Areas (Figure 2). Within the MDP, infill and reinvestment in older neighbourhoods is encouraged so that the image of the community can be maintained and improved through redevelopment initiatives. While an increase in density may be possible for Old Town, consideration will be given to the

OLD TOWN AREA REDEVELOPMENT PLAN

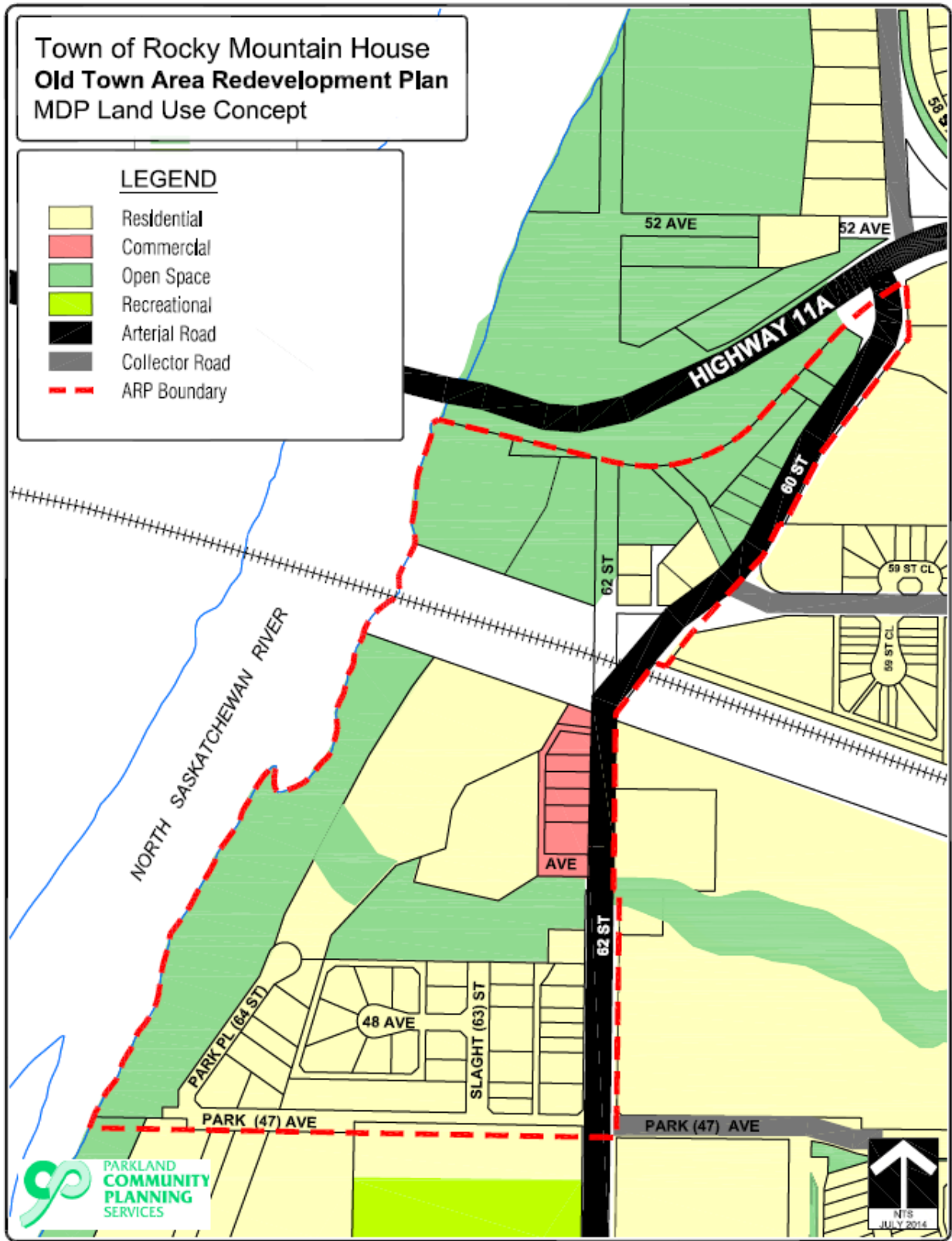


Figure 2: MDP Land Use Concept



location of development so that it does not negatively impact existing uses. Adequate buffering is utilized between residential and commercial uses through the use of Trappers Creek and existing vegetation. Revitalization and expansion of existing commercial uses are encouraged. Lastly, open space areas are to remain undeveloped in order to protect locally significant wildlife habitats and prevent property damage by way of erosion and flooding. The ARP has contemplated the policies of the MDP so that redevelopment of the plan area complies with the intended vision of the community.

1.4.3 COMMUNITY SUSTAINABILITY PLAN

The May 2010 *Rocky Mountain House Community Sustainability Plan* sets out a number of community wide actions that focus on creating a more sustainable Town. Built Environment is an important component to sustainability and the ARP will work to develop a community that creates a sense of place; encourages efficient built form for the plan area; protects the natural environment; creates a walkable community connected to neighbourhood nodes; and, preserves local history of the community.

1.5 EXISTING CONDITIONS & LAND USES

The historical riverside neighbourhood known as Old Town has developed with two distinct community identities. While a railway line physically divides the two

communities, built form and topography define their uniqueness.

One community located near the northeasterly corner of the plan area has a linear parcel configuration along 60 Street with rear yards backing onto an escarpment. The North Saskatchewan River shoreline varies in elevation and the westerly boundary is prone to erosion that ultimately affects rear yards. The *Town of Rocky Mountain House Land Use Bylaw 11-11 LU* (LUB) has zoned these parcels along 60 Street as “Reserved for Future Development District (RD)” until such time as a plan has been adopted to guide future development (Figure 3).

The second community is located within the central and southerly portions of the plan area. The primary land use in this area is single detached dwellings in a cluster neighbourhood zoned “General Residential District (R-2)”. The size of parcels is larger than newer parcels developed in Town with density targets of over 12 units per hectare. Minimal road treatment has been provided and connectivity to locations outside of the plan area is provided via trail networks rather than sidewalks. In addition to residential uses, a commercial pocket is located just south of the railway along 62 Street. The existing commercial development is zoned “Local Commercial District (LC)” and provides convenience goods and services to neighbourhoods in close proximity. The location of the commercial pocket to future residential development, and the availability to further

OLD TOWN AREA REDEVELOPMENT PLAN



intensify the density of development on the LC parcels offers growth opportunities for Old Town. As some residential parcels redevelop to a higher density, the option for commercial development to redevelop and meet the needs of the community also becomes available.

The plan area in its entirety faces two potential development constraints. If Highway 752 (60 Street/62 Street) is to be widened or realigned according to provincial transportation requirements, existing RD lots in the northeast may have limited area to develop due to the potential erosion of rear yards and front yard land acquisition for roadway improvements. The second constraint is related to provincial environmental monitoring of Trappers Creek and the North Saskatchewan River. Development near the shoreline and creek are not possible due to legislation requiring Environmental Reserves for land adjacent to water bodies and current “Environmental Open Space District (EO)” zoning. Respecting the natural environment and protecting homeowners from developing atop of potentially unstable land is an important factor this ARP considers.

OLD TOWN AREA REDEVELOPMENT PLAN

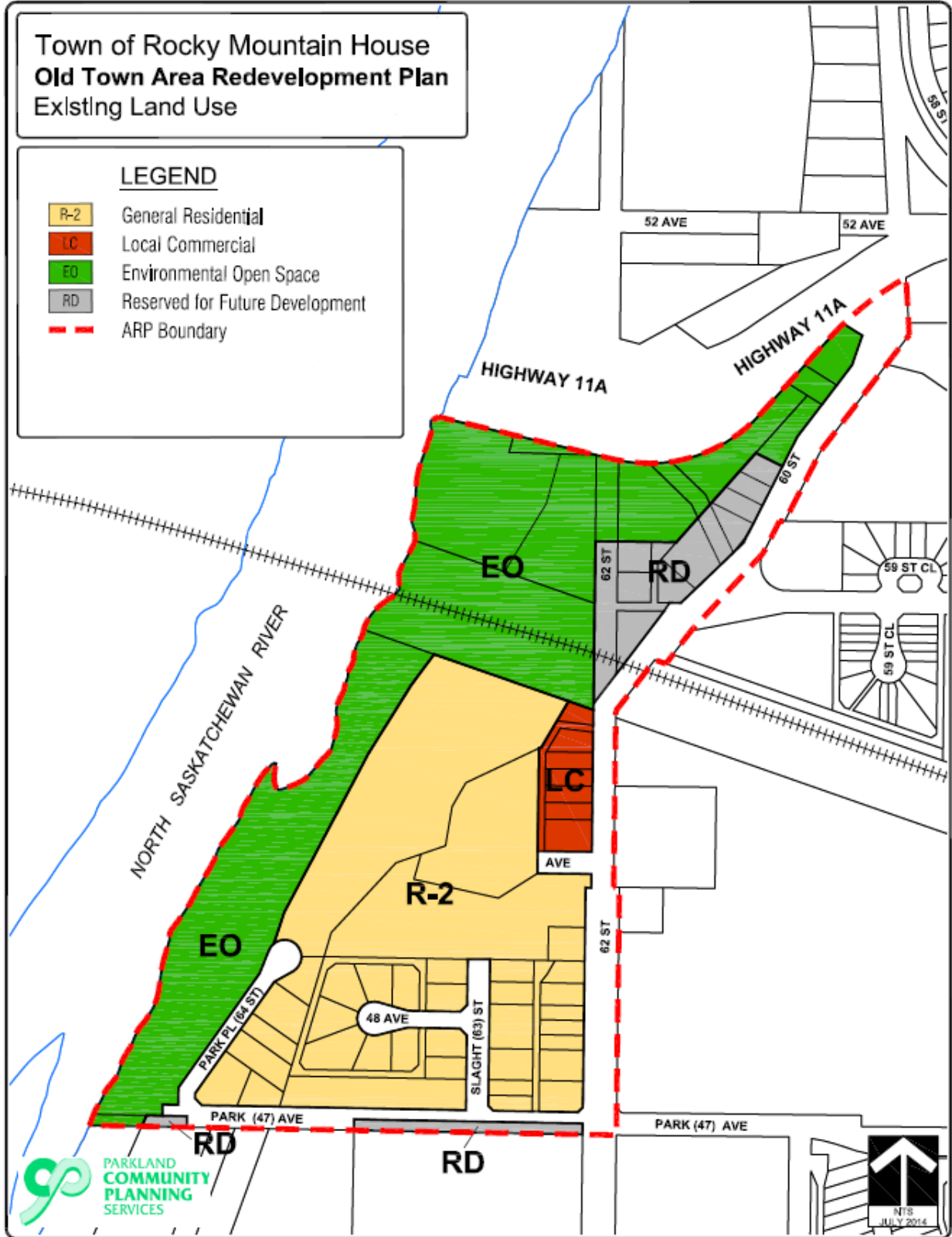


Figure 3: Existing Land Use



2.0 VISION

2.1 VISION FOR OLD TOWN

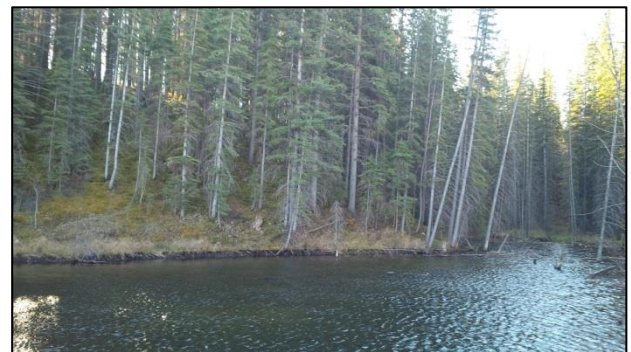
Old Town is a close-knit, historical riverside community within the Town of Rocky Mountain House. The community enjoys being surrounded by the natural environment to create a unique sense of place while each resident feels they have a private getaway within an urban centre.

2.2 GUIDING PRINCIPLES

Through each public engagement exercise, residents identified goals that they would like to see for their community. The goals were summarized to create a general vision that reflects the intent of the ARP. In more detail, the identified goals created the following guiding principles:

- 1) Promote the redevelopment of homes currently zoned as Reserved for Future Development District (RD).
- 2) Expand commercial opportunities to include more grocery, restaurant and personal service businesses.
- 3) Direct pedestrian routes toward the east boundary of the plan area.
- 4) Preserve the natural environment and discourage development near Trappers Creek.

- 5) Improve the quality of roadways while maintaining drainage ditches, and excluding sidewalks within the interior of Old Town.





3.0 DEVELOPMENT CONCEPTS

Old Town is an established community with unique and vibrant characteristics. The Area Redevelopment Plan has been created to provide an illustration of how Old Town will look as an urban revitalized community.

The residents of Old Town are proud of the history and the natural beauty of their community. The combination of history and natural beauty of the area creates a valuable sense of place for the residents of Old Town.

Land Use Concepts for Old Town consist of uses that support redevelopment while reinforcing the vision and values of the community.

The plan area has a unique character as the area is made up of predominantly single detached residential dwellings. The Future Land Use map for Old Town incorporates an area for local commercial land uses and areas for residential redevelopment.

3.1 ENVIRONMENT

Old Town is characterised by its neighbourhood charm and its serene natural surroundings. It is nestled south west of downtown near the North Saskatchewan River. The North Saskatchewan River runs along the west of the plan area while Trappers Creek intersects the community from east to west. The value of these natural features, along with the surrounding escarpment is

an integral part to the beauty and authenticity of the Old Town area. Residents pride themselves by the untouched natural beauty of this space.

The thick treeline and the meandering creek offer a sheltered corridor for wildlife to move in and around the area toward the river's shoreline. Preservation of this environmental priority will require implementing sustainable planning principles with the focus on providing best use practices for land uses. Care will be taken to ensure proposed redevelopment and infill design is complimentary with the built community and its surrounding natural habitats.

3.2 TRANSPORTATION

A 15 meter road re-alignment for Highway 752 (60 Street/62 Street) within the ARP area has been proposed as part of the Province's long-term transportation plan (Figure 4). The effect of this alignment will allow for better traffic flow as the road intersects with Highway 11A.

The need is apparent for a safe crossing point across Highway 11A. The Town will work with Alberta Transportation to create a safe crossing point at the intersection of Highway 11A and Highway 752 (60 Street/62 Street). Considering the high traffic volumes at this intersection, the signalized crosswalk should provide pedestrians with visual and audio cues to allow for sufficient crossing time.

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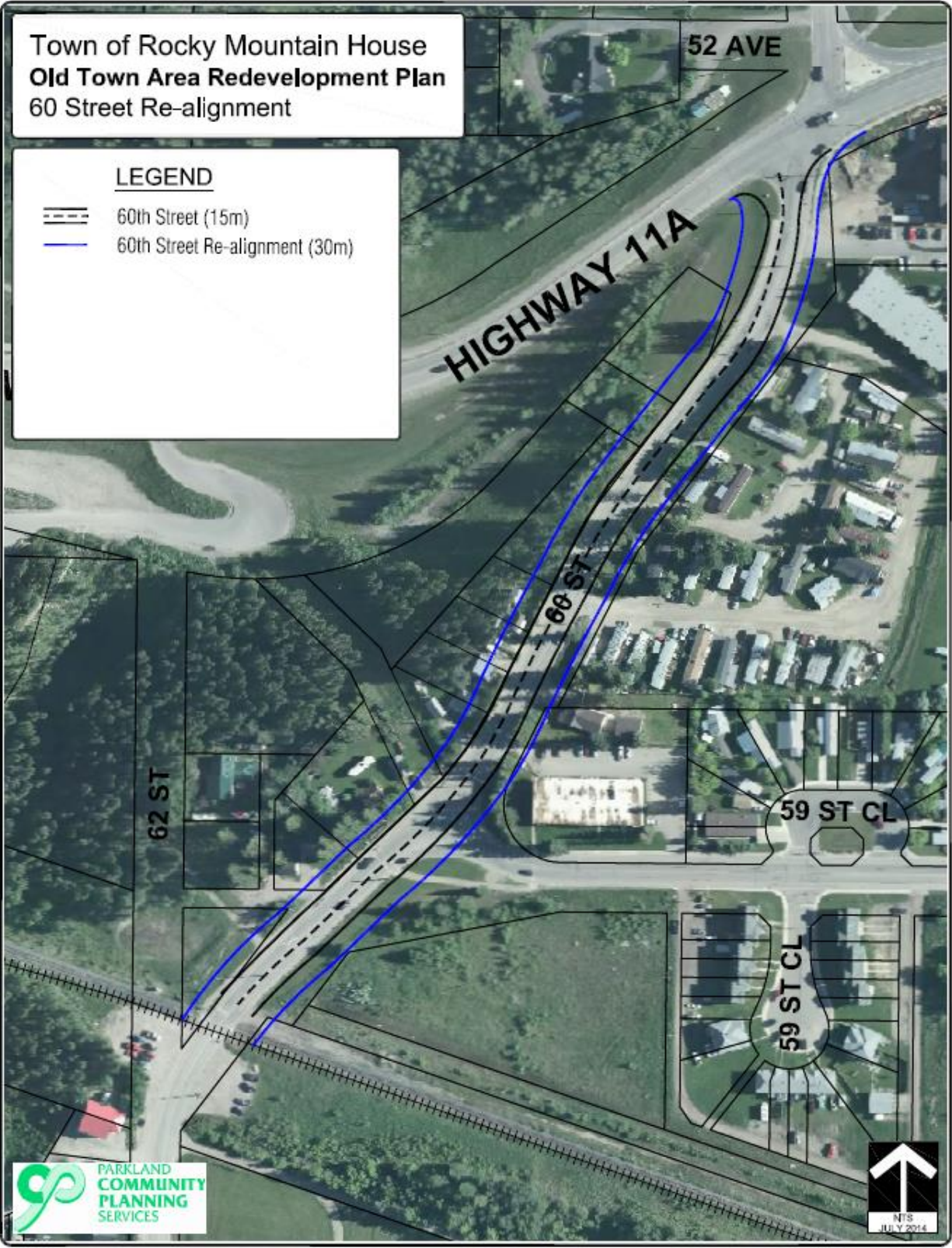


Figure 4: 60 Street Re-alignment

OLD TOWN AREA REDEVELOPMENT PLAN



3.3 PUBLIC REALM

The core of the community has the tranquility of the treed escarpment and rustic beauty of the free flowing creek. The urban development proposed for Old Town will continue to safeguard the untouched beauty of these areas.

Implementation of pedestrian connectivity to public spaces will be designed for continuous walkable opportunities. Part of a trail along the west side of Highway 752 (60 Street/62 Street) exists; however, the portion of land along the roadway containing existing commercial lots may be the ideal location for connecting Old Town to Highway 11A to the north. Quinn Park is the main public destination of the area and a continuous 2 m wide trail can be installed along the south side of Park Avenue, parallel to Park Avenue (Figure 5).

Ease of pedestrian movement through the community and between key destinations will be the focus in the development of the public realm. The south side of Park Avenue will also include a 7 m wide drainage ditch for storm water servicing. An overall widening of 12 m of paved roadway will occur to accommodate the addition of parallel parking stalls on either side. Unique street lighting along the trail may be considered in future as part of the Park Avenue redesign once power is provided underground. Lastly, a 4 m wide boulevard will provide a right-of-way for utilities and existing natural swales.

Quality designed street furniture and public spaces where people can gather and enjoy recreational activities are integral factors in creating successful public realms. The material of the street furniture selected will remain in line with the character and charm of Old Town.

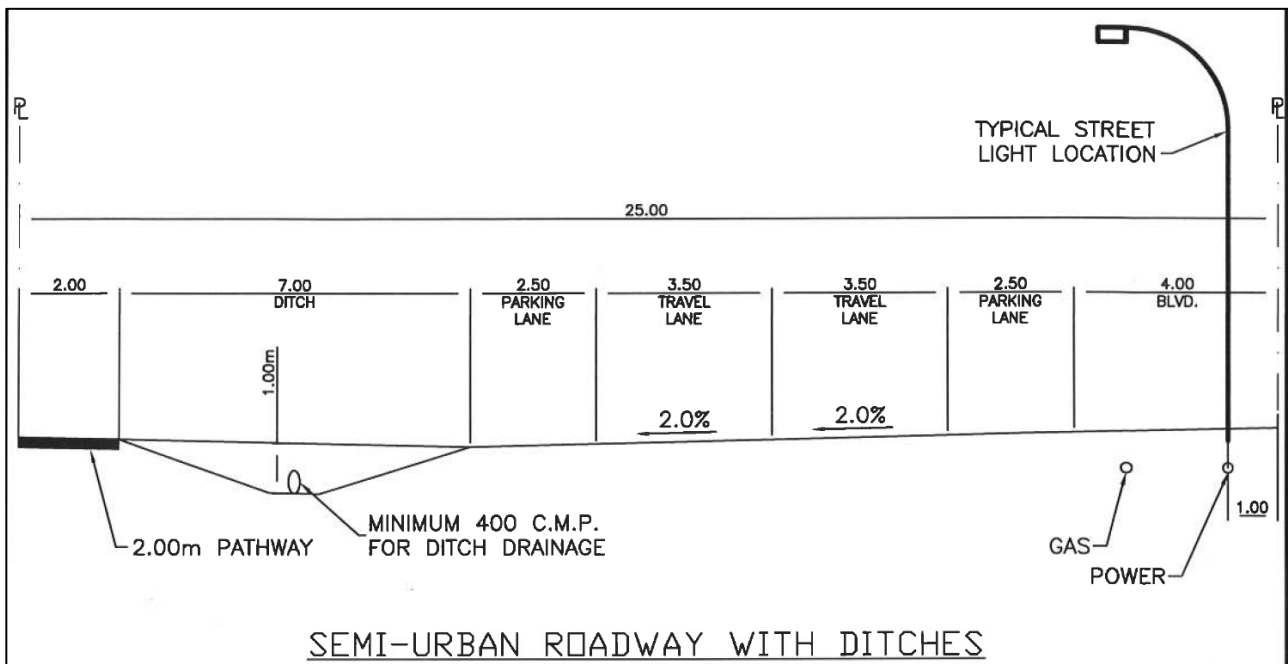
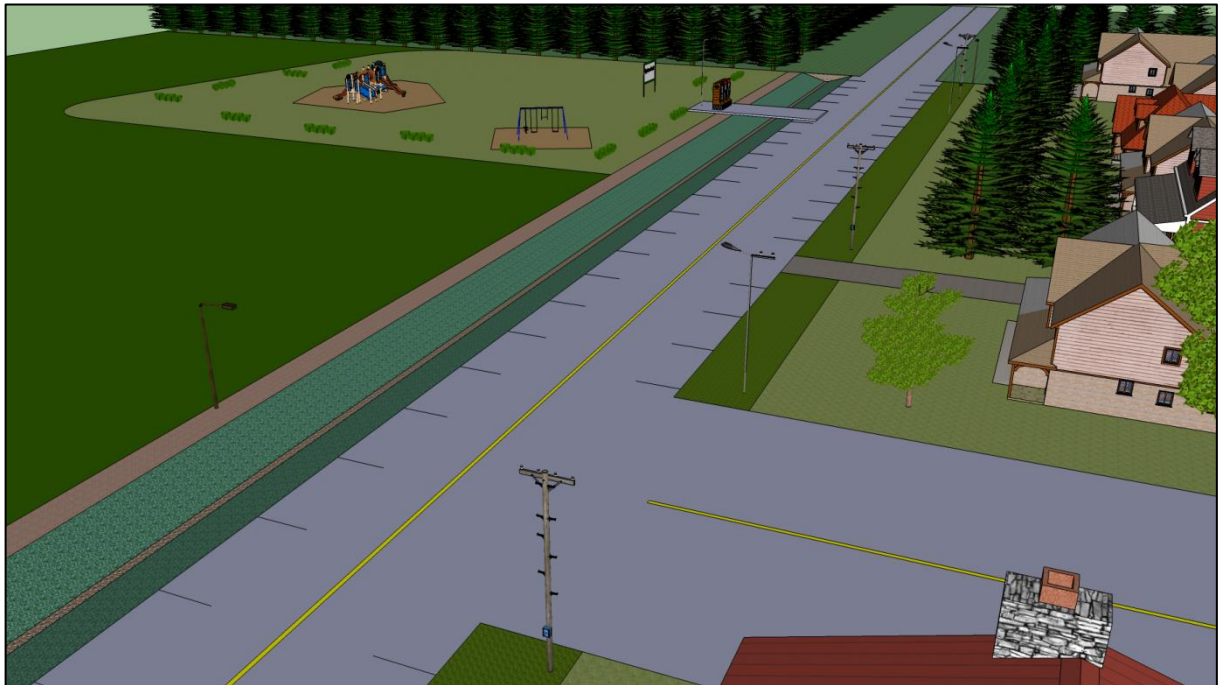


Figure 5: Park Avenue Cross Section

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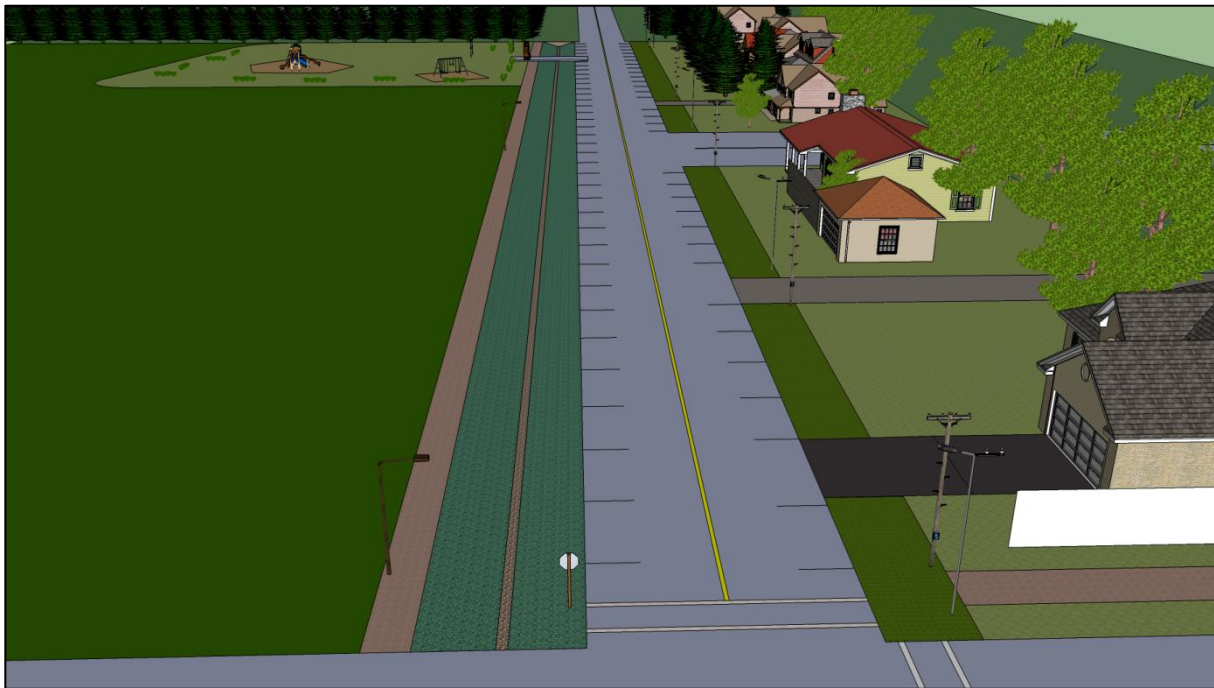


Park Avenue Northeast View

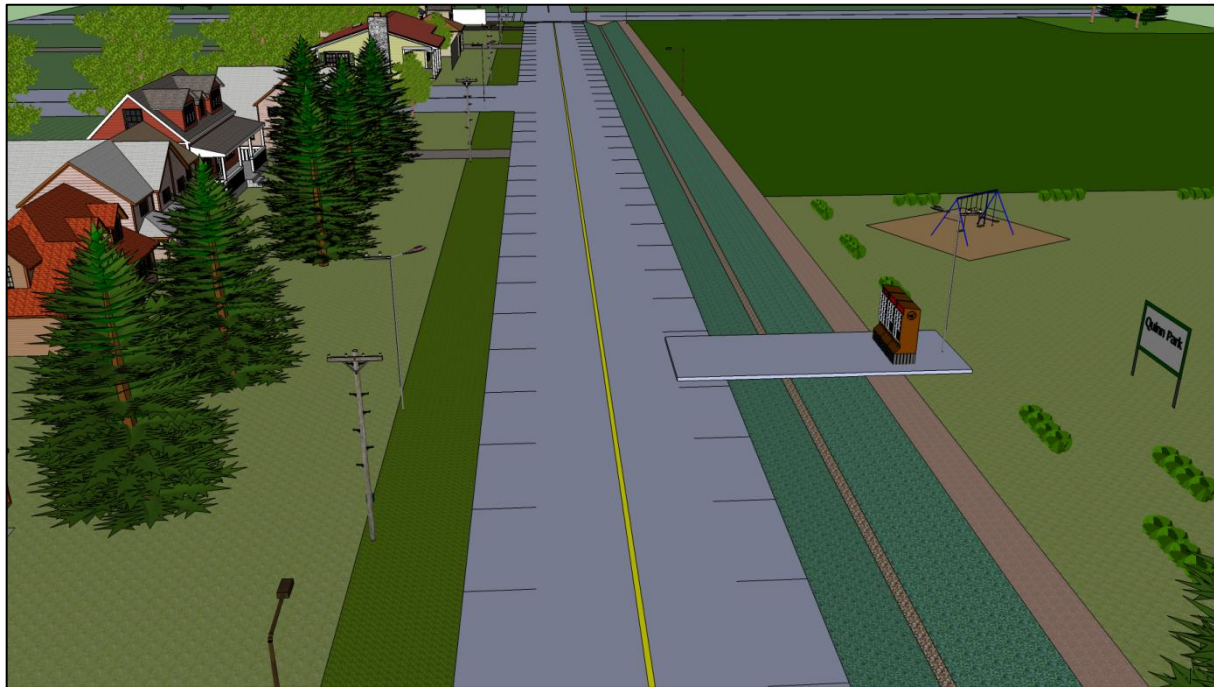


Park Avenue Southwest View

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Park Avenue West View



Park Avenue East View

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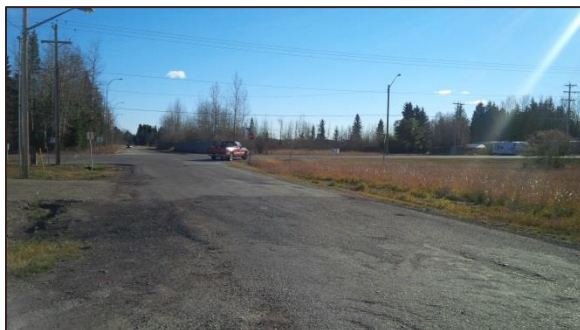


4.0 LAND USE STRATEGY

The pattern for development generally conforms to the Rocky Mountain House Municipal Development Plan as well as the Land Use Bylaw. Through the adoption of the Old Town ARP, the Land Use Bylaw may be amended to comply with the land use areas and policies within this Plan (Figure 6). The five areas shown on the Land Use Concept Map are:

- 1) Low Density Residential
- 2) Medium Density Residential
- 3) High Density Residential
- 4) Local Commercial Mixed-Use
- 5) Shoreline Residential
- 6) Environmental/Open Space

Adhering to the land use policies for the respective area will allow for the intended vision of the area to develop.



OLD TOWN AREA REDEVELOPMENT PLAN

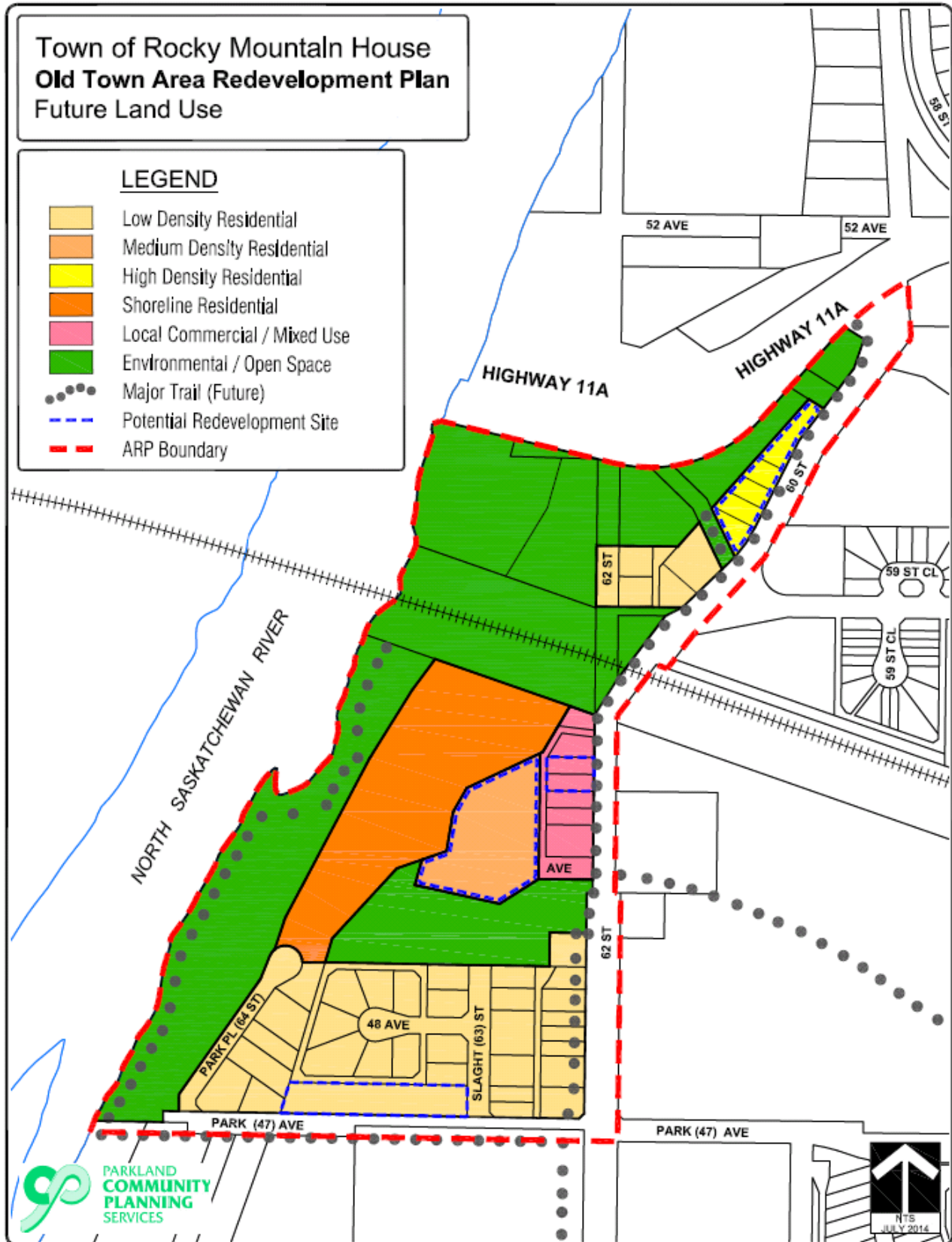


Figure 6: Future Land Use



4.1 LOW DENSITY RESIDENTIAL

4.1.1 ISSUES

Residents of the Low Density Residential area enjoy the secluded atmosphere of their community and seek to minimize changes to the land use layout. The most relevant concerns the area faces are:

- 1) Deteriorating infrastructure that make access to the community challenging.
- 2) Perimeter pedestrian trails that lead into the interior of the community.
- 3) Proposals for higher density uses.

With these issues in mind, much of the Old Town community within this area would like to have as much of the existing land use layout maintained while redevelopment focuses on investing in road and drainage course upgrades.

4.1.2 POLICIES

- 1) Maintain a lower density housing stock of predominately single detached dwellings and duplexes.
- 2) Ensure that infrastructure improvements such as roadway paving and widening are undertaken.

- 3) Utilize and improve existing drainage courses beside roadways rather than develop remaining road allowances with sidewalks.
- 4) Limit pedestrian connections to the entire community by encouraging infill development at the end of road allowances or utilizing natural barriers in conjunction with the Shoreline Residential area.
- 5) Direct pedestrian traffic to the perimeter of the plan area where trails can be developed.
- 6) Erect a rustic gateway feature that identifies the Old Town community.
- 7) Rezone parcels south of the sewer right of way along the west side of 60 Street from Reserved for Future Development District (RD) to General Residential District (R2).





4.2 MEDIUM DENSITY RESIDENTIAL

4.2.1 ISSUES

One large parcel of land exists within the area identified as Medium Density Residential. The parcel has been developed as a housing cooperative and provides 20 affordable housing units to residents of the Town. As redevelopment of Old Town occurs, it is important to ensure that:

- 1) Affordable housing options remain a development priority.
- 2) Medium density residential uses do not evolve into higher density uses that have the potential to encroach onto adjacent open space areas.

Being mindful of these issues, the Medium Density Residential area should maximize the density potential for the site and continue to offer affordable housing options for those who wish to reside within Old Town.

4.2.2 POLICIES

- 1) Additions to existing dwellings will be encouraged in order to provide more affordable housing options without the need to acquire more land.
- 2) A proposal to redevelop the entire site should include a portion new dwelling units to be dedicated as

affordable housing units as part of the overall plan for the site.

- 3) An amenities area for the site should be located toward 62 Street so that a buffer is created between residential uses and adjacent commercial uses.
- 4) The height of structures shall comply with the site requirements of the Land Use Bylaw and not exceed the height of the surrounding tree line.
- 5) Where possible, parking shall be located to the rear of buildings, away from the interior road network.



4.3 HIGH DENSITY RESIDENTIAL

4.3.1 ISSUES

Parcels located along the west of 60 Street and north of the sewer right-of-way have been developed with low density residential uses. Two main factors have limited the development potential for these parcels:

- 1) Future road widening / realignment of 60 Street dependent on provincial transportation requirements as the roadway is classified as Highway 752.
- 2) Potential erosion of rear yards for parcels located along the escarpment. Without remediation, soil stability will continue to deteriorate and future road widening / re-alignment will leave limited developable area within the parcel.

Given these existing conditions, the Land Use Bylaw has zoned the area as “Reserved for Future Development District (RD)” to hold the land until a plan is prepared that can provide guidance respecting future development.

4.3.2 POLICIES

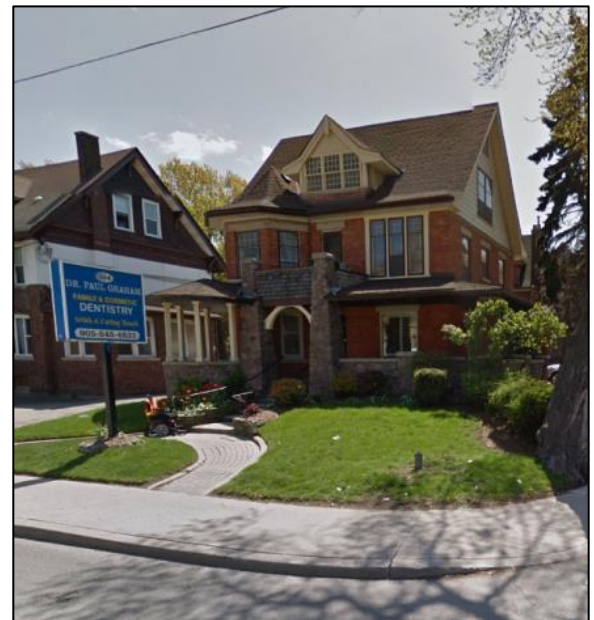
- 1) Existing dwellings and structures shall be allowed to remain within the area and improvements to the exterior of structures will be encouraged.

- 2) Excluding additions to existing structures, any newly proposed development will require a land use bylaw amendment to rezone the lands to an appropriate residential district prior to subdivision approval or a development permit being issued.
- 3) Higher density development will be encouraged by way of consolidating land to provide the required minimum setback requirements of the respective district (Figure 7).
- 4) High density development will have a height no greater than 3 storeys and will ensure that the orientation of the buildings maximize natural lighting throughout the site and adjacent parcels.
- 5) Commercial uses may be considered such as offices or small businesses, subject to rezoning those lands north of the sewer right of way and with the exterior of the building remaining as a residential dwelling in appearance.
- 6) All parking for proposed commercial uses should be directed toward the principal structure so that headlight exposure from vehicles will have minimal impact on parcels east of 60 Street.

OLD TOWN AREA REDEVELOPMENT PLAN



- 7) Where parcel sizes allow for mixed-use commercial and residential opportunities, existing dwellings may be converted to allow for ground floor commercial and residential dwellings above. Rezoning of the parcel to local commercial will be required.
- 8) Ensure safe pedestrian crossings at the intersection of 60 Street and 50 Avenue.
- 9) A slope stability analysis will be required with every development proposal submitted for the redevelopment of parcels within the High Density Residential area.



OLD TOWN AREA REDEVELOPMENT PLAN



Figure 7: Consolidated Lots



4.4 LOCAL COMMERCIAL MIXED-USE

4.4.1 ISSUES

The Old Town community is more than 1.5 km away from major commercial uses along Highway 11 and the downtown core. Three existing conditions can be observed related to commercial development:

- 1) Shortage of commercial uses that meet the needs of local residents.
- 2) Lack of mixed-use developments that would allow for the support of commercial businesses by offering rental space for additional revenue.
- 3) Developed parcels and/or minimal space to develop new commercial uses on existing parcels.

Through subdivision and consolidation, new parcels can be created to offer future businesses an opportunity to capitalize on development that can serve the immediate residents and future development.

4.4.2 POLICIES

- 1) Promote the development of vacant lots by working with developers to explore site layouts that may benefit from parcel consolidation or re-subdivision.
- 2) Only consider local commercial uses allowed within the Land Use Bylaw.



- 3) Encourage local commercial uses such as grocery stores, restaurants, and personal services that can be utilized by existing and future residents of the area.
- 4) Explore agreements with adjacent parcels to share parking stalls and other services in order to maximize development on a parcel.
- 5) Design mixed-use structures so that a vista is created and connects dwelling units to 62 Street rather than being hidden behind commercial uses.
- 6) Improve sidewalk connectivity along 62 Street to Quinn Park.



4.5 SHORELINE RESIDENTIAL

4.4.1 ISSUES

The Shoreline Residential area is unique in that it only contains one large parcel of land. There is an existing residential dwelling on the parcel of land; however further development presents a challenge as the parcel is in close proximity to the North Saskatchewan River and Trappers Creek has an outlet through the southerly portion of the parcel into the river. In order for the parcel to be developable, provincial environmental approval must be given for:

- 1) Setback distances from the high water mark.
- 2) Soil stability and elevation improvements for the location of new dwellings.
- 3) Riparian restoration and crossing improvements for access over Trappers Creek to the northerly portion of the parcel.
- 4) Increase overflow from upstream development.

As a highly sensitive area, development may be costly to maximize development of the parcel. In depth consultation with the Province and Town is recommended prior to proposing development to ensure all approvals can be acquired.

4.4.2 POLICIES

- 1) Reinforce riparian areas where Trappers Creek intersects the Shoreline Residential area.
- 2) Environmental approvals from the Province will be required prior to considering development of any parcel within the area.
- 3) Proposed development will be accompanied by a geotechnical report.
- 4) Only low density residential development will be considered.
- 5) A master storm water drainage plan should be prepared in conjunction with lands upstream.
- 6) The subdivision of land will require Environmental Reserve dedication in order to protect Trappers Creek.



4.6 ENVIRONMENTAL / OPEN SPACE

4.5.1 ISSUES

The topography of Old Town varies from low laying shoreline along the North Saskatchewan River, to an escarpment near Trappers Creek and 60 Street. Development of the community faces challenges with the following:

- 1) Spring runoff that temporarily alters the North Saskatchewan River level.
- 2) Upstream development that relies on Trappers Creek as an outflow source.
- 3) Potential eroding of rear yards for parcels along 60 Street.
- 4) Lack of Environmental Reserve dedication for the protection of Trappers Creek.

Without further Environmental Reserve dedication for natural areas, development may continue into areas requiring additional protection.

4.5.2 POLICIES

- 1) Existing parcels of land identified as Environmental / Open Space areas are encouraged to subdivide and dedicate land adjacent to Trappers Creek as Environmental Reserve.

- 2) If during the subdivision process it is determined that land for reserve purposes as well as residential multi-lot can be achieved, supporting studies will be provided to support an amendment to the ARP Future Land Use map.
- 3) Prior to subdivision, a master storm water drainage plan will be required demonstrating the availability for future development.
- 4) The existing trail system will be maintained and only expanded for perimeter routes.
- 5) Natural vegetation will be protected and perimeter trails will only be expanded in areas where tree loss can be minimized.
- 6) A geotechnical assessment of the escarpment along the rear yards of the 60 Street Residential area will be undertaken by the developer prior to development.
- 7) The Town may develop an interpretive display near the north boundary of the plan area, south of Highway 11A to showcase Old Town and the historical significance of the river.



5.0 IMPLEMENTATION

5.1 INITIAL REDEVELOPMENT

Upon approval of this plan, administration and Council for the Town of Rocky Mountain House will create a priority list in order to determine the most cost effective way to complete municipal works and assist Old Town residents with completing private development initiatives. Redevelopment initiatives may include:

- Amending the Land Use Bylaw in order to ensure compliance with the ARP.
- Installing pedestrian crosswalks with lightning at the intersection of 60 Street and 50 Avenue.
- Acquiring land for further environmental protection and/or public open space development.

5.2 LAND USE BYLAW AMENDMENTS

While the ARP will act as a guiding document to provide direction for redevelopment, the Land Use Bylaw will be instrumental in ensuring development proceeds accordingly. The large parcel of land containing Trappers Creek at the north end of Slaughter Street should be proposed to be rezoned by Town Council in conjunction with this plan. The development potential of this parcel is minimal and the LUB land use district map should be amended to include the parcel within the “Reserved for

Future Development District (RD)”. A certificate for non-conforming uses may be required to identify any existing dwellings and structures within the parcel.

Existing parcels within the Low Density Residential Area zoned “Reserved for Future Development District (RD)” should be rezoned to “General Residential District (R2)” for those parcels south of the sewer right of way. Parcels north of the right of way shall remain as “Reserved for Future Development District (RD)” until an appropriate development proposal is put forward that can utilize the landscape effectively given the sloping topography of existing rear yards.

5.3 SUBDIVISION

As most of the plan area has already been subdivided and residents are satisfied with larger parcel sizes, infill development will be limited. Possible consolidation of the High Density Residential area may be allowed and partial re-subdivision of those parcels may be possible subject to provincial transportation approval. Subject to provincial environmental approval, the Shoreline Residential Area may be subdivided to create additional low density residential parcels.

5.4 DEVELOPMENT PERMITS

All development permits will be reviewed in accordance with existing municipal bylaws including compliance with this plan. Proposed development should demonstrate



the ability to meet the vision of the ARP and be compatible with existing Old Town development patterns.

5.5 MONITORING THE PLAN

The Old Town ARP should be monitored regularly and issues regarding proposed development within the plan area should be reported. Amendments to the plan may be required from time to time as development pressures change and community goals evolve.

5.6 AMENDING THE PLAN

The plan will be reviewed at least every five years to determine whether amendments will be required. All proposed amendments to the ARP will be undertaken in accordance with the procedures outlined with the MGA. Amendments must demonstrate how they conform to the ARP's vision, objectives, and guiding principles. In the event an amendment does not conform to the above, reasons must be provided and further amendment to the objectives and guiding principles may be required.