

BEING A BY-LAW OF THE TOWN OF WESTLOCK IN THE PROVINCE OF ALBERTA FOR THE PURPOSE OF ESTABLISHING A MUNICIPAL DEVELOPMENT PLAN

WHEREAS, a Municipal Development Plan has been prepared for the Town of Westlock based on public input and studies of land use, development, and other relevant data;

WHEREAS, the Municipal Development Plan provides guidance for future development and subdivision activities;

NOW THEREFORE, the Town of Westlock Council enacts as follows:

1. This Bylaw may be sited at the Town of Westlock Municipal Development Plan Bylaw.
2. That the document entitled "Town of Westlock Municipal Development Plan" attached as part of this Bylaw is hereby adopted.
3. That Municipal Development Plan Bylaw No. 06-98 is hereby repealed.
4. This Bylaw comes into force and effect upon the third and final reading.

Read a first time this 27th day of April, 2015.

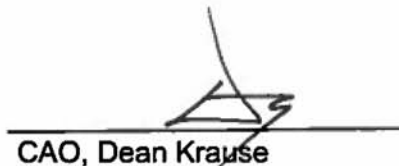
Read a second time this 25th day of May, 2015.

Read a third and final time and passed this 25th day of May, 2015.

Signed by Mayor and CAO this 25th day of May, 2015.



Mayor, Ralph Leriger



CAO, Dean Krause

Town of Westlock

Municipal Development Plan

Bylaw No. 2015.03

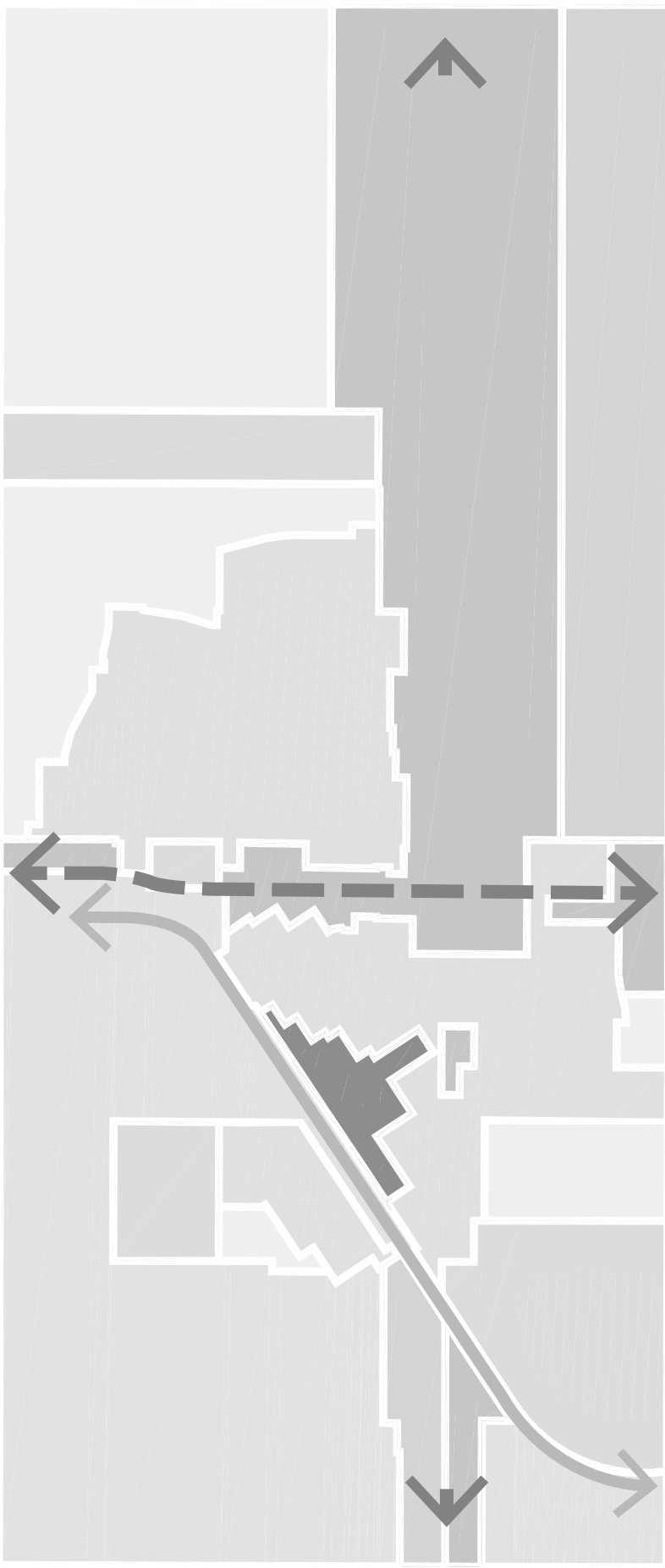


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part I

Project Background and Context

1 Project Background

1.1 Purpose

The Municipal Development Plan (MDP) of the Town of Westlock defines the intent of Council to guide future development in the Town of Westlock. The Plan serves as the principal reference for the planning and coordination of future development and subdivision activities in the area and provides guidance for the review of the Land Use Bylaw. This Plan establishes a comprehensive long-term vision for the town related to future land uses, economic development, infrastructure delivery, environmental stewardship and social as well as cultural development. The long-term vision is implemented through the MDP policies and implementation-strategies.

The key objectives of the MDP are as follows:

- a) To provide policies in the form of text and maps to implement the future development directions established by the municipal Council;
- b) To establish a future development pattern in the municipality and articulate implementation mechanisms;
- c) To provide guidelines to Council for ensuring consistency with the MDP and implementation of the Land Use Bylaw when reviewing plans of subdivision and development applications; and
- d) To provide input to Westlock County and to the provincial and federal governments in the preparation of their policies and programs that may affect the Town of Westlock.

1.2 Plan Area

All lands within the corporate boundary of the Town of Westlock are subject to conformity with the MDP.

1.3 Statutory Context

The MDP is a statutory plan as defined in the Municipal Government Act (MGA). It is a broad, conceptual framework that serves as the foundation for a number of future statutory and non-statutory planning documents, including:

- a) Area Redevelopment Plans, which are statutory plans defined by the MGA, that direct the redevelopment, preservation or rehabilitation of existing lands and buildings within the Town;
- b) Area Structure Plans, which are statutory plans defined by the MGA, that direct future land use patterns, transportation and utility networks, and sequence of development in new communities;
- c) Conceptual Schemes or Outline Plans, which are non-statutory or preliminary plans of subdivision;
- d) The Land Use Bylaw, which regulates physical development and is intended to implement the MDP as well as Area Redevelopment Plans and Area Structure Plans; and
- e) Municipal Servicing Standards, which are non-statutory documents that guide minimum standards approved by the Town such as municipal improvements related to transportation, water, sanitary or stormwater infrastructure.

1.4 Scope

The planning horizon for this Plan is 20 years, and it is based on the overall growth and development projections undertaken through separate engineering studies that inform this document.

The MDP should be viewed as a guide for growth and development rather than a rigid path to be followed. Although the MDP has been developed to be adaptable to emerging trends and conditions, it should also be reviewed and amended on a regular basis as the community grows, and in light of more in-depth future studies, provided these amendments stay within the overall intent and direction of this MDP.

- e) The protection of agricultural operations; and
- f) Any other matters that the council considers necessary.

The MDP must also address the type and location of land uses adjacent to sour gas facilities. However, there are no such facilities in the Town so the MDP will not contain policies specific to sour gas facilities.

1.6

How to Read This Plan

This Plan is broken into three key parts that collectively set out the policy framework for future development within the Town.

Part 1 sets out the role and scope of the MDP, provides planning context and also provides an overview of the stakeholder consultation undertaken for this MDP update.

This MDP review and update was undertaken upon Council's request to address current growth and market trends as well as to establish a user-friendly document.

The MDP is a statutory plan, prepared and adopted by Bylaw, in accordance with Section 632 of the MGA which states, in part, that an MDP must address:

- a) The future land use within the municipality;
- b) The manner of and the proposals for future development in the municipality;
- c) The coordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no inter-municipal development plan with respect to those matters in those municipalities;
- d) The provision of municipal services and facilities either generally or specifically;

In order to address the unique issues faced by different areas within the Town, it is divided into eight policy areas depending upon existing character, land uses, landscape features and development patterns. The policy areas are defined in section 4.3 and form the backbone of this MDP document. These policy areas were developed in consultation with the Town Council, the Stakeholder Advisory Committee and the general public. Anyone intending to develop their land or the Development Authority reviewing the development applications should refer to the relevant policy area applicable for the specific development application.

Part 2 including sections 5, 6, 7, 8, 9 and 10 provides a high-level vision and objectives for each policy area within the Town. In addition, it provides detailed policies related to subdivision of land and preferred land uses within each policy area. Section 1.1 includes general policies applicable for all policy areas

Municipal Development Plan

including servicing, transportation, historic resources, economic development, tourism, and other similar issues.

Part 3 outlines how the MDP shall be implemented through a series of mechanisms such as incentives, enforcement and regulations, partnerships, monitoring and review.

Appendix A and B set out the definitions and mapping which support the rest of the document.

When reading the MDP, the following key points should be kept in mind:

The following terms, when used in policy statements, have specific meanings as follows:

- “shall” or “will” in this document denotes an action statement that requires mandatory compliance;
- “should” in this document denotes an action statement that requires compliance in principle, unless it can be clearly demonstrated to the satisfaction of the applicable authority that it is not reasonable, practical or feasible in a given situation; and
- “may” in this document denotes a discretionary action that may or may not be undertaken depending on the situation and context.

The MDP is intended to provide broad policy direction with respect to land use planning and development matters in the Town of Westlock, in accordance with Section 632 of the MGA. More specific direction with respect to land use and development is provided through the Land Use Bylaw (LUB). The intent of this MDP is that the policies are to be given full effect to the extent that they are consistent with the LUB. The LUB regulations shall reflect the objectives and policies

established in the MDP. In case of any conflict between the MDP & LUB, the LUB regulations shall prevail.

It must be further recognized that section 637 of the MGA provides that “The adoption by a council of a statutory plan does not require the municipality to undertake any of the projects referred to in it.” To the extent that Plan policies contemplate the expenditure of public funds or the dedication of public resources, those policies must necessarily be read and interpreted subject to Section 637. Implementation of these policies will depend upon future resource allocation deliberations and decisions.

Unless otherwise specified within the MDP, the boundaries or locations of any symbols or areas shown on a map are approximate only and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries, such as roads or utility rights-of-way.

1.7

Related Plans and Policies

The MDP does not exist or function in isolation. It aligns with and supports several other important policies and initiatives.

A number of provincial Acts and the Town of Westlock plans were reviewed in the development of this MDP, including:

Provincial Plans, Acts and Regulations

- Alberta Land Stewardship Act
- Alberta Recreation and Development Act
- Alberta Public Highways Development Act
- Alberta Surveys Act
- Alberta Fisheries Act

On a neighbourhood scale, the MDP not only provides guidance to the creation of new planning frameworks and policies, as highlighted in Part 2, but it also supports the directions already outlined in the proposed and existing Area Structure Plans (ASP's) and Outline Plans, including:

- Alberta Land Assembly Project Area Act
- Alberta Expropriation Act
- Alberta Agricultural Practices Operation Act
- Alberta Historical Resource Act
- Alberta Land Titles Act
- Alberta Safety Codes Act
- Alberta Metis Settlement Act
- Alberta Environmental Protection and Enhancement Act
- Alberta Water Act
- Alberta Public Lands Act
- Alberta Agricultural Prairies Act
- Alberta Soil Conservation Act

Inter-municipal Development Plan (IDP)

The most recent IDP between the Town of Westlock and Westlock County was passed on April 27th, 2009 which provides direction for future development within the IDP area. This IDP expired in 2014. The Town and County are working together to establish a new IDP framework. This MDP incorporates directions and polices which are set out in the Town of Westlock and Westlock County IDP.

The IDP sets out a comprehensive policy framework regarding land use and future development within the urban fringe areas of the Town of Westlock. The IDP also includes communication protocols and procedures for resolving conflicts as well as administering the plans among the two municipalities.

Municipal Plans and Studies

- Town of Westlock Council Strategic Plan - 2015
- EnVision Westlock Sustainable Community Plan - 2009
- Town of Westlock Transportation Master Plan – 2009 Update
- Town of Westlock Water Distribution System Master Plan – 2009 Update
- Town of Westlock Wastewater Collection System Master Plan – 2009 Update
- Town of Westlock Stormwater Master Plan – 2009 Update

Policies within the MDP have been tailored to implement the vision and principles established in these municipal studies.

2 Community Context

2.1 Development History and Trends

The Village of Westlock was formed in 1916 and provided a variety of services to the surrounding agricultural community. From 1916 to 1947 the Village of Westlock experienced a steady growth leading to the establishment of the Town of Westlock in 1947.

During the 1950s to 1980s, the Town of Westlock experienced substantial development of residential neighbourhoods, community facilities, places of worship and schools. The highest concentration of residential development within Westlock occurred during the 1960s to 1980s as illustrated in *Figure 2.1.1*.

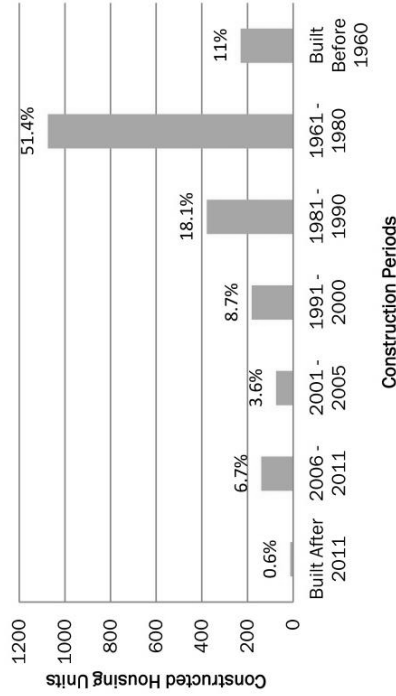


Figure 2.1.1 – Housing Construction Trends of Westlock

Westlock is composed of eight residential neighbourhoods that were developed primarily during the 1950s and 1970s. However, in recent years, a number of mature neighbourhoods are experiencing new infill development. The chronology of

residential neighbourhood development in the Town of Westlock is illustrated in *Figure 2.1.2*.

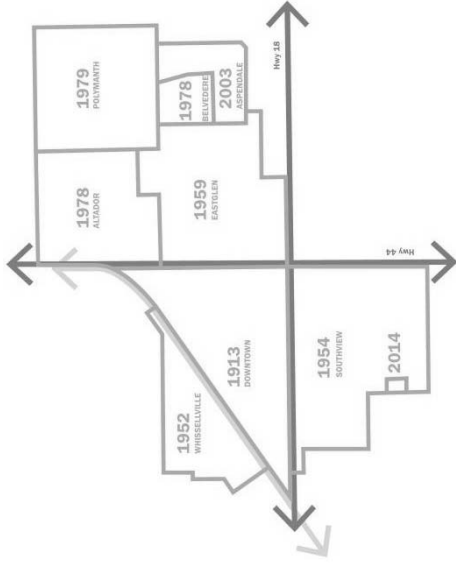
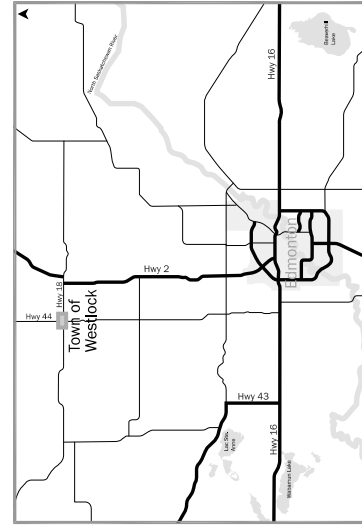


Figure 2.1.2 - Westlock Residential Neighbourhoods








The diverse composition of residential dwelling types within the Town is illustrated in *Figure 2.1.3*. Low-density dwellings, such as Single-Detached, make up just less than three quarters of the total residential units within the Town. However, medium-density dwellings, such as Multi-Family units, compose almost one fifth of the total dwellings within Westlock.



Town of Westlock MDP

MAP 1 Context

LEGEND

-  MPD & LUB Study Area
-  Neighbourhoods
-  Public Buildings
-  Schools
-  Parks
-  Recreational / Community Facilities
-  Rotary Walking Trail



NOVEMBER 2014

Municipal Development Plan

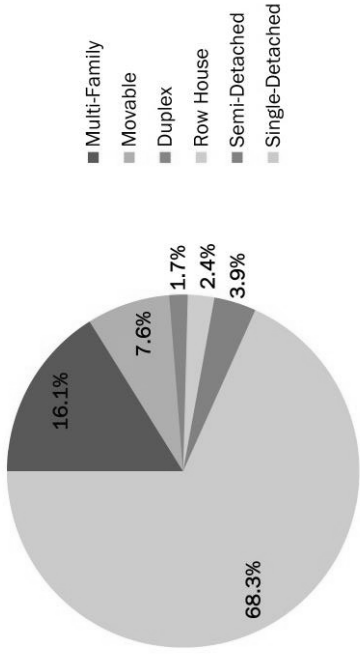


Figure 2.1.3 – Dwelling Types within Westlock

Development of the West Industrial Park near the western boundary of the Town occurred primarily in the 1980s. The West Industrial Park offers a range of support services and industries related to agriculture, manufacturing and trades. The Westlock Health Care Centre for health services for all Northern Alberta, built in 1995, provides health services for the Town of Westlock and the surrounding County of Westlock. Commercial development along the highway corridor of Highway 18 originated during the 1960s and continues to grow.

To allow for additional commercial development, the Town developed the land located in the south east portion of the Town along Highway 18.

As of January 1st, 2008, the Town of Westlock annexed 6 (six) quarter sections of land, on the previous eastern Town boundary, from the County of Westlock.

In recent years there is significant interest in development of commercial and industrial land within the Town. A comparison between 2012 and 2013 for residential, commercial and

institutional developments in the Town is illustrated in Figure 2.1.4. The most recent significant development within Westlock is the development of commercial properties along Highway 18.

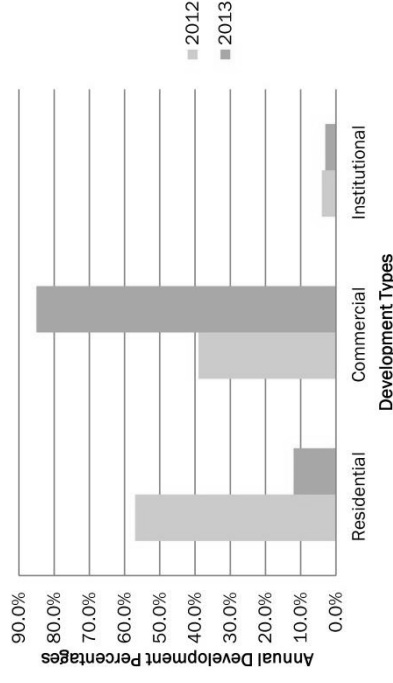


Figure 2.1.4 – Development Trends

2.2 Demographic and Economic Trends

Situated at the intersection of Highways 44 and 18 and along the Canadian National Railway, Westlock continues to act as a prominent regional service hub for the surrounding industrial and agricultural industries within Westlock and the adjacent Westlock County. Current economic foundations of Westlock are agriculture, industry, oil and gas, and government services.

According to GROWTH Alberta, the 2013 population of Westlock was 4,908. A series of engineering studies, regarding transportation and water infrastructure were conducted in 2009, which also established future growth projections for the Town. Despite lower than 2.0% historical growth rates for the Town, these studies used the 2008 Census population of 4,964 residents to project a moderate growth rate of 2.0% per annum. The 2.0% growth rate projects an approximate population of 9000 by 2040 (Refer to *Figure 2.2.1*).

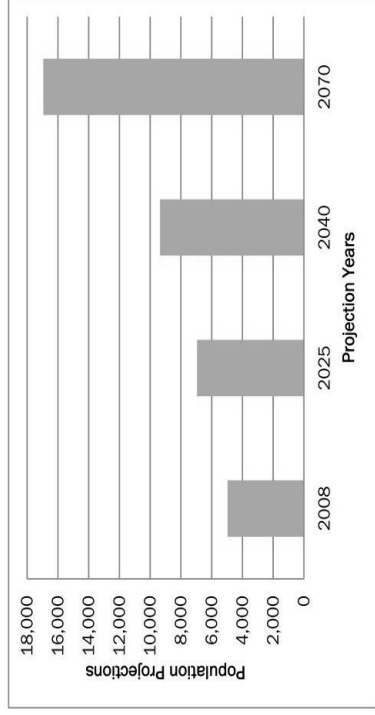


Figure 2.2.1 – Population Projections for Westlock (2.0% Growth Rate)

The Town of Westlock boundaries encompass a total area of approximately 1,360 hectares. Developed lands within

Westlock contain a total of 510 hectares and undeveloped lands of approximately 850 hectares. As of 2008, 38% of the Town has been developed and 62% remains undeveloped.

Future development within Westlock is expected to be largely residential and industrial with a smaller amount of supporting commercial development. At a growth rate of 2.0% per annum, the full development of all undeveloped lands within Westlock will span several decades as shown below.

- 2008 – 2025: 99 hectares
- 2025 – 2040: 121 hectares (cumulative development of 220 hectares)
- 2040 – 2070: 380 hectares (cumulative development of 600 hectares)

Currently, the three predominant labour types within Westlock, according to GROWTH Alberta, are Sales and Services; Trades Transportation and Operators; and Primary Industries. The employment percentages of all labour types within Westlock is shown in *Figure 2.2.2*.

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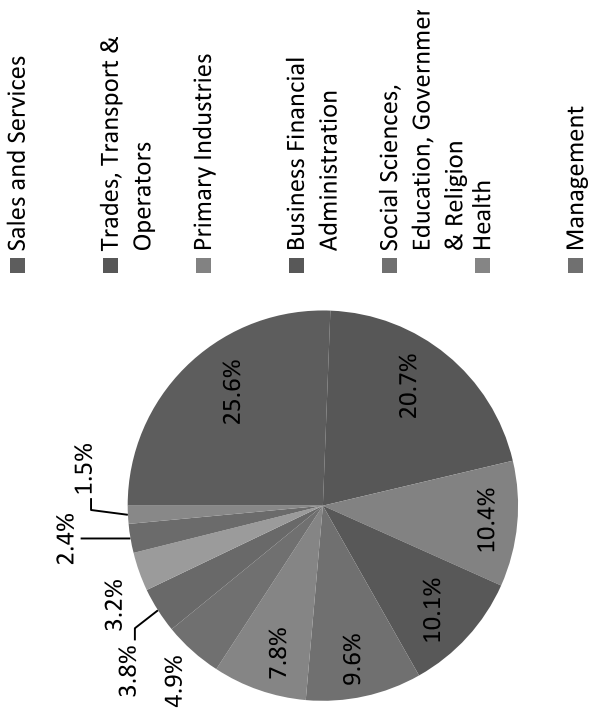


Figure 2.2.2 – Employment Types of Labour Types within Westloc

3 Stakeholder Consultation

3.1 Consultation process and timeline

The main focus of stakeholder consultation process was to seek a detailed input from a variety of local stakeholder groups on identifying key issues and opportunities, preparing future development concepts, establishing a future vision and developing a policy framework for the MDP area.

The following key stakeholder groups were consulted to seek their input:

- Citizens;
- Local developers, real estate agents, builders and land owners;
- Civic organisations, service providers;
- Municipal staff of the Town of Westlock; and
- Business owners.

The following consultation and communication tools were used to meet the unique demands of each stakeholder group:

Media Release

The MDP update project was officially launched in June 2014 by issuing a Media Advisory Statement on the Town's website and in the local newspaper.

Online Survey/Email Questionnaires

A questionnaire was uploaded on the Town's Website and paper copies were also made available at the Town's office,

community facilities and public events. A total of 25 questionnaire responses were received from all stakeholder groups.

Stakeholder Advisory Committee

A Stakeholder Advisory Committee (SAC) was established to steer the project and provide an ongoing direction to the Project Team. The SAC comprised of 10 members representing a number of stakeholder groups and two Town Councillors.

Four SAC meetings were organized to take place throughout the course of this project:

- SAC Meeting #1 (July 2014)
- SAC Meeting #2 (October 2014)
- SAC Meeting #3 (November 2014)
- SAC Meeting #4 (January 2015)

Multi-stakeholder workshop:

A multi-stakeholder workshop was held at the Town Council Chambers on August 12th, 2014 to provide an opportunity to all stakeholders to work together. At this event, approximately 25 stakeholders, representing different backgrounds, were invited to provide additional input on issues and opportunities and also brainstorm ideas for overall vision and future development concept for the Town.

Open Houses

Three Public Open Houses were organized to provide additional opportunities for public input. These sessions were organized as drop-in sessions. The Town staff and the Consultant Team were available to answer questions raised by citizens.

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- Open House #1 (November 13, 2014)
- Open House #2 (January 2015)
- Extended Display: In addition to Open House #2, the Display Panels were also made available to the Town for extended display at the Town Hall for a period of two weeks after the Open House #3 event.

Special Information Sessions

In addition to the Open House Sessions and extended display opportunities, the following two special information sessions were organized in an effort to make the information available at venues traditionally attended by stakeholders.

- Westlock Show and Shine (July 12th, 2014)
- Westlock and District Fair & Rodeo (August 15th & 16th, 2014)

Council Updates

Two Council Update Sessions were organized to ensure Council buy-in at key stages of the project.

- Council Update Session #1 (July 21st, 2014) Familiarize Council with the MDP & LUB Update process.
- Council Update Session #2 (December 2nd, 2014) Endorse final drafts of MDP and LUB.

Public Hearing

In accordance with the MGA, a Public Hearing was held in May 2015 to provide a last opportunity to citizens and stakeholders to provide additional input on the Plan.

4 Vision

4.1 Vision statement

The following vision statement and guiding principles were established through extensive stakeholder consultation including stakeholder surveys/interviews, Stakeholder Advisory Committee Meetings, multi-stakeholder workshops, public open houses and council updates. The vision and guiding principles represent key direction for future development in the Town. The Administration and Council should evaluate future development applications against the vision statement and guiding principles.

In the next 20 years, the Town of Westlock plans to continue providing a diverse range of services, as the central service node for agriculture and other surrounding industries. It will invest in quality infrastructure and amenities to achieve a high quality of life for its residents and attract growth and development to the area. The Town of Westlock envisions itself as:

- **An environmental leader** that preserves environmental features, maintains natural heritage and establishes a comprehensive open space system to enhance community health and connectivity.
- **A collective decision-making community** that values and emphasizes inclusive participation of all community members and stakeholders regarding municipal developments.
- **A unique destination of choice** for residential, industrial and business development by providing desirable public services through efficient infrastructure.
- **A livable and diverse community** that provides a high quality of life and social inclusion to all residents by providing safe neighbourhoods and a variety of recreational and cultural amenities for all age groups.
- **An economically progressive community** that responds to market trends and successfully attracts a variety of businesses, industries, governmental and non-governmental organizations.

4.2 Guiding principles

The policy framework for this MDP is built upon the following key guiding principles developed through stakeholder consultation organized during summer and fall 2014 as well as the key themes from the Envision Westlock project completed in 2010.

#1 Support a Vibrant Local Economy

- Support the development of local employment opportunities.
- Promote the success of local and regional markets to prospective development investments.

#2 Develop Inclusive Neighbourhoods

- Create a strong sense of place through collectively respecting the needs, values and cultural heritage of all residents.
- Promote the development of public art to express cultural ties of the community.
- Develop walkable and safe communities.

#3 Respect the Environment

- Require responsive and practical environmental stewardship from the development community through specific policies.
- Encourage the sustainable remediation and redevelopment of contaminated brownfields.
- Connect existing open spaces and natural areas to develop a comprehensive open space and trails network.

#4 Develop Sustainable Infrastructure

- Develop water and transportation infrastructure systems to attract and accommodate future residential, commercial and industrial growth.
- Promote the incorporation of environmental features to relieve capacity demands on infrastructures.

#5 Facilitate Community Based Decision Making

- Provide community engagement opportunities to involve the public in community planning decisions.
- Ensure consistent and reliable communication of Town initiatives to all stakeholders of the community.

#6 Promote Community and Personal Wellness

- Enhance the quality of life of residents through the provision of educational, health, recreational and social development opportunities.
- Create policies that require all developments to provide for healthy active life styles.

#7 Downtown Revitalization

- Promote mixed-use developments in the downtown.
- Attract new businesses to the downtown.
- Improve image of the downtown through a variety of urban design initiatives.

#8 Focus on Implementation Strategies

- Develop Budgets and Plans in consideration of the MDP policies.
- Put a strong emphasis on establishing municipal incentives, grants, monitoring and enforcement mechanisms.

**#9 Establish a Conducive Environment for Attracting
New Industrial and Commercial Development**

- Provide clarity to the development industry through easy to understand, practical Land Use Bylaw regulations.
- Explore opportunities to work with land owners and developers to enable development.

4.3 Future Development Concept

Map 2: Future Development Concept provides a high-level direction for future development by establishing a number of specific policy areas.

Policy Areas

For the purpose of this MDP, the Town is divided into the following eight policy areas. The boundary of each policy area is carefully established based on the following criteria:

- Nature of existing land uses;
- Future development interests; and
- Image and urban character of the existing built environment and urban landscape

Each of the eight policy areas represents a specific 'character area' within the Town. The name of each policy area represents the common theme that defines each policy area.

Mature Neighbourhoods (MN):

The mature neighbourhoods policy area includes existing mature residential neighbourhoods such as Whissellville, Southview, Eastglen, Altador, Belvedere, Aspendale and Polymanth development.

Future Neighbourhoods (FN):

The future neighbourhoods policy area includes undeveloped areas in the town that may be developed as future residential neighbourhoods. The following areas are identified for future residential neighbourhood development:

- Undeveloped land located in the northeast portion of the town;
- Undeveloped land immediately north of Whissellville; and
- Area east of the Canadian Tractor Museum, Jubilee Arena and the Spirit Centre.

These areas will be protected from being developed in a way that may restrict future development for urban uses. The development of the future neighbourhoods policy area shall be in accordance with approved Area Structure Plans.

Downtown (D):

The downtown policy area includes the existing downtown core of the Town and is envisioned to promote the downtown as a mixed-use urban core of the Town. The boundary of the traditional downtown is expanded to reflect the current market trends and improve the pedestrian connectivity between the downtown and the surrounding residential neighbourhoods.

Highway Corridor (HC):

The highway corridor policy area includes existing highway commercial areas and land identified for future highway commercial development along Highway 18 and Highway 44. The eastward extension of this area is proposed to provide a welcoming entrance to the town. The preferred uses include commercial uses that serve the travelling public or are not suitable for the downtown area.

Industrial Park (IP):

Industrial park policy area includes existing West Industrial Park and lands identified for the future industrial development (located north of the CN rail line and west of Highway 44). The purpose of this policy area is to ensure that sufficient land is designated for future industrial development to meet market demand and ensure appropriate policies are in place to provide appropriate transition to existing and future residential developments.

Business Park (BP):

The business park policy area includes lands located in the south-east and south-west corner of the Town that are suitable for light industrial as well as business commercial uses. The uses within the business park policy area may include less manufacturing intensive and more retail/office intensive uses.

Regional Amenities Area (RAA):

The regional amenities policy area includes the existing cultural and recreational amenity areas in the Town:

- An area located in the southeast corner of the Town including the Agricultural Society grounds, the Canadian Tractor Museum and the Spirit Centre. An eastward expansion of this area is proposed to provide opportunities for future expansion.
- Area located immediately north of Whissellville Neighbourhood around the existing stormwater management facility.

Mixed-Use Corridor (MUC)

The mixed-use policy area includes lands located in the northeast portion of the Town along 115 Avenue/ Range Road 263. The mixed-use policy area may include a variety land uses including residential, commercial, institutional and should be developed as a pedestrian main street.



LEGEND

- MN** Mature Neighbourhoods
- IP** Industrial Park
- DT** Downtown
- MUC** Mixed Use Corridor
- FN** Future Neighbourhoods
- BP** Business Park
- HC** Highway Corridor
- RAA** Regional Amenities Area
- Town Boundary

Town of Westlock MDP

MAP 2 TOWN OF Westlock Development Concept

May 2015

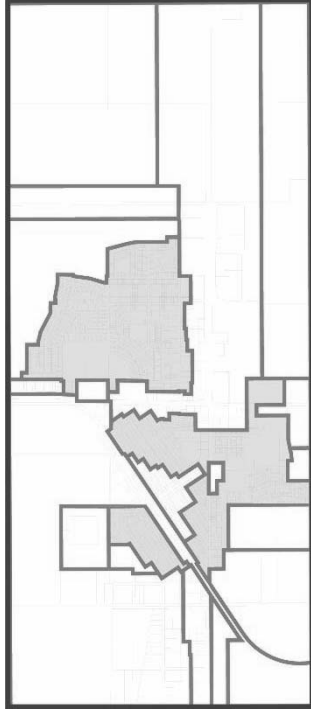


part II

Policy Areas

5 Mature Neighbourhoods Policy

Area



5.1 Vision

The mature neighbourhoods policy area is intended to maintain and enhance the character of existing mature neighbourhoods. A variety of housing types will be encouraged. Higher density residential infill development will be promoted at strategic locations ensuring the integrity and character of the low-density residential areas is maintained and enhanced. Infill and expansion of a wide variety of non-residential uses such as neighbourhood commercial, parks, schools and other cultural as well as social amenities will also be considered to enhance the livability of the existing neighbourhoods. In general, the emphasis will be placed on walkability and connectivity to natural features as well as the downtown area.

5.2 Objectives

- 5.2.1 Establish a safe, supportive and enjoyable community.
- 5.2.2 Promote a sense of ownership to foster an attractive physical environment.
- 5.2.3 Maintain and enhance existing community character in mature neighbourhoods.
- 5.2.4 Diversify housing types to provide opportunities for residents at different life stages, incomes and preferences.
- 5.2.5 Allow residential infill at strategic locations by achieving appropriate transition between low-density and medium-density residential areas.
- 5.2.6 Promote adaptive reuse and reinvestment of under-utilized or vacant lots to maximize the efficient use of land and municipal services.
- 5.2.7 Avoid possible land use conflicts between residential and potentially incompatible uses.
- 5.2.8 Encourage and facilitate affordable housing.
- 5.2.9 Maintain and enhance existing parks, open spaces and trails network.
- 5.2.10 Ensure high quality maintenance upgrade of existing public realm including sidewalks, boulevards and publicly owned land.
- 5.2.11 Ensure a high standard of building and site design.
- 5.2.12 Encourage energy conservation in residential development.

5.2.13 Regulate the quality and type of home occupations and their effects on the residential neighbourhoods in which they are located.

5.3 Policies

5.3.1 Map 2: Future Development Concept indicates the area included in the mature neighbourhood policy area should provide a variety of land uses including single family, duplexes and multi-family residential developments as well as neighbourhood-level amenity areas and institutional facilities. While considering subdivision, development, or rezoning applications within this policy area the Subdivision and Development Authorities shall have regard to:

- a) Compatibility of adjacent land uses;
- b) Transition from low-density areas to higher density areas;
- c) The ability of the Town to provide cost-effective municipal services;
- d) Existing street layout, and site planning; and
- e) The use of natural topography and drainage patterns to minimize the cost and risks associated with storm drainage.

5.3.2 When considering applications to redevelop existing older housing stock, as well as infill on vacant residential sites, the Development Authority shall consider the following criteria:

- a) Redevelopment or infill of existing single family lots to two-family or Row Housing uses should generally be considered for corner lots;
- b) Apartment housing and Multi-family housing should generally be considered at the periphery of the mature neighbourhoods, in close proximity to school sites and open spaces or along collector and arterial roads.

c) Higher density residential development located adjacent to lower density residential forms should provide appropriate setbacks and landscaping buffers in accordance with the Land Use Bylaw.

5.3.3 Large-scale redevelopment projects over 1 hectare should be encouraged to provide publicly accessible amenity areas to contribute positively to the Town existing parks and open space network.

5.3.4 The medium-density and high-density housing shall provide suitable vehicular access to each site and ensure that all parking requirements are met through on-site parking. Surface parking lots should be located at the rear of the building or screened appropriately from public streets.

5.3.5 Modular housing forms shall generally be within mature residential neighbourhoods if constructed to resemble neighbouring dwellings and will be regulated by the Land Use Bylaw. These newer forms of prefabricated dwellings shall be required to meet the construction standards of the Alberta Building Code and the requirements of the Canadian Standards Association.

5.3.6 Manufactured homes on individual lots shall be permitted only in manufactured home subdivisions.

5.3.7 New manufactured home parks and subdivisions shall be required to meet landscaping and architectural standards in accordance with the Land Use Bylaw.

5.3.8 Home Occupations may be considered in all housing types and shall be implemented in accordance with the general provisions of the Land Use Bylaw.

5.3.9 Expansion or redevelopment of existing institutional uses may be considered subject to the following criteria:

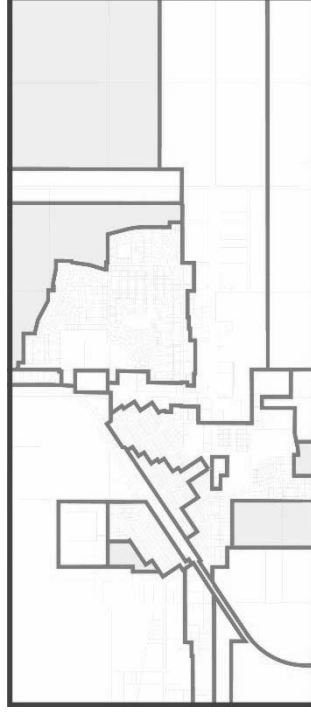
Municipal Development Plan

- a) The built form complements existing neighbourhood character and urban form; and
- b) The development provides additional local services that meet community needs as established through public consultation.

5.3.10 Small-scale neighbourhood commercial projects including corner stores in mature areas should be considered on a case by case basis at the discretion of the Development Authority.

6 Future Neighbourhoods Policy

Area



6.1

Vision

The future neighbourhoods policy area is intended to establish the criteria for the undeveloped lands in the Town suitable for future residential neighbourhood development. The policy framework provides direction for the preferred land uses, residential densities, urban pattern, architectural controls, public realm considerations and other community development strategies applicable to this area. Specific Area Structure Plans will be required prior to development of these areas. Special emphasis will be placed on building complete communities that are adaptable for future changes and provide a range of housing options and supporting amenities for all age groups.

6.2 Objectives

- 6.2.1 Manage growth in a way that does not put undue strain on infrastructure and services.
- 6.2.2 Promote sustainable growth and provide for the orderly and contiguous development of land.
- 6.2.3 Promote the development of 'complete communities' that provide diverse institutional, recreational, employment and residential opportunities.
- 6.2.4 Enhance the quality of life through subdivision design and development standards.
- 6.2.5 Ensure seamless urban transition from existing to new residential areas of the town and develop an interconnected community that serves the requirements of all age groups.

6.3

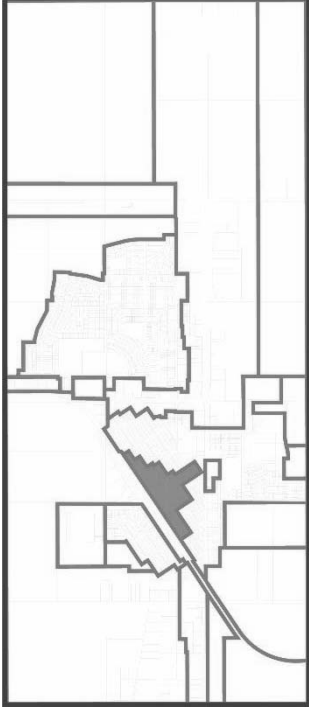
Policies

- 6.3.1 Map 2: Future Development Concept indicates the area included in the future neighbourhoods policy area provides direction for the future development of this area.
- 6.3.2 Existing agricultural operations should be maintained through sustainable and environmentally responsible development.
- 6.3.3 Land use activities or development that may inhibit urban style development in the future will be discouraged in the future neighbourhoods policy area:
 - a) Single parcel Country Residential Subdivisions;
 - b) Agriculture-related operations, industries or livestock operations;
 - c) Any other incompatible uses in the view of the Development Authority.

Municipal Development Plan

- 6.3.4 New residential development shall complement the existing road pattern and urban block patterns in the Town and where possible align with the road network of existing neighbourhoods.
- 6.3.5 New multi-lot development within any Future Neighbourhood areas shall require the prior adoption of an Area Structure Plan. The Area Structure Plan will provide a framework for subsequent subdivision and development of the area in accordance with the requirements as set forth in the Land Use Bylaw and the following density and housing mix targets:
- a) A minimum of 18 dwelling units per net residential hectare;
 - b) A minimum of 15% of the units provided for medium to high-density residential types resulting in a maximum of 85% low-density residential types in each new ASP.
- 6.3.6 Low-density Estate Residential subdivision applications may be considered by the Council along the Town's boundary. The density targets established in 6.3.5 may not apply for Estate Residential subdivisions.
- 6.3.7 Before supporting any subdivision application for new residential development areas, the Town will circulate the Area Structure Plan to the local School Board, Protective Services, Emergency Services and any other relevant government department to ensure satisfactory service provision for the new neighbourhoods.
- 6.3.8 Staging of residential development shall be contiguous and compatible with the orderly extension of utilities and roadways, and should conform to staging principles established in the Area Structure Plan.
- 6.3.9 Residential developments along collector and arterial roadways, Provincial highways, rail corridors, and adjacent to industrial areas should provide appropriate noise attenuation measures such as berms, barriers, setbacks and fencing to the satisfaction of the Development Authority. Applicants may be required to submit noise impact and mitigation studies prepared by qualified engineers.
- 6.3.10 New residential development adjacent to industrial and commercial policy areas may be required to provide additional landscape buffers including trails or berms to provide visual transition from non-residential uses to the satisfaction of the Development Authority.
- 6.3.11 In order to establish a unique character and image to each new residential neighbourhood, the developers and builders should be encouraged to provide:
- a) Architectural Control Guidelines for the new subdivision;
 - b) Unique entrance features to each neighbourhood;
 - c) Variation in house size, height, structure and setback; and
 - d) Lots with a maximum of two (2) identical floor plans sited adjacent to one another.
- 6.3.12 Non-residential uses such as schools and other institutional facilities should be well integrated with the neighbourhood design and provide key neighbourhood focal points for cultural and recreational activities.
- 6.3.13 New neighbourhood-level commercial uses including corner stores may be considered in new residential neighbourhoods subject to policies established in the specific ASPs.

7 Downtown Policy Area



7.1

Vision

The downtown policy area is intended to attract new commercial, office and mixed-use residential developments within the downtown in order to develop a distinct sense of place. The focus of new public realm improvements will be towards the creation of pedestrian-friendly main streets, aesthetically engaging built environment and improving the downtown's connections to the residential areas it serves. Various municipal incentive programs may be developed in order to enable downtown revitalization. The existing boundary of the downtown policy area is expanded along 100 Avenue to connect the downtown policy area to Highway 18 corridor.

7.2

Objectives

- 7.2.1 Maintain, enhance and extend the downtown as a central hub of commerce and access to services for the community and surrounding regions.
- 7.2.2 Encourage mixed-use commercial opportunities suitable for the downtown and in close proximity to the residential neighbourhoods it serves.
- 7.2.3 Promote a diverse, cohesive and viable downtown area to ensure increased and sustained levels of activity in the downtown throughout the day.
- 7.2.4 Attract new businesses to locate in the downtown policy area.
- 7.2.5 Foster a strong sense of ownership to ensure that new commercial buildings and sites are constructed and maintained to acceptable standards.
- 7.2.6 To allow for non-commercial uses in the downtown policy area, provided they complement and do not conflict with commercial development and expansion of the retail and commercial uses in the downtown.

7.3

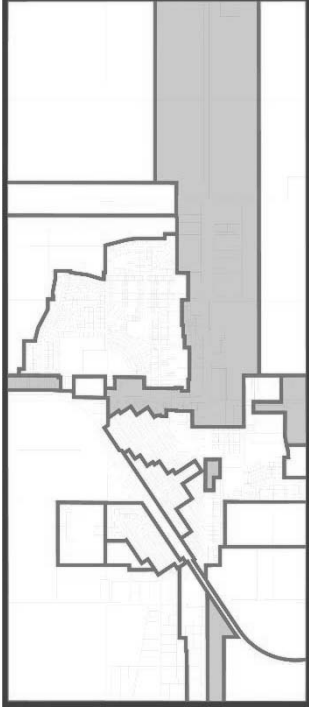
Policies

- 7.3.1 Map 2: Future Development Concept indicates the area included in the downtown policy area should be developed to strengthen this area as the commercial and cultural core of the Town.
- 7.3.2 Reinvestment into the downtown policy area will be encouraged in order to promote a sense of ownership and enhance the quality of design and aesthetic appeal of the area. Development will be encouraged to incorporate:

Municipal Development Plan

- a) Engaging and attractive façade and building design;
b) Public art; and
c) Improved landscaping.
- 7.3.3 Future improvements to road network and public realm within downtown policy area will be encouraged to incorporate a variety of measures such as:
a) Enhancing the streetscape design, signage and street furniture along 100 Avenue and 107 Street as key main streets of the downtown.
b) Wider sidewalks, improved crosswalks, traffic calming and other specific measures to improve walkability and aesthetic appeal of the area.
- 7.3.4 New commercial and mixed-use development in the downtown policy area should be developed with zero lot lines and incorporate the following design features:
a) Provide visual transparency at the ground floor level to engage pedestrians;
b) Provide multiple entrances at the ground level;
c) Building setbacks, if any, should be used for outdoor patios or seating areas for the use of pedestrians;
d) Provide vertical articulation in building facades to reduce monotony.
- 7.3.5 Stand-alone residential developments in the downtown policy area should generally be discouraged. All buildings should be encouraged to incorporate retail at the ground level. Exceptions may be considered subject to lot size and specific site conditions as well as the surrounding context.
- 7.3.6 Redevelopment of sites within the downtown policy area for low-density residential shall be discouraged.
- 7.3.7 New residential, if any, office, institutional and commercial developments will be encouraged to incorporate alternative ways of providing parking demand within their sites using methods such as structured parking, and shared parking. The following methods shall be encouraged:
a) Where possible, surface parking areas shall be minimized and surface parking areas shall be screened from public streets;
b) Off-site parking options may be considered subject to detailed parking analysis; and
c) Consideration may be given to reducing on-site parking requirements for higher density residential development based on factors such as unit size, and land use type and intensity.
- 7.3.8 New community services, parks and other local institutional facilities shall be encouraged to locate in the downtown policy area. These facilities should:
a) Complement the commercial uses;
b) Promote accessibility by serving the surrounding communities; and
c) Establish themselves as key new urban activity nodes.
- 7.3.9 The height, siting and setback of new buildings along 100 Avenue shall maintain and enhance the view corridor that frames the existing grain elevators along the CN rail line (located at the termination of 100 Avenue) that define the distinct visual image of downtown Westlock.
- 7.3.10 The development of patios, associated with eating and drinking establishments, on sidewalks as well as the location of street food vendors within the downtown policy area shall be promoted.

8 Highway Corridor Policy Area



8.1 Vision

The highway corridor policy area is intended to attract new commercial developments along Highway 18 and Highway 44. A high level of design for new developments should be desired in order to establish a unique entrance to the Town. Commercial uses that may be inappropriate for the downtown policy area should be encouraged to locate in this policy area. This policy area should be developed to establish a positive first impression of the Town for visitors and offer services for the traveling public. The public realm including streetscape elements and signage along the public right of way as well as landscaping standards and building aesthetics on private properties should complement each other to establish a unified welcoming image of the Town.

8.2 Objectives

- 8.2.1 Maintain, enhance and extend the highway commercial area as a hub of commerce and services for the community and surrounding region.
- 8.2.2 Provide opportunity to offer commercial services to the traveling public.
- 8.2.3 Establish the highway commercial area as a visually appealing entry to the Town from Highway 18 and Highway 44.
- 8.2.4 Ensure that commercial buildings and sites are constructed and maintained to Town of Westlock Procedures and Design Standards for Development.
- 8.2.5 Ensure that there is a sufficient supply of commercial land for large-scale commercial activities.
- 8.2.6 Ensure commercial land is effectively utilized.
- 8.2.7 Discourage the development of incompatible land uses within areas that are appropriate for future commercial expansion.

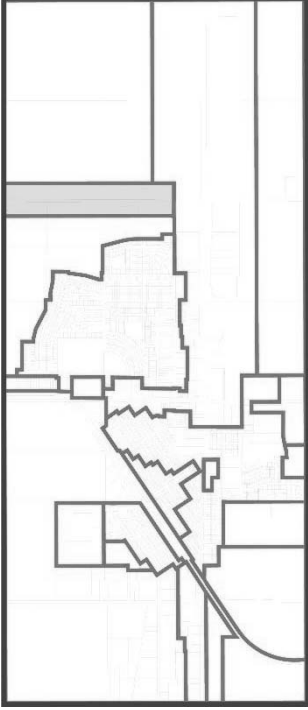
8.3 Policies

- 8.3.1 Map 2: Future Development Concept indicates the area included in the highway corridor policy area should be developed to provide a wide range of commercial development opportunities suitable along the highway corridors.
- 8.3.2 Diversification of commercial services available to the Town residents and the region will be encouraged.
- 8.3.3 Infill development and intensification in existing commercial areas shall be encouraged.

Municipal Development Plan

- 8.3.4 Redevelopment of older properties along the highway corridor policy area shall be encouraged in order to maximise the existing potential and enhance the aesthetic appeal of the area. Development will be encouraged to:
- Provide enhanced landscaping along the highway frontage;
 - Screen parking areas from highway frontage; and
 - Minimize the amount of used equipment located along the frontage within display areas and maximizing the amount of new equipment located along the frontage within display areas by achieving an appropriate balance with landscaping elements.
- 8.3.5 New highway commercial development within the undeveloped lands along the highway shall be evaluated based on the following criteria:
- An Area Structure Plan shall be prepared;
 - Site planning;
 - The capacity of the Town to provide efficient and economical municipal services, at a cost that can be borne by the development;
 - Provision for safe movement and integration of vehicular traffic on local streets and with controlled access to the highway; and
 - Approval from Alberta Transportation for vehicular access being obtained. The applicant shall be responsible for the development of a service road or any other transportation infrastructure improvement to the satisfaction of Alberta Transportation and the Development Authority at the applicant's own cost.
- 8.3.6 The highway commercial area should be promoted to accommodate commercial development that may be inappropriate for the downtown area either due to heavy traffic volume, large site requirements or other reasons as determined by the Development Authority.
- 8.3.7 Existing residential uses in the highway corridor policy area should be encouraged to gradually convert to commercial uses.
- 8.3.8 Vehicular and pedestrian circulation patterns and facilities, landscaping, waste collection, and other aspects of individual commercial developments in proximity to one another shall be co-ordinated at the development permit stage through shared access agreements or other agreements.
- 8.3.9 Future land uses along Highway 18 and Highway 44 within the highway corridor policy area shall be limited to highway commercial uses identified in the Land Use Bylaw.

9 Mixed-Use Corridor Policy Area



9.1

Vision

The mixed-use corridor policy area is intended to allow a variety of residential, commercial and institutional land uses along 115 Avenue/ Range Road 263 in the north-east portion of the Town. This area should provide opportunities for higher density residential developments and ensure that a variety of amenities are available to the future residential neighbourhoods within a walking distance. The public realm along this corridor should be designed to provide pedestrian-friendly environment and a sense of Main Street for the eastern portion of the Town.

9.2

Objectives

- 9.2.1 Provide opportunities for mixed-use developments within future residential neighbourhoods.
- 9.2.2 Provide pedestrian friendly streets in the north-east portion of the Town.
- 9.2.3 Ensure appropriate transition is provided between high density residential developments and lower density residential areas.

9.3

Policies

- 9.3.1 Map 2: Future Development Concept indicates the area included in the mixed-use corridor policy area should be developed as a Main Street for the north-east portion of the Town.
- 9.3.2 Prior to considering any applications for Development Permits in this area, the Development Authority may require preparation of an Area Structure Plan. Such Area Structure Plan may also include the surrounding areas designated for future residential neighbourhoods.
- 9.3.3 Mixed-use low, medium or high density residential, commercial and institutional buildings should be promoted in this policy area. Typical building types may include:
 - a) Stand-alone commercial/office buildings;
 - b) Strip commercial developments and commercial pads;
 - c) Low-rise, mid-rise and high-rise residential apartments;
 - d) Mixed-use residential buildings;
 - e) Institutional buildings; and
 - f) Any combination of the above land uses.

Municipal Development Plan

9.3.4 The design of streetscape and built form elements for the mixed-use corridor policy area should incorporate the following key features:

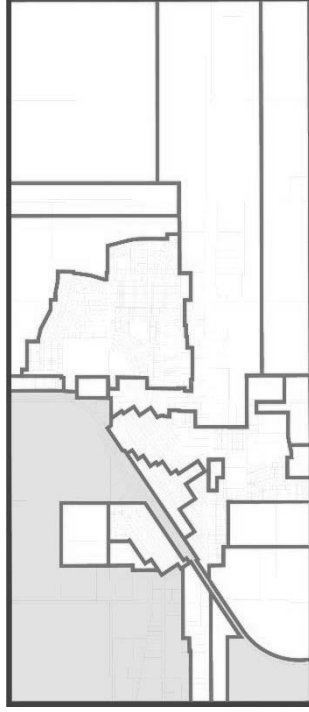
- a) Streetscape should include high quality public realm characterised by wider sidewalks, pedestrian lighting and boulevard trees;
- b) The building should provide aesthetically pleasing frontages towards 115 Avenue and should be oriented to frame the public street; and
- c) Where feasible, surface parking areas should be located at rear of buildings or screened appropriately using a variety of landscaped treatments to the satisfaction of the Development Authority.

9.3.5 The transportation network in mixed-use corridor policy area should minimize vehicular accesses along 115 Avenue. Where feasible, the vehicular access to mixed-use parcels should be provided from rear lanes.

9.3.6 Intersection of 115 Avenue and 106 Street should be developed as key mixed-use node and provide special treatment for buildings and landscapes.

9.3.7 Developments within the mixed-use corridor policy area shall be encouraged to provide a variety of open spaces, small scale plazas and enhanced landscaping for enjoyment of the surrounding residential areas.

10 Industrial Park Policy Area



10.1 Vision

The industrial park policy area is intended to support heavy industrial, general industrial and manufacturing-related land uses associated with the agricultural, oil and gas and similar industries in the West Industrial Park area and also reserve additional industrial land that is contiguous with the existing industrial uses to accommodate the market demand for serviced industrial land. This policy area is envisioned to promote large-scale industrial uses that need larger land parcels and should be appropriately separated from the existing or future residential areas in order to mitigate negative visual, noise or hazardous material related impacts. Existing industrial uses along the CN rail line are also included in the industrial park policy area. The existing industries along the CN rail line should be operated in a manner that may minimise their impacts on the surrounding residential neighbourhoods.

10.2 Objectives

- 10.2.1 Attract new industrial, large-scale agricultural and manufacturing operations to the Town and strengthen the tax base.
- 10.2.2 Ensure the availability of land options for future industrial development.
- 10.2.3 Minimize the potential for land use conflicts between industrial uses and incompatible uses.
- 10.2.4 Ensure that industrial activity does not impact negatively on the natural environment.
- 10.2.5 Ensure industrial buildings and sites are constructed and maintained to acceptable standards to improve the attractive character of the site and to avoid undue negative impact on the aesthetic character of the community.
- 10.2.6 Considering the wide range of servicing requirements for different industrial activities, ensure that locations and types of industrial development are consistent with capacities of the Town's infrastructure to support such growth.

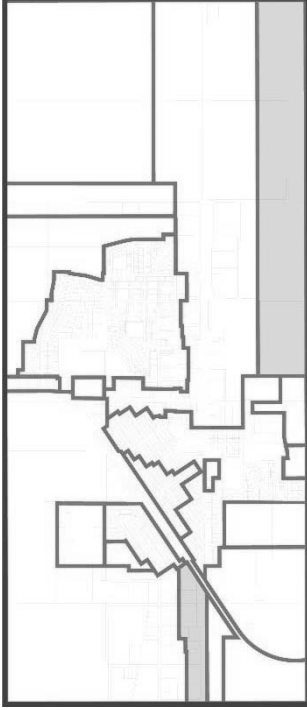
10.3 Policies

- 10.3.1 Map 2: Future Development Concept indicates the area included in the industrial park policy area should be developed to attract large-scale industrial development that requires larger lots and need additional separation from residential uses.
- 10.3.2 Infill development on vacant industrial land or expansion of developed industrial areas will be encouraged prior to expansion into new undeveloped areas.

Municipal Development Plan

- 10.3.3 Industrial development and sites shall be required to minimise negative impacts on the surrounding area by utilizing a variety of measures such as:
- a) Provision of landscape buffers to the satisfaction of the Development Authority;
 - b) Scheduling of industrial activities established through additional conditions at the Development Permit stage.
- 10.3.4 Existing industrial development will be encouraged to ensure the site does not detract from the visual attractiveness of the area.
- 10.3.5 A broad range of industrial and service uses will be accommodated in industrial areas. Uses that are potentially hazardous or noxious in nature will be considered discretionary uses and controlled by development standards and regulations contained in the Land Use Bylaw.
- 10.3.6 New developments in the industrial park policy area may be considered subject to the following criteria:
- a) An Area Structure Plan is prepared;
 - b) Appropriate firefighting mechanisms as well as water, sewer and storm servicing is in place to the satisfaction of the Development Authority;
 - c) Potential for nuisance related to noise, odors, dust or pollutants is mitigated;
 - d) The internal road network and land uses complement the existing West Industrial Park;
 - e) The site shall have direct and approved access to a major public road system;
 - f) The development shall not have adverse impacts on groundwater;
- g) Every effort will be made to ensure it does not detract from the visual attractiveness of the area; and
- h) Adequate on-site parking and loading facilities shall be required.
- 10.3.7 The industrial Area Structure plans and subdivision plans should contain a variety of lot sizes and configurations appropriate to anticipated industry demand.
- 10.3.8 Industrial uses requiring highway exposure may be permitted to locate along the highway.
- 10.3.9 Industrial subdivisions along highways and proposed arterials shall be required to provide adjacent service roads.
- 10.3.10 If the supply of industrial lots is inadequate, or if the rate of industrial development is unsatisfactory, the Town may bank industrial land and service it for resale.
- 10.3.11 Outdoor storage areas shall be appropriately screened from public roadways in accordance with the Land Use Bylaw.

11 Business Park Policy Area



11.3 Policies

- 11.3.1.1 Map 2: Future Development Concept indicates the area included in the business park policy area should be developed to establish a preferred destination for business industrial uses within the Town.
- 11.3.2 New developments in the business park policy area may be considered subject to the following criteria:
- a) An Area Structure Plan is prepared;
 - b) Appropriate firefighting mechanisms as well as water, sewer and storm servicing is in place to the satisfaction of the Development Authority;
 - c) The internal road network and land uses complement the highway corridor policy area to establish an interconnected urban pattern;
 - d) The site shall have direct and approved access to a major public road system; and
 - e) Adequate on-site parking and loading facilities shall be required.
- 11.3.3 New developments shall be encouraged to incorporate low-impact development principles as well as higher architectural and landscape standards to establish a unique image for the Business Park.
- 11.3.4 The outdoor storage areas shall be limited in their size and generally located at the rear of the industrial buildings in accordance with the Land Use Bylaw.

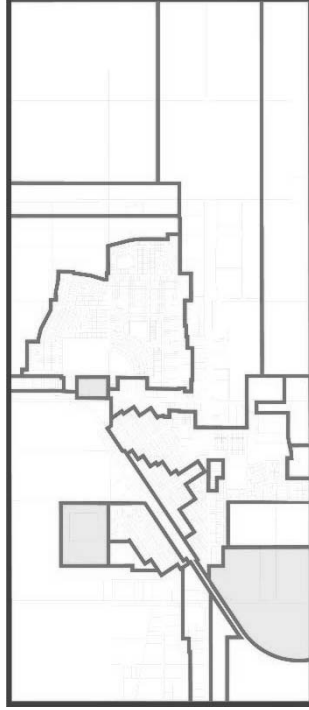
11.1 Vision

The business park policy area is intended to establish a preferred destination for a variety of business industrial uses that may not be suitable in the industrial park or highway corridor policy areas. Typical uses may include industrial commercial schools, corporate offices of light industrial and service industries that may not require significant outdoor storage or other small-scale industries or commercial retail business that may benefit from the enhanced image of the business park. The industrial buildings and public spaces in this policy area should generally be of higher quality than the standard applicable in the industrial park policy area.

11.2 Objectives

- 11.2.1 Identify and reserve land suitable for business industrial uses.
- 11.2.2 Establish criteria for future development of business industrial land.

12 Regional Amenities Policy Area



12.3 Policies

- 12.3.1 Map 2: Future Development Concept indicates the area included in the regional amenities policy area should be developed as a destination of choice for a variety of large-scale social, cultural and recreational amenities.
- 12.3.2 A comprehensive recreation master plan shall be established to guide the future development of this area to establish internal connectivity between different activities, preferred infill sites for new development opportunities, public realm improvements, parking management and overall image.

12.1 Vision

The regional amenities policy area is intended to maintain and enhance the character of the existing recreational area in the southwest corner of the Town for sports, recreational, cultural and social activities for the benefit of residents as well as the surrounding regional population. It also envisions future expansion of this area eastwards to accommodate planned growth of additional amenities. The green space around the existing stormwater management facility located immediately north of the Whissellville neighbourhood is also included in this policy area to maintain this area for long-term enjoyment of residents.

12.2 Objectives

- 12.2.1 Reserve appropriate land dedicated for large-scale social, cultural and recreational amenities that may not be located in the downtown or residential neighbourhoods.

part III

General Policies

13 Transportation

In 2010, a Transportation Master Plan was established for the Town of Westlock, which provides a comprehensive analysis of the inventory of existing transportation infrastructure and a framework for future expansion of the transportation systems as the development proceeds. The direction established in the Transportation Master Plan forms the basis of the policy framework established in this section. In accordance with the Transportation Master Plan Highway 44 and Highway 18 perform the function of arterial roads in the Town of Westlock.

13.1 Objectives

- 13.1.1 Provide a safe and efficient transportation system to meet the Town's existing and future requirements.
- 13.1.2 Protect and maintain the functional integrity of the provincial highways passing through Westlock.
- 13.1.3 Establish and maintain a road hierarchy which will ensure access and movement throughout the Town and facilitate future development.
- 13.1.4 Ensure adequate parking space is available in downtown as well as commercial, residential, recreational and industrial areas in the Town.
- 13.1.5 Explore viability of transit options for residents, seniors and physically challenged citizens.

13.2 Policies

- 13.2.1 Within the Town of Westlock Transportation Master Plan Report, Map 2.2 Transportation (Long Term) plan establishes preferred direction for the future road network in the Town of Westlock. The future roadway system shall be developed in accordance with:
 - a) Transportation Association of Canada (TAC) standards;
 - b) The direction established in the Town's Transportation Master Plan; and
 - c) The standards established in the Procedures and Design Standards for Development document for the Town for a variety of transportation criteria such as traffic volumes, roadway function, roadway hierarchy, accesses and roadway design criteria.
- 13.2.2 Any development adjacent to existing or proposed collector or arterial roads shall make provisions for the following at the subdivision application stage:
 - a) Future road widening; and
 - b) Land required for the construction of a service road.
- 13.2.3 Traffic and pedestrian control shall be provided as required through signals, land markings, crosswalks, signing and other control devices.
- 13.2.4 Pedestrian walkways linking larger off-street parking lots with the major commercial streets should be encouraged. These walkways should be hard-surfaced, landscaped, lighted and well drained.

- 13.2.5 When reviewing and commenting on Area Structure Plans and tentative subdivision plans, the Town shall ensure there is adequate provision for future road linkages with adjacent undeveloped quarter sections.
- 13.2.6 Consideration should be given to "bulbing" of roadways which access Highway 18 at extreme angles.
- 13.2.7 The Town of Westlock shall ensure continued transportation availability to seniors and the physically challenged.
- 13.2.8 Adequate on-site parking shall be provided for each infill or greenfield development in accordance with the Transportation Impact Assessment, if available and the following mechanisms:
- a) If access to on-site parking lots is from a paved street or land connecting to a paved street, the on-site parking area shall be paved, well-drained, signed, landscaped, lighted and have marked stalls in accordance with the Land Use Bylaw;
 - b) To conserve space required for parking, parking stall dimensions should provide for a range of vehicle sizes. Larger public parking lots should also provide space for oversize vehicles such as trucks and recreation vehicles;
 - c) Through joint agreements, the Town should consider encouraging the use of other off-street parking lots (such as church lots, office building lots, school lots, vacant lots) during the hours not required by the site's principal user; and
 - d) Bicycle parking facilities and signing should be provided in off-street parking lots and in selected locations in major commercial areas.

14 Servicing and Utilities

In 2010, the Town of Westlock prepared water, sanitary and stormwater Master Plans. These studies provide a comprehensive overview of the existing water, sanitary and stormwater infrastructure in the Town and direction for future upgrades as the development proceeds.

Water

The Westlock Water Commission obtains its raw water from an intake in the Pembina River located approximately 11 kilometres northwest of the Town. The water is stored at the intake location in storage cells before being pumped to the Commission's water treatment plant. The water is treated by a conventional water treatment process which consists of coagulation, flocculation, filtration, and disinfection before it is distributed to the Town through its distribution network. The Town of Westlock's existing water distribution system consists of a water treatment plant, reservoir, and distribution pumps on the west side of Town (110A Street and 96 Avenue), and a reservoir, distribution pumps, and a fire pump on the east side of Town (103A Street and 106A Avenue). As well, an elevated standpipe (water tower) is in use next to the east side reservoir.

Sewer

The Town's existing wastewater collection system includes a piped system that discharges through a pair of outfall lines to a facultative lagoon treatment system located about two kilometres northwest of the Town. The majority of the piping is asbestos cement (AC), particularly in the older areas, with newer areas utilizing PVC piping. Predominantly, the wastewater collection system consists of 200 mm pipes with some larger pipes of 250 mm and 300 mm for local trunks and

primary trunk sewers of 350 mm or 450 mm size in downstream areas.

The Town is divided into three wastewater collection service areas:

- Areas north of 106 Street and east of Highway 44 are serviced by a major 450 mm trunk sewer running along the north town boundary to the northwest corner of Town where it joins the outfall lines.
- Areas south of 106 Street and east of Highway 44 are serviced by a major 450 mm trunk sewer running west along 106 Street on the east side of Town to 113A Street on the west end of Town. The line then turns north at the west Town boundary and joins the outfall lines at the northwest corner of Town.
- Areas west of Highway 44 are serviced by a 350 mm trunk sewer from the north end of downtown west along 113A Street which turns north at the west Town boundary and joins the outfall lines at the northwest corner of Town. The 350 mm trunk is cross-connected to the adjacent 450 mm trunk for overall improved system capacity.

At the northwest corner of Town, flows proceed down either of the two outfall lines to the lagoon. These include an older 400/450 mm line and a newer 675 mm line. At the lagoons, flows proceed into the first pair of anaerobic cells by gravity and are then pumped up into the second set of anaerobic cells.

Stormwater

Within the Town of Westlock, the stormwater conveyance system consists of three different types of drainage infrastructure. This includes curb and gutter drainage along the street surface, curb and gutter drainage with catch basins and

storm sewers, and open ditch drainage. Some drainage in undeveloped or open areas is achieved by uncontrolled overland drainage. Drainage in most developed residential areas is curb and gutter drainage. The western part of Town drains to storm sewers or ditches which then drain to the primary outfall ditch running northwest from the Town to Wabash Creek. The eastern half of Town largely drains north via storm sewers and ditches, then drains north along the Highway 44 ditches, out of Town to the north, to Wabash Creek and the Pembina River. In future development areas, limited, if any drainage infrastructure currently exists and where it does, is limited to roadside ditch and culvert drainage.

Protective and Emergency Services

The Westlock Fire Department is responsible for providing fire protection and rescue services.

Associated Ambulance & Services (Whitecourt) Ltd. is the current contracted Emergency Medical Services (EMS) provider for the Town of Westlock and surrounding areas. The AAS (Whitecourt) Ltd. is contracted to Alberta Health Services to provide these services until 2017.

14.1 Objectives

- 14.1.1.1 Develop and maintain an efficient, effective and economical utility system to meet future requirements at minimum costs to existing development.
- 14.1.2 Ensure the community grows in such a manner as to allow the orderly and economical extension of utility systems.
- 14.1.3 Develop maintenance and upgrading plan for water, sewage and storm infrastructure.

14.2 Policies

- 14.2.1 Existing infrastructure upgrades and construction of new infrastructure related to water, sewer and storm shall be in general conformance with the Water Distribution System Master Plan, Wastewater Collection System Master Plan, Stormwater Master Plan, as amended.
- 14.2.2 The capital costs of building or upgrading water treatment plants, water reservoirs and municipal lagoons for water and sewer treatment and storage and lift stations as a result of new development, should be recovered from off-site levies assessed on new residential, industrial and commercial development.
- 14.2.3 Typically developers shall be required to pay for services into their development area and any required over sizing for future expansion.
- 14.2.4 The Town shall continue to utilize the Westlock Regional Landfill site managed by the Westlock Regional Waste Management Commission. The Town shall also continue to operate recycling and organic material collection programs to provide environmentally effective waste management services to the residents of Westlock.
- 14.2.5 As part of every subdivision and Area Structure Plan application, the firefighting and emergency servicing plans shall be circulated to Westlock Firefighting Department and contracted emergency services agency for their review and comments.
- 14.2.6 Firefighting requirements and phasing for future industrial and commercial uses shall be established at the Area Structure Plan stage.

15 Parks and Environment

The Town of Westlock boasts a combination of neighbourhood-level and regional-level parks, open spaces and amenity areas within its boundary. In addition, the Rotary Trail and other pathways and trails provide an interconnected network of open spaces.

15.1 Objectives

- 15.1.1 To provide an infrastructure of parks, open space, recreational and cultural facilities to meet the needs of the residents of Westlock and visitors.
- 15.1.2 To provide long-range plans for development and maintenance of recreational, cultural and park systems.

15.2 Policies

- 15.2.1 Map 3: Future Public Realm Concept establishes the preferred network for future open spaces, amenity areas and trail connections. The future development shall be required to contribute positively to close gaps between the existing network and provide additional open spaces.
- 15.2.2 Subdivision and development should encourage inclusion of public park space in accordance with the approved ASP in new subdivisions.
- 15.2.3 Developers should be encouraged to incorporate new trails within their developments and assist the Town in expanding the existing trail network with the Town.
- 15.2.4 New trails may be developed within the public right of ways, Municipal Reserve or Environmental Reserve dedication.

- 15.2.5 The trail network shall incorporate the principles established in the Recreation and Open Space Master Plan.
- 15.2.6 Subject to section 663 of the MGA, the subdivision authority of Town of Westlock shall require the owner of land that is the subject of a proposed subdivision to provide part of that parcel of land as environmental reserve if it consists of:
 - a) A swamp, gully, coulee or natural drainage course;
 - b) Land that is subject to flooding or is in the opinion of the subdivision authority, unstable;
 - c) A strip of land, not less than 6m in width, abutting the bed and shore of any lake, river stream or other body of water for the purpose of preventing pollution;
 - d) Public access to and beside the bed and shore; or
 - e) Any wetland to which the provincial policy applies.
- 15.2.7 The owner of a parcel of land that is the subject of the proposed subdivision shall be required to provide minimum 10% of the net developable land for parks, open spaces or schools as municipal reserve in accordance with the MGA.
 - a) School authorities and recreation boards shall be consulted regarding location and configuration of potential school parcels.
 - b) If the reserve is to be a school site it will be designated as a municipal and school reserve.
 - c) The Town may take money in place of reserve in accordance with the MGA if it is determined appropriate by the Development Authority.
 - d) The major portion of municipal reserves in new residential subdivisions should be contiguous.
 - e) Small-scale neighbourhood parks should also be encouraged.

- 15.2.8 The inclusion of pedestrian walkways and open space corridors in Area Structure Plans and subdivision plans to provide un-motorized access between parks and other major public facilities shall be encouraged.
- 15.2.9 The Town may consider disposal of municipal reserve to consolidate or acquire reserve land in other locations of greater need after consultation with school and recreation authorities.
- 15.2.10 Area Structure Plans and subdivision plans shall provide for separate walkways linking public and commercial facilities, and providing access through cul-de-sacs for pedestrians, children and cyclists. These walkways shall be landscaped, lighted, surfaced and well drained. Barriers shall be erected to preclude use by public vehicle access and motorcycles, yet allow for mechanized maintenance and emergency vehicle access.

Heritage Resources

15.3 Objectives

- 15.3.1 Encourage the preservation of historical structures and sites.

15.4 Policies

- 15.4.1 The Town should conduct a survey to identify structures and sites of historical significance and establish a local inventory of historically significant structures and landscapes.
- 15.4.2 The Town should encourage the preservation of these historical sites and through the development of incentive programs and municipal grants to be used for historic preservation.

part IV

Plan Implementation

16 Administrative Procedures

Area Structure Plans

16.1.1.1 The Area Structure Plans should typically be initiated by individual developers or land owners and should be in general compliance with the MDP.

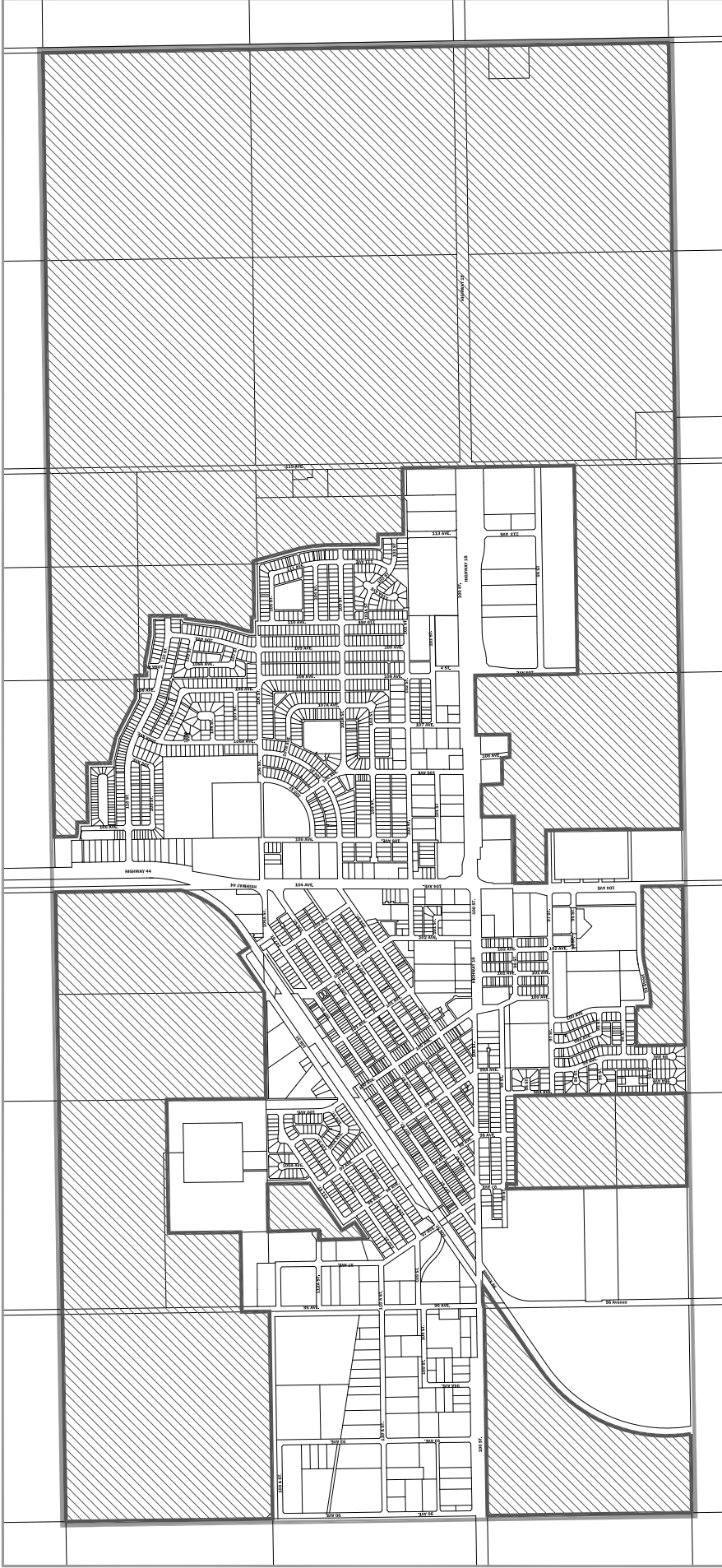
16.1.1.2 The Town may require that an Area Structure Plan be prepared, and approved by Council prior to, or in conjunction with, any application for subdivision or development approval of any new development that due to the scale, scope, or circumstances warrants the preparation of such a plan. The preparation of an Area Structure Plan will be required for any proposed new development, within the identified areas indicated on Map 4, involving:

- a) More than five (5) parcels intended for residential use; and
- b) More than five (5) parcels intended for industrial, commercial or institutional use.


16.1.1.3 In addition to the requirements of the Municipal Government Act, an Area Structure Plan will include but not be limited to the following:

- a) Conformity with the policies and objectives of the MDP or an IDP (if applicable);
- b) Detailed layout of future land uses proposed for the area and impacts on adjacent land uses;
- c) Detailed layout of internal roadways based on the Town's municipal standards;
- d) Detailed provisions for stormwater management;
- e) Detailed provisions for potable water and where appropriate a site water distribution concept;

- f) Detailed methods of wastewater disposal and where appropriate a site sanitary sewage collection concept;
- g) Detailed location of public utility lots and corridors wherever possible to the satisfaction of the Town and utility provider;
- h) Detailed provisions for municipal and environmental reserves including the protection and integration of natural areas, where applicable;
- i) A Transportation Impact Assessment;
- j) A Biophysical Assessment prepared by a qualified professional;
- k) A Geotechnical study prepared by a qualified professional;
- l) A report outlining 1:100 year flood plain assessment prepared by a qualified engineer;
- m) Proposed phasing of development; and
- n) Any other information the Development Authority deems necessary.



LEGEND

 Lands Requiring Area Structure Plans

 Town Boundary

Town of Westlock MDP

NOVEMBER 2014



Concept Plans

- 16.1.4 The municipality may require a Concept Plan in place of an Area Structure Plan for a proposed new development involving:
- a) Five (5) or less parcels intended for residential use; and
 - b) Five (5) or less parcels intended for industrial, commercial or institutional use.
- 16.1.5 The Concept Plan shall include but not be limited to the following:
- a) Conformity with the policies and objectives of the MDP or an IDP (if applicable);
 - b) Conceptual layout of future land uses proposed for the area and impacts on adjacent land uses;
 - c) Conceptual layout of internal roadways based on the Town's municipal standards;
 - d) Conceptual provisions for stormwater management;
 - e) Detailed provisions for potable water and where appropriate a site water distribution concept;
 - f) Detailed methods of wastewater disposal and where appropriate a site sanitary sewage collection concept;
 - g) Detailed location of public utility lots and corridors wherever possible to the satisfaction of the Town and utility provider;
 - h) Detailed provisions for municipal and environmental reserves including the protection and integration of natural areas, where applicable; and
 - i) Any other information the Development Authority deems necessary.

Land Use Bylaw Amendment

16.1.6 In order to implement the policies established in this MDP, the Land Use Bylaw for the Town of Westlock shall be amended to include new land use districts, consolidations of some existing land use districts, creation of new use classes and development standards.

Rezoning of Land

- 16.1.7 The Town will consider the following factors when dealing with applications to rezone, subdivide, and develop land:
- a) Conformity to the MDP;
 - b) Suitability of the site for the proposed development;
 - c) Compatibility of existing adjacent land use;
 - d) Provision of dedicated lands as may be required for subdivision;
 - e) The Town's financial capability to support the development;
 - f) The adequate provision and timing of development of municipal services; and
 - g) The completion of a servicing agreement for onsite and offsite services.

Development Agreements

16.1.8 Development Agreements may be entered into with the Town and the developer at the time of rezoning, subdivision or development permit applications.

Municipal Development Plan

16.1.9 The Development Agreement becomes a condition of approval of a subdivision, rezoning or any development by the approving authority. The Development Agreement will ensure that municipal standards are met for capital works and ensure that such infrastructure development costs are borne by the developer.

16.1.10 At the discretion of the Town, matters to be addressed within the development agreement shall relate to the general standards of construction of on-site private infrastructure as well as on-site or off-site municipal infrastructure and will include but not be limited to, the following:

- a) Construction or upgrades of roadways or both;
- b) Utility servicing infrastructure;
- c) Shallow utilities;
- d) Stormwater management related infrastructure;
- e) Trails;
- f) Parks and associated equipment;
- g) Landscaping and earthworks; and
- h) Dedication of portions of the land as Environmental Reserve and Municipal Reserve.

16.1.11 Council may undertake studies necessary to define the benefiting areas and the unit costs associated with required capital upgrading of offsite services. The studies will be used to determine a fair level of offsite servicing charges. Council may consider a general municipal share in the cost of offsite infrastructure where the improvement is designed to serve more than the subject subdivision.

16.1.12 Council shall, by establishing a municipal policy, define the standards and requirements for performance bonds or letters of credit associated with Development Agreements.

Off-Site Levy Bylaw

16.1.13 Council may provide for an Off-site Levy Bylaw. Where a development is proposed that is of a greater density and requires the capital upgrading of services beyond those originally provided for in the subdivision of the land, Council may by bylaw provide for the recovery of those capital costs.

16.1.14 Council may adopt a bylaw that specifies the circumstances when offsite levies will apply to development based on the additional capital costs for services created by that development. The bylaw shall contain a schedule of the unit costs to be applied.

16.1.15 Before adopting the bylaw, Council shall undertake studies necessary to define the benefiting areas and the unit costs associated with required capital upgrading of off-site services. The studies will be used to determine a fair level of development levy charges in relation to the subdivision offsite charges.

Development Phasing

16.1.16 The phasing of future development should follow the market demand and should ensure logical and cost-effective extension of municipal services.

Land Acquisition

16.1.17 In accordance with the MGA, the Town may purchase land for urban development. In this regard Council may consider the purchase of land for subdivision or development to:

- a) Facilitate urban development including public facilities;
- b) Provide affordable housing; and
- c) Facilitate the relocation of non-conforming uses.

IDPs and Intermunicipal Cooperation

- 16.1.1.18 The Town will be committed to building strong relationships for regional collaboration and improvement of the broader regional community through the preparation of an IDP, or other plans and agreements.
- 16.1.1.19 The Town will continue to explore opportunities with Westlock County and other agencies as a means of providing and sharing services effectively and efficiently.
- 16.1.1.20 The Town will consult with Westlock County on land use planning matters to support orderly development of neighbouring lands.
- 16.1.1.21 The Town will evaluate development referrals from Westlock County based on the potential for land use conflict and compatibility with adjacent municipal development or planned development.

MDP Review and Amendment

- 16.1.1.22 This MDP shall be officially reviewed every five years to ensure it reflects the market trends and development needs. In addition the Administration may undertake an annual review of land development and infrastructure improvement projects to provide updates to Council for discussion purposes solely.
- 16.1.1.23 Any development that, in the opinion of the Development Authority, does not meet the policy intent or the direction established in the Future Development Concept Map shall be required to engage in a MDP amendment process as established in the MGA. The Town may also initiate an MDP amendment procedure.

17 Implementation Actions

17.1 Social, Cultural and Economic Development

17.1.1 The Town shall establish an Economic Development Strategic Plan to develop key initiatives for business attraction, business retention, as well as tourism and marketing.

17.1.2 The Town shall continue to work with WILD Alberta and Growth Alberta initiatives to promote and market a variety of local activities and attractions to serve the regional population.

17.1.3 The Town shall work with local community groups and organizations and develop new programs to support the integration of newcomers to the community and provide them appropriate social and cultural services.

17.1.4 The Town shall encourage local businesses to promote their employees to stay within the Town and work with them to provide affordable local housing solutions.

17.2 Housing and Neighbourhood Development

17.2.1 The Town should explore potential partnerships with not-for-profit organizations and the Province of Alberta for the provision of affordable rental housing solutions.

17.2.2 The Town should explore the viability of a variety of tax incentive programs to attract new residential development. Programs that provide tax relief for residential development properties during their construction periods should be evaluated for their applicability in the Town of Westlock.

17.3 Downtown Vitalization

17.3.1 The existing downtown Improvement Plan should be reviewed. A revised Improvement Plan to address potential priorities for public realm improvements throughout the Town should be prepared to address the issues such as:

- a) Key streetscape improvements
- b) Signage
- c) Street furniture
- d) Other architectural and landscape elements relevant to Town's overall character

17.3.2 The Town shall establish an inventory of contaminated brownfield sites within the Town. In addition, the Town should work closely the land owners, the Province of Alberta and other provincial and federal authorities to seek funding for preliminary planning framework, technical studies, soil remediation and seek loans as well as grants for brownfield site redevelopment. Some of the relevant programs for potential grants may include:

- a) Green Municipal Fund (GMF) Grants
- b) Alberta Municipal Sustainability Initiative
- c) Sustainable Development Technology grants for soil and water treatment, technology development and demonstration

17.4 Industrial and Commercial Development

17.4.1 The Town shall continue to support high-quality highway commercial development for a variety of businesses while ensuring welcoming entrance corridors to Town.

17.4.2 In order to meet the market demand for industrial land the Town may explore land expropriation option. Prior to exploring such options, the Town should develop an Industrial Land Inventory study as well as a Long-term Industrial Land Development Strategy.

17.5 Infrastructure

17.5.1 The Town shall develop a long-term plan for Infrastructure Assessment Management highlighting the long-term roadmap for phased infrastructure improvements, long-term maintenance requirements and lifecycle costs of various current and future infrastructure systems.

17.5.2 The existing water, sewer and stormwater master plans should be reviewed every five years to ensure their applicability to current market conditions and land use patterns.

17.6 Environment and Recreation

17.6.1 The Town shall establish a Parks and Recreation Master Plan to provide a long-term vision for parks, open spaces, natural areas and trails network within existing and future development areas within the Town.

part V

Definitions

Affordable Housing: A range of housing options which will provide shelter for all Town residents, either on an ownership or rental basis.

Agriculture: The cultivation of animals and plants, and associated industries.

Approving Authority: A governing body (federal, provincial or municipal level) that is authorized through legislation to make decisions concerning land use.

Area Structure Plan: A statutory plan prepared pursuant to Section 634 of the MGA that provides a framework for more detailed subdivision and development. Staging of development, land uses, densities and infrastructure matters must be considered. The Area Structure Plan is adopted by bylaw. The minimum boundaries of Area Structure Plans are decided on a case-by-case basis by the Town subject to the nature of the application.

Arterial Road: A major or main road intended to provide for through traffic between or within communities or to and from collector roads.

Biophysical Assessment: A review of an area defined as an Environmentally Sensitive Area (ESA) by the Environmental Conservation Plan or an area proposed for subdivision contains natural features. The review must be prepared by an environmental scientist that identifies and assesses the environmental significance and sensitivity of existing vegetation, wetlands and other water features, wildlife habitat and unique physical features.

Brownfield: An abandoned, vacant, derelict or underutilized parcel of land, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Buffer: Refers to a separation space between incompatible land uses, or adjacent to a public roadway, that may contain trees and shrubs, an earth berm or fencing to provide visual or physical separation or noise attenuation or both.

Building: Includes anything constructed or placed on, in, over or under land, but does not include a highway or road or a bridge that forms part of a highway or road.

Commercial Development: Development that includes the sales, service and support industries.

Concept Plan: Is a plan prepared by or for Town Council for the examination of the future land uses, essential services and facilities, transportation systems, development density and sequencing of development for areas of the Town exhibiting common future development opportunities and challenges, subsequent to designating land must be consistent with the MDP.

Council: Refers to the Town of Westlock Council.

Municipal Development Plan

Density: A form of measurement representing the ratio of dwelling units per net or gross residential area.

Development:

- a) An excavation or stockpile and the creation of either of them,
- b) A building or an addition to or replacement or repair of a building and the construction or placing of any of them on, in, over or under land,
- c) A change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building, or
- d) A change in the intensity of use of land or an act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building.

Development Agreement: A legal agreement between a developer and the Town of Westlock that specifies the financial obligations and the terms and conditions for the construction and warranty of municipal improvements necessary to service lands approved for development.

Development Authority: Means a development authority established pursuant to Part 17, Division 3 of the MGA.

Development Permit: Means a document that is issued under a land use bylaw and authorizes a development and which includes (where applicable) a plan or drawing or a set of plans or drawings, specifications or other documents.

Estate Residential: Means a larger urban residential lot, with a minimum area of 1/3 acre and a maximum area of 1/2 an acre, used for the construction of a single family dwelling with a higher gross floor area and architectural design controls than average single family dwellings.

Economic Development: Refers to creating a positive environment from which local businesses can succeed and grow and attract new enterprise to the community.

Environmental Reserve: The land designated as environmental reserve by a subdivision authority or a municipality under Part 17, Division 8 of the MGA.

Hazardous Lands: Lands that are, or may be, inappropriate for subdivision or development due to inherent or natural environmental hazards, such as susceptibility to flooding, erosion, poor drainage, organic soils, steep slopes or any physical condition or limitation that, if developed, may lead to the deterioration or degradation of the environment, cause property damage or loss of life. Additional hazards may include surface and subsurface features, such as active and abandoned gas or oil wells, mines, unstable slopes, areas exhibiting subsidence and other natural or man-made features.

Heritage: The history, culture and historical resources of an area and its residents.

Heritage Assets: The tangible and intangible features of a community that contribute to its historical and cultural significance, such as oral histories, beliefs, languages and attitudes.

Highway: A provincial highway under the Highways Development and Protection Act.

Industrial Park: The grouping of diverse industries that benefit mutually by exchanging waste heat, light or by products with their neighbours. This concept incorporates the following principles to create targeted business synergies within a sustainable, environmental friendly industrial park:

- a) Targeted economic development strategy that seeks to attract similar businesses or industry grouping to fill product or service niches.
- b) By-product synergy whereby businesses cycle materials and energy, increasing efficiency and reducing environmental impact.

Networking around services is designed so that businesses share services, such as marketing, transportation, research, and monitoring services where ever possible.

Infill Development: Refers to development that occurs on vacant or underutilized lands in an already built up part of a community.

Infrastructure: Refers to systems and facilities (e.g. roads, water and wastewater treatment and distribution networks, power lines, telephone and cable systems) that service development.

Institutional: Land uses which serve a community's social, educational, health, cultural and recreational needs. This may include government owned and operated facilities or not-for-profit organizations.

Land Use Bylaw: A Bylaw made under Part 17, Division 5 of the MGA and a bylaw made under section 27 of the Historical Resources Act. The Land Use Bylaw regulates the use and development of parcels of land. It divides the municipality into districts, prescribing permitted or discretionary uses or both for each district. The bylaw establishes development standards within each district and provides for a system for issuing development permits.

Landscaping Standards: A set of standards regarding the modification and enhancement of a site through the use of any or all of the following elements (a) soft landscape consisting of vegetation such as trees, shrubs, hedges, grass or ground cover (b) hard landscaping consisting of non-vegetative materials such as brick, stone, concrete, wood or tile and (c) architectural elements such as sculptures.

Levy: As defined in the MGA (Part 17, Division 6), a levy refers to the imposition and payment to the municipality, in accordance with the bylaw, during the subdivision process (including off-site levies and recreation levies).

Livestock: Poultry, horses, cattle, sheep, swine, goats, bison, fur-bearing animals kept in captivity and domestic cervids within the meaning of Livestock Industry Diversification Act.

Municipal and School Reserve: The land designated as municipal and school reserve under Part 17, Division 8 of the MGA.

Municipal Development Plan

Municipal Development Plan (MDP): A Planning Document, adopted by Council that provides land-use policy direction for planning and development activity over a prescribed period of time (as outlined in Section 632 of the MGA).

Municipal Government Act: Refers to provincial legislation that gives the Town the authority for municipal planning, subdivision and development control. The Act allows the Town to adopt plans and a land use bylaw and make planning decisions to achieve the beneficial use of land without infringing on the rights of individuals except to the extent necessary for the greater public interest. The purpose of the MGA is to provide policy direction that ensures good government, services and facilities for municipalities and safe and viable communities.

Municipal Reserve: Means the land designated as municipal reserve under Part 17, Division 8 of the MGA; it refers to land provided as part of a subdivision by the developer, without compensation, for parks, buffering, trails, and school purposes in accordance with the provisions of the MGA.

Natural Features: Refers to landscapes that are found in their natural state and may be remnant, undisturbed, diverse or contain unique environmental characteristics.

Non-Conforming Use: A lawful specific use:

- a) Being made of land or a building or intended to be made of a building lawfully under construction at the date a land use bylaw affecting the land or building becomes effective; and
- b) That on the date the land use bylaw becomes effective does not, or in the case of a building under construction will not, comply with the land use bylaw.

Non-Statutory Plans: Planning Documents used by the Town of Westlock Council and Administration to administer policies and procedures.

Open Space: Passive and structured leisure and recreation areas that enhance the aesthetic quality and conserve the environment of the community. Urban and rural open space includes parks, recreation and tourism nodes, as well as natural areas.

Objective: Refers to directional statements that are usually phrased in measurable terms for given time frames.

Parcel of Land: The aggregate of one or more areas of land described in a certificate of title or described in a certificate of title by reference to a plan filed or registered in a land titles office.

Park: Refers to a development of public land specifically designed or reserved for the general public for active or passive recreational use and includes all natural and manmade landscaping, facilities, playing fields, buildings and other structures that are consistent with the general purposes of public parkland, whether or not such recreational facilities are publicly operated or operated by other organizations pursuant to arrangements with the public authority owning the park.

Plan of Subdivision: A plan of survey prepared in accordance with the Land Titles Act for the purpose of effecting a subdivision.

Policy: Refers to a statement identifying a specific course of action for achieving objectives.

Public Utility: A system or works used to provide one or more of the following for public consumption, benefit, convenience or use:

- a) Water or steam;
- b) Sewage disposal;
- c) Public transportation operated by or on behalf of the municipality;
- d) Irrigation;
- e) Drainage;
- f) Fuel;
- g) Electric power;
- h) Heat;
- i) Waste management;
- j) Telecommunications; and
- k) Includes the thing that is provided for public consumption, benefit, convenience or use.

Public Utility Lot: Means land required to be given under Part 17, Division 8 of the MGA for public utilities.

Recreation Use: Refers to development including natural open space, improved parkland and active and passive recreational areas, and any facilities or buildings associated with recreation, serving the needs of a municipality, area or region.

School Board: Means the board of trustees of a school district, school division or regional division.

School Reserve: The land designated as school reserve under Part 17, Division 8 of the MGA.

Stakeholder: Individuals, groups or organisations who have a specific interest or 'stake' in a particular need, issue, situation or project and may include members of the local community (residents, businesses, workers, representatives such as councillors or politicians); community groups (services, interest groups, cultural groups clubs, associations, churches, mosques, temples); or local, provincial and federal governments.

Statutory Plan: An Intermunicipal Development Plan, a Municipal Development Plan, an Area Structure Plan and an Area Redevelopment Plan adopted by a municipality under Part 17, Division 4 of the MGA.

Stormwater Management Facility (SMF): A public utility lot designed and constructed to control and store surface water runoff up to high water level.

Strategic Plan: An overarching document that determines how the Town of Westlock Council establishes policies and how the Town of Westlock Administration enacts the established policies into programming, services and infrastructure.

Subdivision and Development Regulation: The Province of Alberta's Act that established the baseline process, legislation and regulation regarding subdivision and development within Alberta.

Subdivision Authority: A subdivision authority established under Part 17, Division 3 of the MGA.

Subdivision: The division of a parcel of land by an instrument and "subdivide" has a corresponding meaning.

Municipal Development Plan

Sustainable Development: Refers to development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Sustainable development implies economic growth together with the protection of environmental quality, each reinforcing the other in a way that allows a community to sustain its quality of life.

Town: The municipal government or the corporation of the Town of Westlock or the geographical area of the Town of Westlock.

Transportation Network: The system of transportation uses (i.e. public transit, rail, air, pedestrian, etc.) that are interconnected.

Vision Statement: A statement, adopted by Town Council that encapsulates the future identity and ideals of the community. The statement guides overarching policy regarding community growth, principles and values.

Water Act: Province of Alberta legislation for managing and protecting water resources.

Water Body: Any location where water flows or is present, whether or not the flow or the presence of water is continuous, intermittent or occurs only during a flood, and includes but is not limited to, wetlands and aquifers.

Watercourse: Flow or movement of the water in rivers, creeks and other streams; a moving body of water of any size.

Wetland: Land having the water table at, near, or above the land surface or which is saturated for a long enough period to promote wetland or aquatic processes as indicated by hydric soils, hydrophytic (“waterloving”) vegetation, and various kinds of biological activity which are adapted to the wet environment.

