

VILLAGE OF KITSCOTY

BYLAW NO. 2017-05

**MUNICIPAL
DEVELOPMENT PLAN**

2017

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Schedule A – Future Land Use Plan

1.0 Introduction

1.1 Purpose of Plan

The purpose of this document is to provide a policy framework to guide future land use planning and policy decisions within The Village of Kitscoty while identifying potential future growth areas. The goals, objectives and policies outlined within this plan have been created in consultation with the public, the Village Council and staff, and a review of existing strategic documents and studies. As mandated by the **Municipal Government Act (MGA)**, Municipal Development Plans (MDP) are intended to be a useful policy tool to inform decisions on the way the Village grows into the future, meet community objectives and guide the creation of the **Land Use Bylaw**. A plan of this nature is intended to provide general guidance on how the village should manage its development, now and into the future.

Municipal Development Plans need to be consistent with both Intermunicipal Collaboration Frameworks (ICF) and Intermunicipal Development Plans (IDP). At the time of preparing this plan, these documents were not a legislative requirement and work on their development had not been undertaken. Upon completion of these documents, a review and update of this MDP will be required to ensure consistency. However, this MDP will assist in guiding the development of these documents.

Municipal Development Plans are not rigid or inflexible. They are living documents which change as communities grow and change over time. The MDP belongs to Kitscoty and will be changed by Kitscoty to reflect the will and objectives of the community and maintain its relevance as a guiding policy documents. The scope of this plan is for a population up to approximately 2,500 residents.

1.2 Public Engagement

It is the policy of Kitscoty to engage the public and stakeholders in all substantial matters related to the growth and development of Kitscoty. Public engagement formed a core part of the plan preparation process. Public open houses were held at the village, as well as focus group meetings with school students, council and staff. The results gained from the engagement process helped to identify clear challenges and opportunities related to the village's growth and development.

1.3 Community Vision and Guiding Principles

The Village of Kitscoty is a community that cares about vibrancy, sustainability, safety and maintenance of important community infrastructure. The future growth and development of Kitscoty will be aided by community adopted policy directions to encourage new initiatives and capture opportunities as time goes on. Kitscoty will encourage smart and sustainable growth while recognizing historical development patterns. The guiding principles contained within the Municipal Development Plan will achieve vibrancy and sustainability while still protecting existing lifestyles and established land use patterns. Kitscoty's guiding principles are as follows:

- **Fiscal Sustainability** – The village supports fiscally responsible development where the cost of building and managing community infrastructure and public services is affordable and not burdensome on future village residents.
- **Economic Development** – The village supports new development and concepts that are unique in order to develop a unique identity and attract growth. Growth will be orderly and compatible with existing village developments, while encouraging future sustainable development which capitalizes on Kitscoty’s locational advantages. Kitscoty will build on its existing base of first-class recreation and community facilities.
- **Environmental Sustainability** – The Village recognizes the importance of its natural environment in providing a high quality of life for its residents and its potential for tourism development.
- **Community Identity** – The Village recognizes the value of rural heritage and historic roots of the community which are crucial in maintaining a connection to the past and creating a unique identity going forward.
- **Regional Collaboration** – The Village promotes a continued community spirit through mutual collaboration and understanding between its regional neighbours.

1.4 Interpretation

Throughout this Plan, the operative words “*shall*”, “*should*” and “*may*” are used to indicate varying degrees of obligation for following and/or enforcing the intended action of an applicable statement. These words **shall** be interpreted according to the following:

- “**Shall**” is used to indicate a direct obligation or requirement that is non-negotiable.
- “**Should**” is used to indicate a policy or preferred course of action based on best practices, but is not mandatory. Where the “*should*” statement applies to a developer/applicant, a justification of why the action relating to the statement will not be achieved is required.
- “**May**” is used to indicate that compliance with the policy is at the discretion of the Village based on the particular circumstances.

All cross references to policies that are made within this MDP are references to policies contained within this MDP, unless specifically noted otherwise.

2.0 Community Profile

2.1 Historical Context

Located within the County of Vermilion, The Village of Kitscoty is situated at the Junction of Trans-Canada Highway 16 and Secondary Highway 897 and is midway between Edmonton and Saskatoon. The origins of the initial settlement and development within the present-day boundaries of the Village began in 1905, with incorporation as a Village following in 1911. The Village is named after an ancient cromlech or burial chamber (3 large stones in a tripod arrangement) known as Kits' Coty House in Kent, England.

2.2 Demographic Context

The village has experienced a steady population growth with a current population of over 950. Kitscoty boasts a youthful population, in 2011 approximately 65% of the population was under the age of 40. While the village population is relatively young, a growing elderly population creates opportunities and demands for new forms of housing and community services for that sector of the population. Overall, steady growth can be assumed to continue in the future.

2.3 Economic Overview

Kitscoty is located in a prime agricultural area of Alberta, and benefits from plenty of oil and gas activity, both of which provide employment opportunities for the residents. Diversification into secondary sectors such as secondary processing of oil and value-added agricultural products and tourism will enhance and strengthen the Village's economic base.

2.4 Development Context

The village occupies a site which has some constraints for further growth and development to the north and south of the village. Some of the existing development constraints in Kitscoty include the adjacency to major highways, drainage, and proximity to wastewater lagoon and landfill. There are few prevailing natural features such as rivers or topography to influence or affect growth. However, Tyler Lake could become an amenity for the enjoyment of residents and visitors alike. While the railway divides the village into two segments, creating challenges of access, safety, and inconvenience, it also creates an opportunity to attract businesses and industries that rely on rail freight.

2.5 Future Growth

Future development of areas outside the current Village boundary shall be further developed in accordance with the Intermunicipal Development Plan (IDP). Growth beyond the Village's boundaries shall be consistent with the adopted **Intermunicipal Development Plan and Intermunicipal Collaboration Framework**.

3.0 Development Policy

3.1 Residential Development

Overview

Residential development is the predominant land use form in Kitscoty and continues to be the focus of land development. The majority of housing in the Village consists of single-detached dwellings with very few duplex or townhouse type dwellings. In addition, currently there are also limited options for rental housing.

It is the intent of this plan to support residential development that provide a broader mixture of residential housing types to obtain a wide range of affordable housing options available to residents of all family sizes, ages and income levels which is essential to the success of the Village.

Objectives

- Accommodate development of new residential subdivisions in areas that can provide economical municipal servicing in order to keep housing costs as low as possible.
- Provide for a variety of residential housing forms and types to meet the needs of the village population.

General Policies

3.1.1 Variety of Housing	The Village should encourage residential subdivision development that accommodates a full range of housing types and ownership tenures by varying lot sizes and configurations.
3.1.2 Supply of Residential Lands	The Village shall monitor its supply of residential lands to accommodate current and future demands. The Village should maintain at least a one-year stock of housing supply to meet market demand.
3.1.3 New Residential Development	The Village shall encourage new Residential development within existing built-up areas wherever possible to maximize the economical and efficient use of existing municipal services.
3.1.4 Affordable Housing	The Village should utilize programs and seize opportunities to attract affordable and attainable housing developments whenever possible to enable younger and people with a range of incomes to live in the community.
3.1.5 Alternative Housing	Promote alternative housing opportunities for residents by facilitating the development of secondary suites, garden suites, in-law suites and garage suites and other unique forms of housing.

3.1.6 Senior's Housing

The Village *should* actively seek proposals for more senior's housing and assisted living facilities, to enable Kitscoty seniors to remain in their community.

3.2 Commercial Development

Overview

Currently, a **Main Street Commercial Area** exists within Kitscoty which is mainly concentrated in the Village Centre and serving the local needs of the community. Concerns have been raised about the limited availability of comprehensive commercial services within the Village.

It is the intent of this Plan to support the continued growth of clustered commercial activities in a responsible manner and to meet the growing needs of residents and visitors. Commercial growth that respects a main street character and scale of the village will be encouraged within the Village Centre. Large-scale, highway oriented commercial activity will be encouraged to cluster around the future highway interchange. The highway commercial areas are intended to provide a larger variety of supplies and services to local and regional markets.

Accommodating home-based businesses in a manner that considers impacts on adjacent residential areas also represents an opportunity for increased commercial activity.

Objectives

- Facilitate commercial sector growth that supports both local and regional markets.
- Encourage development within the **Main Street Commercial Area**.
- To support commercial and industrial developments around the future highway interchange.
- Provide adequate supply of commercial lands to accommodate market growth.

General Policies

3.2.1 Supply of Commercial Lands

The Village *shall* monitor its supply of commercial lands to accommodate current and future demands. The Village *should* prioritize the development of existing commercial lands, prior to rezoning new areas for commercial development.

3.2.2 Village Centre Commercial

The Village *shall* carry out initiatives to encourage growth of the **Main Street Commercial Area**, within the Village Centre, that serves the everyday needs of the local population.

3.2.3	Highway Commercial	The Village <i>should</i> encourage the growth of <i>large-scale highway commercial development</i> that provide services and uses for the travelling public, industry and local residents around the future highway interchange.
3.2.4	Home-Based Businesses	Support home-based business development provided the following criteria are met: <ul style="list-style-type: none"> a) compatibility of use and scale of surrounding lands; b) secondary in nature to the residential use of the property; c) meets all home-based business regulations as outlined in the <i>land use bylaw</i>
3.2.5	Market Opportunities	The Village <i>should</i> monitor and identify market sectors suitable for the downtown core and carry out initiatives to attract business to the downtown.

3.3 Industrial Development

Overview

At present industrial activity within the Village is mainly concentrated along the railway corridor and west of Highway 897. Historically, agriculture and oil & gas activity have been the main drivers of Kitscoty’s economy and therefore diversification in value-added secondary processing of products of these activities, when possible, should be given priority. Industrial businesses are important for providing employment opportunities thereby strengthening and sustaining Kitscoty’s economic base.

It is the intent of this plan to support and ensure that sufficient land is designated within the Village to accommodate opportunities for industrial development.

Objectives

- Identify opportunities for future industrial lands.
- Minimize conflict of industrial land uses with non-industrial uses.
- Support a variety of industrial uses.
- Accommodate and encourage added-value industrial uses that will support and grow existing industry (i.e. oil and gas, agriculture).

General Policies

3.3.1	Screening and Buffering	Lands designated for Industrial development <i>shall</i> be adequately buffered & screened in order to minimize land use conflict between
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	Industrial development and other forms of development.
3.3.2 Secondary Services	Industrial land uses <i>may</i> include services and processing that supports the growth and diversification of the oil & gas and agricultural sector.
3.3.3 Supply of Industrial Lands	The Village <i>shall</i> monitor its supply of industrial lands to accommodate current and future demands. The Village <i>should</i> prioritize the development and absorption of existing industrial lands, prior to rezoning new areas for industrial development.
3.3.4 Use of Rail Infrastructure	The Village <i>should</i> encourage the expansion of rail-accessible industrial development, as a means to attract new industry, and utilize existing rail infrastructure in areas identified for industrial uses.

3.4 Village Centre

Overview

Kitscoty's Downtown is the heart of the community and contains the **Main Street Commercial Area**. The Village Centre comprises those areas occupying the frontage on either side of 50th Street from 51st Avenue to 49th Avenue. The Village Centre is bounded by the Canadian National railway line to the south and established residential areas to the north, east, and west. The long-term focus for the Village centre should be on encouraging and attracting businesses that augment and contribute to a strong pedestrian-friendly environment, such as specialty retail, tourism, culture, entertainment, professional and personal services. The location of the Village Centre provides an advantage in being compact and separated from highway influence, and includes businesses that are unique to Kitscoty. However, highway commercial activity can create a competitive barrier to development in the Village Centre, therefore careful consideration to the types of services and uses permitted in the Village Centre is essential.

Objectives

- To promote an attractive and vibrant commercial area in the village centre
- To support existing local businesses and enterprises, and attract new business which expand services to the local economy.
- To differentiate between the services offered at the Village Centre and highway-oriented commercial developments around the highway.

General Policies

3.4.1 Core Commercial	The Village Centre shall retain its function as the dominant retail, financial, professional and personal service centre of Kitscoty.
3.4.2 Public Realm Improvements	The Village should explore opportunities to enhance the Village identity through new public realm improvements and beautification initiatives that highlight the unique character of Kitscoty and create a sense of place where people want to gather.
3.4.3 Gathering Spaces	The Village should promote social interaction and activity in the Village Centre through streetscape improvements and the addition of new gathering spaces and public amenities.
3.4.4 Market Growth	The Village shall pursue opportunities to draw tourism and the travelling public to visit and shop within the unique environment of the Village Centre.

3.5 Parks and Recreation

Overview

The quality of life in Kitscoty is enhanced by the open spaces and first-class recreational amenities in the Village that are accessible and available to all ages and lifestyles such as Heritage Park, Centennial Park and the Kitscoty Arena. Kitscoty is renowned as a centre for sports, especially hockey. All leisure activities and facilities add to the quality of life for the community and the region.

It is the intent of this Plan to meet the recreational needs of the Village and surrounding region, while balancing operational and environmental considerations. Investigating opportunities to maximize access to recreation assets, expanding existing trail/pedestrian networks, and collaboration with regional and local recreation groups represent key opportunities to improve recreation in the Village.

Objectives

- Maximize the Village recreation opportunities to promote a healthy lifestyle, quality of life of Kitscoty and region.
- Leverage the amenities to increase tourism and economic opportunities related to tourism growth.
- Accommodate the diverse recreational needs of the Village.

General Policies

3.5.1	Open Space Linkages	The Village <i>shall</i> encourage the linkage of open space areas, municipal and environmental reserves spaces, where possible, to create a comprehensive open space network.
3.5.2	Universal Accessibility	The Village <i>should</i> incorporate principles of <i>universal accessibility</i> in the design of parks, trails and recreation facilities.
3.5.3	CPTED	The Village <i>should</i> encourage the incorporation of <i>Crime Prevention Through Environmental Design (CPTED)</i> , in the design of parks, trails and recreation facilities to increase safety & comfort for users.
3.5.4	Integrated Facilities	The Village <i>shall</i> plan to develop integrated facilities that provide multiple leisure and recreation activities for a wide range of users, in an economical and functional manner.
3.5.4	Monitor Needs	The Village <i>shall</i> continue to monitor the recreation needs of the residents and build budgets for the upgrading of the park and open space sites.
3.5.5	Municipal Reserves	<p>Pursuant to the requirements of the Section 666 of the <i>MGA</i>, the Village <i>shall</i> require at the time of subdivision, that 10% of the land being subdivided, less the amount of any land taken as <i>environmental reserve</i>, be dedicated as:</p> <ul style="list-style-type: none"> <li data-bbox="695 1031 1446 1129">a) <i>Municipal reserve (MR)</i> in the form of land for the purpose of providing schools, open space, trails and recreational areas for public use; <li data-bbox="695 1171 1446 1304">b) Money in lieu of <i>MR</i> where the dedication of land for recreational purposes is impractical, as deemed by the approving authority such as within industrial or commercial developments; and/or <li data-bbox="695 1346 1446 1413">c) A combination of land or money as determined by the approving authority.
3.5.6	School Reserve	Pursuant to Section 661 of the <i>MGA</i> , The Village <i>may</i> take <i>school reserve</i> and/or municipal and school reserve as land where a school division has identified future need for the location of a school.
3.5.7	Trail Development	The Village <i>should</i> investigate opportunities for the development of new multi-use trails within Village, and support the creation of a “master trails and open space” Plan.
3.5.8	Funding and Grants	The Village <i>shall</i> investigate and pursue funding programs and grants that support parks and recreation initiatives and projects.

3.6 Natural Environment

Overview

The proper management and protection of the natural environment are important not only for the maintenance of ecological health, but also maintaining quality of life for Village residents. As the Village grows and expands there is a need to identify and protect environmentally sensitive areas, while also exploring opportunities to improve ecological health and life-supporting systems of nature, including air, water, and soil.

Objectives

- Identify and protect **environmentally sensitive areas**.
- Promote environmental stewardship.
- Mitigate the risks of **hazard lands** on development.

General Policies

3.6.1	Environmental Stewardship	The Village shall support educational programs aimed towards promoting public awareness and engagement in environmental initiatives.
3.6.2	Environmental Design	Encourage the use of environmentally sustainable design solutions for development that supports and enhances ecosystem health (i.e. Bioswales)
3.6.3	Urban Forestry	The Village may explore and develop strategies to protect existing trees and promote planting of additional trees, particularly around walking trails.
3.6.4	Cluster Development	The Village shall encourage increasing densities within the existing urban limits prior to future expansion to protect rural farmland, and environmentally sensitive areas.
3.6.5	Funding and Grants	The Village shall investigate and pursue funding programs and grants that support environmental initiatives and projects.

3.7 Transportation Infrastructure

Overview

Kitscoty depends on a network of local and collector roadways that facilitate the movement of people and goods through Kitscoty. The village is accessed via the Yellowhead highway and highway 897. As with many municipalities, maintenance and operation of roads for residents is a continuous challenge that can be addressed through strategic planning.

Objectives

- Provide proper maintenance of existing road networks to facilitate safe and efficient connectivity and movement of goods and people.
- Encourage the maintenance and development of **active transportation** infrastructure.
- Maintain consistent road building standards.
- Explore regional opportunities for developing a public transit system.

General Policies

3.7.1	Road Improvements	Improvements to existing road networks should be made as necessary, in response to the Village needs.
3.7.2	Traffic Impact Assessments (TIA)	The Village should require Developers to submit a TIA report to accompany applications for all major developments . It shall outline the impact of the proposed development on traffic levels, and any infrastructure improvements required for accommodation. TIAs shall be prepared by a certified Transportation Engineer.
3.7.3	Access	All subdivision and development applications shall provide legal and physical access to a public road network.
3.7.4	Active Transportation	The Village should consider the integration of active transportation infrastructure (trails, sidewalks, bike lanes, etc.) in all new developments and within right of ways, where there is an opportunity to connect to or expand an existing transportation network.
3.7.5	Regional Transit	The Village may explore and investigate opportunities for inter-municipal collaboration and partnership for a regional transit system that provides transit service between Lloydminster and Vermilion.
3.7.6	Road Safety	The Village shall ensure year-round road safety and accessibility.
3.7.7	Highways	The Village shall work with Alberta Transportation to ensure highways are safe and efficient. A proposed interchange at the intersection of Highway 16 and Highway 897 east of Kitscoty is a road safety improvement that is being evaluated by Alberta Transportation.
3.7.8	Railway Crossing	The Village may work with the railway company to provide vehicular and pedestrian safety and access to industrial lands.
3.7.9	Collaboration	The Village may investigate mutually beneficial servicing opportunities with the County through Intermunicipal Collaboration Framework and/or Intermunicipal Development Plans.

3.8 Servicing and Utilities

Overview

Kitscoty residents enjoy a high level of municipal servicing, including a new potable water supply through the Alberta Central East Regional Water System. However, the Village has aging infrastructure which requires increasing rehabilitation and maintenance. Cost of these activities is expected to rise over time.

Kitscoty recognizes the importance of planning for the rehabilitation and construction of critical infrastructure. It is the intent of this plan to ensure the effective delivery of municipal services now and in the future.

Objectives

- Provide effective municipal services to the residents of Kitscoty at an affordable cost.
- Apply technological innovative and cost effective solutions.
- Develop a proactive approach to infrastructure management and life-cycle maintenance.

General Policies

3.8.1 Infill Development	The Village shall encourage infill of vacant properties to make best use of existing infrastructure.
3.8.2 Asset Prioritizing	Inventory and evaluate existing assets to develop an asset replacement priority list to ensure that priority and funds are allocated to the rehabilitation or replacement of critical aging infrastructure assets.
3.8.3 Cost Effective Solutions	The Village shall investigate and apply innovative and cost effective methods, materials, and equipment to be used for infrastructure installation or replacement (i.e. Trenchless technology).
3.8.4 Off-site Levy	Pursuant to Section 648 of the MGA , The Village Council may establish, by separate bylaw, off-site levies for land that is to be developed or subdivided to recover capital costs for municipal services.
3.8.5 Asset Management	The Village shall incorporate and adopt asset management best practices to effectively manage existing infrastructure assets and ensure they reach their full service life and plan for their replacement.
3.8.6 Funding and Grants	The Village should investigate and pursue funding programs and grants that support infrastructure projects.

3.8.7 Design Standards	The Village <i>shall</i> develop and adopt design and construction standards for roadways, water, sanitary, and stormwater infrastructure owned or to be owned by the Village.
3.8.8 Separation Distances	The Village <i>shall</i> ensure conformance with provincial regulations for any planned future expansion near landfills, waste water lagoons, and transportation corridors.

3.9 Economic Development

Overview

The local character and small town feel of Kitscoty is a valued quality that makes it an ideal location to live, work, and conduct business. Therefore the prosperity of the Village is interrelated to its economic well-being and stability.

It is the intent of this Plan to support existing economic drivers of the Village while also investigating new economic development opportunities that can be maintained and expanded over time to allow for a greater resiliency during times of economic uncertainty.

Objectives

- Broaden the range of commerce and trade opportunities within the Village.
- Strengthen employment opportunities, and attract new investment into the Village.
- Facilitate the growth and management of the tourism sector.
- Achieve high speed telecommunication access.

General Policies

3.9.1 Economic Diversity	The Village <i>shall</i> encourage the growth of a multi-faceted economy that prioritizes growth in a variety of sectors.
3.9.2 Marketing and Promotion	The Village <i>may</i> engage in marketing opportunities, and develop a strategy for promoting the Village’s unique features, including clear directional signage along Highway 16 and Highway 897, and unique wayfinding signage within the Village.
3.9.3 Regional Collaboration	The Village <i>shall</i> collaborate and partner with existing regional economic groups to maximize growth opportunities.
3.9.4 Funding and Grants	The Village <i>shall</i> investigate and pursue funding programs and grants that support economic development projects.
3.9.5 Agri-tourism	The Village <i>should</i> support and attract the development of agri-tourism opportunities as a means of diversifying the Village’s tourism asset base.

3.9.6 Highway Corridors The Village *shall* explore opportunities to promote future commercial growth around the proposed interchange at Highway 16 and Highway 897.

3.10 Future Growth

Overview

The Village of Kitscoty is physically constrained for future growth beyond its current boundaries. These barriers include Highway 16 to the south, Tyler lake to the north and the waste water treatment facility. The Village is experiencing growth on a small scale and research suggests that this growth will continue into the future. Providing key infrastructure will also likely create an opportunity for future growth. Through the engagement process during the development of this Plan, key opportunities for where growth should be directed in the long term became evident.

Objectives:

- To work with the County of Vermilion River in developing an Intermunicipal Development Plan that is generally consistent with the direction outlined by the community in the future development of the Village of Kitscoty.

General Policies

3.10.1 Intermunicipal Development Plan	The Village <i>shall</i> work with the County of Vermilion River in the development of an Intermunicipal Development Plan that identifies future development beyond the Village boundaries.
3.10.2 Plan Consistency	The Village <i>should</i> engage with the County of Vermilion River on the basis of the general direction of future growth as indicated in Figure 1.0.
3.10.3 Triggers	The Village <i>shall</i> work with the County of Vermilion River on the development of triggers that will enable annexation and the development of the lands identified in the adoption of the Intermunicipal Development Plan.

LEGEND

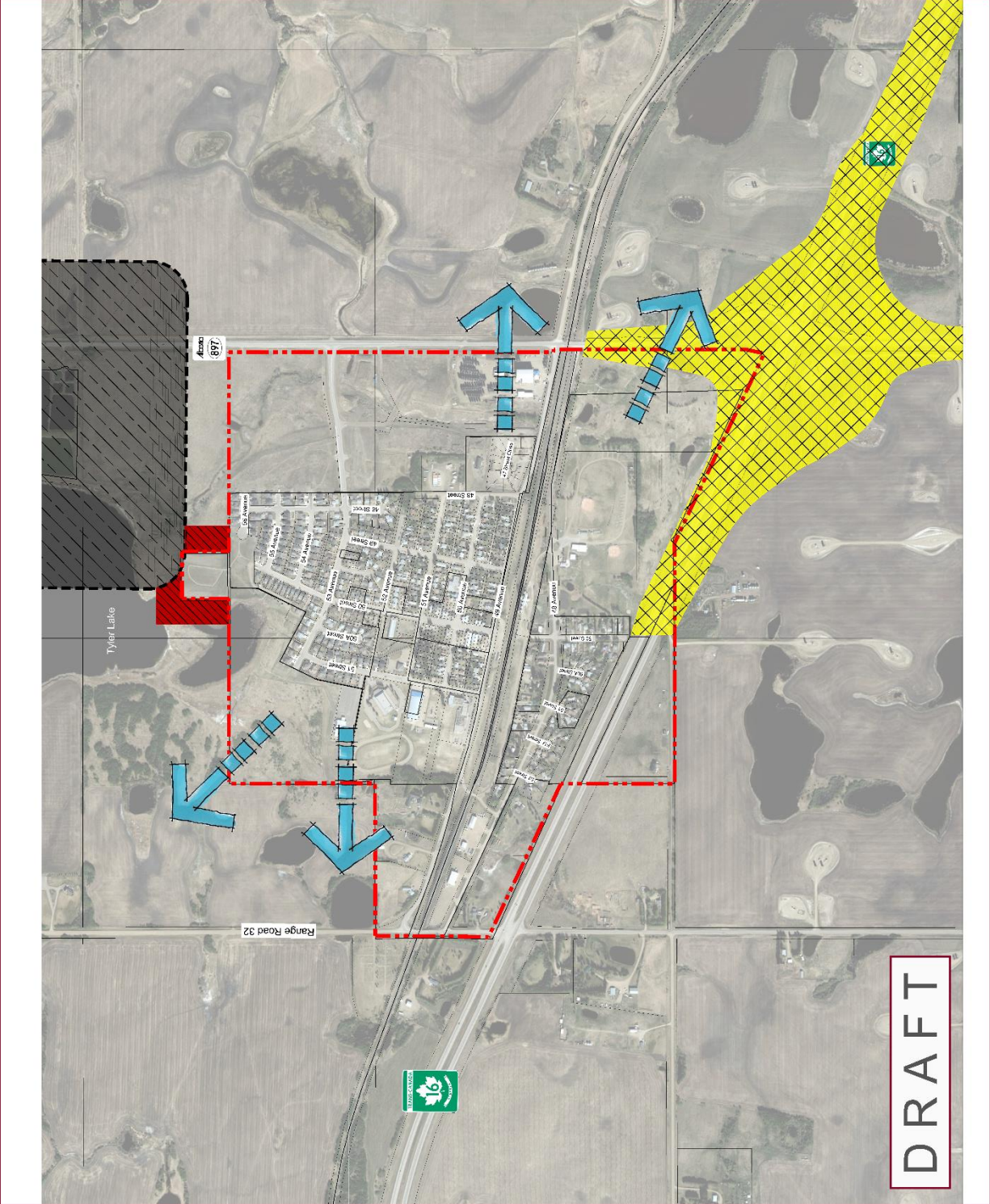
- Village Boundary
- Railway
- Wetlands or Lagoon Buffer - 300m
(to street, riparian, wet meadow or riparian area)
- Lonsdale Buffer (70m)
- Future Highway Interchange ROW*
- Direction of Potential Future Growth Areas

NOTES
 *Approximate ROW line, exact interchange ROW area to be determined in the detailed design stage.

- SOURCES**
- Village of Kitseoty Aerial Database
 - Village of Kitseoty 2010 Development Concept



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Figure 1: General direction of future growth
 Bylaw No. 2017-05
 Municipal Development Plan 2017

3.11 Implementation and Monitoring

Overview

The objectives and policies within this Plan are meant to be used to inform the municipal decision-making process relating to a variety of matters, as well as the creation of implementation tools such as the **land use bylaw** and other planning related initiatives. As the community grows and develops overtime, so too will the relevance of its guiding policies. To maintain the effectiveness and relevance of objectives of this document, yearly reviews and if required, community consultation and public engagement should be conducted depending on the scale of changes being considered.

Objectives:

- Achieve consistency between all guiding policy documents.
- Monitor the effectiveness and applicability of the Plan on an annual basis.

General Policies

3.10.1 Application Review	Development permit and subdivision applications, amendments to statutory plans and bylaws shall be conducted in accordance with the provisions of this Plan.
3.10.2 Plan Consistency	The goals and objectives of all Village Statutory Plans and bylaws shall be consistent with the provisions of this Plan.
3.10.3 Review and Amendment	<ol style="list-style-type: none">a) A comprehensive review of this Plan shall occur at least once every five (5) years, and include a significant public engagement component.b) Administration shall solicit comments and suggestions for improvements to this Plan on an on-going basis, and carry-out an annual amendment to reflect these comments where desirable.c) Amendments to this Plan shall be in accordance with the requirements of the MGA.
3.10.4 Developer's Responsibility	<ol style="list-style-type: none">a) As a condition of subdivision or development permit approval, developers shall enter into an agreement with the Village indicating responsibility of the developer for all servicing, infrastructure and utility costs associated with the development.b) Developers may be responsible for any communication and related services (including public engagement) necessary for the review of an application, at the discretion of the Village.

- 3.10.5 Policy Incentives** The Village *may* provide incentives, through a formal policy, to promote various forms of development. Incentives will only be offered when there is a clear public interest or policy objective in doing so.
- 3.10.6 Collaboration** The Village *shall* work towards collaboration with other government agencies, other municipalities, and public and private agencies to advance the implementation of the policies and objectives of this Municipal Development Plan. Collaboration will be formally developed through the adoption of Intermunicipal Collaboration Framework and Intermunicipal Development Plans.
- 3.10.7 Boundary Alteration/Annexation** The Village *shall* consider future expansion in a manner that is sustainable and consistent with the policies and objectives outlined in this Municipal Development Plan and the formal adoption of the Intermunicipal Development Plan.
- 3.10.7 Capital Projects** The Village shall prioritize projects according to municipal budget.

4.0 Definitions

Active Transportation: Refers to forms of transportation that are human-powered such as walking and cycling.

Asset Management: A process of long term maintenance of assets in a cost effective manner.

Crime Prevention Through Environmental Design (CPTED): A multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts. Generally speaking, most implementations of CPTED occur solely within the urbanized, built environment. Specifically altering the physical design of the communities in which humans reside and congregate in order to deter criminal activity is the main goal of CPTED. CPTED principles of design affect elements of the built environment ranging from the small-scale (such as the strategic use of shrubbery and other vegetation) to the overarching, including building form of an entire urban neighbourhood and the amount of opportunity for "eyes on the street".

Environmental Reserve (ER): Reserve land dedicated at the time of subdivision for the purposes of preserving natural features and open space, and must be preserved in its natural state or used as a public park. ER can be dedicated on lands that consist of a swamp, gully, ravine, coulee, natural drainage course, land that is unstable, subject to flooding, or a strip of land not exceeding six metres wide abutting the shore of any water body.

Environmentally Sensitive Areas: Land that may be considered undevelopable due to the presence of a wetland, coulee, lakeshore, natural drainage course, flooding, instability or the potential impacts on significant bio-diversity from proposed and/or existing development.

Garage Suites: means a self-contained dwelling unit located above a detached garage which is located in a rear yard and which is accessory to a single-family dwelling. Garage suites have an entrance which is separated from the vehicle entrance to the detached garage, either from a common indoor landing or directly from the exterior of the building.

Garden Suites: means a temporary, portable detached dwelling unit, located on a lot containing an existing single-family dwelling.

Hazard Lands: Lands that may pose a hazard to human settlement or bio-diversity due to natural features or man-made facilities and may include contaminated soils, landfills sites, sewage lagoons, flood plains, high water tables, sour gas facilities, unstable and/or steep slopes, and other hazards.

In-Law Suites means a subordinate, additional dwelling unit located within a single detached dwelling or semi-detached dwelling intended for the sole occupancy of one (1) or two (2) adult persons, which has unfettered access to the adjoining dwelling unit.

Intermunicipal Collaboration Framework (ICF): is a mandated legal document required by the Municipal Government Act that requires the development of a formal document between bordering municipalities that identifies opportunities for collaboration around mutual services provided.

Intermunicipal Development Plan (IDP): is a mandated legal document required by the Municipal Government Act that requires adjoining Municipalities to develop a land use plan related to the future development of lands along the peripheral boundaries of the respective municipalities. This document can include provision around future annexation of lands.

Large-Scale Highway Commercial Development: Highway Commercial Areas shall include those business uses normally located along highways, major roadways, and in other locations considered strategic by the class of business involved.

Major Developments: developments providing a broad range, or significant amount of new commercial, industrial, institutional, cultural or residential development, in a comprehensive site plan.

Municipal Government Act: The main provincial legislation that sets out the roles of municipal officials and municipalities, including the content of a Municipal Development Plan.

Municipal Reserve (MR): Lands designated as Municipal Reserve are lands for schools, parks and public recreation purposes provided by the developer as part of the subdivision process.

School Reserve: Lands designated as Municipal Reserve are lands for schools, parks and public recreation purposes provided by the developer as part of the subdivision process.

Secondary Suites: means a subordinate self-contained dwelling unit located in a structure in which the principal use is a single detached dwelling or semi-detached dwelling. A secondary suite has cooking, food preparation, sleeping and bathing facilities which are separate from those of the principal dwelling within the structure. Secondary suites also must have a separate entrance from the dwelling. This use includes conversion of basement space to a dwelling, or the addition of new floor space for a secondary suite to an existing dwelling. This use does not include duplexes, row housing, or apartments where the structure was initially designed for two or more dwellings, and does not include boarding and lodging houses. Garden suites, garage suites and in-law suites are not considered secondary suites.

Main Street Commercial Area: proposed site and building configurations are significantly oriented to pedestrians. Main Street Commercial Areas may have development standards for building setbacks, off-street parking, site coverage and density which are more flexible than Highway Commercial Areas. The intent is to encourage development adjacent to the sidewalk, provide a stimulating pedestrian environment, and create a form of commercial development that encourages unique commercial enterprises serving the local and tourism market

Statutory Plan: A Planning Document, such as a Municipal Development Plan, Inter-municipal Development Plan or Area Structure Plan which is accepted through the Bylaw Process at the Municipal Government Level.

Transportation Impact Assessment (TIA): A report, completed by a qualified transportation engineer, uses for analysing traffic generated by proposed developments with new access or increased use of an existing access. A TIA generally includes a description of the scope and intensity of the proposed project, a summary of the projected impacts and any required mitigation measures.

Universal Accessibility: Design principles meant to make development and spaces and environments that are inherently accessible to everyone, regardless of age, sex, physical abilities or disabilities.

Should any provision of this Bylaw be determined to be invalid, then such provision shall be severed and the remaining bylaw shall be maintained.

This bylaw comes into force and effect on the final date of passing thereof and having been signed by the Mayor and Chief Administrative Officer.

READ a first time this 14th day of August, 2017.

ADVERTISED in accordance with Section 606 of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, in the Lloydminster Meridian Booster on the

23rd day of August, 2017 and a second time on the 30th day of August, 2017.

PUBLIC HEARING held on the 5th day of September, 2017.

READ a second time this 18th day of September, 2017.

READ a third and final time this 18th day of September, 2017.

Signed this 18th day of September, 2017.

Daryl Oran
MAYOR



J. Williams
CHIEF ADMINISTRATIVE OFFICER

LEGEND

- Village Boundary
- Railway
- Residential
- Commercial
- Industrial
- Institutional/Recreational
- Drainage Corridor (DC)
- Landfill Buffer (70m)

Areas Beyond Village Boundaries

- Future Highway Interchange ROW*
- Landfill Buffer (70m)
- Wastewater Lagoon Buffer - 300m
(For school, hospital, food establishment or residential uses)

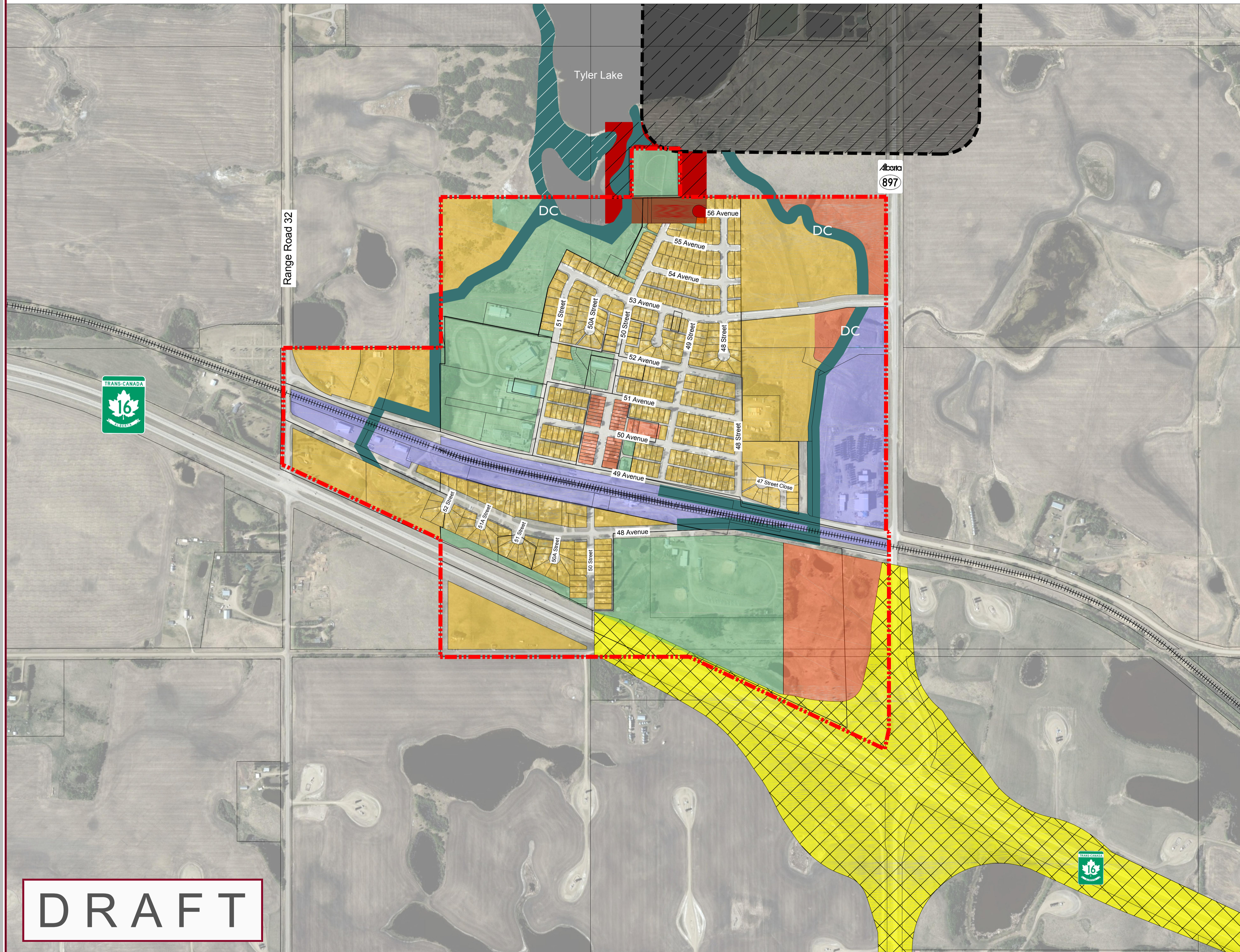
***NOTES**
Approximate ROW area, exact interchange ROW area to be determined at the detailed design stage.

- SOURCES**
- Village of Kitscoty MIMS Database
 - Village of Kitscoty 2009 Development Concept



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