BYLAW NO. 2074--24

BEING A BYLAW OF THE CITY OF WETASKIWIN, IN THE PROVINCE OF ALBERTA, TO ADOPT A MUNICIPAL DEVELOPMENT PLAN

WHEREAS pursuant to section 632 of the *Municipal Government Act*, RSA 2000 Chapter M-26, as amended, requires that every Municipality must pass a Municipal Development Plan; and

WHEREAS the purpose of the Municipal Development Plan is to describe the manner in which future development of the City of Wetaskiwin may best be undertaken;

NOW THEREFORE under the authority of the *Municipal Government Act*, the Council of the City of Wetaskiwin, in the Province of Alberta, enacts as follows:

1. The Municipal Development Plan attached hereto is hereby adopted as *The City We Shape* Municipal Development Plan for the City of Wetaskiwin.
2. The attached Schedule A forms part of this bylaw.
3. If any portion of the Bylaw is declared invalid by a court of competent jurisdiction, the invalid portion must be severed and the remainder of the Bylaw is deemed valid.
4. Bylaw No. 2074-24 shall come into full force and effect upon third reading, and Bylaw 1782-11 is hereby repealed upon this Bylaw coming into effect.

READ a first time this 12 day of November, 2024

READ a second time this 9 day of December, 2024

READ a third time this 9 day of December, 2024

ORIGINAL SIGNED
_____
Tyler Gandam, Mayor

ORIGINAL SIGNED
_____
Sue Howard, City Manager

IMPORTANT NOTICE

This document is consolidated into single publication for the convenience of users. The official Bylaw and all amendments thereto are available from the Legislative Officer and should be consulted in interpreting and applying this Bylaw.

In case of any dispute, the original Land Use Bylaw must be consulted. Where spelling, punctuation or type face was corrected, the change was not noted in this document.

The following is a list of bylaws adopted by Council subsequent to the adoption of this Bylaw that amended the Land Use Bylaw

BYLAW NO.	ADOPTION DATE	CONTEXT
2093-25	June 25, 2025	Map 4 amended to redesignate Plan 5573AB Block 84 Lot 12 to Commercial.

SCHEDULE 'A'
The City We Shape Municipal Development Plan

THE CITY WE SHAPE

MUNICIPAL DEVELOPMENT PLAN

Wetaskiwin

ALBERTA, CANADA

THE CITY WE SHARE.

Wetaskiwin is located on Treaty 6 Territory — the ancestral and traditional gathering place of the Cree, Blackfoot, Métis, Nakota Sioux, Iroquois, Dene, Ojibway, Saulteaux, Anishinaabeg, and many others whose histories, languages, and cultures continue to influence our community and way of life. We are grateful for the land's blessings and teachings, as well as the traditional knowledge keepers and Elders who have always walked in harmony with the spirit of this land since time immemorial.

We recognize that the municipal boundaries of the City of Wetaskiwin have come to be through the process of colonization of the land that is now known as Canada. This was done without appropriately consulting those who were on this land before the settlers arrived. This Municipal Development Plan has been prepared in consideration of the current situation — where reconciling these relationships is far from complete, but reconciliation and healing are things we continue to strive for.

Acknowledgements

Contents

PART ONE
INTRODUCTION & CONTEXT

1.0

The City We Shape

This Municipal Development Plan (MDP) is a comprehensive, long-term policy framework for the development and growth of Wetaskiwin over the next 20 years. Land use and development is the core concern of this document, but land use is essential to all aspects of municipal operations, so the MDP touches on a wide range of policy areas including culture and heritage, parks and recreation, reconciliation, economic development, environment, transportation, wayfinding, and community. The MDP also connects with many other municipal and provincial plans and policies.

1.1 Purpose

The MDP provides high-level direction for Wetaskiwin's long-term growth and development as it pertains to land use. The policies laid out in this document support the City's *50-Year Community Vision* and are consistent with higher-order legislation, while lower-level statutory and non-statutory plans must align with the MDP.

City Council and Administration use the MDP to guide decisions and recommendations regarding land use and development. Developers, residents, and other members of the public may refer to the MDP to understand the City's long-term direction and priorities.

1.2 How to Use This Plan

The MDP is intended to be easily read and used by residents, developers, and organizations as well as City Council and Administration. This section explains how this document is organized and defines common abbreviations and policy language.

Document organization

The MDP is organized into four main sections. Part One introduces the MDP itself and summarizes the social, economic, geographic, environmental, and regulatory context that informs the policies. Part Two provides policies pertaining to general land use types

(such as residential, commercial, and industrial) and policies specific to each area of the city. Part Three contains the policies that apply city-wide, organized into seven sections by policy topic. Part Four contains information on how the policies in the MDP will be implemented, monitored, and evaluated. Supplementary information, including maps, is contained in the Schedules at the end of the document.

Common abbreviations

The table below outlines commonly used abbreviations and short-form terms used in the MDP. For a comprehensive list of terms, see **Schedule 1 Definitions**.

ASP	Area Structure Plan
Airport	Wetaskiwin Regional Airport
City	City of Wetaskiwin
County	County of Wetaskiwin
IDP	Intermunicipal Development Plan
LUB	Land Use Bylaw
MDP	Municipal Development Plan
MGA	Municipal Government Act

Interpretation

The policies in the MDP are written using specific terms that refer to levels of compliance and degrees of commitment.

COMPLIANCE	WILL (NOT)	Means mandatory compliance. Parties must adhere to a policy under all circumstances, unless prevented by conflicting legislation or policy. Mandatory policies are critical to achieving the goals of the MDP or align with prevailing statutory requirements.
	SHOULD (NOT)	Means compliance is required in principle but is subject to the discretion of the Approving Authority. In general, parties must adhere to a policy, but the policy may be relaxed if it is compellingly demonstrated that compliance would be impracticable or undesirable because of valid planning principles or unique circumstances.
	MAY (NOT)	Means compliance is required at the discretion of the Approving Authority. Policies are applied based on circumstance to address particular needs, concerns, and opportunities.
COMMITMENT	EXPLORE CONSIDER	Means that the City will seek information or identify options regarding an issue that may inform future policies and action. The City will EXPLORE or CONSIDER issues that require more information to understand a current state, determine impacts, or identify feasible courses of action.
	ENCOURAGE SUPPORT	Means the City favours an action in principle, which may take the form of issuing needed approvals or providing in-kind and financial support. Activities the City will SUPPORT or ENCOURAGE are typically initiated by community members and organizations. Means of support is assessed on a case-by-case basis.
	PROMOTE	Means the City will take specific, proactive steps towards achieving an outcome. Activities that the City PROMOTES are typically initiated by the City, but also require the buy-in of community members and organizations. Promotion may take the form of offering incentives, raising awareness, establishing a program, or creating regulations.

Definitions and determining boundaries

Terms that have definitions specific to the MDP are defined in **Schedule 1 Definitions**. Words not defined in the MDP may be defined in the *Municipal Government Act* or other higher order legislation. Words not specifically defined in the MDP or other statutory documents have their usual and customary meaning.

Locations and boundaries shown in the MDP are approximate and for general illustrative purposes. Rights-of-way, property lines, and other physical features generally form the boundaries of the areas discussed and illustrated in the MDP. Boundaries and locations may be further refined through subsequent stages of planning, including Area Structure Plans, the Land Use Bylaw, and subdivisions. Refinement of these boundaries may not require an amendment to the MDP, provided the intent for the affected areas is maintained.

1.3 What Information Informs This Plan?

Reviewing and updating the MDP included technical analysis and input from a variety of stakeholders including residents, local businesses, and developers. Critically, much of this plan is informed by input from Wetaskiwinites. First, as a project proceeding from the *Community Vision*, the MDP was guided by the high-level direction that residents provided during the visioning process. Then, extensive public engagement was undertaken as part of the MDP project itself.

The *50-Year Community Vision*

In 2020 and 2021, more than 1,000 residents, almost 10 per cent of the city's population, contributed to the creation of Wetaskiwin's *50-Year Community Vision*. The five core pillars of the *Community Vision* are:

Make safety a priority: Wetaskiwinites rate crime as the most important issue we need to address. Isolated, media-hyped events in recent years have skewed external notions of our city as a dangerous place to visit.

Ensure financial stability: From provincial funding caps and regulatory changes to home-grown issues like low growth and high tax rates, financial challenges abound. We need to be increasingly resourceful in stewarding our fiscal policies while pursuing new opportunities.

Support business growth: The vision acknowledges there are abundant opportunities for development, employment, open spaces, cultural attractions, and vibrant streets in the heart of our community. It is also apparent that we have some work to do.

Unite the community: Generational bias and ingrained fear of those who are different continue to create lines of division across the community at large. In order for us to move forward in a meaningful way, we must do so together and these mindsets must be left behind.

4

Commit to the Vision: With the city's social issues and lack of growth, the community feels discouraged. It will take time and effort to regain the trust of the community and implement vision-aligned initiatives. An unwavering commitment to the vision is essential.

Community input

Community consultation is essential to creating an MDP that is guided by public interest and meets the needs of all Wetaskiwinites. The City conducted a series of consultation activities between 2022 and 2024 to gather public input and perspectives on the issues to be addressed by the MDP. These activities built on engagement that was previously done for the *50-Year Community Vision* and focused specifically on land use, growth, and development. There were three stages of engagement:

Stage 1 (Spring 2022) Preliminary engagement to raise awareness and generate public input:

- The What If Wetaskiwin webpage provided information about the MDP project including educational material, project timeline and status, advertisements for engagement events, and ways to contribute.

- Pub trivia night was a casual event to raise awareness of MDP engagement and get people thinking about civic ideas.

- An online survey focused on broad vision setting and topic direction. Pop-up information gathering sessions were hosted at local businesses to provide information on the MDP project and invite engagement and participation in workshops.

Flourishing

One of the most significant concepts that Wetaskiwinites brought forward during the public engagement for the 50-*Year Community Vision* is that a successful Wetaskiwin is one that is flourishing. Residents expressed this in many ways — some in the desire for deeper connections with their neighbours, others in their appreciation of the variety of amenities available in the city. Some expressed a longing to see their culture and heritage celebrated in the cityscape, and others stated they hoped their business would continue to grow.

As a municipality, it can be tempting to chase growth in the form of building new buildings, and to over-rely on that as a measure of municipal success. Wetaskiwinites recognize that this isn't the whole story.

This MDP aims for a flourishing community that is not only building buildings, but is building each other up, cultivating neighbourly connections, creating art, developing skills, and living new stories.

Stage 2 (Fall 2022) In-depth engagement to confirm general policy topics and directions and gather deep information about specific topics:

- An online survey focused on feedback questions on specific topics.

- Community workshop invited the general public to give feedback and discuss policy in a round table format.

Stage 3 (Spring 2024) Engagement on the draft MDP to confirm policy details and gather more specific feedback:

- An online survey focused on feedback on land use designations and on verifying the direction of city-wide policy areas.

- Three pop-up information sessions to share information about the plan and gathered community input.

"What We Heard" reports were prepared to document each of these phases in detail and are available online or by request in hardcopy.

Public Hearing

A public hearing was held on December 9, 2024 to provide residents and other stakeholders with the opportunity to comment on the proposed Municipal Development Plan prior to Council approval.

2.0

Context

The Municipal Development Plan looks forward towards objectives that further the realization of the *50-Year Community Vision*. To effectively work towards those objectives and vision for the future, the policies of this plan must be rooted in the community's past and present.

2.1 The Story of Wetaskiwin

The land where Wetaskiwin is now located has been inhabited since time immemorial. Oral tradition says 500 generations have lived here, while archeological finds show human activity for at least 8,000 years, dating back to when an ice age lake that covered the area dried up. The area was rich in resources and advantageous natural features, including fertile soil, water, and hills from which to track game.

In the 19th century, these natural resources led to territorial conflict between the Cree and Blackfoot. This conflict came to a head around 1867, when Chief Little Bear of the Cree and Chief Buffalo Child of the Blackfoot encountered each other doing reconnaissance from the hills on the eve of a battle. They fought and then made peace with each other. After news of Little Bear and Buffalo Child's peace made it to the Cree and Blackfoot camps, a council of chiefs returned to the same hills to make peace and end the ongoing conflict between their people. That place became known as inuststi-tomo in Blackfoot, and wītaskīwin-ispatinaw in Cree — "the hills where peace was made," or Peace Hills in English.

Ten years later, Chief Kiskaquin of the Maskwacis signed Treaty 6. Treaty 6 territory extends across central Alberta and Saskatchewan, including the land where the City of Wetaskiwin is now located. The Treaty was first signed in 1876, with later adhesions made in 1877. Through the Treaty process, the British Crown sought access to land for agriculture, settlement, and resource development. Indigenous leaders sought to protect their traditional territory, resources, and way of life. They were also seeking help in the face of spreading disease and the near extinction of the bison.

The first family of settlers in the Peace Hills was the Lucas family, who operated the Peace Hills Agency farm. Other settlers came from the United States, Russia, England, Germany, Scandinavia, and other areas of Europe. Missionaries began to arrive in 1881. In 1891, Father Albert Lacombe suggested that the growing community adopt the name Wetaskiwin.

The C&E Railway was also completed in 1891. Wetaskiwin was known as Siding 16 — the 16th stop north of Calgary — and the railway brought more settlers and services. By the time the Village of Wetaskiwin was incorporated in 1899, the community already had its first businesses, train station, hotel, school, newspaper (the *Wetaskiwin Times*, established in 1901) and non-profit society (the Wetaskiwin Agricultural Society, established in 1898). Wheat farming and cattle ranching helped the village prosper, and it became a Town in 1902 and then a City of 2,000 residents in 1906. The building of the Canadian Pacific branch line from Wetaskiwin to Winnipeg in 1906 further established the city as a transportation hub.

At the turn of the century, Wetaskiwin was modernizing. Following a devastating fire in 1903, electricity came to Wetaskiwin, making it easier and safer to light homes and businesses. Also in 1903, Wetaskiwin's Council supported the establishment of a municipal telephone system. Other notable accomplishments around this time include the construction of the provincial courthouse and the water tower.

In the twentieth century, Wetaskiwin was a center of mixed farming, including grain, cattle, hogs, and dairy. Alberta Engineering Limited manufactured and distributed farm machinery. Wetaskiwin became a major automotive sales center starting in the 1940s and 50s with Stan Reynolds' new and used vehicle business, which expanded to Highway 2A in 1953, starting what we now know as the "Automile."

Wetaskiwin is one of the oldest cities in Alberta. That history is visible today in the historic buildings of downtown and other landmarks such as the courthouse, which now houses City Hall, and the water tower, which serves as an emblem of the city and remains Canada's oldest working water tower. As Wetaskiwin grows and evolves, its history remains an enduring part of the city's identity and sense of place.

2.2 Wetaskiwin Today

Although situated outside the larger regional hub of the Edmonton Metropolitan Region, Wetaskiwin remains advantageously located at the intersection of multiple transportation routes. The city also maintains its industrial and manufacturing sector and serves as a service hub for surrounding communities.

Wetaskiwin is located at the junction of Highway 2A and Highway 13. It lies 72 km south of Edmonton, 100 km north of Red Deer, and 232 km north of Calgary. Highway 2A connects to Leduc to the north and Red Deer to the south, and Highway 13 connects to Camrose to the east and Highway 2 to the west. Highway 2 is the main north-south route linking Edmonton and Calgary. The City of Wetaskiwin lies within the County of Wetaskiwin, which is the only bordering municipality. It is also located just north of the Four Nations of Maskwacis.

Map 1 shows Wetaskiwin in its broader regional context. Current land uses within the City are illustrated in Map 3.

Environment

Wetaskiwin is located in the Central Parkland Natural Subregion – the most densely populated and agriculturally productive region in Alberta. The region is characterized by patches of aspen and willow shrublands within native grasslands underlain by black soils. However, only about 5 per cent of the region is uncultivated, native grassland. It is a transitional region, home to species of both the boreal and grassland regions. Wetlands cover 10 per cent of the Central Parkland subregion and many small waterbodies cover about two percent of the area. Wetaskiwin lies within the watershed of the Battle River, one of three major watercourses in the subregion.

Understanding the city's role in the natural region and its relationship to local and regional ecological systems will be important to predicting and preparing for environmental and climate risks, ensuring long-term sustainability, and fulfilling our responsibilities as environmental stewards.

Economy

Wetaskiwin is home to more than 700 businesses and draws on a regional skilled workforce of 7,500 people. The local economy is driven by the agricultural sector and manufacturing industry, both of which show opportunity for continued investment and growth. Local economic opportunity is supported by strong connectivity via road, rail, and air to domestic and international markets; competitive land prices; and affordable real estate. Retail trade, health care and social assistance, construction, accommodation and food services, and educational services are the top industries of employment.

Municipal servicing

Water

Wetaskiwin's water supply is drawn from Coal Lake at an automat-

ed water treatment plant 13 km east of the city. Water is then piped into the City reservoirs for distribution. The water treatment plant is designed to accommodate a 50 per cent increase in volume over present use, and there is ample pumping capacity and storage to meet projected requirements.

Stormwater

Wetaskiwin's stormwater system consists of a minor system (including pipes, manholes, catch basins, and outflow structures) and a major system (including streets, roads, parkland, overland runoff routes, and a regional Stormwater Management Facility located in the northeast of the city). The City's stormwater networks provide capacity up to an approximately one in two year storm event, with the majority of the culverts having capacity for a one in five year storm event.

Transportation

Wetaskiwin is located at the conjunction of provincial highways 2A and 13 and the Canadian Pacific railroad. It is served by a network of arterial, collector and local roads, which see modest peak traffic volumes, and an active transportation network made up of sidewalks and about 15 km of trails. Approximately two-thirds of the roadways in Wetaskiwin have sidewalks on one or both sides. Although 60 per cent of commute trips are 15 minutes or less, 90 per cent of commute trips are made by automobile.

Community demographics

Wetaskiwin is the smallest city in Alberta, with a population of 12,560 in 2023. The city's population has remained stable over the past decade when compared to the 2011 population of 12,525. The largest age group is 60 to 64 (6.8 per cent), closely followed by 40 to 44 (6.53 per cent), 35 to 39 (6.36 per cent) and 30 to 34 (6.22 per cent) Children and youth aged 0 to 19 make up almost a quarter of the population. The average household size is 2.3 people. As Wetaskiwin looks towards the future, the City must plan to both support its aging population and retain and attract young people and families.

The average household income in 2020 was $84,300, almost 30 per cent less than the average household income for Alberta. There is also a higher prevalence of residents with low income compared to the province as a whole. Thirty-six per cent of households are renters, compared to 28.5 per cent of Albertan households overall, and 20.4 per cent of households spend 30 per cent or more of their income on shelter costs. While attracting new economic opportunities will be crucial to improving economic outcomes for Wetaskiwinites, building a city that provides a variety of affordable, quality housing and alternatives to private vehicle use will also improve quality of life for residents of all income levels.

Wetaskiwin is a diverse community, with 14.41 per cent of the population identifying as a visible minority and 11.74 per cent as immi-

grants. 17.4 per cent know a language other than English or French, and 5.5 per cent say they speak a non-official language most often at home. Indigenous people make up 18 per cent of Wetaskiwin's population, which is almost three times more than Alberta in general. As Wetaskiwin works towards becoming a more inclusive community, our built environment should reflect the diverse cultures and identities that call Wetaskiwin home.

Population projections
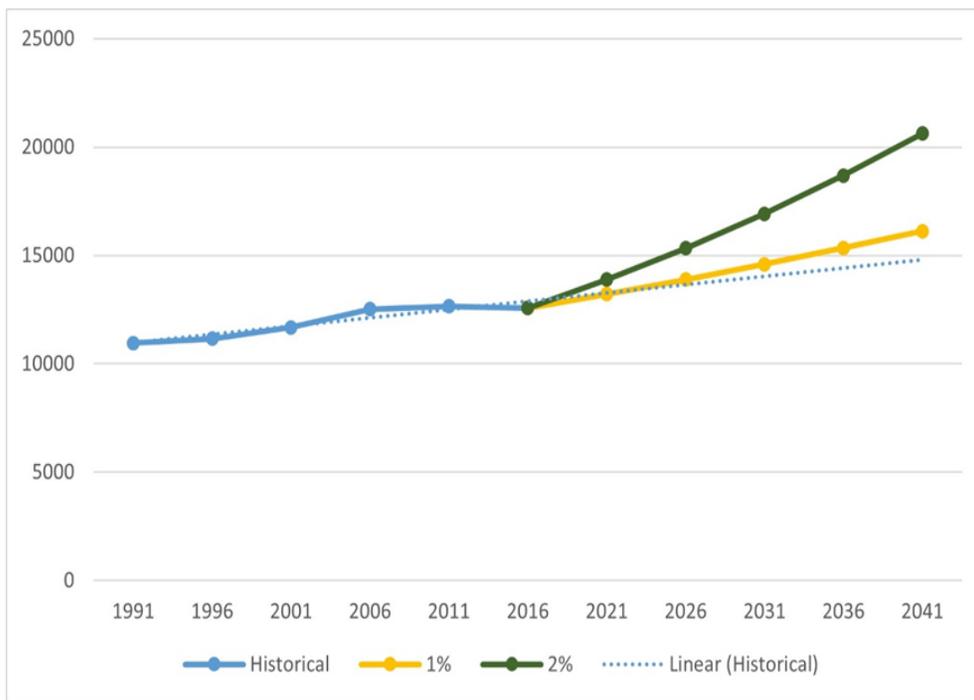
Figure 1: Population growth projections

Alberta's population is projected to reach almost 7.1 million people by 2051. According to the province's population projections, Census Division 11 — which includes Wetaskiwin along with Edmonton and the surrounding region — is projected to grow by 16.2 per cent from 2022 to 2051 at an average annual rate of 1.7 per cent per year. Anticipated growth within the Edmonton—Calgary Corridor outpaces the provincial average, with an average annual growth rate of 1.6 per cent compared to the provincial rate of 1.5 per cent. By 2051, the Edmonton-Calgary Corridor is expected to be home to 81 per cent of Albertans, up from 78 per cent currently. Much of the historical growth in this region has been due to migration from both outside and within the province. Provincial population projections are not available at the municipal level; however, these regional projections reflect the context in which Wetaskiwin will develop over the next 25 years.

Based on national census data, Wetaskiwin's population in 2021 was 12,574. This represents an increase of about 0.4 per cent since 2011. Despite slow increases between 2011 and 2021, Wetaskiwin's population has grown steadily over the last three decades. Since 1991, the city has experienced an average annual growth rate of 0.6 per cent. Based on historical trends and regional projections, the City's population could grow by up to 1 to 2 per cent per year over the next 25 years.

Land supply

Wetaskiwin has ample land supply for commercial, residential and industrial development and redevelopment.

There is a total of 432 hectares of land within Wetaskiwin's boundary that is currently zoned UR – Urban Reserve. The Urban Reserve district is intended to allow only for development that will not pose problems to the logical expansion of future urban uses. It must be redistricted (rezoned) in a manner consistent with an approved Area Structure Plan before urban development may take place (see section 2.4 for more information on planning and development processes). There is Urban Reserve land located on the northern, eastern, and southwestern edges of the city and in areas suitable for the expansion of residential, industrial, and commercial development.

There are also twelve Area Structure Plans representing future or partially completed areas of commercial, residential, and industrial development. The ASPs cover approximately half of the land currently zoned Urban Reserve. Together they identify 107.6 hectares of future residential land, providing an estimated 2,531 dwelling units for an estimated population of 6,731 residents. They also identify at least 73.66 hectares of commercial land and 86.74 hectares of industrial land.

In addition to the land supply represented by Urban Reserve land and current ASPs, there is significant opportunity for redevelopment in the established areas of the city.

2.3 Upcoming Challenges and Opportunities

The next 20 years will bring challenges and opportunities for Wetaskiwin. Foreseeable challenges facing the community include:

- Maintaining Wetaskiwin's unique character and small-town feel, while welcoming economic and development opportunities that will help the community thrive.

- Attracting and retaining families and young residents while supporting an aging population.

- Building inclusive institutions and communities that support the safety and well-being of all Wetaskiwinites.

- Building Wetaskiwin's resilience in the face of environmental uncertainty and climate change.

Each of these challenges is complex, and addressing them will benefit from multiple, interrelated strategies including strategic and intentional land use and development planning.

2.4 Regulatory Context

The Municipal Development Plan provides a long-range vision of how Wetaskiwin will grow and develop. It is intended to be a high-level guide and conceptual framework that lays the foundation for more detailed plans and policies.

Role and scope

The MDP provides direction for decisions and initiatives related to future land use, growth, and development patterns; economic development; infrastructure and transportation; and environmental and social well-being. The MDP contains goals and objectives that will guide City Council, City Administration, developers, and members of the community. In this capacity, it is an essential tool to implement the *50 Year Community Vision*.

The MDP contains certain policy which, at the time of writing, are already being implemented through City programs, initiatives, and other policies. In such cases, MDP policies are to be interpreted as reinforcing or verifying existing City practice and policy.

The planning horizon for the MDP is twenty years. It presents a vision and road map for the next two decades. However, it is important to note the MDP may be amended by Council from time to time in accordance with the *Municipal Government Act* (MGA). This allows the MDP to respond to changing circumstances, while maintaining a long-term direction.

Planning hierarchy

The MDP is a statutory plan governed by the provincial *Municipal Government Act.* It is a legislative document adopted by bylaw after a public hearing and three readings of Council. The MDP represents the City's vision and guides other statutory and non-statutory

plans, policies, and guidelines, while conforming to provincial legislation and regional plans.

Division 4 of the MGA sets out a hierarchy of statutory planning documents that municipalities use to guide the development of their lands. As the plans become more local in scale, they provide more specific detail about the planning matters that will be applied.

Figure 2: Hierarchy of Alberta land use policy and legislation

In this hierarchy, each plan must align with the plan above it. For any given piece of land within the city, several scales of planning have been done. The illustration below shows the planning hierarchy that might be in place for a hypothetical building site. The *Intermunicipal Development Plan* (IDP) guides high-level planning and development for areas within the City and the surrounding County that are directly adjacent to our shared municipal boundary. It is a planning document that allows adjacent municipalities to collaborate on development matters that impact both. IDPs are required and governed by Section 631 of the MGA.

The MDP is a high-level guide for how the city as a whole will grow. It answers the big questions of how we want our city to look and operate — questions like "what pattern of land uses do we want to develop in our city?"; "How should we get around?"; "How are services provided?"; and "How should we manage our environmental resources?" MDPs are required and governed by section 632 of the MGA.

Area Structure Plans (ASPs) and Area Redevelopment Plans (ARPs) are statutory plans and must be consistent with the MDP; they refine the MDP policies over a smaller area. ASPs are generally initiated by developers to guide future development of large areas of land. As set out in Section 633 of the MGA, they must address future land use, population densities, servicing, transportation, and development sequencing. ASPs currently in place in the City of We-

taskiwin are shown in Map 2. ASPs and ARPs may be City- or developer-led, depending on the scale and context of the plan.

Conceptual Schemes are detailed plans prepared by developers immediately prior to development of a site. They address detailed servicing, transportation access, subdivision and building layout, what land use district will apply to each lot, landscaping, and more. Conceptual Schemes are non-statutory, meaning that they are not required by the MGA and are adopted by Council resolution, rather than by bylaw.

The Land Use Bylaw answers the question "what does each type of use or development look like?" and plays a critical role in implementing the MDP. It is not a land use plan, but a set of development regulations that applies to all development in the city. It defines what uses and developments are allowed on each individual parcel of land, depending on the land use district (often referred to as "zoning"), and sets definitions and rules for each type of use and development.

PART TWO
LAND USE DESIGNATIONS

3.0

Land Use Designations

Land use designations identify the types of development planned for each parcel of land. They are high level categories attached to broad development policies. Together, they provide the framework for the City's future land use concept, which is illustrated in Map 4.

These designations are further broken down into more specific land use districts in the *Land Use Bylaw*, and implemented through the *Land Use Bylaw*'s more detailed development regulations.

3.1 Residential Areas

3.1.1 Established Neighbourhoods

Established neighbourhoods are mature and developing areas where subdivision has been completed, establishing the essential roadways and lot configuration. Established neighbourhoods vary widely in character, from older neighbourhoods in the process of

redevelopment to newer neighbourhoods under construction or recently built out. These neighbourhoods are mainly residential, with residential mixed use, small-scale commercial development, and local services and amenities. An established neighbourhood north of the Airport also incorporates mixed-use light industrial development on primarily estate residential lots.

1. The City WILL PROMOTE diverse and high-quality housing options, including a variety of building types and density, tenure options, affordability, and specialized housing such as seniors housing, group homes, and supportive housing.

2. The City WILL ENCOURAGE integration of non-residential uses that complement existing residential use within neighbourhoods and enhance safety and vitality, such as small neighbourhood commercial uses and mixed-use development.

3. Redevelopment and infill development in existing residential areas WILL be compatible with the neighbourhood character.

4. Building scale, setback, and style SHOULD complement neighbouring buildings, but is not required to replicate existing development.

5. Area Redevelopment Plans WILL identify key neighbourhood characteristics, which SHOULD determine the compatibility of new development.

6. As set out in the *Municipal Government Act*, the City WILL allow existing industrial or large-scale commercial operations within residential areas to continue to operate, but if operations cease, the City MAY require that the land be converted to uses compatible with a residential context.

7. Redevelopment SHOULD improve active transportation connections through the use of pedestrian pathways, lanes, and trails.

8. The City SHOULD maintain a minimum 30 per cent public tree canopy coverage in residential areas and WILL ENCOURAGE maintenance of tree canopy coverage on private land.

9. Redevelopment SHOULD preserve existing tree canopy and replace removed trees where preservation is not possible.

10. The City MAY acquire land or repurpose City-owned land for park purposes in underserved areas.

3.1.2 Future Neighbourhoods

Future neighbourhoods are areas that are planned for residential growth but have not yet been subdivided into urban residential parcels or developed. Many of these areas have Area Structure Plans in place that have not been fully built out. These neighbourhoods will be mainly residential with residential mixed use and small scale commercial development, and local services and amenities.

1. The City WILL PROMOTE diverse and high-quality housing options, including a variety of building types and density, tenure options, affordability, and specialized housing such as seniors housing, group homes and supportive housing.

2. The City WILL ENCOURAGE integration of non-residential uses that complement and enhance existing residential use within

neighbourhoods, such as small neighbourhood commercial uses and mixed-use development.

3. Neighbourhood commercial services that can serve existing and future residents SHOULD be included in the early phases of new neighbourhood construction.

4. New development in residential areas WILL PROMOTE neighbourhood safety and sense of place through street design, incorporating public spaces, landscaping, and unique features.

5. New and amended Area Structure Plans and Conceptual Schemes WILL provide for pedestrian connectivity and minimize curvilinear streets that result in long blocks. Pedestrian path-

ways and multi-use trails WILL allow for efficient routes through neighbourhoods.

6. New and amended Area Structure Plans and Conceptual Schemes SHOULD ensure that all homes are within 400 m of a park or public open space.

7. New neighbourhood Conceptual Schemes and amendments to existing Area Structure Plans WILL address neighbourhood density, in alignment with any Area Structure Plan in effect and guided by the needs of the community at the time of development.

8. New neighbourhoods SHOULD be developed with consideration for transit provision within 400 metres of schools and community destinations.

3.2 Local Employment Areas

3.2.1 Downtown Mixed-Use

The Downtown Mixed-Use designation is concentrated along 50 Avenue, encompassing the historic downtown core of the city. It is characterized by small-scale, pedestrian-friendly commercial and mixed-use development, especially residential apartments above ground floor store fronts. Buildings are typically two to three storeys with no front or side setbacks. They are also street-oriented, with entrances and windows facing the street and signage overhanging the sidewalk. This compact, mixed-use style of development dates

Urban Tree Canopy

The benefits of urban trees are well recognized: they provide shade and cooling, remove carbon dioxide from the atmosphere, reduce noise, and have mental and physical health benefits. However, urban forests are often unequally distributed, with some neighbourhoods having many trees and others very few. Often, the unequal distribution of greenery matches wealth distribution, with poorer areas having fewer trees and less access to high quality green space. Implementing minimum landscaping requirements that include trees helps support an abundant urban tree canopy that benefits everyone.

to Wetaskiwin's earliest days as a town but remains highly adaptable to changing urban needs. One need that remains consistent is the need for a safe, vibrant, and meaningful community hub for all residents and visitors.

1. A *Downtown Area Redevelopment Plan* and supporting architectural guidelines SHOULD guide future redevelopment in downtown.

2. New development and redevelopment of existing buildings SHOULD celebrate and enhance the character and feel of downtown through architectural design.

3. Building scale, setback, and style SHOULD complement neighbouring buildings, but is not required to replicate existing development.

4. The City SHOULD ENCOURAGE the development of vacant lots and redevelopment of vacant buildings to optimize existing and planned infrastructure, to support the downtown area's function as a community hub, and to contribute to placemaking and a pedestrian-friendly streetscape.

5. The City SHOULD ENCOURAGE mixed use development that features residential units above ground floor commercial units.

6. Parking requirements in the downtown core area SHOULD meet the needs of residents and businesses, without negatively impacting the downtown streetscape or impeding development and redevelopment.

3.2.2 Commercial

The Commercial use designation refers to concentrations of retail, offices, and services, usually on a key transportation route. Commercial areas are accessible to all modes of transportation but are typically more car-oriented in comparison to Downtown Mixed-Use. These areas may also include limited light industrial uses, where appropriate.

1. Development SHOULD limit paved or impervious surfaces to areas required for parking, loading, sidewalks, and walkways.

2. Landscaping WILL provide visual buffers and minimize contiguous paved surfaces.

3. Commercial signage WILL contribute to a clear, easy-to-navigate built environment and support local economic activity.

4. Urban Design Guidelines SHOULD identify high visibility locations where developers are encouraged to develop to a higher architectural standard through :

   - Use of attractive and high-quality building materials, finishes, and facades.

   - Installation of enhanced landscaping.

- Incorporation of public art.

- Incorporation of Winter City Design Principles.

5. Large-scale buildings SHOULD incorporate architectural articulation to minimize expanses of homogenous building finishes, promoting visual interest, walkability, and safety.

6. The City SHOULD require at least 30 per cent tree canopy coverage for new developments.

7. Any new or redeveloped commercial uses adjacent to residential or institutional uses WILL be located and designed to have no negative impact on those uses, notably through use of visual and acoustic screening.

8. The City WILL consider the following matters when determining whether a proposed amendment to the *Land Use Bylaw* to re-district land for commercial use is appropriate to the proposed location:

   A. Proximity to major transportation routes and intersections and compatibility with existing roads.

   B. Compatibility with nearby existing uses and character of existing development.

   C. Impacts on cultural or historical features.

   D. Water and wastewater servicing.

   E. Environmental impacts, including impacts on wetlands, riparian areas, and groundwater.

3.2.3 Industrial

The Industrial use designation refers to a range of light to heavy industrial uses and may include some limited, complementary commercial uses where appropriate. Industrial areas are well connected to key transportation routes for the efficient movement of goods and materials, with limited negative impacts on nearby non-industrial uses.

1. Development SHOULD limit paved or impervious surfaces to areas required for parking, loading, walkways, and areas necessary to contain potential contaminants.

2. Industrial uses WILL be located and designed to minimize land use conflicts and impact on non-industrial uses to the greatest extent possible. Screening and buffering strategies may include physical barriers like berms, transitional uses, landscaping, or other methods.

3. The City WILL ENCOURAGE the development of complementary commercial and industrial uses within industrial areas.

4. Industrial developments WILL be planned according to the *Transportation Master Plan* Goods Movement Strategy to ensure they are well connected to major transportation routes for

the safe and efficient movement of goods and materials and to minimize impacts on lower intensity uses.

5. The City WILL consider the following matters when determining whether a proposed amendment to the *Land Use Bylaw* to re-district land for industrial use is appropriate to the proposed location:

   A. Proximity to major transportation routes and intersections and compatibility with existing roads.

   B. Compatibility with nearby existing uses and character of existing development.

   C. Impacts on cultural or historical features.

   D. Water and wastewater servicing.

   E. Environmental impacts, including impacts on wetlands, riparian areas, and groundwater.

3.2.4 Airport

The Airport use designation encompasses the Wetaskiwin Regional Airport and associated development, including aviation-related businesses and private hangars.

1. The City WILL PROMOTE the Airport as a unique feature of the city and a regional aviation destination.

2. An *Airport Master Plan* WILL guide City and private investment in facilities, amenities, and services at and adjacent to the Airport, as well as potential future expansion.

3. The City WILL EXPLORE the demand for, and suitability of, residential use of hangars, and WILL develop appropriate regulations and policies.

4. The *Land Use Bylaw* regulations for the airport and surrounding lands WILL reflect the unique responsibilities of airport-attached property ownership and be consistent with other regulatory requirements.

3.2.5 Future Growth Area

The Future Growth Area designates areas in the east and northwest areas of the city where demand for urban growth is not yet apparent. Frameworks for longer term growth in those areas will be defined through Area Structure Plans (see section 11.2.1) or a future MDP in response to conditions and needs at that time.

3.3 Civic Amenities

3.3.1 Institutional and Public Facilities

This designation encompasses non-commercial community facilities such as schools, recreation centres, civic buildings, places of worship, and cemeteries. It also encompasses utility infrastructure such

as water treatment, storm drainage, transmission, and maintenance facilities.

1. Institutional and Public Facilities WILL be identified as required for Future Neighbourhoods and the Future Growth Area through the Area Structure Planning process.

2. Management of City-owned land and properties WILL be guided by a Municipal Land Strategy.

3.3.2 Parks and Open Space

The Parks and Open Space designation includes City-owned outdoor public areas intended for recreation, including parks, playgrounds, playing fields, trails, and naturalized green spaces.

1. This designation MAY incorporate utilities such as stormwater management facilities where these facilities can be designed to allow for public recreational use.

2. Parks and open spaces WILL be identified, programmed, and maintained according to the policies set out in Section 5 (Parks and Open Space).

3.4 Overlays

3.4.1 Special Study Area

The Special Study Area overlay comprises a portion of west Wetaskiwin characterized by a unique development pattern of large-lot mixed residential and light industrial development. In addition to its unique character, this area has environmental development constraints around the sites of an inoperative landfill and former hazardous waste disposal facility. This area will be subject to further study to develop a planning, servicing, and development phasing framework that addresses its specific context and constraints.

PART THREE
CITY-WIDE POLICIES

While Part 2 addressed planning matters that are unique to certain areas of the city, there are many aspects of a flourishing community that interconnect with development and land use and apply to the whole city.

Seven key topic areas were identified as essential to life in Wetaskiwin:

- Culture and Heritage

- Parks and Public Space

- Environment

- Transportation

- Community Well-being

- Economic Development

- Servicing and Development

Each of these seven themes connects with land use and development in various ways. Part 3 of the MDP sets out development and land use policies that support Wetaski-

winites' vision for each of these themes. For each theme, there are:

Goals: targets that together realize the vision of each theme. Each goal will be achieved through policies and actions. Goals are expressed through visionary, present tense statements that describe the aspired-to conditions.

Policies: numbered statements under each goal that will be used to evaluate city-building projects and guide City, developer, and community actions related to land use planning. These are expressed in the future tense as concrete directions needed to achieve each goal.

4.0

Culture and Heritage

Wetaskiwin is one of the oldest municipalities in Alberta, and people have lived on the land now known as Wetaskiwin for thousands of years, long before the municipal boundaries were drawn. Through public engagement, Wetaskiwinites expressed the importance of preserving Wetaskiwin's small-town culture and recognizing Indigenous culture and history. The community's character is shaped by its past, from the form and style of buildings representing stages of growth over the last century, to the stories we tell about our history and how we express our cultures today. Heritage is often associated with old and unique buildings, but it can also be protected and communicated through other means, such as art, informational plaques, and events.

4.1 Wetaskiwin maintains its small-town feel and enhances its unique community character, while welcoming new growth.

GOAL: Both new growth and the preservation and rejuvenation of existing development contribute to Wetaskiwin's unique sense of place and a thriving community. Existing assets are maintained and improved, while new development and redevelopment enhance the city's existing character through complementary building design and land use.

1. The character of established and heritage neighbourhoods SHOULD be protected through design guidelines that address key character traits without inhibiting redevelopment.

2. The character of new development and rejuvenation of existing unique features SHOULD contribute to Wetaskiwin's identity as a unique and family friendly place to live and visit.

3. Indigenous history and culture WILL be recognized as an important part of Wetaskiwin's unique community character, past and present. The City WILL build relationships of mutual recognition and respect with the Indigenous residents of Wetaskiwin and with Indigenous communities in Maskwacis and the wider region, to ensure this heritage is appropriately recognized.

4.2 Downtown evolves and thrives as a destination, gathering place, and showcase of heritage.

GOAL: Downtown is characterized by a variety of complementary services and uses. Mixed-use development, such as apartments located over shops or a mix of public and commercial uses along a street, is consistent with historical mixed-use development patterns. Downtown is accessible and well connected to all parts of the city.

1. The Downtown Mixed Use (s.3.2.1) policy section WILL guide downtown development to allow the area to evolve while preserving and demonstrating Wetaskiwin's heritage.

2. Transportation infrastructure planning WILL recognize and support downtown as a destination.

3. Downtown WILL be easily navigable and accessible by all modes of transportation.

4. The City SHOULD SUPPORT patios, events, and other temporary installations that promote the downtown area's development as a vibrant and inclusive mixed-use area.

Public Art

Public art is more than just beautiful — it can be a powerful way for a community to express itself within the urban environment. Wetaskiwin has some excellent public art such as murals downtown, rainbow painted crosswalks in the summertime, and small encouragement notes posted around the city. There are also many opportunities to enhance our streets and public spaces with new art, such as:

- Painting murals on exposed blank walls.
- Installing sculpture in traffic circles, parks, and other public spaces.
- Brightening winter streets and parks with seasonal installations such as ice and snow sculptures or lights.

Successful public art is high quality, locally relevant, and enhances its surroundings. It promotes community pride and ownership in public spaces.

4.3 Wetaskiwin's heritage and culture is celebrated and reflected in the built environment.

GOAL: The city's built environment includes features that commemorate its history and cultural heritage, such as place names, educational signage, and public art. Indigenous culture and heritage is visible and recognized as a key part of Wetaskiwin's history. Heritage buildings are rejuvenated and form an important part of the city's character and urban fabric.
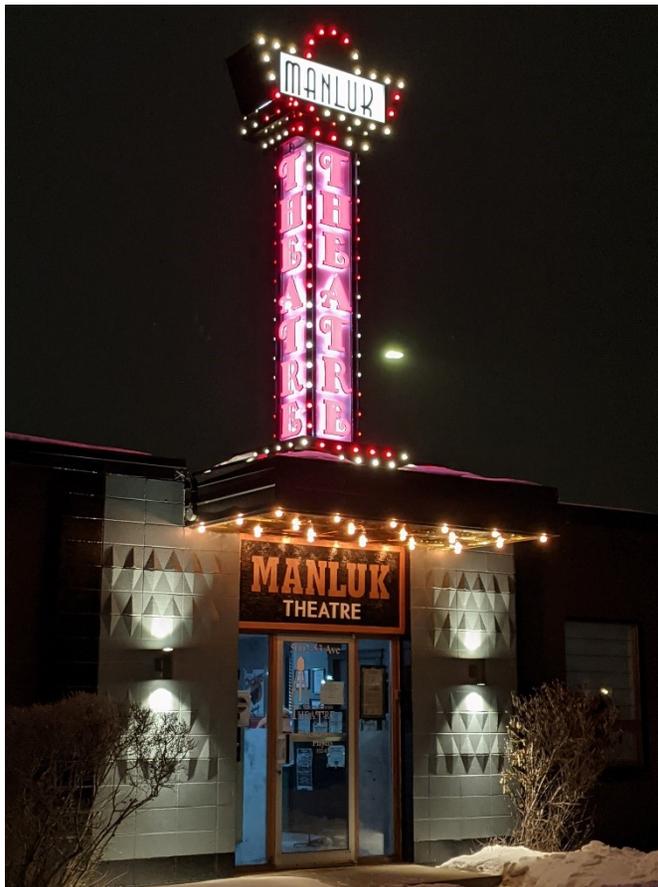
1. The City SHOULD PROMOTE the identification, preservation, and maintenance of historic buildings.

2. Indigenous history and modern culture SHOULD be recognized and celebrated through the design and naming of public spaces and the provision of public art.

3. Naming of public places WILL follow City policy and promote Wetaskiwin's unique identity and sense of place based in local history, culture, and heritage.

4. Land use plans and design guidelines SHOULD identify priority locations for gateway features and other landmarks.

5. The City SHOULD incorporate funding for public art into the municipal budget.

6. The City MAY CONSIDER public art installations as a component of meeting the landscaping requirements of new developments.

7. As new landmarks are introduced, they SHOULD enhance the City's visual identity and contribute to wayfinding.

8. The City WILL SUPPORT applications by interested property owners for designations as provincial heritage sites.

9. The City SHOULD SUPPORT initiatives that encourage understanding and appreciation of the history of Wetaskiwin and the region.

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5.0

Parks and Public Space

After jobs and housing, parks and recreation amenities are a significant factor for families and individuals choosing where to live. Wetaskiwinites expressed the importance of these places for many reasons: parks have inherent and intrinsic value as beautiful spaces that allow us to connect to the natural environment; parks and recreation amenities are places where people gather to build community in both organized and unplanned ways; and they are places for recreation and physical activity. Wetaskiwin has both small community parks and larger parks featuring special amenities and facilities, such as By-the-Lake Park and Diamond Jubilee Park. The City's existing parks and open space network is shown in Map 5. The City also owns and operates indoor and outdoor public recreation facilities and provides recreational programming. Just as we plan for housing, streets, and infra-structure, it is important to plan to provide attractive and accessible parks, green spaces, and recreation facilities to meet the community's evolving needs.

5.1 Wetaskiwin has a variety of green spaces and public recreation facilities that provide different levels of service and amenities throughout the city.

GOAL: Major parks and leisure nodes are key destinations for city-wide and regional users, while local neighbourhood parks and facilities provide smaller-scale programmable space that is easily accessible in all residential areas. Park amenities and indoor and outdoor recreation facilities are varied, meeting diverse recreational, cultural, and community needs. Each park and community space contributes to an overall park system that enhances quality of life for residents.

1. Area Structure Plans and Conceptual Schemes SHOULD ensure all homes are located within 400 m of a park or open space and SHOULD identify opportunities for facilities to serve combined functions.

2. Land use and recreation planning and policy WILL incorporate the trail network as an integral part of the open space network.

3. Municipal Reserve and/or School Reserve WILL be provided in new developments in the amount of 10 per cent in accordance with the provisions of the *Municipal Government Act.* The City MAY choose to accept municipal reserve dedication as cash-in-lieu where dedication of land would conflict with the policies of this plan or an approved Area Structure Plan.

4. Municipal Reserve and open space dedication SHOULD be located and configured to be visible and accessible to residents, meet programming and school siting needs, be easily maintained, and contribute to the ecological and community functions of the parks and trail system.

5. The City's parks and recreation facilities WILL provide a variety of amenities that collectively meet the recreation, leisure, and cultural needs of all ages and abilities in a manner that offers equitable access. The City's parks planning processes WILL regularly evaluate such needs and adapt public spaces accordingly.

6. The City WILL PROMOTE park identification, design, maintenance, and programming supports equitable access to greenspace and tree cover.

7. The City WILL EXPLORE opportunities to include Indigenous cultural spaces in its park and public space offerings.

8. The City WILL EXPLORE opportunities to include naturalized spaces in ways that provide a variety of green spaces, support urban biodiversity, incorporate existing natural features, and manage maintenance resources within the park system.

9. The City WILL EXPLORE opportunities to incorporate uses that promote food access and food security into its public facilities and green spaces.

5.2 Wetaskiwin's parks are accessible, welcoming, and well-used in all seasons.

GOAL: Appropriate year-round maintenance and the use of Crime Prevention Through Environmental Design (CPTED) principles result in park spaces that feel safe and comfortable. Amenities for winter activities and events and the use of winter design principles support all-season park use.

1. Parks and trails throughout the City WILL be well maintained and furnished with appropriate amenities that enhance accessi-

bility and user comfort, which may include sufficient garbage receptacles, benches, water fountains, and wayfinding tools.

2. Parks and trails SHOULD be landscaped and designed to support user comfort and safety by providing appropriate shade, wind breaks, lighting, and visibility.

Winter City Design

Winter City Design is urban design that responds to the winter conditions in city environments such as cold, darkness, and snow and ice. Winter City Design aims to not only mitigate these conditions but create outdoor spaces that are comfortable and inviting to use all year-round.

Examples of Winter City Design techniques include:

- Incorporating colour and lighting to illuminate and brighten spaces during short, dark winter days.
- Using landscaping and other structures to block wind and provide shelter.
- Orienting streets and buildings to block wind and designing buildings to avoid downdrafts.
- Using materials that promote safety and comfort during cold, icy weather, such as non-slip paving materials that resist heaving, or bench materials other than metal.
- Incorporating varied textures and forms to add visual interest and legibility to snow-covered spaces.
- Designing well-connected, multimodal transportation networks to enable short, direct trips by pedestrians.

3. The design of new and retrofitted parks SHOULD be reviewed according to CPTED principles.

4. Conceptual schemes and park designs SHOULD address winter use of parks through design features and programmable space.

5. The City SHOULD PROMOTE winter events and activities through the direct provision of winter maintenance, amenities, and programs, as well as through support for community initiatives.

6. Functional lighting SHOULD be implemented in park and trail spaces to ensure visibility, safety, and comfort for users. Decorative lighting MAY be used to illuminate public areas.

5.3 Parks and recreation facilities are important spaces for community-building.

GOAL: Wetaskiwin residents feel pride and ownership in the city's parks and recreation facilities. Parks and recreation facilities are important community hubs used for formal and informal gatherings and events.

1. The City SHOULD SUPPORT initiatives that promote use of parks and recreation facilities as gathering spaces, such as community, cultural, and City-sponsored events.

2. The City SHOULD EXPLORE opportunities for community responsibility for local parks and recreation facilities, such as volunteer programs.

6.0

Environment

A healthy natural environment is necessary for a thriving community. Wetaskiwinites love their parks and public spaces as places to interact with nature. Ecosystems are important amenities to urban life. Beyond the intrinsic value of nature, clean air, water, and soil support a healthy community and economy, and contact with nature supports people's physical and mental well-being. Generations lived in relationship with the natural environment of this region long before the City of Wetaskiwin was established, but even within an urban environment, ecosystems and biodiversity can be protected and integrated through thoughtful land use planning, development, and building practices that emphasize efficiency, conservation, and sustainability. Wetaskiwin is also not immune to the impacts of climate change and environ-mental degradation and must be prepared to mitigate and adapt to these risks and changes.

6.1 Environmentally and culturally significant lands are identified, preserved, and integrated into the City's green spaces and built environment.

GOAL: Urban development has limited impact on biodiversity and ecosystems. Naturalized green spaces throughout the city support indigenous plant and animal species. Land is recognized as having cultural and environmental value beyond its usefulness for development and extraction and is responsibly stewarded for future generations.

1. The City SHOULD develop policies regarding sensitive environmental areas and culturally significant lands in partnership with other orders of government, Indigenous knowledge keepers, and public and non-profit environmental agencies.

2. Area Structure Plans WILL identify and provide for protection of environmentally and culturally sensitive areas, including appropriate buffer zones. At the Area Structure Plan or later stage, the City MAY require environmental studies including, but not limited to, Biophysical Assessments, Environmental Site Assessments, and Environmental Impact Assessments in support of new development where:

   A. The subject land includes a wetland, watercourse, natural drainage course, flood-prone area, wildlife habitat, steep slope, or other ecologically significant feature.

   B. Contamination is suspected based on previous or nearby land use.

3. The City WILL designate land as Environmental or Conservation Reserve to define, protect, and limit development within environmentally sensitive areas a provided for in the MGA, and WILL endeavor to identify potential such reserves through the Area Structure Plan and related land use planning processes.

4. The City WILL CONSIDER the following environmental features for protection through Environmental or Conservation Reserve designation:

   A. the forested area on Lot B, Plan 792 1742

   B. wetlands on Block X, Plan 7410U and Lot 6, Block 2, Plan 9721928

5. The City WILL NOT accept land that can be dedicated as Environmental or Conservation Reserve, as defined by the *Municipal Government Act*, as Municipal Reserve or School Reserve.

6. The City WILL include watershed protection as a consideration in land use planning.

7. The City WILL work with the Province of Alberta and County of Wetaskiwin to protect the City's water source at Coal Lake.

8. Wetlands WILL be protected according to provincial approval requirements and guidelines such as the *Alberta Wetland Policy*.

9. Local and regional ecological connectivity and function SHOULD be considered in the location, design, and maintenance of parks, trails, stormwater management facilities, and other open spaces.

10. Naturalization, landscaping, and the planting, maintenance, and protection of urban trees SHOULD be guided by a forest and green space policy.

6.2 Development incorporates environmental infrastructure and ecosystem services.

GOAL: Wetaskiwin's buildings and neighbourhoods are designed, built, and serviced in ways that mitigate and adapt to the impacts of

climate change, protect the City's water and air quality, promote sustainable energy systems, and encourage lower consumption and waste.

1. Development and redevelopment SHOULD optimize existing infrastructure, including existing roadway, water, sewer, and stormwater management capacity.

2. Developments SHOULD utilize green and sustainable building practices. The City MAY promote environmentally friendly initiatives in building, such as green roofs, renewable energy, energy and water efficiency, sustainable materials, or other sustainability features, through regulatory or other incentives.

3. Area Structure Plans and subsequent subdivision and development approvals WILL establish appropriate buffer zones and setbacks adjacent to naturally vegetated watercourses, water bodies, and wetlands to maintain water quality and hydraulic function and to maintain habitat necessary to support the life cycle needs of the wetland ecosystem.

4. Development and redevelopment SHOULD incorporate water conservation and management practices including but not limited to incorporation of natural drainage courses or natural water features for storm water management, naturalization of storm ponds and riparian areas, minimization of impervious areas, use of rain gardens, xeriscaping and drought-tolerant landscaping,

Ecosystem Services

Ecosystem services are the direct and indirect contributions of ecosystems to human well-being, survival ,and quality of life. It is estimated that ecosystems provide the equivalent of $170 trillion in services per year. When governments, citizens and developers are conscious of these services, it helps us identify and prevent their degradation and loss.

The four types of ecosystem services are provisioning services, regulating services, cultural services, and supporting services. Provisioning services are the ability to obtain products from ecosystems, such as food, water, and other natural resources. Regulating services are any benefit obtained from natural processes and functions of ecosystems, such as climate and flood regulation, pollination, and water purification. Cultural services are non-material benefits such as recreation, aesthetics, and spiritual or intellectual enrichment. Supporting services are the result of habitat functions and are the basis of survival, such as photosynthesis and the water and nutrient cycles that form the basis of ecosystems.

Land use planning is typically concerned with the benefits of provisioning and regulating services, but it has an important role to play in the stewardship of cultural and supporting ecosystem services.

and implementation of Low Impact Development principles.

5. The City WILL require development and subdivision proponents provide a stormwater management plan for new subdivisions and encourage developments to prevent flooding and contamination of nearby waterbodies by conserving and/or regulating run-off, and snow melt.

6. The City WILL maintain a minimum 30 per cent tree canopy in order to improve air quality, mitigate runoff, and moderate temperatures. The City WILL protect the tree canopy through maintenance and planting of public trees and by ENCOURAGING developers to protect existing trees and plant new trees that are appropriate and viable in the long-term.

7. The City WILL take a leading role in environmental stewardship by exploring measures to support reductions in corporate emissions, energy use, water use, and waste generation.

8. The City WILL ENCOURAGE the inclusion of charging stations in new development to support electric vehicle use.

6.3 Wetaskiwin is prepared for environmental risks and changes.

GOAL: Like all communities, Wetaskiwin faces environmental risks and changes, both natural and resulting from human activities. Wetaskiwin demonstrates environmental resilience by understanding these risks, working to mitigate them, and being prepared to adapt.

1. City strategic and resource planning SHOULD consider and respond to the actual and anticipated impacts of climate change.

2. Area Structure Plans, Area Redevelopment Plans, and neighbourhood Conceptual Schemes WILL consider climate change mitigation and adaptation strategies, especially related to heat, drought, high winds, and flooding.

3. New and upgraded stormwater management infrastructure design WILL consider 1:100 year storm events.

4. Flood mapping SHOULD be conducted for the City and any resulting flood mitigation measures SHOULD be implemented.

5. Emergency management planning SHOULD address a range of extreme weather conditions.

7.0

Transportation

Although Wetaskiwin was established before cars and trucks were commonplace, most of its growth over the last century has prioritized motor vehicles in the development and design of transportation infrastructure and in land use regulation. This approach has resulted in a transportation network that is not always complete, accessible, or safe for pedestrians, cyclists, and other modes of non-motorized transportation. The City's existing transportation network is shown in Map 6. Cars and trucks are a primary form of transportation to, from, and within the city, so transportation planning and design must continue to ensure that vehicle traffic is efficient, safe for all road users, and does not negatively impact homes and businesses. However, Wetaskiwin is in an excellent position to take advantage of its relatively small size to make active transportation an efficient, convenient, and accessible choice.

7.1 Everybody can move safely and efficiently around the city using the transportation mode of their choice.

GOAL: Convenient commuter connections and supporting infrastructure take advantage of Wetaskiwin's accessible scale to make cycling, walking, and other active transportation modes a safe and efficient option for most residents all year round. New streets and renewal initiatives provide suitable sidewalk width, curb cuts, and separation from vehicle traffic. Roadway construction and maintenance provides appropriate access for vehicles.

1. All new transportation facilities WILL adhere to design and maintenance guidelines that promote a transportation network that is well-connected, safe, navigable, and accessible in all four seasons.

2. The City WILL require new development proposals to incorporate multi-modal transportation access for all ages and abilities as appropriate to the context.

3. New neighbourhoods and transportation corridors and upgrades to existing corridors SHOULD implement Complete Streets principles. The City SHOULD develop guidelines for the implementation of these principles in Wetaskiwin.

4. Roadway improvements and development WILL implement the Road Safety Strategy outlined in the *Transportation Master Plan*.

5. The City's asset management program WILL identify road, sidewalk, and trail renewal schedules and communicate this clearly to the public.

6. The City SHOULD EXPLORE opportunities to provide more safe and reliable transportation connections across barriers such as rail lines and major roads, including grade-separated crossings over the rail line at major intersections.

Complete Streets

Complete Streets is an approach to planning, designing, and building road networks that focuses on creating spaces that are safe and functional for all users, regardless of age, ability, or mode of travel. Complete Streets is not a one-size-fits-all design solution. It is an approach to street design that focuses on balancing and meeting the needs of all road users while responding to local needs and context.

7. The City WILL align its transportation network with wider regional networks to enable efficient and effective movement of people and goods within the region.

7.2 Recognize and support active mobility as a key component of the city's transportation system.

GOAL: The construction, renewal, and maintenance of the transportation network balances the needs of motorized and non-motorized modes of travel, including but not limited to private and commercial vehicles, pedal and e-bikes, pedestrian travel, scooters, and mobility aids. Private vehicle use is one of a variety of viable choices for daily travel within Wetaskiwin rather than the default mode.

1. All plans and policies related to transportation WILL address the safety of vulnerable road users.

2. Roadway improvements, development and Area Structure Plans and Conceptual Schemes WILL be guided by the Alternative Modes Strategy outlined in the *Transportation Master Plan*.

3. The City SHOULD develop an active transportation network and supporting standards and guidelines, as outlined in the Alternative Modes Strategy in the *Transportation Master Plan*. The network SHOULD incorporate frequent connections and linkages to destinations and other modes of transportation.
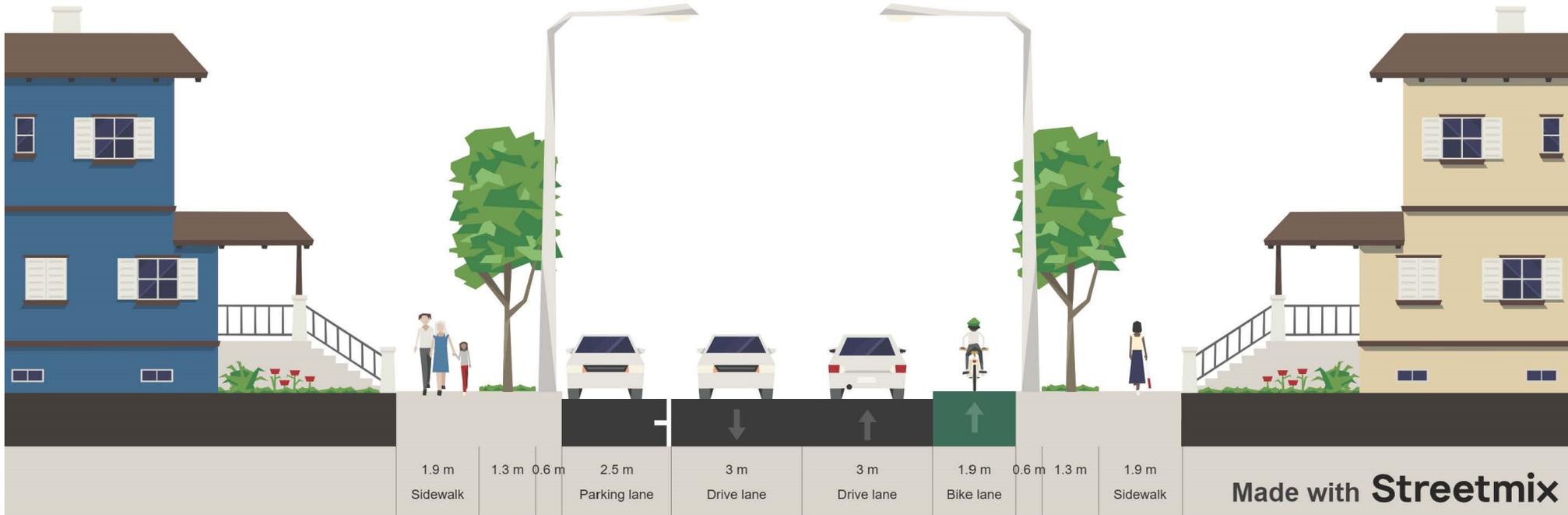
1.9 m	1.3 m	0.6 m	2.5 m	3 m	3 m	1.9 m	0.6 m	1.3 m	1.9 m
Sidewalk			Parking lane	Drive lane	Drive lane	Bike lane			Sidewalk

Made with **Streetmix**

Figure 3: Road redesign example. Diagram is for illustrative purposes only.

Road Redesign

Many streets in Wetaskiwin are wider than their use requires. Overly wide streets encourage speeding, are harder to cross, expose pedestrians and other road users to the elements, and leave less room for pedestrians and features such as trees and landscaped buffers. Policy 7.2.4 calls for the implementation of "road diets" to address this issue where appropriate.

The diagram above is an example of how a primary neighbourhood connector with an 11 metre wide road surface can be reconfigured to make more efficient use of space. This redesign creates space for cyclists and pedestrians and green features such as trees, landscaping, or bioswales, without losing the capacity needed for the road's vehicle traffic volume. Additional features such as raised pedestrian crossings would provide traffic calming for the neighbourhood and make pedestrian travel safer and more comfortable.

4. The City MAY redesign roads where vehicle traffic capacity is significantly greater than demand, in order to reallocate underused road space towards pedestrian and cycling infrastructure and promote safety and comfort for non-motorized modes. Road redesigns MAY be undertaken as part of the regular cycle of road renewal work.

5. The City's cycling network MAY utilize a variety of types of cycling infrastructure, including on-street infrastructure where traffic speed and volume are low, and separated cycling infrastructure where traffic speed or volume is high.

6. City design and development standards WILL PROMOTE end-to-end support for active transportation, including but not limited to bicycle parking, lighting, and landscaping.

7. The City MAY undertake or support initiatives encouraging travel by active modes.

7.3 Wetaskiwin's trail network is well-connected as an integral part of Wetaskiwin's transportation network.

GOAL: All areas of the city are connected and have access to the trail system. Infrastructure such as bike racks provides end-to-end support for trips using active transportation modes. The trail system supports residents' health and well-being, convenience, and a reduction in greenhouse gas emissions.

1. All trails SHOULD be well-integrated into the City's transportation network and any wider regional trail network, and SHOULD support both recreational and utilitarian trips using a variety of modes.

2. All Area Structure Plans and neighbourhood Conceptual Schemes WILL provide for multi-use trails and connections to the city-wide trail network.

3. All parks and recreation facilities in the city SHOULD be connected to the trail network. The recreation hub formed by Manluk Centre, Co-op Place Arena, and the surrounding Recreation Grounds is a priority for trail connectivity.

4. The City SHOULD identify and fill gaps in the existing multi-use trail network to provide safer and more direct routes.

5. The City WILL generally require new trail linkages that are not part of a public park to be provided on Public Utility Lots (PULs) rather than Municipal Reserve land (MR).

6. Signage and wayfinding SHOULD be implemented within the trail network to identify features such as routes, landmarks, destinations, speed limits, and guidelines for use.

7.4 Transportation systems, land use, and urban design are integrated.

GOAL: Wetaskiwin is navigable by inherent features such as logical street numbering, layout, and landmarks, as well as by wayfinding signage. Transportation system features such as street layouts, block lengths, and active transportation infrastructure match the surrounding land uses, density, and building forms.

1. In addition to the policies of this plan, transportation infrastructure development WILL be guided by the *Transportation Master Plan* in effect.

2. Addressing and street numbering WILL be logical and consistent.

3. Large-scale developments SHOULD incorporate wayfinding elements such as signage and landmark features.

4. Area Structure Plans and Area Redevelopment Plans WILL be designed to address primary nodes and corridors as identified in the *Transportation Master Plan* Primary Transportation/Active Transportation Framework Concept.

5. Transportation and utility corridors WILL be integrated where feasible.

6. New development WILL address the impact of land use on the efficient and safe movement of goods and people.

7. Subdivision and development proposals WILL include provisions for snow removal and storage, waste collection, and emergency access.

8. Subdivision designs WILL minimize cul-de-sacs. Where cul-de-sacs are created, they WILL have trail linkages in the bulbs.

9. The City WILL SUPPORT efforts to improve the safety, appearance, and functionality of laneways as multi-modal connectors and public spaces.

10. Redevelopment SHOULD maintain grid-style street layouts where they exist, including rear lane accesses between streets and/or avenues.

7.5 Parking supports access to destinations with minimal negative impacts.

GOAL: The amount, location, design, and maintenance of parking facilities meet the needs of residents and businesses while minimizing impacts on the city's safety, function, and appearance.

1. The determination of parking requirements for all modes WILL support the development of a compact, walkable, accessible, and affordable community.

2. The design and location of parking facilities SHOULD contribute to a safe and comfortable environment for pedestrians.

3. Where parking minimums are regulated, shared parking ar-
   rangements SHOULD be considered for development pro-
   posals.

7.6 Wetaskiwin offers convenient and comfortable options for public transit and shared transportation

GOAL: Land use patterns and urban design support the potential for public transit and shared transportation options.

1. The City SHOULD EXPLORE opportunities to support and ex-
   pand local transit and shared transportation within the city and
   to regional destinations.

2. Development and redevelopment at major community destina-
   tions SHOULD incorporate design features that can accommo-
   date transit and shared transportation in a safe and barrier-free
   manner.

8.0
Community Well-being

Community well-being and safety encompasses a wide range of factors and directly relates to two pillars of the *Community Vision*: make safety a priority, and unite the community. Issues such as crime, homelessness, racism, and mental and physical health are complex and multi-faceted, but intentional land use development and planning geared towards creating a thriving community can contribute to solutions. Design choices can reduce opportunities for crime, produce safer physical environments, and create gathering spaces. Development regulations and incentives can create the conditions for building affordable, diverse housing options. Robust public engagement and consultation with a diversity of interested parties can help ensure that plans and important development decisions address the needs and perspectives of all of Wetaskiwin's citizens.

8.1 Wetaskiwin is a welcoming and inclusive community.

GOAL: The City's development patterns and municipal programs and services reflect the diversity of its residents. Residents of all ages, abilities, incomes, cultural backgrounds, and sexual orientations can access housing, facilities, and services that meet their needs. Public spaces facilitate gathering and chance encounters. Community-driven initiatives promote connection, civic participation, and a sense of belonging.

1. The City SHOULD SUPPORT proposals that contribute to the city's development as a complete community by meeting the needs of a diversity of residents.

2. The City WILL implement the Calls to Action of Canada's Truth and Reconciliation Commission. The City WILL develop a Reconciliation Strategy to support this process.

3. Municipal services, programs, and decisions WILL be informed

by a lens of equity, diversity, and inclusion. The City SHOULD implement the recommendations of the Community Safety and Well-Being Strategy in support of this objective.

4. Development regulations and processes WILL endeavor to support the provision of a mix of quality rental and ownership housing options for residents of diverse life stages, abilities, and income levels, including affordable and social housing options.

5. New and retrofitted development, infrastructure, and public facilities SHOULD incorporate universal design principles.

6. The City SHOULD SUPPORT the establishment of community associations, events, temporary "pop-up" installations, and other initiatives that foster community connection, civic participation, and a sense of belonging.

8.2 Wetaskiwin is a safe community.

GOAL: Public spaces provide a sense of safety, security, and belonging. Crimes of opportunity are minimized and environmental design enhances personal safety. Development regulations and processes facilitate the equitable provision of housing and community and health services, and minimize potentially negative social impacts. Emergency management is considered in all master plans and land use decisions.

1. New neighbourhood developments WILL have emergency access for residents and first responders in the form of multiple appropriately-sized access points and a legible, connected road

Truth and Reconciliation

In 2015, the Truth and Reconciliation Commission of Canada (TRC) released its six-volume report documenting the history and lasting impact of the residential school system on Indigenous students, families, and communities. It also released 94 Calls to Action intended to further reconciliation. The Truth and Reconciliation Commission of Canada refers to reconciliation as:

> " An ongoing process of establishing and maintaining respectful relationships. A critical part of this process involves repairing damaged trust by making apologies, providing individual and collective reparations, and following through with concrete actions that demonstrate real societal change."

Three of the Calls to Action are directed at municipal governments, but many more are relevant to municipal operations and areas of influence. This document has been reviewed against the Calls to Action to ensure that it directly or indirectly addresses each Action that is within its scope. Reconciliation is directly addressed under section 8.1 of this plan, within the theme of inclusion. However, the Calls to Action relate to all areas of Canadian civic life and the obligation to reconciliation is distinct from other issues of equity and inclusion. Policy 8.1.2 recognizes the need for a comprehensive review and strategy to further reconciliation within all areas of municipal operations.

network, with minimal cul-de-sacs.

2. New developments WILL be planned to ensure appropriate fire and police response. Associated facilities WILL be located and have sufficient capacity to protect existing and new residents, development, and infrastructure.

3. The Community Emergency Plan WILL be maintained and enhanced, in collaboration with regional partners.

4. Developments SHOULD be designed to promote safety, security, and crime reduction through the implementation of Crime Prevention Through Environmental Design (CPTED) principles. Wetaskiwin-specific CPTED guidelines MAY provide further guidance.

Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design is a multi-disciplinary approach to crime prevention that uses urban and architectural design and the management of physical environments to reduce opportunities for crime, increase sense of safety, and build community ownership of public space. Examples of CPTED techniques include designing spaces with clear sightlines and minimizing isolated or hidden spaces; providing clearly defined paths of travel and limited points of access; and defining obvious transitions between public and private space.

5. The City SHOULD SUPPORT programs and services that benefit the mental and physical health and social wellbeing of residents.

6. Land-use regulations WILL provide a framework for appropriately locating retail uses with potentially challenging social impacts.

7. The City MAY CONSIDER initiatives to address derelict properties.

8.3 Decision-making on public issues is driven by informed public participation.

GOAL: Wetaskiwin's residents are informed about municipal plans and development projects that impact them and have opportunities to participate in public engagement associated with those projects. Public engagement on important decisions is proactive, accessible, and meaningful.

1. Planning and development processes WILL incorporate accessible and meaningful public participation opportunities appropriate to the scope and scale of the decision and will be guided by the City's *Public Participation Policy* in effect.

2. Public participation methods WILL include meaningful engagement with diverse stakeholders who have a vested interest and/or are expected to be impacted by the final decision, including groups that have historically been marginalized from policy, planning, development, and land-use decisions.

3. The City WILL use a variety of communications tools to raise public awareness about municipal processes, projects, and issues.

4. All proposed plans WILL comply with the Municipal *Government Act* public consultation and notification requirements. The City WILL encourage developers to make additional efforts beyond these requirements, where appropriate.

Pop-Ups

"Pop-up" events and spaces have become increasingly popular, especially since the COVID-19 pandemic led businesses and communities to get creative to create safe, financially viable, and successful gathering spaces. Pop-ups can encompass temporary use of a traditional space such as a short-term shop or restaurant within a storefront location; temporary structures such as patios, community gardens, or art installations; or short-term activation of space such as festivals, food trucks, or recreation programs in public or semi-public space. They may have entrepreneurial goals or provide a community service. What all pop-ups share is that they are temporary and often low-cost uses of space. Such uses of space can benefit community groups and businesses by providing established groups with the operational flexibility to pilot a program, while having a lower barrier to entry. They can also provide an opportunity for emerging organizations and new businesses to establish recognition. The community benefits from opportunities to participate in community activities and increased access to services and goods, and the City benefits from increased vitality in its public spaces.

9.0
Economic Development

Development is closely linked to the economy, as both an indicator of economic health, and as one of many factors that influence local economy. Things like neighbourhood design and high-quality parks can entice families to move here, or to visit the city and shop at local businesses. Available services and transparent regulatory processes can influence businesses to locate here.

One of the main impacts that a *Municipal Development Plan* can have on economic growth is the realization of a vision for a city where people love to live. As a city with small town feel, great restaurants, a state-of-the-art swimming pool and rec centre, hockey rink, beautiful parks, historic downtown, and services like a hospital and an RCMP detachment, Wetaskiwin punches above its weight when it comes to high-quality day-to-day amenities.

9.1 Wetaskiwin is a complete community and a top choice to call home.

GOAL: A complete community is one in which all residents, regardless of age and income, can meet their basic needs for housing, employment, amenities, and services. Residents can access key services in or near their neighbourhoods and by various modes of transportation. They can conveniently meet all daily needs within the city, including working, shopping, and accessing recreation and public services. Wetaskiwin offers city amenities with small-town, family-friendly character.

1. Statutory and non-statutory plans, bylaws, policies, and guidelines WILL provide a framework for the city's growth as a complete community, including neighbourhoods that provide equitable access to a variety of services and amenities.

2. The City WILL work closely with local businesses and industries to develop a policy and regulatory environment that allows them to thrive.

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3. The City SHOULD ENCOURAGE mixed-use development, live-work development, and small-scale neighbourhood commercial development.

4. The City SHOULD ENCOURAGE festivals, cultural and recreational activities, and events that enhance Wetaskiwin's image to attract visitors, residents, and economic development.

5. The City WILL seek economic development opportunities that will generate meaningful employment and enable residents to work and live in Wetaskiwin with their families.

6. The City WILL recognize the Highway 2A and Highway 13 corridors as important entry points to the community and WILL ENCOURAGE architectural design and placemaking in these corridors consistent with this role.

9.2 Collaborative regional partnerships attract and retain diverse businesses, industries, and employment opportunities.

GOAL: The City of Wetaskiwin has constructive relationships with regional partners, allowing for collaboration on future growth planning and coordination on mutually beneficial major infrastructure projects, programs, and services.

1. The City WILL continue to develop and maintain relationships with the County of Wetaskiwin and other area municipalities, the Four Nations of Maskwacis, and the Province of Alberta on community, cultural, and economic activities of mutual benefit.

2. The City WILL work with community organizations and all orders of government to leverage Wetaskiwin's place within the Highway 2A corridor for regionally beneficial industrial and commercial development.

3. The City WILL work to leverage the unique transportation and economic opportunities afforded by the Wetaskiwin Regional Airport.

9.3 Economic development is fostered through clear, reasonable development regulations and permitting processes.

GOAL: Development and business regulations are purposeful, predictable, and do not place unnecessary barriers on development. Municipal regulatory processes such as statutory planning, redistricting, subdivision, and development and building permits are clear and transparent. Development contributes to the long-term fiscal and economic sustainability of the city.

1. The City WILL maintain a Land Use Bylaw and other development policies that are clear and consistent, providing property owners, developers, and the community with regulatory certainty.

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2. The City WILL maintain development approval processes that ensure that development is compatible with surrounding land uses and meets all legislative and policy requirements, while striving to render timely decisions.

3. The City WILL maintain a program of development fees and levies that covers the cost of the municipal infrastructure required to support development, meets provincial regulatory requirements, and is prepared and documented in a transparent manner.

4. The City MAY offer incentives to promote development that furthers the objectives of this MDP and other municipal strategies.

10.0

Servicing and Development

The utility system that supports the City of Wetaskiwin includes the water, sanitary sewer, stormwater management, and solid waste management systems. Other utilities such as gas, power, telephone, cable and internet are provided by the private sector.

As a city that is more than 120 years old, one of Wetaskiwin's greatest challenges is managing the lifecycles of its servicing infrastructure. The City's asset management program is critical to ensuring the sustainability and efficiency of services into the future, making sure that maintenance is scheduled such that expenses are foreseen, and emergencies are minimized.

Between Spring 2020 and Summer 2021, the City updated Utility Master Plans for its water, sewer, and stormwater services.

10.1 Development occurs in accordance with a comprehensive land use planning framework aimed at optimizing existing infrastructure, services, and resources and creating a compact, connected, and complete community.

GOAL: Intermunicipal, City-wide, and area-specific development policies and land use plans promote contiguous, interconnected development supported by logical and timely servicing. Development contributes positively to the livability and vibrancy of the city as a whole and has minimal negative impacts within the City or the region.

1. All development WILL be in accordance with an approved land use, infrastructure, and servicing plan. The City MAY require that large-scale development or redevelopment not requiring an Area Structure Plan be guided by an approved Conceptual Scheme.

2. Redistricting and development within the Future Growth Area WILL require the preparation of an Area Structure Plan and a corresponding amendment to the land use concept of this *Municipal Development Plan*. An approved Conceptual Scheme may also be required.

3. The City WILL refer to the County of Wetaskiwin all Area Structure Plans, Conceptual Schemes, redistricting applications, and subdivision applications within the Future Growth Areas and Fringe Area, established 1.6 km from the municipal boundary, unless an approved *Intermunicipal Development Plan* provides more specific referral policies.

4. Subdivision and development on lands within an approved *Intermunicipal Development Plan* WILL be guided by the IDP's policies and future land use map.

5. All statutory plans WILL be consistent with any approved IDPs in effect.

6. The City MAY require an Agricultural Impact Assessment prior to the conversion of agricultural lands to urban development.

7. The City WILL consult and collaborate with all school boards when identifying school site requirements to inform the preparation of Area Structure Plans and School Site Allocation Agreements. The City WILL work with the School Boards to:

   A. Develop new school sites as community focal points that are integrated within neighbourhoods.

   B. Co-locate school and parks and recreation facilities.

   C. Plan for safe and accessible multi-modal routes to school.

9. The City SHOULD pursue partnerships and joint facility opportunities with all school boards, which shall be supported by Joint Use and Planning Agreements.

10.2 Development accounts for identified development constraints.

GOAL: Development proposals address existing external constraints and areas of incompatibility through land use and design choices. As a result, developments in Wetaskiwin are safe, functional, comfortable, and aesthetically pleasing.

1. Development WILL have regard for identified environmental hazards and constraints, notably those identified on Map 7 of this plan.

2. The Subdivision Authority and Development Authority WILL NOT approve a subdivision or development that would result in a permanent dwelling or public facility development that does not conform to the Alberta Energy Regulator's required setbacks from sour gas facilities and gas or oil wells.

3. Subdivision and development of land within 1:100 year storm

event surface ponding area shown on Map 8 MAY be subject to additional review, technical study, design requirements, and development restrictions to minimize the potential for flood-related impacts.

4. Land use conflicts WILL be minimized through the use of appropriate buffers and setbacks, including those set out in subdivi-

sion and development regulations established pursuant to the *Municipal Government Act.*

5. The City WILL ENCOURAGE the remediation of existing brownfield sites.

6. New residential development near major corridors WILL address the need for noise mitigation.

7. Water features WILL incorporate bird deterrent features to reduce the risk of bird strikes to aircraft operating out of the Wetaskiwin Regional Airport.

8. Land use planning SHOULD address appropriate transitions between the heights and densities of adjacent buildings.

9. Mature trees SHOULD be retained on infill development sites where feasible.

10. The City MAY require applicants to provide technical studies as supporting information for land-use and development applications.

10.3 The City ensures that it has the financial capability to sustainably provide services to the community.

GOAL: Asset management ensures facilities remain functional for their lifetime and are replaced and upgraded appropriately. The

City's offsite levy framework covers the costs of servicing new development to minimize impacts to ratepayers. The cost of maintenance and replacement is considered and planned for before new infrastructure is built.

1. Development SHOULD occur in logical and contiguous phasing that minimizes "leapfrogging" and supports the efficiency of operating infrastructure.

2. The City SHOULD SUPPORT efficient, mixed-use development patterns that reduce the need to construct and maintain new roadways and utility servicing infrastructure.

3. The City SHOULD maximize existing servicing capacity by supporting infill and redevelopment.

4. New development SHOULD use on-site stormwater containment strategies to maximize the sustainability of the City's storm sewer system.

5. New development WILL be connected to municipal services.

6. The City WILL require servicing plans and MAY require development agreements to support new development. Development WILL take place in accordance with approved servicing studies, plans, standards, and development agreements to support high quality current and future service provision.

7. The access and servicing costs of new development WILL generally be borne by the developer.

8. The City WILL maintain a program of off-site levies to ensure the servicing costs of new development are distributed fairly and sustainably.

9. The City WILL manage infrastructure according to its asset management program, to ensure sustainable maintenance and replacement of systems.

10.4 The City pursues opportunities to enhance service provision, including the use of innovative technologies and partnerships

GOAL: When appropriate, the City develops new relationships and adopts new technologies in its service provision in order to improve efficiency and performance and reduce consumption and waste.

1. The City WILL EXPLORE opportunities for joint and regional servicing arrangements.

2. The City WILL EXPLORE opportunities to incorporate ecosystem services and low impact maintenance practices into its servicing systems and programs.

3. The City SHOULD demonstrate leadership in sustainable design by incorporating renewable and environmentally sustainable power and infrastructure options into City facilities.

4. The City WILL ENCOURAGE the use of environmentally sustainable servicing methods and technologies in new developments and MAY offer incentives to do so.

PART FOUR
IMPLEMENTATION, MONITORING &
EVALUATION

11.0

Implementation

The MDP is implemented through a combination of lower-order plans, the Land Use Bylaw, and a variety of supporting actions and projects. This section provides guidance for how the MDP will be implemented through these tools and projects. The City is not required to undertake any of these projects, but they are prioritized to assist with future budgeting and project planning. This prioritization is subject to change depending on budget and project scheduling constraints and opportunities.

11.1 General Implementation Considerations

GOAL: The direction of this plan WILL be implemented through Area Structure Plans, Area Redevelopment Plans, the Land Use Bylaw, and relevant non-statutory plans, policies, procedures, and decisions.

1. Amendments to this plan WILL be consistent with the requirements and procedures of the *Municipal Government Act* and

MAY be initiated by the City or by the owner (or owner's agent) of the land to be affected.

2. The City SHOULD review this plan annually to ensure the policies remain appropriate and WILL complete a more comprehensive review and update of this plan every five years.

3. Existing uses WILL be permitted to continue until a change of use is proposed that is consistent with the direction of this plan.

11.2 Planning Tools

The primary purpose of this plan is to guide future land use planning and regulation within the City of Wetaskiwin. Neighbourhood-scale land use planning documents, including Area Structure Plans, Area Redevelopment Plans, and Conceptual Schemes must be consistent with the policies set out in this Municipal Development Plan. Development regulations, notably the Land Use Bylaw, must also be consistent with this plan in order to implement its policies.

11.2.1 Area planning

1. Redistricting of undeveloped sites WILL NOT be permitted without an approved Area Structure Plan in effect. Such plans WILL meet the requirements of the *Municipal Government Act* and be consistent with this plan.

2. The City MAY lead the preparation of ASPs.

3. To promote a comprehensive approach to planning, ASPs WILL cover a minimum of 32 hectares of land. 64 hectares (one quarter-section) is recommended. The City MAY identify parcels or areas to be included in a proposed owner-led ASP.

4. In addition to the requirements set out in the *Municipal Government Act*, the City MAY require Area Structure Plans to address any or all of the following, supported by technical studies and in accordance with City guidelines and policies:

    a) detailed layout of future land uses

    b) detailed layout of internal roadways based on municipal design and construction standards

    c) detailed provisions for stormwater management, potable water, and wastewater

    d) development phasing

    e) traffic and transportation networks

    f) geotechnical characteristics

    g) biophysical characteristics (e.g., existing vegetation, water features, ecological connections)

    h) historical and cultural resource considerations

    i) any other information that is deemed necessary

5. As statutory plans, Area Structure Plans and Area Redevelopment Plans WILL be approved by bylaw.

6. Any Area Structure Plan that exists as of the adoption of this MDP WILL remain in force until it is superseded by a new ASP or ARP, at which time it WILL be rescinded and MAY be adopted as a Conceptual Scheme.

7. The City MAY require an Area Structure Plan approved more than 10 years prior to the adoption of this plan to be updated to address current City standards and changes to surrounding land use context.

11.2.2 Conceptual Schemes

1. The City MAY require the preparation of Conceptual Schemes to refine the land use framework set out in Area Structure Plans covering more than one (1) quarter-section (64 hectares) of land.

2. Conceptual Schemes WILL be consistent with the Municipal Development Plan and any Area Structure Plan or Area Redevelop-

ment Plan in effect.

3. The City MAY require Conceptual Schemes to refine the land use framework set out in the applicable Area Structure Plan by including any or all of the following, supported by technical studies and in accordance with City guidelines and policies:

a) detailed layout of future land uses

b) detailed layout of internal roadways based on municipal design and construction standards

c) detailed provisions for stormwater management, potable water, and wastewater

d) development phasing

e) traffic and transportation networks

f) geotechnical characteristics

g) biophysical characteristics (e.g., existing vegetation, water features, ecological connections)

h) historical and cultural resource considerations

i) any other information that is deemed necessary

4. Conceptual Schemes WILL be approved by resolution of Council.

11.3 Implementation Projects

In addition to lower order land use plans and development regulations, the MDP is implemented through supporting projects. These projects include data-gathering initiatives and studies to inform future decisions, development of guidelines, and strategic planning projects. Many cross-reference existing strategic plans, while others are identified through the policies of this plan. The table below summarizes these projects.

It is important to note that Council provides Administration with specific direction through the City's budgeting process on what municipal projects will be undertaken and when. Council may choose not to pursue every project listed below, or direct Administration to pursue other projects to support the implementation of this plan.

ITEM	KEY ELEMENTS	LEAD DEPARTMENT
Community Vision (maintain)	Implement direction	City Manager's Office
Corporate Business Plan (maintain)	Implement recommendations	City Manager's Office
Council Strategic Plan (maintain)	Implement direction	City Council
Community Emergency Plan (maintain)	Implement recommendations	Community & Protective Services

ITEM	KEY ELEMENTS	LEAD DEPARTMENT
Community Safety and Well-Being Strategy (maintain)	Implement recommendations	Community & Protective Services
Fire Master Plan (maintain)	Implement recommendations	Community & Protective Services
Reconciliation Strategy (develop)	Develop a comprehensive strategy for implementing the municipal actions identified in the Truth and Reconciliation Commission report	Community & Protective Services
Municipal Land Strategy (develop)	Develop a framework for maintaining the City's land portfolio and guiding decisions on acquisition and disposal	Economic Development
Engineering Design Standards (maintain)	Maintain standards that reflect best practices in municipal design and meet the needs of Wetaskiwin • Active transportation standards • Low impact development and servicing	Engineering
Flood mapping (maintain)	Identify flood-prone areas and mitigation recommendations	Engineering

ITEM	KEY ELEMENTS	LEAD DEPARTMENT
Transportation Master Plan (maintain)	Implement recommendations • Alternative Transportation Study • Active Transportation Standards and Guidelines • Sidewalk Rehabilitation Priorities • Key Community Essence and Character • Designated Truck Routes	Engineering
Utility Master Plans (maintain)	Implement recommendations • Water Master Plan • Sanitary Master Plan • Stormwater Master Plan	
Airport Master Plan (maintain)	Implement recommendations	Municipal Services
Complete Streets Guidelines (develop)	Develop guidelines for implementing Complete Streets principals in Wetaskiwin • Consider maintenance	Planning & Development Services

ITEM	KEY ELEMENTS	LEAD DEPARTMENT
Downtown Heritage Master Plan (develop)	Develop a strategy for the maintenance and enhancement of downtown built and cultural heritage	Planning & Development Services
Land Use Bylaw (update)	Update Land Use Bylaw 1804-13 to support policy directions identified by this plan	
Municipal Register of Heritage Sites (develop)	Alongside or separate from the above the Downtown Heritage Master Plan, develop a municipal register of heritage sites	
Off-Site Levy Bylaw (develop)	Develop Off-Site Levy bylaw to identify and reflect costs of new servicing	
*Special Study Area Plan (*develop)	Undertake a land use plan and identify technical study requirements for the Special Study Area identified on Map 4	

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ITEM	KEY ELEMENTS	LEAD DEPARTMENT
Urban Design Guidelines (develop)	Develop guidelines for architectural and urban design standards appropriate to different areas and land uses • Consider built heritage • Consider CPTED • Consider winter design • Consider wayfinding • Consider maintenance of public infrastructure	Planning & Development Services
Parks Master Plan (update)	Update the Recreation and Parks Master Plan to support policy directions identified by this plan and other guiding documents. • Ensure accessibility and guide programming for parks, recreation facilities, and open spaces • Consider a forest and greenspace policy • Address maintenance needs	Recreation

ITEM	KEY ELEMENTS	LEAD DEPARTMENT
Recreation, Arts, Culture, and Heritage Master Plan (develop)	Develop a comprehensive strategy for the provision of recreation, arts, culture and heritage amenities to support policy directions identified by this plan and other guiding documents.	Recreation

PART FIVE
SCHEDULES

Schedule 1 Glossary

50-Year Community Vision

The high-level, long-term objectives that reflect the collective priorities and concerns of Wetaskiwin residents and guide all City activities, policies, and decision-making.

Accessibility

The ease of access to goods, services, activities, buildings, and destinations. Discussions of accessibility often encompass the issue of accessibility for people of all ages and abilities or accessibility by different modes of transportation.

Active transportation

Human-powered transportation, including but not limited to walking, cycling, skateboarding, and travel with the use of mobility aids. Active transportation includes power-assisted devices such as e-bikes and motorized wheelchairs.

Architectural articulation

The use of stepped and recessed walls on the exterior of a building to create variation in the building line and reduce large expanses of blank wall space.

Area Redevelopment Plan (ARP)

A land use planning document that provides a framework for the redevelopment of a large area of previously developed land. An ARP establishes a clear vision for how development should take place in an area, whether that is guiding the transformation of an area from one type of land use to another or preserving existing character. ARPs are approved by City Council by bylaw.

Area Structure Plan (ASP)

A land use planning document that provides a framework for the subdivision and development of a large area of mainly undeveloped land. An ASP usually includes a map of planned land uses and policies related to development, transportation, and servicing. ASPs are approved by City Council by bylaw.

Built environment

Human-made conditions that provide the setting for human activity, including physical features and structures such as buildings, public infrastructure, transportation, and open space.

Character

The collection of physical traits and use patterns that make a place recognizable, distinct, and meaningful to those who live, work and visit there. The idea of character can be applied to streets, neighbourhoods, or the city as a whole.

Compatible Land Use

A land use or activity that can co-exist with neighbouring use/activity or uses/activities without creating or experiencing off-site adverse effects.

Complete community

A complete community is one in which all residents, regardless of age and income, can meet their basic needs for housing, employment, amenities, and services.

Conceptual Schemes

A non-statutory plan for a proposed multi-parcel, large scale subdivision that provides a framework for proposed and future subdivision and development. A Conceptual Scheme typically addresses existing parcels, future subdivision and development of adjacent land, access and roads, servicing, engineering design, environmental and community considerations, and reserves.

Conservation Reserve

Land that may be taken by a municipality as part of a subdivision, per the MGA s. 664.2, if it has environmentally significant features, does not qualify as environmental reserve land, is consistent with the municipality's Municipal Development Plan and area structure plan, and the purpose of taking the land is to protect and conserve it. The municipality must pay compensation to the landowner.

Density

A measure of the number of dwelling units per net developable area of land, expressed in units per hectare or units per parcel.

Development

As defined by the Municipal Government Act: i. an excavation or stockpile and the creation of either of them; ii. A building or addition to or replacement or repair of a building and the construction or placing of any of them on, in, over or under land; iii. 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 iv. a change in the intensity 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 intensity of use of the land or building.

Environmental Reserve

Land that may be taken by the municipality as part of a subdivision, per the MGA s.644, if is a swamp, gully, ravine, coulee or natural drainage course; land that is subject to flooding or is unstable; or a strip of land not less than 6 meters wide, abutting the bed and shore of any body of water. A municipality may only require environmental reserve be provided for the purpose of preserving natural features, to prevent the pollution of the land or adjacent body of water, to ensure public access to a body of water, or to prevent development where the natural features of the land would present significant risk of personal injury or property damage.

Infill Development

The use of land within an already built up area for additional development. Typically infill development refers to the intensification of density in an area through methods such as lot splitting to allow the development of a second building or redeveloping a low-density use such as a parking lot or single family home with a multi-unit building such as a duplex. Infill allows for more efficient land use, maximizing existing infrastructure, contributes to more walkable communities, and prevents urban sprawl that

necessitates annexation of agricultural or natural lands.

Intermunicipal Development Plan (IDP)

A statutory land use plan required by the MGA s631 and prepared by two or more municipalities that share a common boundary. IDPs must address land use, development, and transportation in the boundary area and any other matter related to the physical, social. And economic development of the area that the municipalities agree to. The purpose of an IDP is to minimize land use conflicts at the boundaries of municipalities.

Land Supply

The quantity of land for purchase or rental within a municipality.

Land Use

The human use of land for economic and cultural activities practiced at a given place. In the context of planning and development, land use is generally categorized as residential, commercial, industrial, or agricultural and may be further categorized into specific uses. A land use may or may not take the form of a physical development.

Land Use Bylaw (LUB)

A bylaw required by the MGA s640 that regulates and controls the use and development of land and buildings in the municipality. The Land Use Bylaw divides the municipality into districts, each of which allows for particular land uses and may include other development regulations such as height and setback of buildings. The Land Use Bylaw also outlines the development application and appeal process.

Land Use District

A designation applied to parcels of land identifying the uses that are allowed to be developed and applicable development regulations under the Land Use Bylaw. Land use districts are commonly referred to as 'zones'.

Landscaping

The preservation or modification of the natural features of a site through the placement or addition of a combination of soft elements such as trees, shrubs, plants, and lawns; decorative hard surfacing elements such as bricks, pavers, shale, or other materials excluding monolithic concrete and asphalt; and architectural elements such as decorative fencing, walls, and sculpture.

Low Impact Development

Systems and practices that use or mimic natural processes that filter, evaporate or use stormwater in order to protect water quality. LID aims to manage stormwater as close to its source as possible. The approach uses principles such as preserving and recreating natural landscape features, minimizing imperviousness, and treating stormwater as a resource rather than a waste product.

Mixed Use Development

A development constructed to allow for a combination of use-types such as commercial and residential. Likewise, an area may be described as mixed use if it contains a mix of use-types, rather than being predominantly residential, commercial, or industrial. Examples of mixed use develop-

ment include residential apartments over commercial store-fronts, or large residential lots that also contain workshops.

Municipal Government Act (MGA)

The provincial legislation that governs all municipalities in Alberta. It regulates how municipalities are funded and how local governments should govern and plan for growth. The Act focuses on three main areas: governance and administration, assessment and taxation, and planning and development.

Naturalization

A type of habitat restoration in which certain maintenance practices are stopped and native plants are reintroduced into a piece of land in an urban area so that it becomes closer to the natural landscape of the region. Naturalized areas better support native plant, animal and insect life and reduce maintenance costs over time.

Placemaking

The multi-faceted process of planning, designing, and managing public and semi-public spaces in order to create high quality places where people want to live, work, play and learn. The goal of placemaking is to create places that people care about and want to be in.

Public engagement/participation

The involvement of citizens in a decision-making process through various methods such as surveys, workshops, or open houses. It may be targeted to the general public or specific groups affected by the decision. Public participation takes different forms and levels of involvement, depending

on the nature of the decision and may range from keeping the public actively informed about a decision-making process to empowering the public to make the final decision.

Redevelopment

Development that replaces or alters an existing building or structure or changes its use.

Statutory Plan

A plan that is adopted by bylaw after three readings and a public hearing. There is a legal obligation for the municipality to adhere to a statutory plan once it is adopted, whereas non-statutory plans provide policy direction but give no legal obligation.

Streetscape

The collective appearance of all buildings, landscaping and other physical features lining a street.

Urban forest

The collective trees growing in a city, town, or suburb, including those growing on both public and private land. The care and management of individual urban trees and urban tree populations is a specialized branch of forestry.

Urban Reserve

A land use district that allows only for development that will not pose problems to the logical expansion of future urban uses. Often applied to land that has not been subdivided and may not yet have an ASP or con-

ceptual plan in effect.

Water Body

Any location where water flows or is present. Water flow or presence may be continuous, intermittent or occurs only during a flood.

Watercourse

The bed and shore of a natural or human made water body. A watercourse may contain or convey water continuously or intermittently.

Zoning

The method by which a municipality divides land into districts, or zones, for different land uses and the application of specific development regulations.
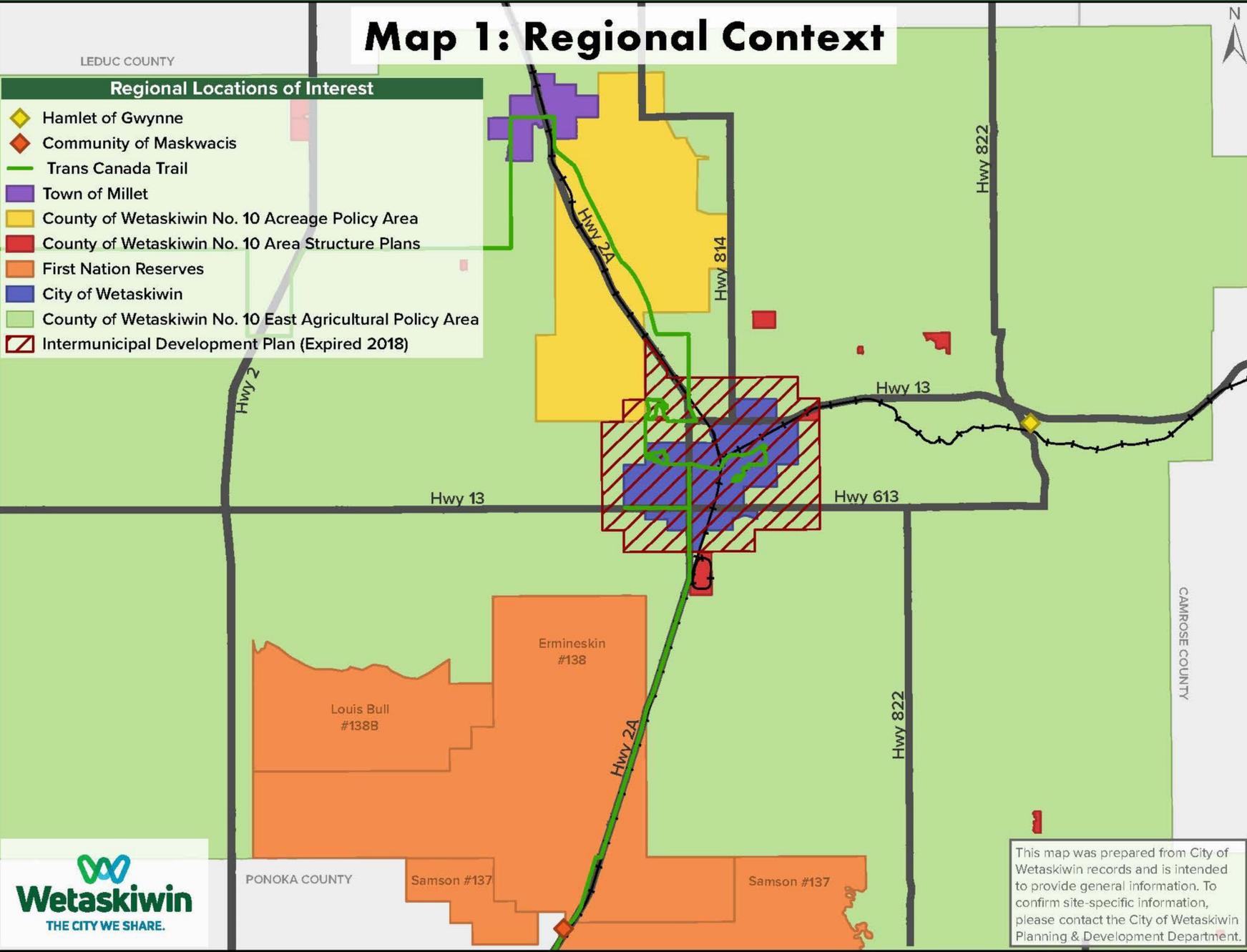
Schedule 2 Maps

Map 1   **Regional Context**

Map 2   **Area Structure Plans**

Map 3   **Current Land Use**

Map 4   **Land Use Concept**

Map 5   **Open Spaces and Trails**

Map 6   **Transportation Network**

Map 7   **Engineered Development Constraints**

Map 8   **Hydrological Development Constraints**

Map 1: Regional Context

Regional Locations of Interest

- ◆ Hamlet of Gwynne
- ◆ Community of Maskwacis
- — Trans Canada Trail
- ■ Town of Millet
- ■ County of Wetaskiwin No. 10 Acreage Policy Area
- ■ County of Wetaskiwin No. 10 Area Structure Plans
- ■ First Nation Reserves
- ■ City of Wetaskiwin
- ■ County of Wetaskiwin No. 10 East Agricultural Policy Area
- ▨ Intermunicipal Development Plan (Expired 2018)

LEDUC COUNTY

Hwy 822

Hwy 2A

Hwy 814

Hwy 13

Hwy 2

Hwy 13

Hwy 613

Ermineskin #138

Louis Bull #138B

Hwy 2A

Hwy 822

CAMROSE COUNTY

PONOKA COUNTY

Samson #137

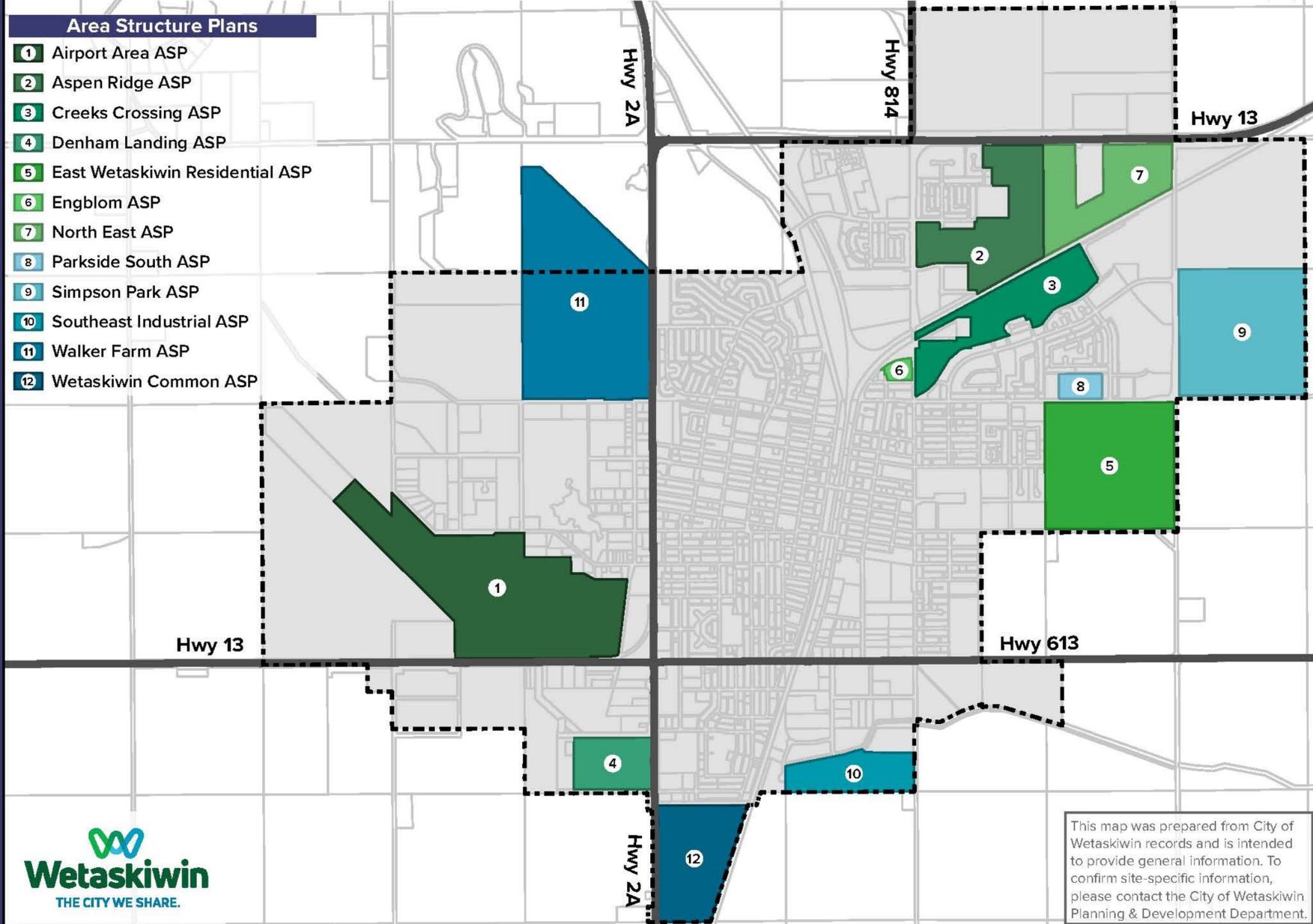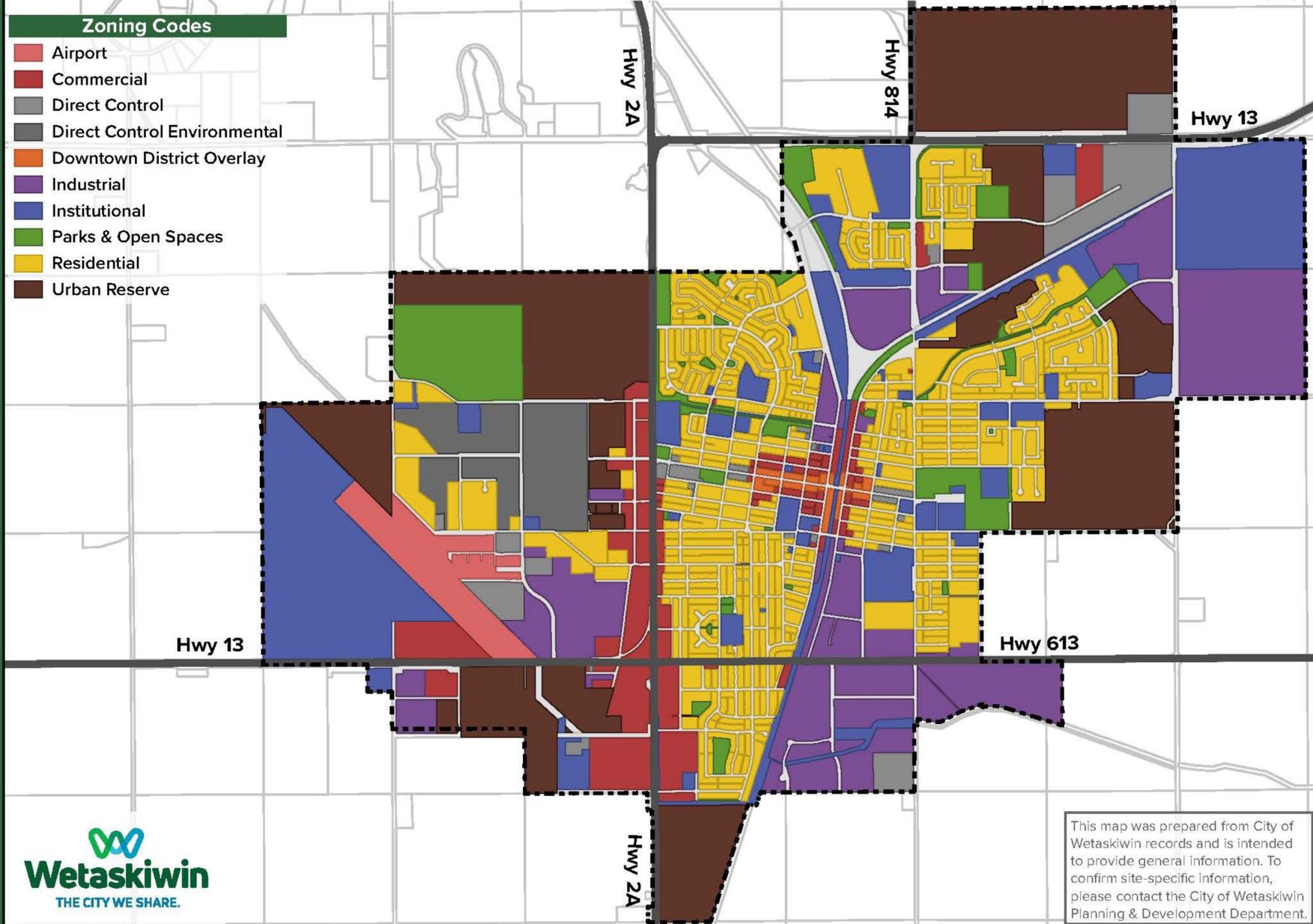Samson #137

Wetaskiwin
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Map 2: City of Wetaskiwin Area Structure Plans

Area Structure Plans

1. Airport Area ASP
2. Aspen Ridge ASP
3. Creeks Crossing ASP
4. Denham Landing ASP
5. East Wetaskiwin Residential ASP
6. Engblom ASP
7. North East ASP
8. Parkside South ASP
9. Simpson Park ASP
10. Southeast Industrial ASP
11. Walker Farm ASP
12. Wetaskiwin Common ASP

Hwy 2A

Hwy 814

Hwy 13

Hwy 13

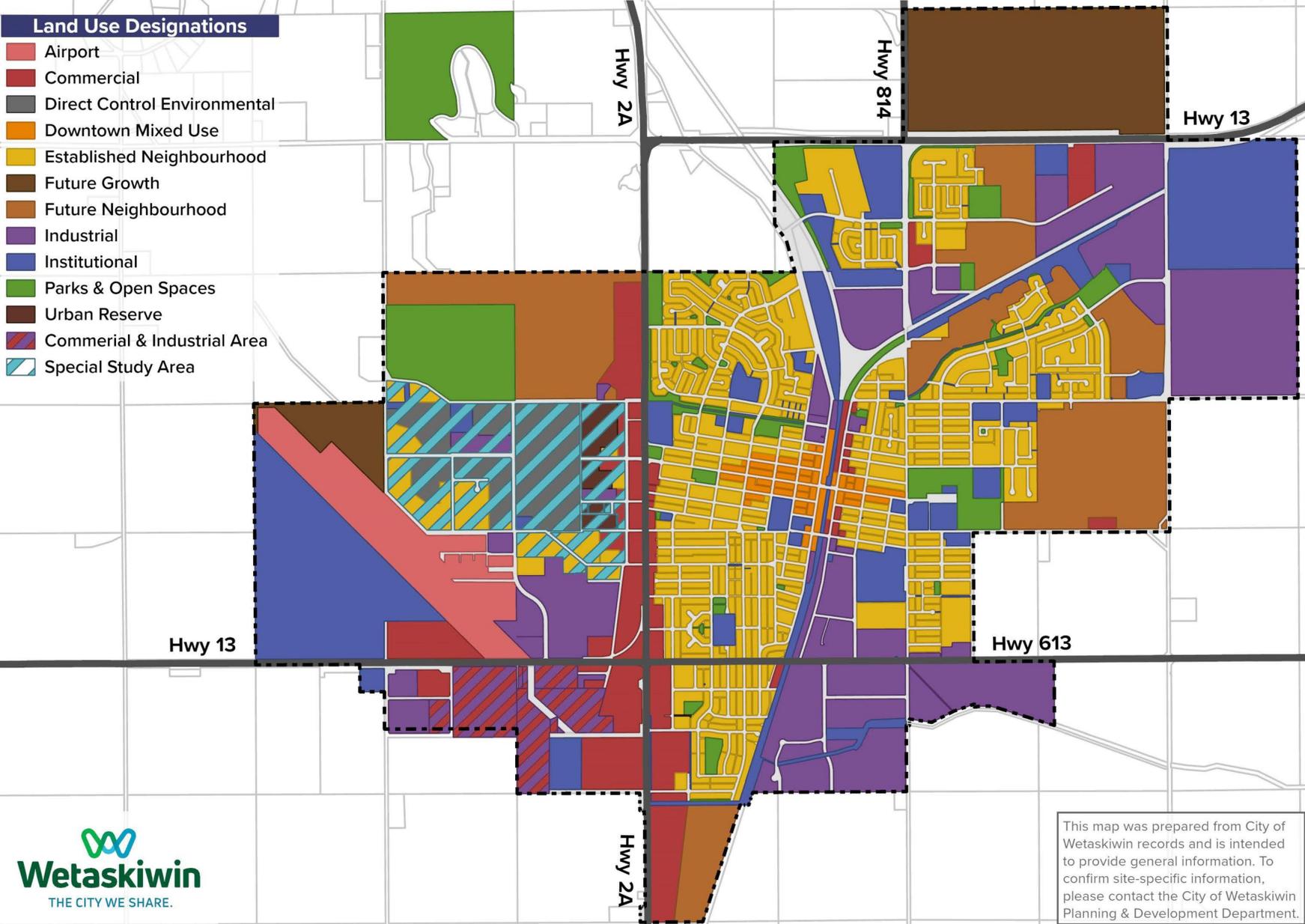Hwy 613

Hwy 2A

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Map 3: Current Land Use

N

Zoning Codes
- Airport
- Commercial
- Direct Control
- Direct Control Environmental
- Downtown District Overlay
- Industrial
- Institutional
- Parks & Open Spaces
- Residential
- Urban Reserve

Hwy 2A

Hwy 814

Hwy 13

Hwy 13

Hwy 613

Hwy 2A

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Map 4: Land Use Concept

Land Use Designations

- Airport
- Commercial
- Direct Control Environmental
- Downtown Mixed Use
- Established Neighbourhood
- Future Growth
- Future Neighbourhood
- Industrial
- Institutional
- Parks & Open Spaces
- Urban Reserve
- Commerial & Industrial Area
- Special Study Area

Hwy 2A

Hwy 814

Hwy 13

Hwy 13

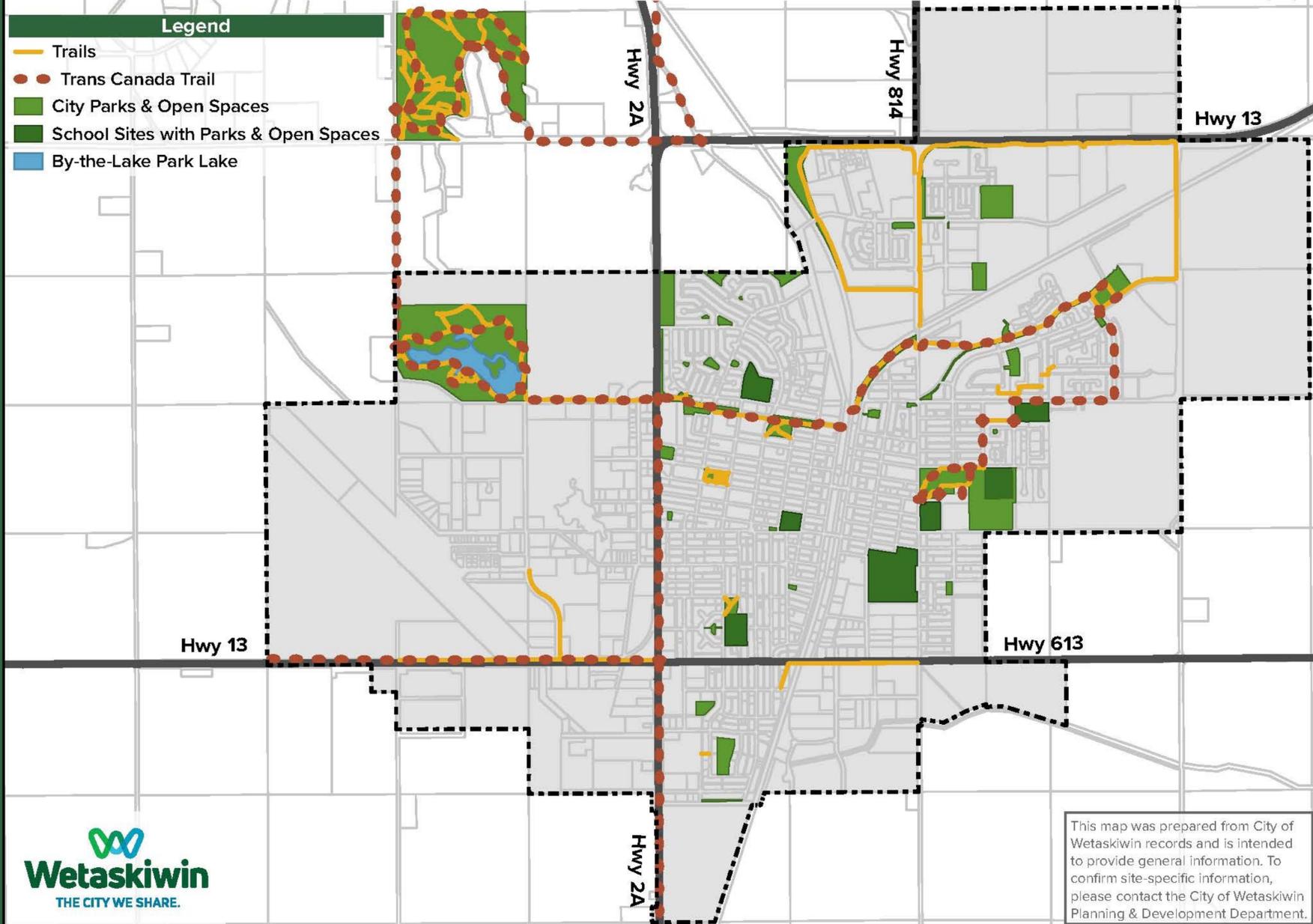Hwy 613

Hwy 2A

N

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Map 5: Open Spaces and Trails

N

Hwy 2A

Hwy 814

Hwy 13

Hwy 13

Hwy 613

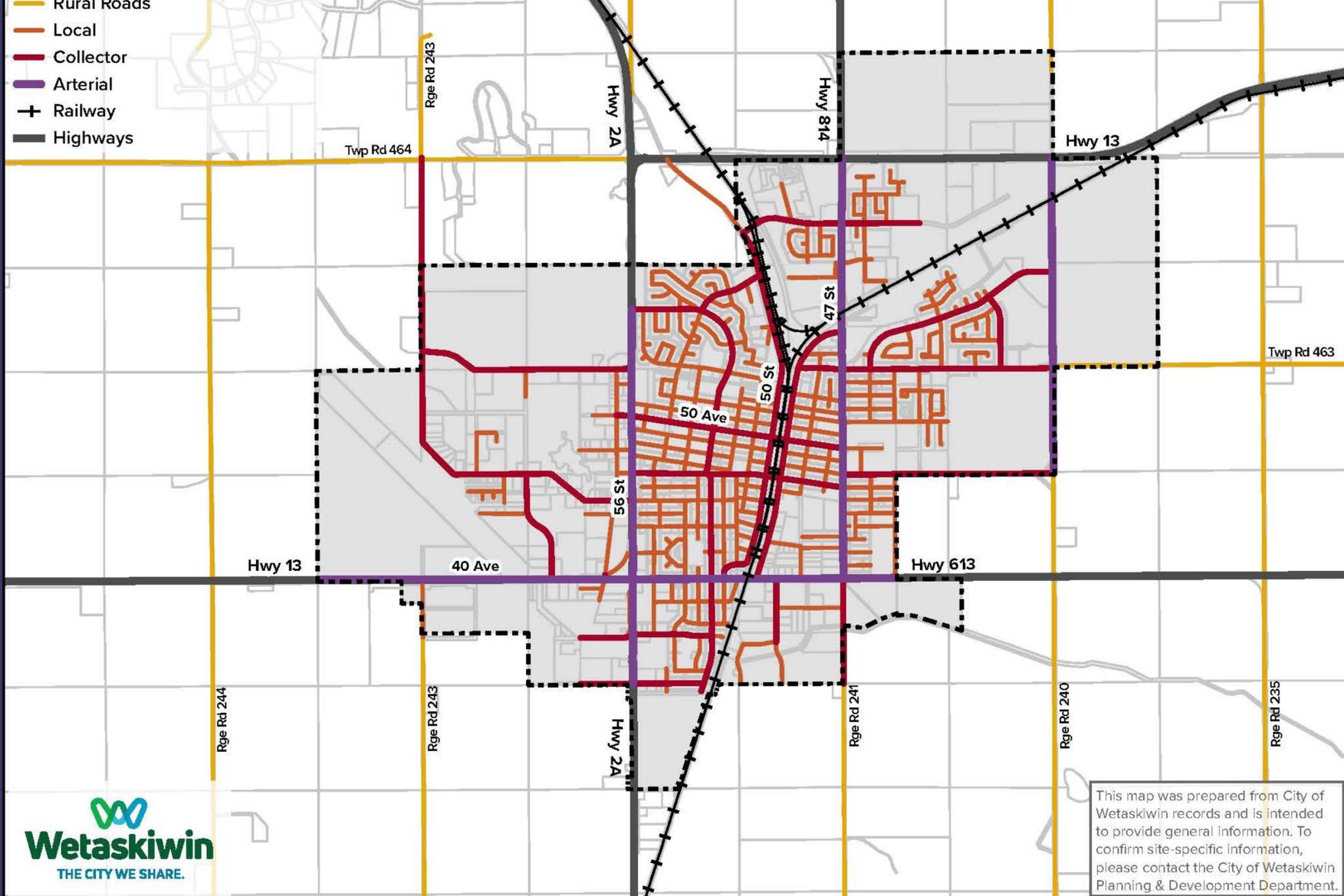Hwy 2A

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Map 6: Transportation Network

Transportation and Road Types
- Rural Roads
- Local
- Collector
- Arterial
- Railway
- Highways

Rge Rd 243

Hwy 2A

Hwy 814

Hwy 13

Twp Rd 464

47 St

50 St

50 Ave

Twp Rd 463

56 St

Hwy 13

40 Ave

Hwy 613

Rge Rd 244

Rge Rd 243

Hwy 2A

Rge Rd 241

Rge Rd 240

Rge Rd 235

N

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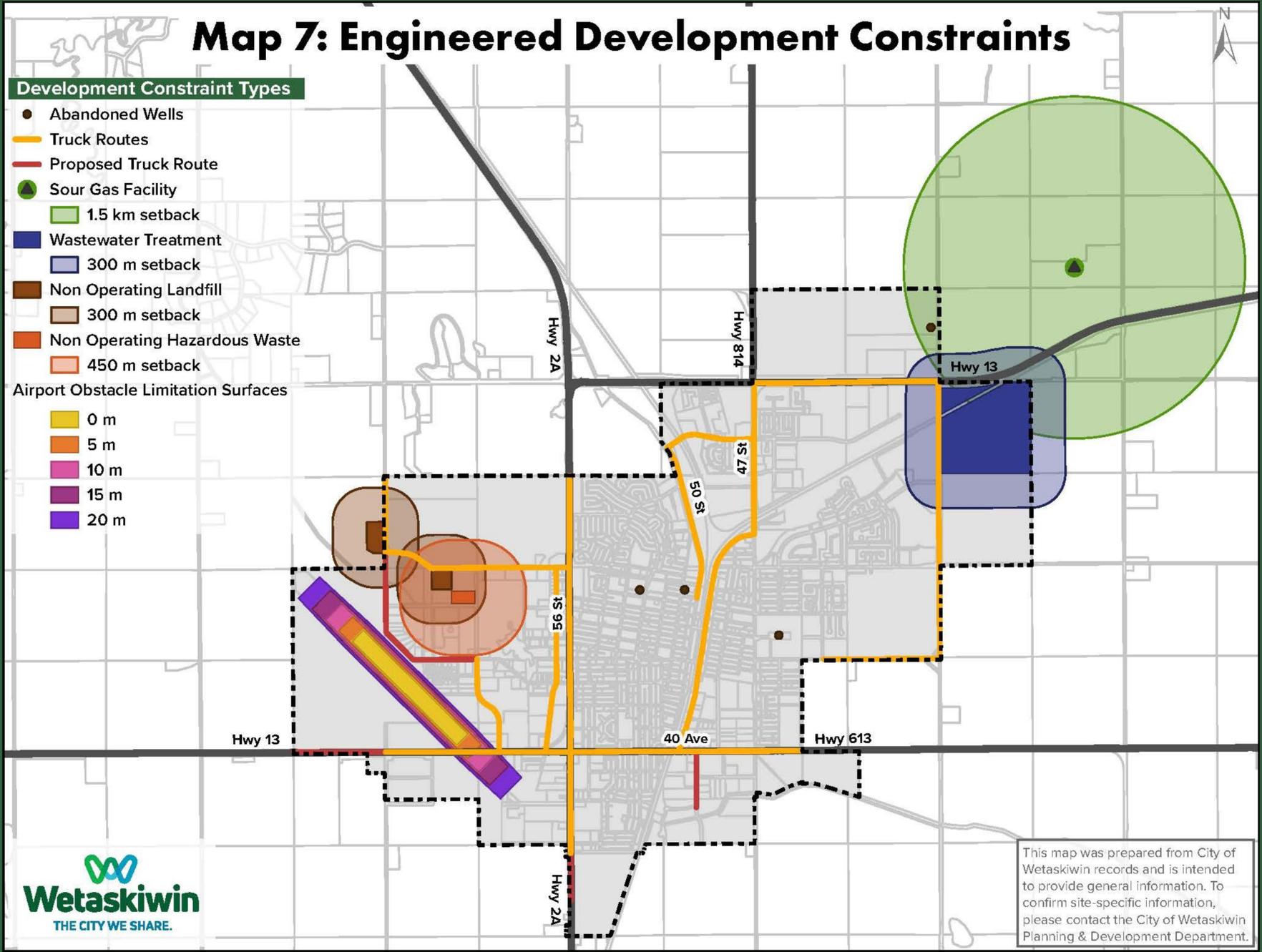
Map 7: Engineered Development Constraints

Development Constraint Types

- Abandoned Wells
- Truck Routes
- Proposed Truck Route
- Sour Gas Facility
  - 1.5 km setback
- Wastewater Treatment
  - 300 m setback
- Non Operating Landfill
  - 300 m setback
- Non Operating Hazardous Waste
  - 450 m setback

Airport Obstacle Limitation Surfaces

- 0 m
- 5 m
- 10 m
- 15 m
- 20 m

Hwy 2A

Hwy 814

Hwy 13

Hwy 13

Hwy 2A

Hwy 613

47 St
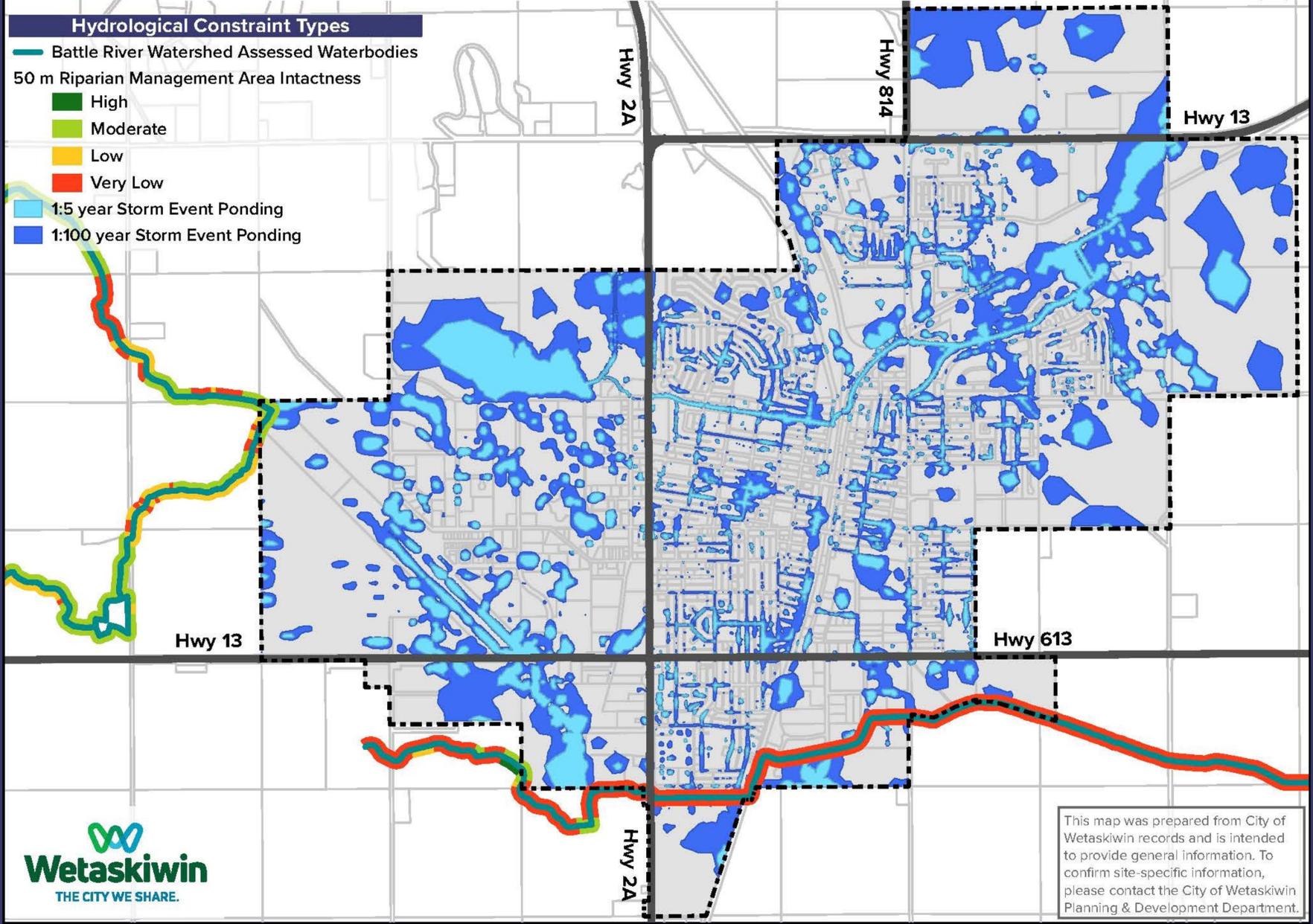
50 St

56 St

40 Ave

N

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Map 8: Hydrological Development Constraints

Hydrological Constraint Types

— Battle River Watershed Assessed Waterbodies

50 m Riparian Management Area Intactness
- High
- Moderate
- Low
- Very Low

1:5 year Storm Event Ponding

1:100 year Storm Event Ponding

N

Hwy 2A

Hwy 814

Hwy 13

Hwy 13

Hwy 613

Hwy 2A

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Wetaskiwin

ALBERTA, CANADA

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2024