

Town of Three Hills

Municipal Development Plan



_____ 2017
Bylaw: 1397-17



Table of Contents

1 INTRODUCTION2

2 COMMUNITY PROFILE6

3 VISION 14

4 FUTURE LAND USE CONCEPT 16

5 RESIDENTIAL..... 20

6 DOWNTOWN 26

7 COMMERCIAL..... 28

8 INDUSTRIAL 32

9 COMMUNITY, EDUCATION, AND RECREATION 34

10 ENVIRONMENT 38

11 TRANSPORTATION 40

12 SERVICING 44

13 INTER-MUNICIPAL PLANNING 48

14 REVIEW AND IMPLEMENTATION 50

15 GLOSSARY OF TERMS..... 52

LIST OF MAPS

Map 1: Location7

Map 2: Future Land Use Concept 18

Map 3: Existing Transportation Network..... 41

Map 4: Existing Water Services 46

Map 5: Existing Sanitary Sewer System 47

LIST OF TABLES

Table 1: Recorded and Projected Population, Three Hills, 1991-20369

Table 2: Existing Land Inventory, Town of Three Hills, 2015 10

Table 3: Approximate Housing Stock Inventory, Town of Three Hills, 2011 11

Table 4: Residential Land Requirement Forecasting 12

Table 5: Commercial Land Requirement Forecasting..... 13

Table 6: Industrial Land Requirement Forecasting 13

LIST OF FIGURES

Figure 1: Population Pyramid, Town of Three Hills Compared to Alberta, 2011 10

Figure 2: New Home Permits Issued Annually, Town of Three Hills, 2000-2015..... 12

1 INTRODUCTION

1.1 PURPOSE

The Town of Three Hills Municipal Development Plan (MDP) is intended to guide future planning decisions to ensure appropriate growth and development occurs. The MDP provides direction for Council, Administration, residents, and developers regarding future land use and policies that will support the continued social, economic, and environmental well-being of the community.

Furthermore, the MDP satisfies the requirements of Section 632 of the *Municipal Government Act (MGA)* which identifies items that the MDP must address including:

- Future land use within the municipality
- The manner of, and proposals for, future development in the municipality
- Coordination of land use, future growth patterns, and other infrastructure with adjacent municipalities if there is no inter-municipal development plan to provide guidance on those matters
- The provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities
- The provision of municipal services and facilities either generally or specifically
- Policies that provide guidance on the type and location of land uses adjacent to sour gas facilities
- Policies respecting the provision of municipal and school reserves
- Policies respecting the protection of agricultural operations

1.2 SCOPE

The MDP applies to all lands within the corporate boundaries of the Town of Three Hills (the town). This plan will provide a comprehensive long-term vision for the town that is defined by guiding principles and implemented through policy direction. The 2016-2036 MDP is based on a 20 year growth and development horizon.

1.3 DEVELOPMENT OF THE MDP

The MDP has been developed through community consultation and collaboration with stakeholders between September 2015 and October 2016. Although the MGA does not require a municipality with a population less than 3500 to adopt an MDP; at the current population of 3200 residents, the town has decided it is an appropriate time to adopt an MDP for planning and coordinating future growth.

1.4 PLANNING HIERARCHY

As the overarching long-range land use and growth plan for the town, all other land development plans and policies must align with the MDP. More specifically, the MDP is a statutory plan, prepared and adopted as bylaw by the Town of Three Hills Council (Council), in accordance with Section 632 of the MGA, and compliant with other provincial legislation. This plan is a framework that guides land use and development decisions and directs the preparation of subsequent statutory and non-statutory land use plans, including:

- Area Structure Plans (ASP)
- Area Redevelopment Plans (ARP)
- Conceptual Schemes and Outline Plans
- The Land Use Bylaw (LUB)
- Land use re-designation
- Subdivision
- Other plans that support the principles and implementation of the MDP

Land use direction in the MDP will be carried out through the application of regulations in the Town of Three Hills Land Use Bylaw.



1.5 ORGANIZATION OF THE PLAN

The MDP is divided into several sections that together provide the predominant policy framework for future growth and development in the town.

SECTIONS 1-2 – Overview: These sections contain the introduction, purpose, legal basis for the Plan, and historical overview.

SECTIONS 3-13 – Vision, Objectives, and Policies: These sections contain the future vision for the town as well as the objectives and policies adopted by Council to direct the physical, social, and economic development of the town to the year 2036.

SECTION 14 – Implementation: This section describes the mechanisms and instruments available to Council to review and implement the policies contained in the MDP.

1.6 INTERPRETATION

All map symbols, locations, and boundaries contained within the MDP shall be interpreted as approximate unless otherwise specified within the Plan, or coincide with clearly recognizable physical features or fixed (i.e. legal) boundaries.

Policies are written using "shall", "should" or "may" statements, and can be interpreted as follows:

- A policy statement(s) containing "may" denotes discretionary adherence or choice.
- A policy statement(s) containing "should" is an advisory statement and indicates the preferred principle, policy and/or implementation strategy. If the "should" statement is not followed because it is impractical, premature, unnecessary, or impossible; the intent of the policy may be met through other agreed-upon means.
- A policy statement(s) containing "shall" or "will" denotes mandatory compliance or adherence to direction. Where a policy proves impractical, premature, unnecessary, or impossible, an amendment to the plan may be required.

1.7 AMENDING THE MDP

The MDP is intended to serve as the overarching growth framework to guide future land use decisions; however, it should be reviewed periodically and amended as required. The town's Administration, at their discretion, will have the ability to make future amendments that align with the intent of the MDP to respond to changing conditions, trends, and future detailed studies. Amendments will also be required for any development that does not meet the policy intent or direction in the future development concept. All MDP amendments will require Council's approval.

As described in Section 13.3.4, Review and Implementation, the MDP will be officially reviewed and updated as required every five years.



2 COMMUNITY PROFILE

2.1 HISTORY

As described in *A Town on the Move: The History of the Town of Three Hills*, the town's history dates to 1898 when it was located on the flat at the present day golf course. Originally, the flat was used for ranching, with a coal mine eventually opening along the creek. This development soon expanded to include a variety of small services and stores, a livery, drugstore, creamery, hotel, and a post office named Three Hills. In 1906, railway surveys began nearby, and in 1910 the future townsite was surveyed by the Grand Trunk Pacific Railway to form a townsite on the west side of the tracks. A group of entrepreneurs later decided that the east side of the tracks would be a more suitable location for a town and once trains started arriving in 1912, many businesses moved from the area near the flat to the new townsite. Following this move, development proceeded at a much faster rate; by 1919 the population had reached 600.

In 1922 a local bible study group developed a structured curriculum, which formalized and became known as the Prairie Bible Institute. This school, located just north of the town grew from 8 students at its opening to 900 students by 1948 and held the title of Canada's largest bible college until 1984. It was around this time when Prairie Bible Institute (now known as Prairie College), along with the hamlets of Grantville and Ruarkville, was annexed by the town. Although recent student numbers are lower, Prairie College has encouraged significant growth over the town's history.

Due to its central location approximately an hour from Red Deer, Olds, and Calgary, the Town of Three Hills has become a regional hub, agricultural market, and service centre.

2.2 LOCATION AND SURROUNDING AREA

The Town of Three Hills is located in south-central Alberta, within Kneehill County, and is within an hour drive from Red Deer, Strathmore, Olds, and Drumheller (see **Map 1: Location**) This location provides residents with convenient commuting to various larger urban centres for business, education, and pleasure while still maintaining its small town character.

The town is bound by Highway 21 to the east, which runs north south, and is bisected by Highway 583 running east west. In addition, a CN rail line runs through the town.

Map 1: Location



2.3 DEVELOPMENT INFLUENCES

The area surrounding the Town of Three Hills is known for its high quality agricultural soils. Major industries in the town include agricultural services, oil field exploration and production, as well as retail and hospitality industries.

The town is attractive to older populations as a retirement community for residents looking for a small town experience in close proximity to the larger centres in south-central Alberta.

As described in Section 2.7 Residential Trends and Forecasting, Section 2.8 Commercial Trends and Forecasting, and 2.9 Industrial Trends and Forecasting; the town has an adequate land inventory to accommodate expected growth within its existing Urban Reserve areas. Although it is anticipated that existing land inventories are available to meet the needs of the town's growing population, these lands are held by a limited number of owners. The limited number of land owners may represent a potential constraint to growth in the future as it is unclear if these landowners wish to sell or develop their land.



2.4 POPULATION

A review of the town's population trends allows for an understanding of the future planning and development strategies required. Population data for the town has been gathered from the Federal Census, with the most recent count in 2012 provided by the Municipal Census.

As shown on **Table 1: Recorded and Projected Population, Three Hills, 1991-2036**, the town experienced periods of growth and population decline. In 1991, the town's population was reported as 2,884 residents. This population increased to 3,022 by 1996; however, by 2001 the population had decreased to 2,902 residents, which is possibly due to a decrease in the number individuals associated with Prairie College. Based on the past 20 years of Federal Census population data (1991-2011), as well as the most recent Municipal Census count in 2012, the town's population has increased at an average annual growth rate of 0.56%.

The current MDP is intended to accommodate growth 20 years into the future; as such, the town's future population has been projected 20 years forward from 2016 at the average annual growth rate of 0.56%. This data is represented in **Table 1: Recorded and Projected Population, Three Hills, 1991-2036** below.

Table 1: Recorded and Projected Population, Three Hills, 1991-2036

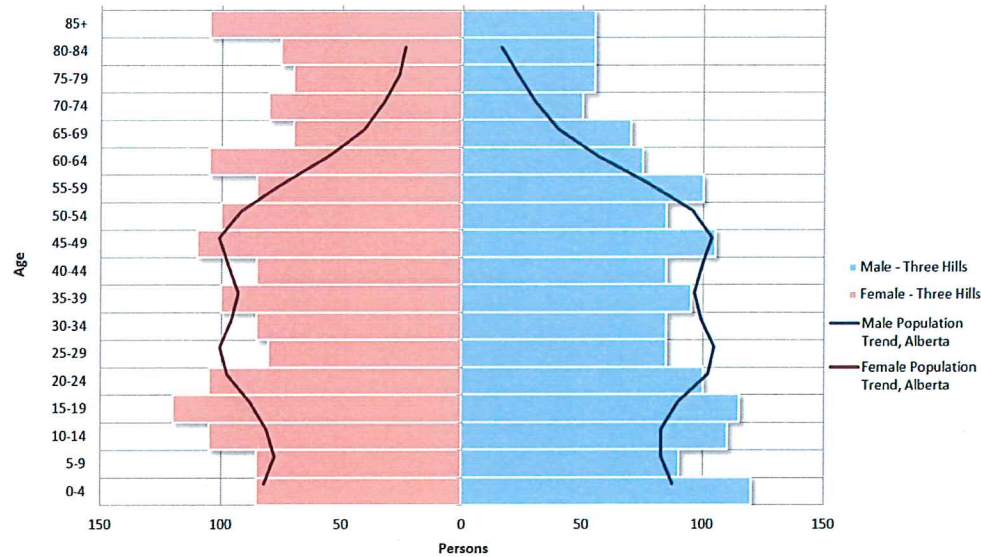
Year	Recorded Population	Projected Population	Average Annual Growth Rate
1991	2,884	--	
1996	3,022	--	0.96%
2001	2,902	--	-0.80%
2006	3,089	--	1.29%
2011	3,198	--	0.71%
2012	3,230*	--	1.00%
2016	--	3,303	0.56%
2036	--	3,693	0.56%

*Based on 2012 municipal census

2.5 AGE

The Town of Three Hills has a median population age of 40.9 (2011 Federal Census). This is slightly higher than Alberta's median age of 36.5 in the same year. As illustrated using a population pyramid diagram (**Figure 1: Population Pyramid, Town of Three Hills Compared to Alberta, 2011**) the demographics seen in the town are comparable to the overall trends experienced in Alberta including low birth and death rates; however, the town has a significantly higher proportion of seniors living within the community than seen elsewhere in Alberta.

Figure 1: Population Pyramid, Town of Three Hills Compared to Alberta, 2011



2.6 EXISTING LAND INVENTORY

The table below (**Table 2: Existing Land Inventory, Town of Three Hills, 2015**) identifies the town's existing land inventory, categorized by land use type; as shown, approximately 43.2% of the town's total land inventory is currently developed.

Table 2: Existing Land Inventory, Town of Three Hills, 2015

Land Use Designation	Approximate Area (ha)			% Developed
	Total	Developed	Undeveloped	
Residential	159.0	133.0	26.0	83.6%
Commercial	54.0	47.0	7.0	87.0%
Industrial	65.0	48.0	17.0	73.8%
Direct Control	6.0	6.0	0.0	100.0%
Community Service	25.0	25.0	0.0	100.0%
Public Use and Institutional	21.0	21.0	0.0	100.0%
Urban Reserve	318.0	0.0	318.0	0.0%
Total	648.0	280.0	368.0	43.2%

2.7 RESIDENTIAL TRENDS AND FORECASTING

2.7.1 Existing Housing Mix

According to the 2011 Federal Census data, the town had approximately 1,185 dwellings in 2011. As shown in **Table 3: Approximate Housing Stock Inventory, Town of Three Hills, 2011**, approximately 78.1% of the housing stock was identified as low density housing, 13.9% was identified as medium density housing, and 8.0% was identified as higher density housing.

Table 3: Approximate Housing Stock Inventory, Town of Three Hills, 2011

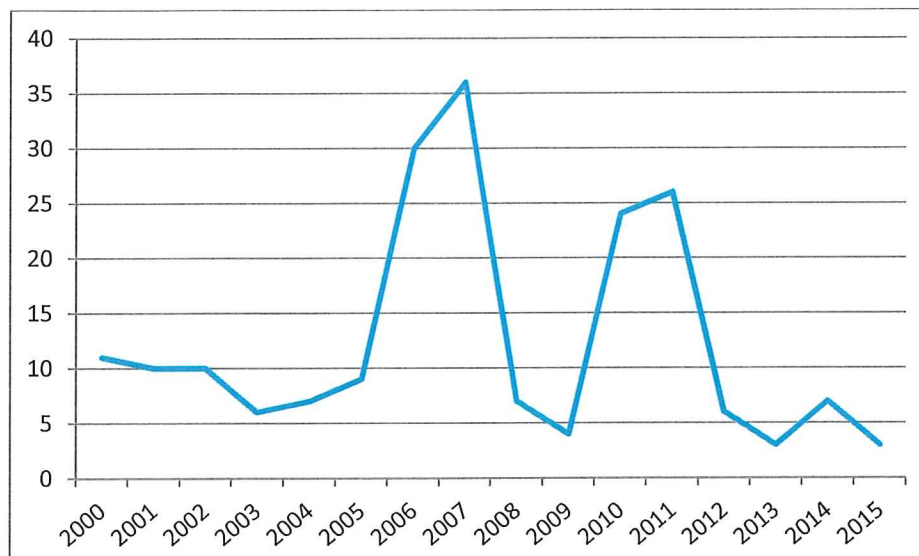
Housing Type	Approximate Units	% of Total Housing Stock
Low Density	925	78.1%
Single detached housing*	925	78.1%
Medium Density	165	13.9%
Semi-detached or duplex	100	8.4%
Row house	65	5.5%
Higher Density	95	8.0%
Low or high rise apartment	95	8.0%
Total Housing Stock	1,185	100.0%

*Includes single detached, manufactured homes, and other movable dwelling forms

2.7.2 Historic Development Statistics

The town's growth can be assessed based in part on the number of new residential building permits issued. The following table summarizes the number of building permits issued within the town between 2000 and 2015. As illustrated in **Figure 2: New Home Permits Issued Annually, Town of Three Hills, 2000-2015**, there has been a low to moderate amount of development in the past fifteen years, with a higher number of building permits issued in 2006/2007 and 2010/2011; from 2000 to 2015, the town experienced an average of 12 new home permits per year.

Figure 2: New Home Permits Issued Annually, Town of Three Hills, 2000-2015



2.7.3 Residential Forecasting

The Town of Three Hills currently has approximately 159 ha of land designated for residential development; of this, approximately 133 ha have been developed and 26 ha remain undeveloped. Based on the existing population of 3,230 persons, the density of the town is calculated at 24 persons/residential hectare.

As shown in **Table 4: Residential Land Requirement Forecasting**, the future land requirements to maintain this density at the projected 2036 population is approximately 154 ha of residential land.

Table 4: Residential Land Requirement Forecasting

	2012 Existing		2036 Forecasted	
Population	3,230		3,693	
	Developed Area (ha)	Person/ha	Developed Area (ha)	Person/ha
Residential Land	133	24	154	24

Based on this projection, the existing designated residential land inventory of 159 ha is sufficient to service the forecasted population of the town for the next twenty years.

2.8 COMMERCIAL TRENDS AND FORECASTING

The Town of Three Hills currently has approximately 54 ha of land designated for commercial development; of this, approximately 47 ha have been developed and 7 ha remain undeveloped. Based on the existing population of 3,230 persons, the density of the town is calculated at 69 persons/commercial hectare.

As shown in **Table 5: Commercial Land Requirement Forecasting**, the future land requirements to maintain this density at the projected 2036 population is approximately 54 ha of commercial land.

Table 5: Commercial Land Requirement Forecasting

	2012 Existing		2036 Forecasted	
Population	3,230		3,693	
	Developed Area (ha)	Person/ha	Developed Area (ha)	Person/ha
Commercial Land	47	69	54	69

Based on this projection, the existing designated commercial land inventory of 54 ha is sufficient to service the forecasted population of the town for the next twenty years.

2.9 INDUSTRIAL TRENDS AND FORECASTING


The Town of Three Hills currently has approximately 65 ha of land designated for commercial development; of this, approximately 48 ha have been developed and 17 ha remain undeveloped. Based on the existing population of 3,230 persons, the density of the town is calculated at 67 persons/industrial hectare.

As shown in **Table 6: Industrial Land Requirement Forecasting**, the future land requirements to maintain this density at the projected 2036 population is approximately 55 ha of industrial land.

Table 6: Industrial Land Requirement Forecasting

	2012 Existing		2036 Forecasted	
Population	3,230		3,693	
	Developed Area (ha)	Person/ha	Developed Area (ha)	Person/ha
Industrial Land	48	67	55	67

Based on this projection, the existing designated industrial land inventory of 65 ha is sufficient to service the forecasted population of the town for the next twenty years.



Several guiding principles, which reflect the town's overall vision, have been used as a reference for all goals and policies in the MDP.

Support a Strong and Diverse Economy

- Support opportunities for local employment.
- Encourage commercial and industrial development.

Support Culture and Community

- Support recreational, social, educational, and health services and amenities.
- Celebrate the town's cultural heritage and character.

Develop Vibrant and Inclusive Neighbourhoods

- Encourage the development of neighbourhoods that are safe, accessible, and have a strong sense of belonging.
- Encourage the provision of a diversity of high-quality housing options.

Provide Economical, Logical, and Sustainable Infrastructure

- Utilize innovative infrastructure and sustainable best practices.
- Support infrastructure and servicing that is developed in an efficient manner.

Respect the Environment

- Support the preservation of existing natural features, and the maintenance of parks, trails and open space.
- Encourage environmentally responsible and sustainable development practices.

4 FUTURE LAND USE CONCEPT

4.1 OVERVIEW

The Town of Three Hills MDP maintains the historical development pattern and character of the town, while providing additional lands and direction to accommodate future growth that supports the overall vision. The downtown, residential, commercial, industrial, community service, public use and institutional lands will be enhanced while providing comprehensive services and transportation infrastructure. Consideration will be given to balancing coordinated growth with respect for the environment.

4.2 LAND USE COMPONENTS

The future growth and development framework for the Town of Three Hills is established through the Future Land Use Concept (**Map 2: Future Land Use Concept**) and complementary policy direction.

Future Land Use Concept

The MDP divides the town into the following nine land use designations. Each of the designations is based on general existing land uses, future development intent, and desired urban form.

- **Residential**

The Residential designation applies to all established residential neighbourhoods. Residential policies are intended to maintain and enhance the character of existing residential areas and to promote infill development that is located in strategic locations.

- **Future Residential**

The Future Residential designation includes lands that are intended to be developed as extensions of existing neighbourhoods. It is understood that future residential neighbourhoods may include complementary uses such as schools, recreational facilities, parks, open space, trails, utilities, and neighbourhood level retail opportunities. Area Structure Plans (ASP) will be required prior to development of future residential areas to provide a more detailed level of planning.

- **Downtown**

The downtown remains the civic and commercial heart of the community. This designation includes policies to promote the downtown as a mixed-use central business, service, and residential core of the town.

- **Commercial**

Both highway commercial and service commercial uses will be maintained in areas under this designation. Existing commercial uses are primarily located along 2 Street N. / Highway 583, with some additional commercial located adjacent to Highway 21 and the railway line.

- **Future Commercial**

The Future Commercial designation includes lands located on the east side of the town adjacent to Highway 21, extending south from 2 Street N. The location adjacent to Highway 21 provides high traffic exposure for future commercial uses.

- **Industrial**

The Industrial designation applies to those lands located on the west side of the town adjacent to or west of the railway line that are used for industrial uses.

- **Future Industrial**

The Future Industrial designation applies to lands located on the west side of the town adjacent to existing industrial uses. This area is intended to accommodate a range of industrial uses while maintaining separation from non-industrial land uses to minimize land use conflicts and mitigate potential negative visual, noise, or hazardous material related impacts on surrounding users.

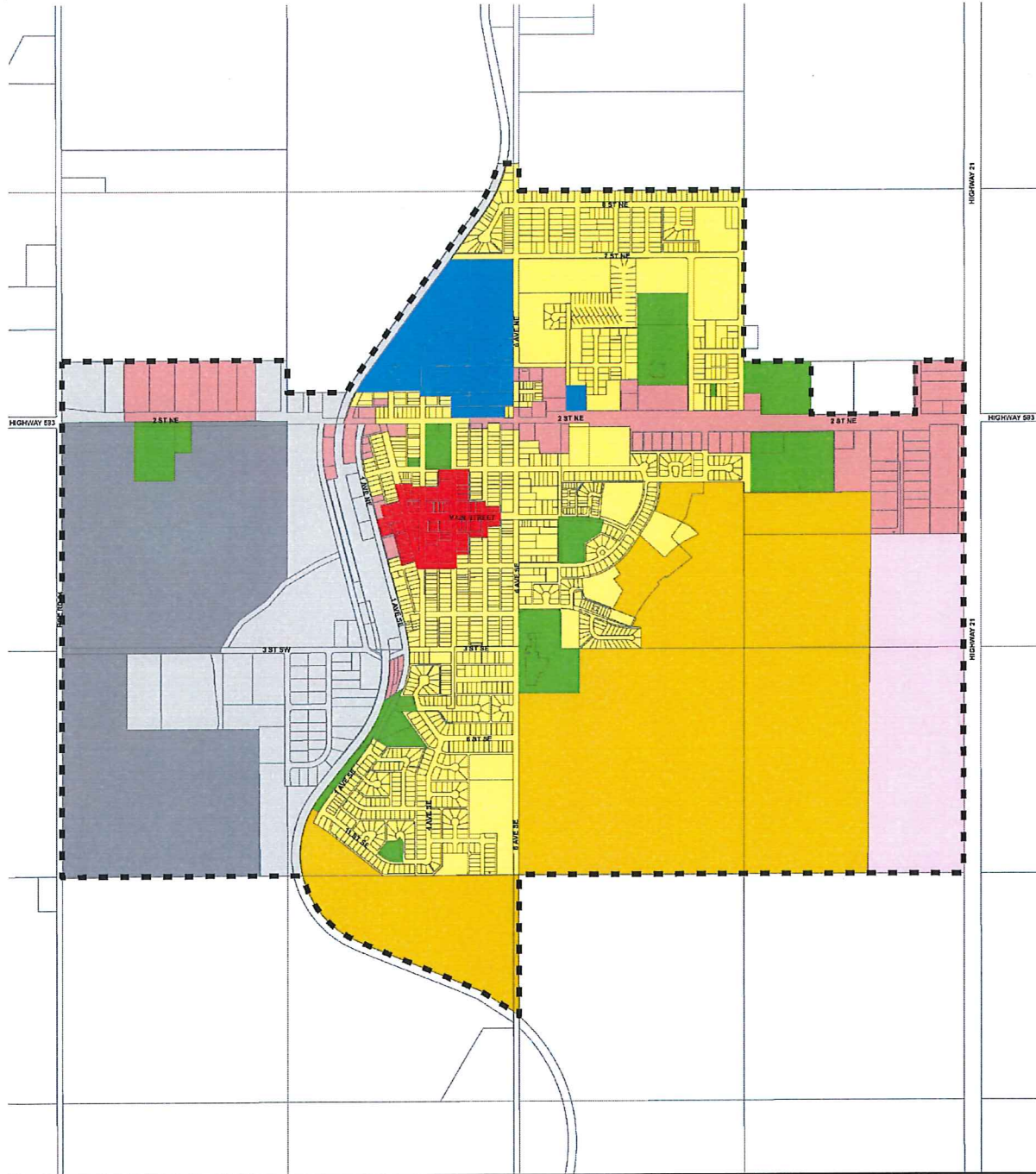
- **Community Services**

The Community Services designation includes schools, places of worship, health services, parks, trails, government buildings, and other institutional uses. Through the Area Structure Plan (ASP) process, future school sites, parks, and other community services will be identified in development areas.

- **Public Use and Institutional**

The Public Use and Institutional designation is a specific term used to describe lands owned and operated by Prairie College. This use is recognized as an important and unique area in the town.

Map 2: Future Land Use Concept



TOWN OF THREE HILLS



MAP 2:
FUTURE LAND USE
CONCEPT MAP

- | | |
|--------------------|------------------------------|
| Residential | Future Industrial |
| Future Residential | Community Service |
| Commercial | Public Use and Institutional |
| Future Commercial | Downtown |
| Industrial | Town Boundary |



THIS DRAWING IS THE PROPERTY OF THE TOWN OF THREE HILLS AND SHOULD BE RETURNED TO THE TOWN OF THREE HILLS UPON REQUEST. ANY INFORMATION OBTAINED BY INSPECTION OF THIS DRAWING SHALL NOT BE USED FOR ANY OTHER PURPOSES UNLESS SO AUTHORIZED BY THE TOWN OF THREE HILLS.

THE TOWN OF THREE HILLS ACCEPTS NO RESPONSIBILITY FOR LOSS OR DAMAGE CAUSED BY THE USE OF INFORMATION AS RECEIVED FROM THIS DRAWING.

SCALE: 1:14,500 UPDATED: FEBRUARY 22, 2017, KS/VJ

4.3 LAND USE AND DEVELOPMENT POLICIES

The following policies are applicable to all lands within the Town of Three Hills:

- 4.3.1 Future development shall be in general accordance with **Map 2: Future Land Use Concept**.
- 4.3.2 Development within the town will be based on approved land use, infrastructure, and service plans.
- 4.3.3 An ASP shall be required prior to, or concurrent with, the redistricting of any parcel designated as Urban Reserve District in the Town of Three Hills Land Use Bylaw.
- 4.3.4 The town may require an Area Redevelopment Plan prior to changes to established areas, at the discretion of the Development Authority.
- 4.3.5 Staging of development shall prioritize infill in serviced areas, followed by areas where the extension of existing services and infrastructure is logical, contiguous, efficient, and economical.
- 4.3.6 Proposed development shall be sensitive to the scale and design of the surrounding built environment, to ensure appropriate integration of new uses in existing areas.
- 4.3.7 Subdivision and development shall be subject to Provincial setback regulations and guidelines in relation to sour gas and other oil and gas facilities, including pipelines. Risk from proposed land use and development in proximity to sour gas and other oil and gas facilities shall be minimized.
- 4.3.8 The town shall comply with the MGA public consultation and notification requirements, and should encourage additional efforts beyond these requirements where appropriate. This includes engagement of the public, developers, adjacent land owners, and other stakeholders in inclusive planning processes to ensure that the review of initiatives and proposals are understood and opportunities for review and comment have been provided.

5 RESIDENTIAL

5.1 OVERVIEW

The community of Three Hills currently offers a variety of housing options in neighbourhoods that radiate from the downtown core on the east side of the CN rail line. The town will continue to respect the integrity of established neighbourhoods while supporting complementary and compatible infill and redevelopment within these neighbourhoods. New comprehensively planned residential areas are expected to be located to the south and east of existing neighbourhoods in the Future Residential areas. These areas will be developed as vibrant, inclusive, and complete communities that provide an increased diversity of high quality housing, improved affordability, and access to services and amenities.



5.2 OBJECTIVES

- 5.2.1 Encourage diverse forms of housing within neighbourhoods to cater to a variety of demographic and socioeconomic groups.
- 5.2.2 Maintain the integrity of established neighbourhoods by guiding infill development that is compatible with existing development.
- 5.2.3 Promote development that fills gaps in the urban fabric.
- 5.2.4 Encourage and facilitate the development of affordable housing options.
- 5.2.5 Encourage and support the private sector in the development of new residential neighbourhoods.
- 5.2.6 Ensure an adequate supply of land for future residential development.
- 5.2.7 Require comprehensive planning of new residential neighbourhoods.
- 5.2.8 Promote the development of new neighbourhoods as complete communities which provide a variety of residential, institutional, open space, and neighbourhood commercial land uses.
- 5.2.9 Stage development in a manner that is contiguous with existing built areas and that extends municipal services logically and efficiently.



5.3 GENERAL RESIDENTIAL POLICIES

- 5.3.1 A variety of housing styles, colours or designs should be provided along each block face to encourage visual diversity.
- 5.3.2 Residential development adjacent to railways, arterial roadways, and highways shall implement risk, noise, and vibration attenuation measures to the satisfaction of the Development Authority. Noise, vibration, and/or risk assessments may be required in support of applications.
- 5.3.3 The town will encourage the development of a variety of housing options, including affordable and seniors housing.
- 5.3.4 The town shall consider proposals for innovative or alternative forms of housing to increase housing choice and to encourage the development of affordable housing options.
- 5.3.5 Home occupations may be considered in all housing types and shall be implemented through provisions in the LUB.
- 5.3.6 When considering redistricting applications, the following location criteria may be used as a guide:
- a. Semi-detached/duplexes may be located on:
 - i. Lots fronting an arterial or collector road
 - ii. Lots facing institutional, school, or park sites
 - iii. Corner lots
 - iv. Lots between other semi-detached/duplexes
 - b. Row housing may be located on:
 - i. Lots fronting an arterial or collector road
 - ii. Lots facing institutional, school, or park sites
 - c. Apartment housing may be located:
 - i. Along an arterial or collector road
 - ii. Adjacent to commercial, institutional, school, or park sites
 - iii. On a site separated from smaller scale residential by other land uses such as medium/high density residential

- 5.3.7 Parking areas for higher density residential developments should be located to the rear of the building or screened from adjacent public roadways.

5.4 ESTABLISHED RESIDENTIAL AREA POLICIES

- 5.4.1 Established residential areas are designated as Residential in **Map 2: Future Land Use Concept**.
- 5.4.2 The town shall support the development of vacant lots and the redevelopment of underutilized lots in established residential areas.
- 5.4.3 Redistricting or subdivision proposals in this area will be considered and should have consideration for:
- a. Compatibility of height and massing with adjacent land uses
 - b. Connectivity and impact on municipal services
 - c. Provision of required parking
 - d. Existing street layout and site planning
- 5.4.4 Small-scale neighbourhood commercial proposals in established neighbourhoods shall be considered at the discretion of the Development Authority.



- 5.4.5 Large site redevelopment projects (over 1 hectare) should be encouraged to provide publicly accessible amenity areas.

5.5 FUTURE RESIDENTIAL AREA POLICIES

- 5.5.1 New residential neighbourhoods are to be established in areas designated as Future Residential in **Map 2: Future Land Use Concept**.
- 5.5.2 Per policies 4.3.3 and 14.3.5, new residential development identified as Future Residential in **Map 2: Future Land Use Concept** requires the preparation and adoption of an ASP.
- 5.5.3 Existing agricultural operations within the Future Residential areas shall be permitted to continue until land is required for development at the time of redistricting.
- 5.5.4 No land use or development that may inhibit future urban residential style development should be permitted in the Future Residential policy area. This may include agriculture-related operations such as confined feeding operations or any other uses deemed to be incompatible by the Development Authority.
- 5.5.5 New residential development should be planned to extend existing municipal infrastructure in an efficient and cost effective manner.
- 5.5.6 The town shall continue to encourage land development by the private sector.
- 5.5.7 New residential neighbourhood development shall include a mixture of residential and non-residential land uses such as school and park space, trails, retained natural features, or other uses that act as community focal points and improve access to services for residents.
- 5.5.8 The street network extended into new residential development areas should be designed with a similar layout to the (modified) grid network existing in established areas. These roadways should include elements such as boulevard tree planting, where feasible.
- 5.5.9 New ASPs which include residential development shall include a variety of housing forms for a range of household types, income levels, ages, and needs.
- 5.5.10 New manufactured home parks and subdivisions may be considered in the future and shall meet landscaping and architectural standards as prescribed in the LUB.
- 5.5.11 New residential development adjacent to existing industrial or commercial areas may be required to provide additional buffering, screening, berms, landscaping or other transitional elements to the satisfaction of the Development Authority.
- 5.5.12 The town shall require:

- a. Sidewalks on at least one side of all residential roads, except on cul-de-sacs, arterial roadways, or where other mitigating factors exist, as demonstrated to the satisfaction of the Development Authority, during the subdivision stage
- b. All new residential roadways be paved, and include curbs and gutters
- c. All electrical and telecommunications servicing for new residential neighbourhoods be installed underground



6 DOWNTOWN

6.1 OVERVIEW

The Town of Three Hills' downtown is the civic and commercial heart of the community. This area, located at the centre of town to the east of the CN rail line, contains the historic concentration of commercial development and acts as a focal point for town activities. The unique character of this significant central area will be preserved and celebrated, and its pedestrian use will be supported. The town will continue to promote and enhance the downtown, and will encourage the expansion of diverse retail activities to serve residents and visitors.

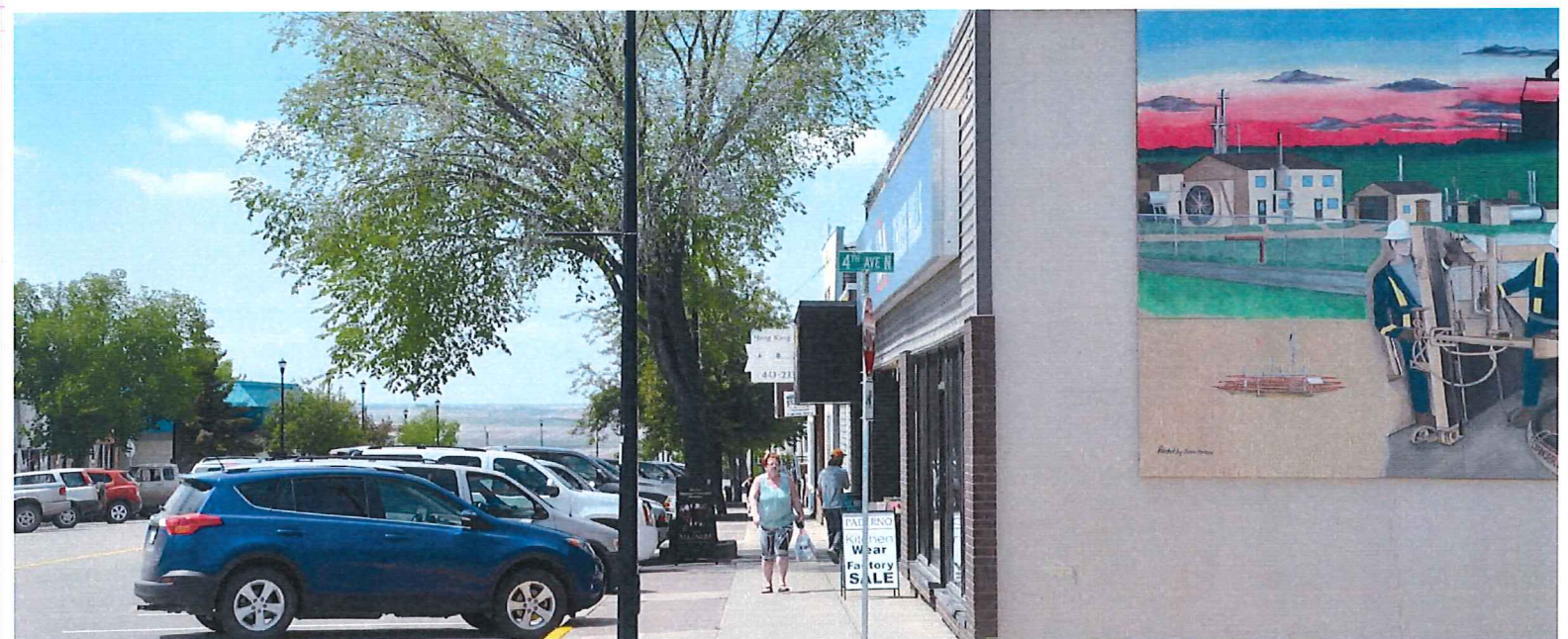
6.2 OBJECTIVES

- 6.2.1 Promote the development of downtown as a pedestrian-friendly, compact, and mixed-use centre.
- 6.2.2 Encourage uses in the downtown which broaden the range of services available to residents and extend activity past regular business hours.
- 6.2.3 Attract new businesses to locate in the downtown.
- 6.2.4 Encourage new construction that is aesthetically pleasing and uses high quality building materials.

6.3 POLICIES

- 6.3.1 **Map 2: Future Land Use Concept** identifies the downtown area of the town.
- 6.3.2 The downtown shall be developed as a compact and vibrant centre for service, institutional, commercial, office, and recreational land uses.
- 6.3.3 Infill and redevelopment will be encouraged to support the success of the downtown.
- 6.3.4 New developments and redevelopments shall be designed using pedestrian-oriented site planning and building design.
- 6.3.5 Parking shall be located behind or beside buildings to preserve the continuity of the existing street face.
- 6.3.6 Residential uses shall be permitted above or behind ground floor pedestrian-oriented commercial uses, as well as multi-unit apartments off Main Street. Commercial and mixed use development should include:
 - a. Separate at-grade entrances for commercial and residential premises when located in the same building

- b. Visually transparent façades along the ground floor
 - c. Reduced front setbacks, with the exception of providing for patios and seating
 - d. Building façades with design elements, materials, and variations that add interest and reduce perceived mass and linearity
- 6.3.7 The town may allow for major retail uses within the downtown that are developed in an urban format, fronting public streets, and with parking that is screened or located behind buildings.
- 6.3.8 The downtown shall incorporate parks, services, and facilities that are accessible, complement commercial uses, and act as destinations.
- 6.3.9 Existing single detached residential buildings, which could be converted to commercial uses, shall be permitted to remain, however, rebuilding or major reconstruction, as well as the development of new single residential structures shall be prohibited.
- 6.3.10 Development within the downtown will be encouraged to provide high quality design and aesthetics through:
- a. Use of attractive and high quality buildings materials, finishes, and façades
 - b. Installation of enhanced landscaping
 - c. Incorporation of public art



7 COMMERCIAL

7.1 OVERVIEW

The community of Three Hills provides a range of commercial services to support its role as a regional service centre, as well as meet the needs of the resident population. The town's commercial development largely began in the downtown core, where many uses continue to serve residents and contribute to the success of the downtown; however, commercial uses over time have spread to the arterial roadway and highway areas.

The MDP supports a mix of commercial forms from traditional retail and services within the downtown and compatible neighbourhood commercial within residential areas to larger format commercial uses suitable for location along major roadways (2 Street N. and Highway 21). The town's commercial strategy will support residents, visitors, regional demands, and overall economic development for the area.

7.2 OBJECTIVES

- 7.2.1 Protect an adequate supply of land for future commercial development, and discourage incompatible uses on lands intended for commercial expansion.
- 7.2.2 Encourage a full range of commercial services to support town residents and the regional market.
- 7.2.3 Ensure an adequate supply of land for future commercial development.
- 7.2.4 Promote high quality, aesthetically pleasing commercial development.



- 7.2.5 Support compatible neighbourhood commercial development.
- 7.2.6 Support the expansion of highway commercial development.
- 7.2.7 Encourage businesses to locate in town to foster sustainable economic development.

7.3 GENERAL COMMERCIAL POLICIES

- 7.3.1 Established commercial areas and future commercial areas are designated as Commercial and Future Commercial respectively in **Map 2: Future Land Use Concept**.
- 7.3.2 As per policies 4.3.3 and 14.3.5, new commercial development in areas identified as Future Commercial in **Map 2: Future Land Use Concept** requires the preparation and adoption of an ASP.
- 7.3.3 The town should encourage a diversity of regional-scale commercial development to further provide for the regional market.
- 7.3.4 Redistricting or subdivision proposals in Commercial and Future Commercial areas will be considered and should have consideration for:
 - a. Compatibility with adjacent land uses
 - b. Connectivity and impact on municipal services
 - c. Existing street layout and site planning
- 7.3.5 The LUB shall provide districts to accommodate a range of commercial uses, locations, and lot sizes.
- 7.3.6 Large format commercial development proposals shall undertake traffic impact assessments, and other relevant evaluations, as required by the town.
- 7.3.7 The town shall ensure, through LUB provisions, that commercial development:
 - a. Provides adequate buffers to minimize nuisance and land use conflicts
 - b. Allows for safe and convenient vehicular and pedestrian circulation
 - c. Includes landscaping, building form, and architectural treatments that contribute to an overall high quality visual appearance
- 7.3.8 The town shall support the revitalization and redevelopment of underutilized or vacant commercial sites.
- 7.3.9 Parking and loading facilities shall be provided for commercial uses, in accordance with the LUB provisions.

7.4 NEIGHBOURHOOD COMMERCIAL POLICIES

- 7.4.1 The town should encourage neighbourhood commercial development in residential areas along collector or arterial roadways, preferably on corner sites, to allow convenient access and minimize land use conflicts.
- 7.4.2 Neighbourhood commercial development shall ensure compatibility with nearby residential uses by utilizing:
- Appropriate building scale and massing
 - Architectural design elements
 - Visual buffers including landscaping, fences, or berms
- 7.4.3 The town should encourage compatible home based businesses in residential areas, where they do not create significant traffic disturbances or interfere with the use, enjoyment, and value of residential properties or adjacent amenities.

7.5 HIGHWAY COMMERCIAL POLICIES

- 7.5.1 New commercial areas along Highway 21 are designated as Future Commercial in **Map 2: Future Land Use Concept**.
- 7.5.2 The town will support a range of commercial development suitable along highway corridors in the Future Commercial area along Highway 21.
- 7.5.3 This area will accommodate commercial development types that are not suitable for the downtown due to use type, lot size requirements, impact on surrounding development, or other requirements / restrictions. Uses that are not suitable for the downtown shall be encouraged to locate in appropriate Future Commercial areas.



- 7.5.4 Highway and service commercial development along 2 Street N. and Highway 21 shall be in accordance with Provincial transportation policies for development adjacent highways.
- 7.5.5 Commercial subdivisions adjacent to highways shall be required to provide service roads.
- 7.5.6 New highway commercial development proposals shall be subject to:
 - a. An approved ASP
 - b. Servicing capacity and provision of infrastructure
 - c. Traffic assessments for appropriate circulation and access
 - d. Approval from Alberta Transportation for access to the highway, and completion of required infrastructure improvements
 - e. Detailed site plans



8 INDUSTRIAL

8.1 OVERVIEW

Historic growth of the Town of Three Hills has been supported by the industrial development west of the CN rail line. The town's industrial land location is beneficial as it allows for convenient transportation access and adequate separation from other uses to minimize potential land use conflicts. The MDP continues to encourage and provide lands for a range of industrial development including light, general, and railway industrial uses to provide employment opportunities and support the continued economic success of the area.

8.2 OBJECTIVES

- 8.2.1 Ensure an adequate supply of land for future industrial development.
- 8.2.2 Minimize conflicts between industrial and non-industrial land uses.
- 8.2.3 Ensure that road and rail access to industrial areas avoids conflicts with non-industrial users.

8.3 GENERAL INDUSTRIAL POLICIES

- 8.3.1 As shown in **Map 2: Future Land Use Concept**, industrial activity in the town shall generally be located to the west of the CN rail line.
- 8.3.2 An ASP shall be required prior to or concurrent with the redistricting of any parcel designated as Urban Reserve District under the LUB.
- 8.3.3 ASPs and subdivision plans shall provide a range of lot options to support anticipated future industrial development.
- 8.3.4 The LUB shall provide districts to accommodate a range of industrial uses, locations, and lot sizes.
- 8.3.5 Industrial subdivisions adjacent to highways shall be required to provide service roads.



- 8.3.6 Industrial areas should be planned to provide direct access to truck routes, highways, and railways.
- 8.3.7 Industrial uses shall be compatible and integrated with the town context.
- 8.3.8 All industrial development shall comply with relevant Federal, Provincial and town standards for noise, odour, emissions, and hazards.
- 8.3.9 Industrial development shall minimize negative effects on the adjacent areas through the use of buffers, including landscaping, fences, berms, and/or compatible land uses, to the satisfaction of the Development Authority.
- 8.3.10 Industrial development proposals shall be subject to the following, to the satisfaction of the town:
- a. An approved ASP for lands identified as Future Industrial on **Map 2: Future Land Use Concept**
 - b. Servicing capacity and provision of infrastructure at developer's expense
 - c. Approved access to transportation routes
 - d. Suitable nuisance, adverse effects, and risk mitigation measures in place, which may include the preparation of risk assessments and/or the provision of separation and buffers from non-industrial uses

8.4 LIGHT INDUSTRIAL POLICIES

- 8.4.1 The town shall establish a district under the LUB which permits the development of less intensive industrial activity, which does not adversely affect adjacent land uses or cause any external, objectionable, or dangerous conditions outside of any building or the industrial business site.
- 8.4.2 Light industrial uses should be located on the periphery of industrial areas, adjacent to collector and arterial roadways.

8.5 RAILWAY INDUSTRIAL POLICIES

- 8.5.1 The town should prioritize industrial uses requiring rail access to be located adjacent to the rail line.
- 8.5.2 The town should consider supporting the extension of railway spur lines as required.

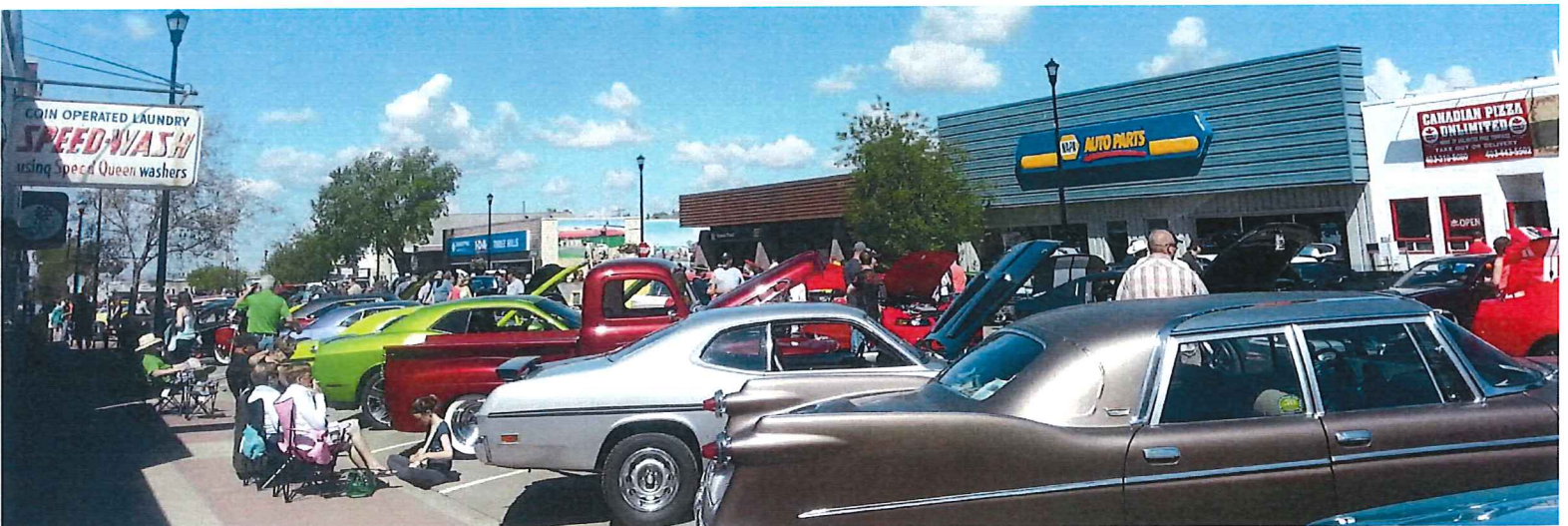
9 COMMUNITY, EDUCATION, AND RECREATION

9.1 OVERVIEW

The community of Three Hills provides a range of programs, services, and amenities to support a high quality of life for residents of all ages. This includes social services, emergency, protective, and health services, parks, open space, and recreation amenities, educational institutions, and cultural and heritage components. The town aims to provide a full range of services to support the well-being of residents and visitors.

9.2 OBJECTIVES

- 9.2.1 Provide a variety of social infrastructure, programming, and services that support the social, physical, and mental well-being of town residents.
- 9.2.2 Promote and celebrate the town's character, culture, and heritage resources.
- 9.2.3 Facilitate the provision of protective and emergency services to support a safe community environment.
- 9.2.4 Work in partnership with educational institutions to support the anticipated needs of students.
- 9.2.5 Maintain an inventory of parks, recreational amenities, open spaces, and trails to meet the needs of residents and visitors.
- 9.2.6 Preserve and enhance natural areas where feasible.



9.3 COMMUNITY POLICIES

- 9.3.1 The town shall prioritize the safety of residents through coordination and support for police, fire, rescue, emergency, and medical services.
- 9.3.2 The town may circulate all subdivision and ASP applications to the appropriate emergency service agencies for comment and review.
- 9.3.3 New development will be encouraged to implement Crime Prevention Through Environmental Design (CPTED) principles.
- 9.3.4 The town shall support the provision of accessible healthcare services and healthy lifestyles for the community.
- 9.3.5 The town's culture and heritage may be promoted through special areas and at roadway entrances into the town, where feasible.
- 9.3.6 The town should encourage local arts programming and facilities.
- 9.3.7 The town should support opportunities or programs for youth and seniors to socialize and function effectively in the community.



9.4 EDUCATION POLICIES

- 9.4.1 The town should provide land uses to support and complement the needs of educational institutions and their populations.
- 9.4.2 Consultation and collaboration with local school boards may be undertaken through the ASP preparation and review process to ensure appropriate location and integration of school sites within neighbourhoods.
- 9.4.3 The town should encourage opportunities for joint-use of school sites between the town, school authorities, and community groups.

9.5 PARKS, OPEN SPACE, AND RECREATION POLICIES

- 9.5.1 Existing parks, open space, and recreational amenity areas are shown in **Map 2: Future Land Use Concept**.
- 9.5.2 The Town of Three Hills shall require, upon subdivision, that the landowner provide Municipal Reserve (MR) and/or School Reserve as land, cash in lieu of land, up to the statutory maximums in accordance with the MGA. Land that can be dedicated as Environmental Reserve (ER), as defined by the MGA, shall not be dedicated as MR, School Reserve, or any combination thereof.



- 9.5.3 The location and size of new school and/or park sites shall be determined through the ASP process.
- 9.5.4 Proposals for development will be encouraged to incorporate trails and trail connectivity that will assist with the expansion of the town's trail network.
- 9.5.5 The town may consider purchasing or using MR dedication to acquire natural areas that do not fall within the MGA definition of Environmental Reserve.
- 9.5.6 The town should consider locating MR adjacent to retained natural areas and stormwater management facilities to facilitate enhanced protection or access to those areas.
- 9.5.7 A mix of large and small parks and open spaces should be distributed throughout the town to allow convenient access by as many residents as possible.
- 9.5.8 Small neighbourhood parks should permit flexibility in use.
- 9.5.9 The design of parks and open spaces should consider all season use.
- 9.5.10 Neighbourhood design should consider sidewalk and trail connections between parks, open spaces, recreation areas, schools, and other amenities.



10 ENVIRONMENT

10.1 OVERVIEW

The Town of Three Hills places a high value on the environment and natural resources. As a commitment to protecting these features, the town will support ecological integrity, maintain the area's aesthetic beauty, and support recreation, health, and a high quality of life for residents and visitors. The town will undertake appropriate measures to limit negative impacts on the natural environment related to development activities for a sustainable future.

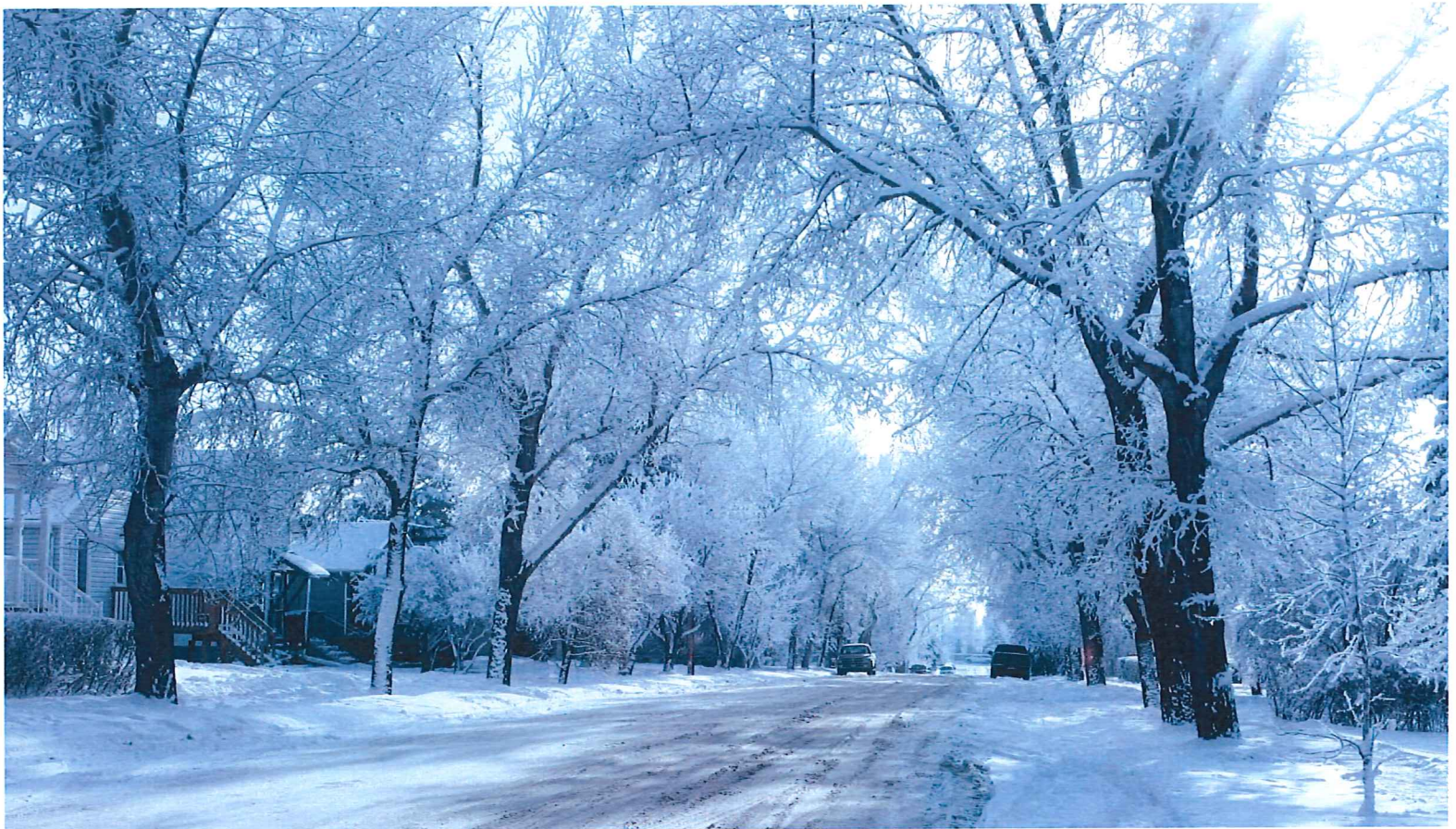
10.2 OBJECTIVES

- 10.2.1 Protect and enhance the ecological network through the preservation of natural areas and the addition of new open spaces.
- 10.2.2 Promote development that limits negative effects on the natural environment.

10.3 ENVIRONMENT POLICIES

- 10.3.1 As required by the town, ASPs and subdivision applications may include the identification of natural areas, hazards, or historical/archaeological sites. Any detailed analysis required to determine these features shall be undertaken by qualified professionals at the developer's expense.
- 10.3.2 ASPs and other development plans shall integrate natural features into the design of neighbourhoods to form a connected system of open space and linkages that support wildlife and recreation activities.
- 10.3.3 The protection and conservation of natural features shall be achieved through a combination of ER and MR dedication, conservation easements, land donations, exchanges, and/or purchases.
- 10.3.4 Lands that meet the criteria for ER under the MGA shall be dedicated to the Town of Three Hills at the time of subdivision.
- 10.3.5 Landscaping of parks and open spaces should consider the planting of native species to improve wildlife habitat, increase drought resistance, and reduce maintenance requirements.

-
-
- 10.3.6 Ecological connectivity should be considered when planning parks, stormwater management facilities, open spaces, and connective paths.
- 10.3.7 Developers shall prepare an environmental site assessment, at the discretion of the town, to determine that the site is suitable for the full range of uses contemplated in the application.



11 TRANSPORTATION

11.1 OVERVIEW

The Town of Three Hill's transportation network is a key component of the town's urban environment. It supports development, economic activities, and provides access and connectivity for residents and visitors. The town is connected to surrounding centres via Highway 21 and Highway 583 (2 Street N.). These highways allow for convenient access into town and exposure to industrial and commercial areas.

As shown in **Map 3: Existing Transportation Network**, the town includes an arterial roadway running east-west, several collector roadways, and local roads throughout the neighbourhoods. The older, more established neighbourhoods exhibit a grid pattern of streets with treed boulevards, while recent developments utilize curvilinear roadways and cul-de-sacs.

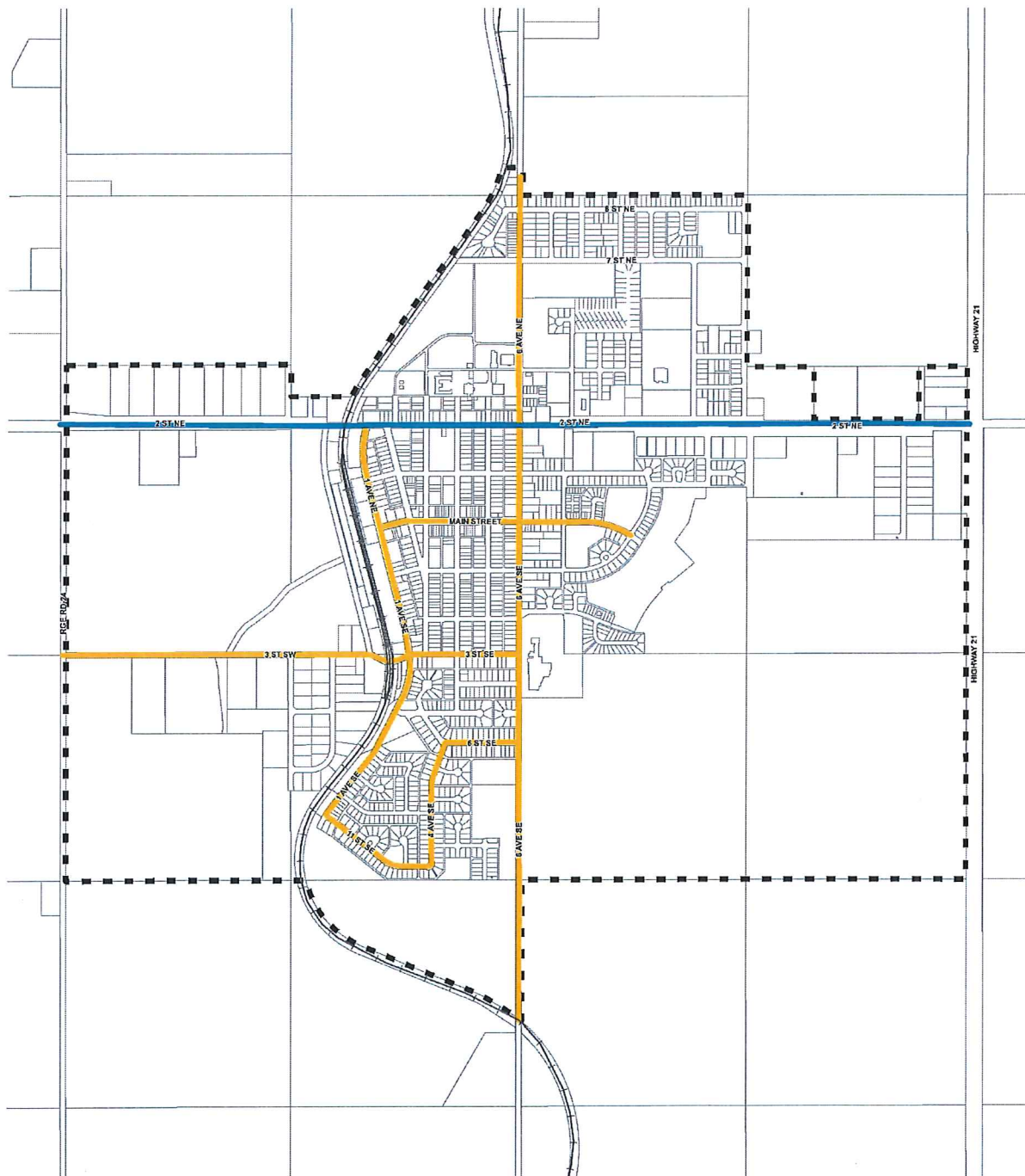
The transportation network also includes a CN rail line, which runs north-south through the west side of town. This rail line is located adjacent to the town's industrial development which provides convenient and safe access for rail-based operations and also allows for a buffer from residential development to the east.

The Three Hills airport is located approximately 1.6 km east of the town. The airport serves the town and surrounding area and is utilized as a training base by the Prairie School of Mission Aviation, an affiliate of Prairie College.

11.2 OBJECTIVES

- 11.2.1 Provide a safe and efficient transportation system to support existing and future development.
- 11.2.2 Promote active modes of transportation (walking, cycling, etc.) to enhance residents' health and provide an alternative to private automobiles.
- 11.2.3 Utilize environmentally sensitive and cost effective methods for upgrades and expansion of transportation infrastructure.
- 11.2.4 Ensure coordination with the Province and Kneehill County on the development and integration of transportation infrastructure.

Map 3: Existing Transportation Network



TOWN OF THREE HILLS



MAP 3:
EXISTING TRANSPORTATION
NETWORK

- Arterial Roadway
- Collector Roadway
- Railway
- Town Boundary



THIS DRAWING IS THE PROPERTY OF THE TOWN OF THREE HILLS AND IS TO BE RETURNED TO THE TOWN OF THREE HILLS UPON REQUEST. ANY INFORMATION OBTAINED BY ANY OTHER FROM THIS DRAWING SHALL NOT BE USED FOR ANY PURPOSES NOT INTENDED OR AUTHORIZED BY THE TOWN OF THREE HILLS. THE TOWN OF THREE HILLS ACCEPTS NO RESPONSIBILITY FOR LOSS OR DAMAGE CAUSED BY THE USE OF INFORMATION EXTRACTED FROM THIS DRAWING.

2014-100659 10/16/14 1:10,000

11.3 TRANSPORTATION POLICIES

- 11.3.1 The town shall ensure that transportation infrastructure is constructed in accordance with approved town transportation plans, studies, and standards.
- 11.3.2 As per Policy 5.5.8, the town should ensure that new development extends the street network with a similar layout to the (modified) grid network existing in established areas. These roadways should include elements such as boulevard tree planting, where feasible.
- 11.3.3 The town shall coordinate land use and transportation to increase the effectiveness, efficiency, and safety of the network for all modes of travel, and mitigate undesirable impacts.
- 11.3.4 The town should consider future transit needs and services, including transportation for seniors and those with limited mobility.
- 11.3.5 The town shall require sidewalks on at least one side of all residential roads, except on cul-de-sacs, arterial roadways, or where other mitigating factors exist; as demonstrated to the satisfaction of the Development Authority, during the subdivision stage.
- 11.3.6 Pedestrian and traffic controls shall be located where required by the authority having jurisdiction. These controls may include roadway markings, pedestrian crossings, roadway signs, or traffic signals.
- 11.3.7 Review of ASPs and subdivision applications shall ensure that sufficient roadway connections are accommodated to existing and future development areas.
- 11.3.8 The town shall maintain a roadway hierarchy system consisting of arterial, collector, and local roadways to meet anticipated traffic demands and facilitate pedestrian movement.
- 11.3.9 Developers shall prepare traffic impact assessments, at the discretion of the town, for development that may generate significant traffic volumes or negatively impact the safe and efficient movements through the transportation network.
- 11.3.10 The town should encourage alternative transportation, including the provision of a safe and connected multimodal transportation network, where feasible.
- 11.3.11 The town shall work with Alberta Transportation and Kneehill County to ensure safe and effective roadway connections with the town.
- 11.3.12 The town shall ensure adequate on-site parking associated with new development.

- 11.3.13 The town shall require developers to construct and pay for all or a portion of the transportation infrastructure associated with new development. Off-site levies and cost sharing agreements should be established to ensure proportionate contributions from benefiting lands.
- 11.3.14 Truck routes shall be established and clearly identified through the town to minimize potential adverse effects on residents and to protect infrastructure.



12 SERVICING

12.1 OVERVIEW

The Town of Three Hills' servicing infrastructure includes sanitary, water, and stormwater systems, as well as shallow utilities. The town's water supply comes from the Red Deer River, approximately 20 kilometres from the town boundary. Water infrastructure (**Map 4: Existing Water Services**) includes a treatment plant with residual capacity that allows the town to act as a regional water vendor, selling excess water to users outside the town boundary.

The town's sanitary servicing infrastructure (**Map 5: Existing Sanitary Sewer System**) includes mains, lift stations, and a lagoon treatment facility located south of the town boundary. The town's stormwater servicing infrastructure includes surface drainage channels and piped storm sewers.

While ongoing upgrades are required, the town's servicing systems currently have capacity to accommodate future growth. The town will monitor capacity and undertake upgrades as necessary.

The town also has a landfill for solid waste disposal, which is located directly south of the town on Range Road 241.

12.2 OBJECTIVES

- 12.2.1 Maintain and upgrade sanitary, water, and stormwater servicing infrastructure to efficiently and effectively provide high quality services to the community.
- 12.2.2 Ensure servicing infrastructure and capacity is available to accommodate growth within the town.
- 12.2.3 Ensure that developers pay their proportionate share of the provision of servicing and upgrades for benefitting development areas.
- 12.2.4 Promote water conservation initiatives within the town and surrounding region.
- 12.2.5 Promote servicing efficiency and minimize the installation of redundant infrastructure.

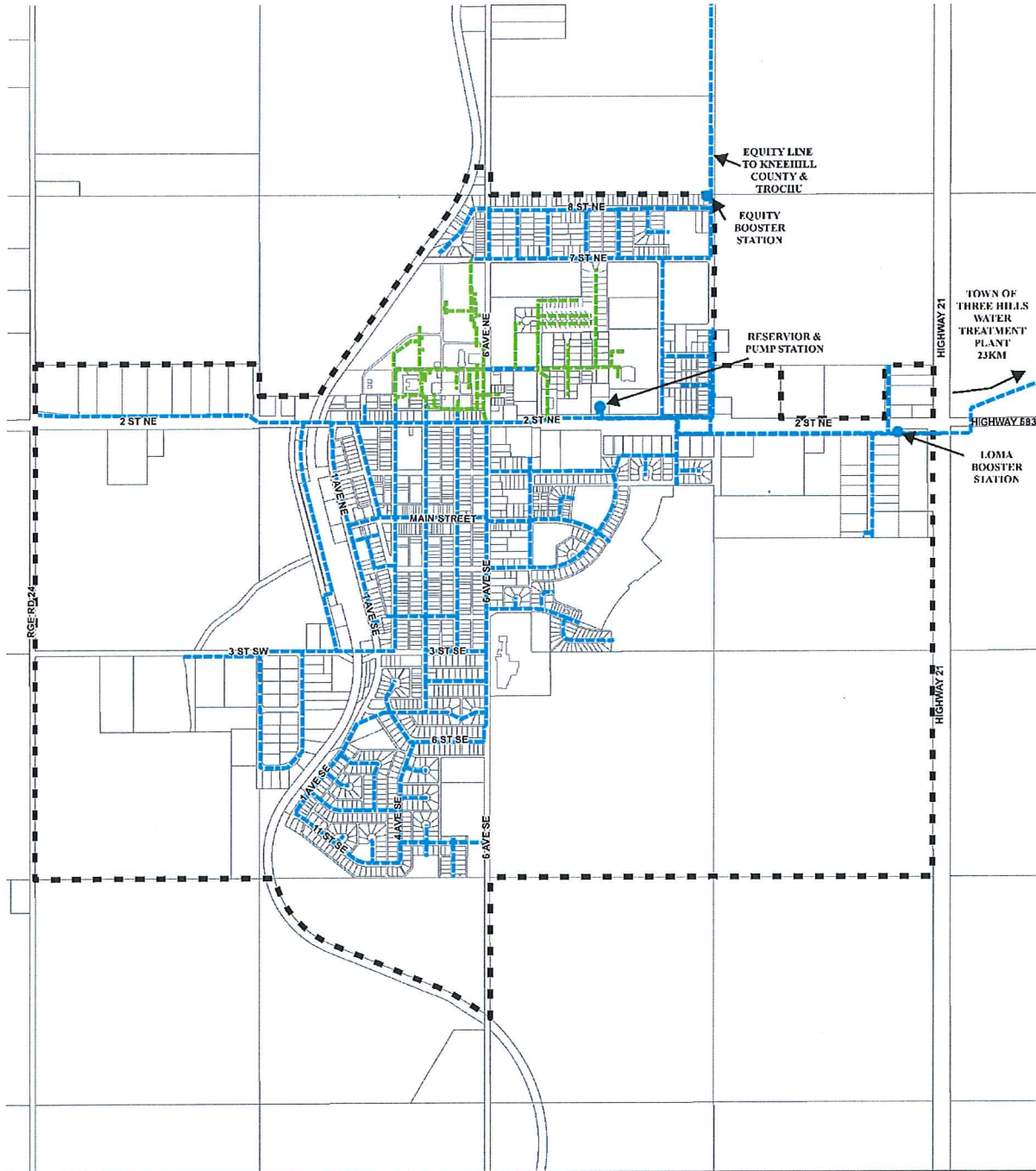
12.3 SERVICING POLICIES

- 12.3.1 The town shall maintain and complete servicing infrastructure upgrades and construction in conformance with approved town servicing studies, plans, and standards to support high quality service provision and future development capacity.

- 12.3.2 Servicing shall be extended to new development in a contiguous, logical, and efficient manner.
- 12.3.3 Where available, all new development shall connect to the town's municipal services.
- 12.3.4 The town shall require developers to construct and pay for all or a portion of the service connection and oversizing costs associated with new development. Off-site levies and cost sharing agreements should be established to ensure proportionate contributions from benefiting lands.
- 12.3.5 The town should encourage sustainable and innovative servicing practices and technologies to increase efficiency and effectiveness while reducing environmental impacts.
- 12.3.6 Encourage growth in locations that utilize existing or planned infrastructure capacity.



Map 4: Existing Water Services



TOWN OF THREE HILLS



- Privately Owned Water Mains
- Town Owned Water Mains
- Town Boundary

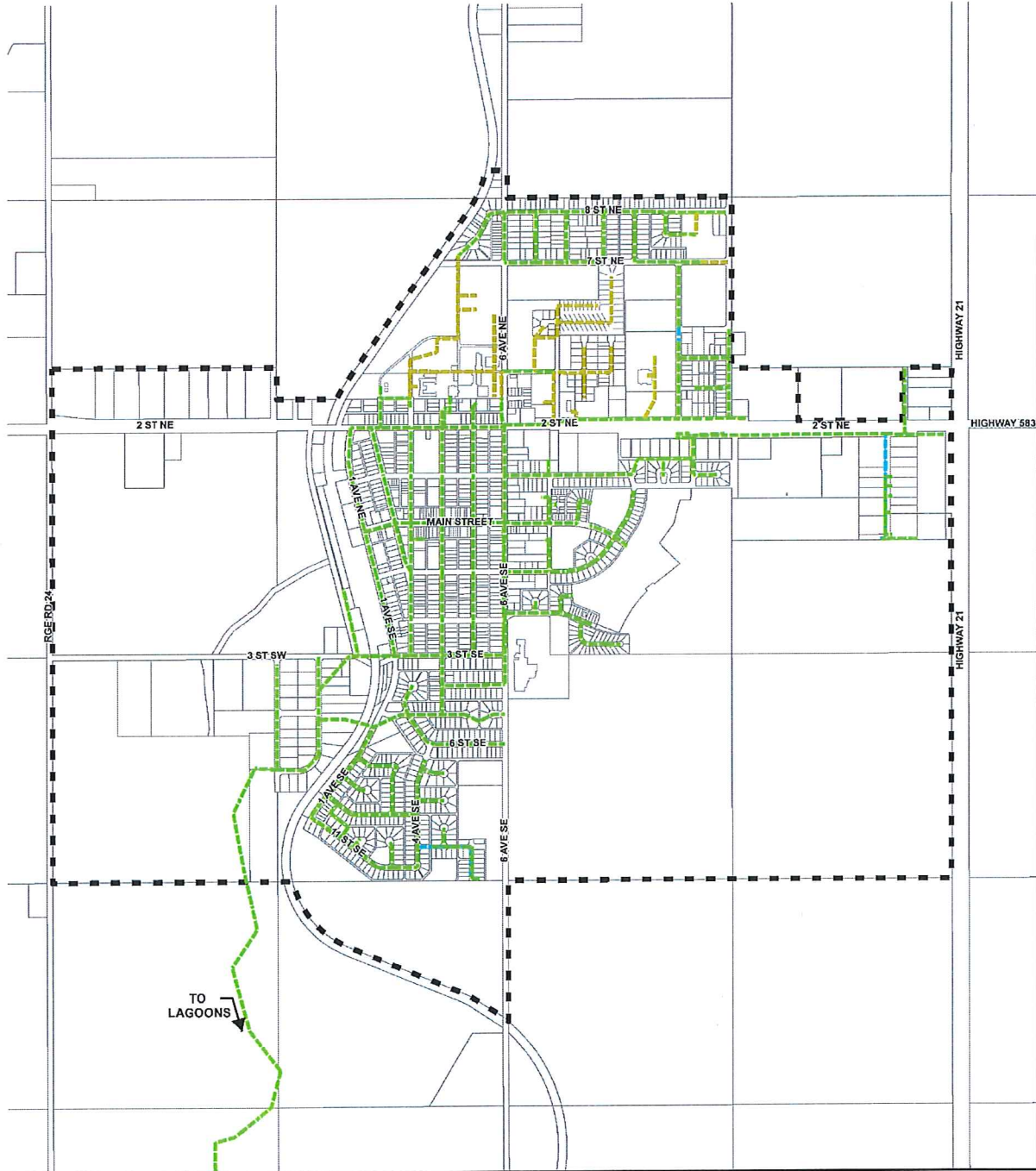


THIS DRAWING IS THE PROPERTY OF THE TOWN OF THREE HILLS AND SHOULD BE RETURNED TO THE TOWN OF THREE HILLS UPON REQUEST. ANY INFORMATION OBTAINED BY INSPECTION OF THIS DRAWING SHALL NOT BE USED FOR ANY PURPOSES WITHOUT EXPRESS AUTHORIZATION BY THE TOWN OF THREE HILLS.

THE TOWN OF THREE HILLS ACCEPTS NO RESPONSIBILITY FOR LOSS OF DATA OR DAMAGE TO THE USE OF INFORMATION EXTRACTED FROM THIS DRAWING.

SCALE: 1:5000 | UPDATED FEBRUARY 22, 2017, A.S.V.

Map 5: Existing Sanitary Sewer System



TOWN OF THREE HILLS



MAP 5:
EXISTING SANITARY
SEWER SYSTEM

- Privately Owned Sanitary Main
- Town Owned Sanitary Main
- Sanitary Force Mains
- Town Boundary



THIS DRAWING IS THE PROPERTY OF THE TOWN OF THREE HILLS AND MUST BE RETURNED TO THE TOWN OF THREE HILLS UPON REQUEST. ANY INFORMATION OBTAINED BY INSPECTION OF THIS DRAWING WILL BE KEPT CONFIDENTIAL AND NOT TO BE REPRODUCED OR AUTHORIZED BY THE TOWN OF THREE HILLS.

THE TOWN OF THREE HILLS ACCEPTS NO RESPONSIBILITY FOR LOSS OR DAMAGE CAUSED BY THE USE OF INFORMATION EXTRACTED FROM THIS DRAWING.

SCALE: 1"=100' (UPDATED FROM MAY 22, 2017, KAN 2)

13 INTER-MUNICIPAL PLANNING

13.1 OVERVIEW

The Town of Three Hills intends to ensure continued cooperation and coordinated planning with Kneehill County. This commitment is reflected in the Kneehill County / Town of Three Hills Inter-municipal Development Plan (IDP). The MDP policy direction that follows reflects this commitment to coordinate equitable, orderly, and mutually beneficial development and practices that ensure the long-term success of the region.

13.2 OBJECTIVES

- 13.2.1 Collaborate with Kneehill County, provincial and federal agencies for mutually beneficial regional planning.
- 13.2.2 Work with Kneehill County to ensure communication, referral of applications, issue resolution, and coordination of economic growth and urban expansion.
- 13.2.3 Maintain and update an IDP with Kneehill County, as required.





13.3 INTER-MUNICIPAL PLANNING POLICIES

- 13.3.1 The town shall work with Kneehill County to maintain a relevant IDP and implement the goals, objectives, and policies contained within, as prescribed by the MGA.
- 13.3.2 The town shall have regard for the IDP policies and policies of the Province of Alberta when preparing ASP, MDP and LUB amendments, or development proposals.
- 13.3.3 The town shall work with Kneehill County and service providers to ensure coordinated development and provision of infrastructure and services within an IDP area.
- 13.3.4 The town shall coordinate with Kneehill County on annexation matters.

14 REVIEW AND IMPLEMENTATION

14.1 OVERVIEW

While the MDP is the town's principal guide for future growth and development, further detailed planning is required to implement its direction. The MDP will require periodic review and possible amendment to ensure that it remains in line with the current planning, economic, social, and environmental context.

In accordance with the MGA, the adoption of an MDP does not require the municipality to undertake any of the projects referred to in it. As such, while the policies within the MDP may direct expenditures and resource dedication, future implementation will be dependent upon the town's resource capacity and allocation decisions.

14.2 OBJECTIVES

- 14.2.1 Implement the vision of the MDP through the town's statutory plans, non-statutory plans, and other means available to the town.
- 14.2.2 Ensure consistency between the MDP and other town plans.
- 14.2.3 Undertake periodic review and amendment of the MDP to ensure that it remains current and aligned with the town's vision.

14.3 REVIEW AND IMPLEMENTATION POLICIES

General

- 14.3.1 All statutory plans adopted by the town shall be consistent with the MDP.
- 14.3.2 The direction within the MDP shall be implemented through ASPs, ARPs, the LUB, and other town plans, decisions, and practices.
- 14.3.3 The town shall strive to review the MDP every five to ten years and undertake any necessary updates required to remain current.

Red Deer Regional Plan

- 14.3.4 At the time that the Red Deer Regional Plan (RDRP) comes into force, the town shall:
 - a. Review all plans and bylaws and make amendments as necessary to comply with the regional plan
 - b. File a statutory declaration with the Land Use Secretariat certifying that it is in compliance with the Regional Plan

Area Structure Plans/Area Redevelopment Plans

- 14.3.5 In addition to the requirements set out in the MGA, the town may require ASPs and ARPs to include any of the following that are relevant:
- 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. Traffic impact assessments
 - e. Environmental assessments
 - f. Geotechnical characteristics
 - g. Biophysical characteristics (e.g. existing vegetation, water features, ecological connections)
 - h. Historical resource inventory
 - i. Any other information that is deemed necessary

Land Use Bylaw Amendment

- 14.3.6 The LUB shall be amended to implement the policies contained within the MDP. This may include, but is not limited to:
- a. The creation of new districts
 - b. Changes to existing districts
 - c. Creation of new uses classes
 - d. Changes to existing use classes
 - e. Creation of development regulations
 - f. Changes to existing development regulations

Engineering Design and Construction Standards

- 14.3.7 Engineering design and construction standards shall be based on City of Calgary minimum standards, or as amended to implement the policies contained within the MDP.

15 GLOSSARY OF TERMS

AREA REDEVELOPMENT PLAN (ARP) means a plan adopted by Council pursuant to the *Municipal Government Act*, as amended from time to time, which is primarily applied to existing developed areas for the purpose of preserving or improving land and buildings, rehabilitating, removing, constructing, or replacing buildings, establishing, improving, or relocating roads, public utilities, or other services, or facilitating any other development in the area.

AREA STRUCTURE PLAN (ASP) means a plan adopted by Council pursuant to the *Municipal Government Act*, as amended from time to time, which provides a long-range framework for future subdivision and development of an undeveloped area of land, and describes the sequence of development, proposed land uses, proposed population density, and the general location of major transportation routes and public utilities.

COUNCIL means the Council of the Town of Three Hills.

DEVELOPMENT AUTHORITY means the Development Officer or Municipal Planning Commission as the context may require.

ENVIRONMENTAL RESERVE means land dedicated to a municipality during the subdivision process, where it is determined to be undevelopable due to environmental conditions, in accordance with Section 664 of the *Municipal Government Act*. This may include swamps, gullies, wetlands, ravines, flood-prone areas, or land adjacent to a watercourse or waterbody.

ECOLOGICAL NETWORK means a system of natural and/or semi-natural landscape elements. An ecological network has three main landscape elements: core areas, linkages, and a matrix.

EXISTING means existing as of the date of adoption of this Bylaw and any amendments thereto, as the context may require.

FAÇADE means the face of a building, particularly the principal front that faces public space.

INFILL DEVELOPMENT means development in a mature or built up area of the town occurring on vacant or underutilized lands, behind or between existing development and which is comparable with the characteristics of surrounding development.

INTERMUNICIPAL DEVELOPMENT PLAN (IDP) means a statutory plan jointly prepared by neighbouring municipalities to establish strategic policies and identify issues of mutual interest that overlap municipal boundaries.

LAND USE BYLAW (LUB) means Bylaw 1398-17 and amendments thereto, which regulates and controls the use and development of land and buildings within the town.

MANUFACTURED HOME means a residential building containing one (1) dwelling unit built in a factory in one (1) or more sections, suitable for long term occupancy designed to be transported on either its own wheels and chassis or other means to a suitable site. Manufactured home does not include modular home or park model trailers.

MODULAR HOME means a prefabricated or facility-built frame or shell which comprises the walls or siding of a proposed dwelling. More specifically, a modular unit represents only a section of the dwelling and such a unit has neither chassis, running gear, nor its own wheels, but units may be stacked side-by-side or vertically, and is completed on a site and permanently installed on a foundation to form a complete dwelling unit for year-round occupancy that conforms to the *Alberta Building Code*. A modular home shall be considered a single detached dwelling providing it meets all of the architectural and provincial construction requirements of a single detached dwelling as outlined in this Bylaw. Modular home does not include a manufactured home.

MUNICIPALITY means the Town of Three Hills.

MUNICIPAL GOVERNMENT ACT (MGA) means the *Municipal Government Act*, R.S.A. 2000, Chapter M-26, as amended from time to time.

MUNICIPAL RESERVE means land that is acquired during the subdivision process for schools, parks and other municipal purposes pursuant to the *Municipal Government Act*.

NATURAL AREA means an area dominated by native vegetation including grasslands, tree stands, wetlands, or riparian areas.

NEIGHBOURHOOD means a residential area with local convenience-type services, facilities, and amenities and where appropriate, schools or parks.

PARCEL means the aggregate of the one (1) or more areas of land described in a certificate of title or described in a certificate of title by reference to a plan filed or registered in a Land Titles Office.

STATUTORY PLAN means an Inter-municipal Development Plan, Municipal Development Plan, Area Structure Plan, or an Area Redevelopment Plan adopted by a bylaw of the municipality, or any one or more of them.

SUBDIVISION AUTHORITY means the body designated by the town pursuant to the *Municipal Government Act* as amended from time to time, having the authority to approve subdivisions.

TOWN means the Town of Three Hills, a municipal corporation in the Province of Alberta, or the area within the corporate limits of the Town of Three Hills, as the context requires.

USE means the purpose or activity for which a piece of land or its buildings are designed, arranged, developed, or intended, or for which it is occupied or maintained.

