

# **Town of Viking**

## **Municipal Development Plan**

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# 1 INTRODUCTION

## 1.1 PURPOSE OF THE PLAN

The Town of Viking Municipal Development Plan (MDP) is intended to provide long range guidance for future development and land use within the Town of Viking. The Municipal Government Act gives all Alberta municipalities the authority to adopt an MDP. The plan is intended to outline broad sets of goals, objectives, and policies concerning the community's vision for land management and growth. The main focus of the MDP is to assist the Town and approval agencies in achieving and maintaining orderly and efficient land use and development.

An MDP takes into account past and present human and physical environments. It considers where the community has been, where it is currently, and where it wants to go. This enables the Town to effectively establish policies to help reach its desired destination. In drafting this Plan, baseline environmental data, stakeholder comments, and the socio-perceptual concerns of the community were considered in order to ensure the vision enshrined in the MDP addresses the needs and objectives of all affected parties and represents the community today. The MDP provides a broad land use, infrastructure, and transportation framework for future development in the Town. The MDP also includes a series of policies that address the preferred characteristics of future development and the development process within the corporate boundaries of the Town.

The Town of Viking recognizes that other provincial and federal statutes will affect the Town's future development. This MDP is not the only statutory plan that provides the Town with direction regarding land use. This is because the Municipal Government Act allows a municipality to adopt Area Structure Plans and Area Redevelopment Plans to provide direction on specific areas or neighbourhoods within a municipality. The Act also enables a municipality to adopt an Intermunicipal Development Plans with adjacent municipalities where future development within one municipality may have an impact on the other. Currently the Town has adopted an Intermunicipal Development Plan with Beaver County to help direct growth in the lands that are directly adjacent to the Town's Boundary. Future development within the Town may require the adoption of more of these other statutory planning documents. In such a case, the Municipal Government Act requires that all statutory plans be consistent with one another.

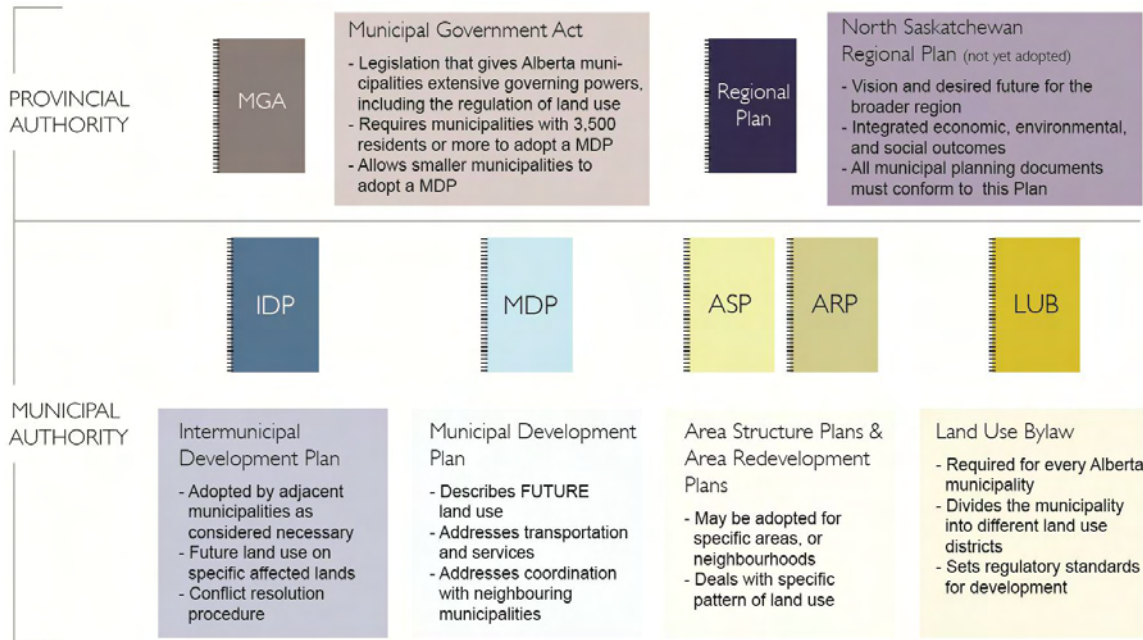
In addition, changes to the Land Use Bylaw (LUB), which regulates development on specific sites, and subdivision approvals, must also be consistent with the MDP. In order to address these changes the Town has also undertaken a comprehensive review of the Land Use Bylaw to ensure that both documents will be consistent and help the Town further land use goals and objectives.

Development that does not conform to the MDP will not be approved. If a proposed development does not comply with the MDP but is felt to be desirable, an amendment to the MDP may be considered by Council.

For the purposes of land use planning and development, this Plan will serve as the senior municipal land use planning document, and will be implemented, among other ways, through the Town of Viking Land Use Bylaw.

Decision making on all subdivision applications will conform to the spirit and intent of the goals, objectives, and policies of the MDP.

The boundaries of the land use areas shown on the MDP's Map 1: Future Land Use Map are approximate only and may not follow legal surveyed boundaries. Minor adjustments or variances that may be required to land use areas, the location of future roads, quantities or figures shall not require an amendment to this Plan. In addition, this MDP should be periodically reviewed to take into account changing circumstances and municipal preferences.



**Figure 1: Legislative Framework**

## 1.2 MDP REVIEW PROCESS

In 2007, the Council of the Town of Viking engaged community residents in a planning process to develop of a Vision Statement and Strategic Sustainability Plan for the Town. The revised Municipal Development Plan for the Town of Viking will incorporate information gathered during the community visioning exercise undertaken during the Strategic Sustainability Plan where appropriate.

Beginning in May 2011, the Town and Municipal Planning Services (2009) Ltd. began an MDP review, the result of which is this document.

## 1.3 PUBLIC CONSULTATION

The Town actively solicited stakeholder comments and provided opportunities for meaningful public input in the form of public meetings. As such, the Town aimed to include, as much as

possible, the vision of the Town held by Town's residents into the development of the MDP.

On October 26, 2011 Municipal Planning Services and the Town of Viking held a Public Information Open House to obtain input into the planning program at an early stage from land owners and residents.

A 2nd Public Information Open House was held on September 11, 2012, to obtain additional input into the planning program and provide land owners and residents with the opportunity to contribute feedback at the draft document stage.

A Public Hearing was held on *November 12, 2012* pursuant to the Municipal Government Act where a presentation on the new Municipal Development Plan and Land Use Bylaw took place, the public was provided the opportunity to be heard by Council and any issues presented with respect to the Plan and Land Use Bylaw were reviewed and thoughtfully considered by Council.

## 1.4 GUIDING PRINCIPLES

Sound planning and development initiatives are necessary in order to achieve a balance between supporting opportunities for sustainable growth and development within the Town while also ensuring that the systems at work within the community and identified within the Town's Sustainability Plan are respected and supported.

### 1.4.1 PHILOSOPHICAL PRINCIPLES

The Town of Viking's philosophy for managing growth and its land base is reflected by this Municipal Development Plan and the Town's Strategic Sustainability Plan. The philosophy comprises three principles:

**Principle #1:** Land uses and development activities must respect and maintain the integrity of the Town's land base, which varies throughout the Town.

**Principle #2:** Growth must be managed and directed in a compatible, equitable manner that recognizes the diverse needs and aspirations of all Town residents.

**Principle #3:** Smart growth principles will be applied in maintaining the integrity of the land base and to promote sustainable development such that the needs of the present generation are met without compromising the ability of future generations to meet their own needs.

### 1.4.2 PLANNING PRINCIPLES

The Municipal Development Plan policies also recognize three fundamental planning principles that are embodied in the Municipal Government Act and the Provincial Land Use Policies.

**Principle #1:** In carrying out their planning responsibilities, municipalities are encouraged never to lose sight of the rights of individual citizens and landowners. Municipalities must assess the impact of any planning decision on individuals having regard to the purpose statement of the planning legislation.

**Principle #2:** Municipalities should establish land use patterns which make efficient use of land, infrastructure, public services and public facilities and which contribute to the development of healthy, safe, and viable communities by encouraging appropriate mixes of all land use types and a wide range of economic opportunities.

**Principle #3:** Planning activities should be carried out in a fair, open, consistent, and equitable manner.

#### 1.4.3 LOOKING TO THE FUTURE

Traditionally, developments in Alberta have been characterized by the following features: high consumption of land; low housing density; car dependent land use patterns that are poorly suited for walking and/or cycling; neighbourhood designs that emphasize privacy rather than community; less efficient use of infrastructure and higher costs for new infrastructure; single-family detached houses for a limited range of incomes and demographics; and/or fragmented working and natural lands.

This type of development may not be compatible with best planning practices because it can result in developments that consume forests, wetlands, and agricultural lands necessary to ecosystem health and the long-term prosperity of the Town. Developments with these features also have the added disadvantage, which impacts all Town residents, of increasing infrastructure construction and maintenance costs, and discouraging community capacity through patterns of disassociated and disconnected community design.

The Town of Viking recognizes that future development within the community should not follow this traditional pattern in order to reduce some of the negative social, economic and environmental impacts that this traditional pattern of development can create.

The Town's land management philosophy requires that the Municipal Development Plan consider new directions to guide the Town of Viking into the future while still preserving its past. In order to achieve this balance the Town recognizes that this Municipal Development Plan must provide policies which facilitate sustainable community development and growth. Community development is multi-faceted, encompassing not just economic imperatives, but also environmental, social and cultural components. Each of these components is integral to the success of the others: just as environmental stewardship can lead to innovative economic opportunities; economic growth can lead

to social and cultural development, thereby improving people's quality of life and the overall desirability of the community as a place to live, work and to recreate.

#### 1.4.4 SMART GROWTH

To facilitate sound planning and development within the Town, the Municipal Development Plan espouses principles of Smart Growth. These principles emphasize the value of enhancing quality of life for residents and preserving significant natural areas in order to ensure that new growth and development in the Town will be socially, fiscally and environmentally responsible well into the future. The Smart Growth themes that are evident in this Plan include:

- Fostering an identity which is unique, vibrant, diverse, and inclusive.
- Nurturing engaged citizens. Community members and volunteers will participate in community life and decision-making.
- Nurturing the redevelopment of existing urban areas through the provision of prescriptive land use policies.
- Providing a variety of transportation choices to ensure that urban areas are attractive and have safe infrastructure for walking and cycling, in addition to driving.
- Facilitating the provision of diverse housing opportunities. People in different family types, life stages and income levels will be able to afford a home in the Town.
- Maximizing the use of existing infrastructure.
- Encouraging growth in existing urban areas, and using investments in infrastructure (such as roads and schools) efficiently.
- Preserving open spaces, natural beauty and environmentally sensitive areas. Development will respect natural landscape features and thus have higher aesthetic, environmental, and financial value.
- Encouraging the use of green buildings and other systems that can save both money and the environment in the long run.
- Encouraging economic development through economic renewal by supporting new and existing economic assets within the community and traditional regional economic drivers.

## 1.5 PLAN GOALS

The Council of the Town of Viking hopes to foster an environment in which the Town of Viking is a viable and successful community. Council recognizes that there are numerous factors affecting the quality of life in a town and that many of these features are influenced by the economic, environmental, cultural and social climate both within the Town and outside the Town.

The Municipal Government Act provides considerable municipal discretion concerning the contents of Municipal Development Plans. Beyond the specific requirements of the Act, the



Town's Municipal Development Plan shall be used to develop, insofar as is possible, objectives and policies that will achieve the following **goal statements**:

- 1.5.1 Expand and diversify the Town's economic base while providing a high quality living environment for residents.
- 1.5.2 Facilitate sustainable growth and development in the Town by balancing economic growth, environmental protection and the preservation of recognized historic resources.
- 1.5.3 Encourage economic development and renewal by supporting new and existing economic assets within the community including traditional and regional economic drivers.
- 1.5.4 Encourage growth of the Town's economic development capacity by providing opportunities for commercial and industrial development.
- 1.5.5 Encourage the development of a variety of transportation choices including safe infrastructure for walking and cycling, in addition to driving in urban areas.
- 1.5.6 Maintain high quality and cost effective infrastructure within the Town.
- 1.5.7 Encourage the use of green buildings and other systems that can save both money and the environment in the long run.
- 1.5.8 Develop land in a cost effective and orderly manner.
- 1.5.9 Maintain a physical separation between incompatible land uses.
- 1.5.10 Support Smart Growth principles for new development such as compact, efficient, serviced subdivisions adjacent to existing serviced and developed areas.
- 1.5.11 Facilitate the provision of diverse housing opportunities. In order to ensure that people in different family types, life stages and income levels will be able to afford a home in the Town.
- 1.5.12 Enhance existing regional and community partnerships and seek new collaborative opportunities.
- 1.5.13 Identify and promote significant recreational, cultural and heritage resources within the Town. Encourage revitalization efforts within the downtown commercial and highway commercial areas.
- 1.5.14 Facilitate the development of health and wellness services in the Town.

## 2 COMMUNITY PROFILE

### 2.1 REGIONAL CONTEXT

The Town of Viking is located approximately 130 km south-east of the City of Edmonton, at the intersection of Highways 14 and 36 (See **Figure X: Regional Location**). Historically, the Town has served as an agricultural service centre for the surrounding area. It continues to provide important health and wellness, social, educational, and business services to neighbouring rural and agricultural communities.

### 2.2 COMMUNITY CHARACTERISTICS

The Town of Viking is a central hub for healthcare and government services for residents within the Town and the greater region. Services within The Town include RCMP and a dedicated volunteer fire department. The Viking Health Care Centre provides acute care, physiotherapy clinic, a full lab and rehabilitation services while mammography services are offered through the Viking Regional Diagnostic Centre. Dentistry is located within the Town and optometric, chiropractic, psychological and psychiatric services are offered through weekly visits to the community by specialists in those fields.

The Town of Viking has variety of housing and transportation opportunities for seniors. Extencare provides live-in long-term care for seniors as well as an adult day care program; Vialta Lodge offers subsidized seniors' housing with various levels of care; Beaver Manor offers subsidized housing with rent set as a percentage of income for those 50 years and older; and the Viking Handi-Van Society shuttle provides transportation around town twice a week.

The Viking Carena Complex is an invaluable asset to the community and greater region which offers many recreational activities. The Town also has the Multiplex curling arena, a nine-hole Golf and County Club and theatre. The Viking Library, located within the Carena Complex offers access to print and electronic resources, as well as public internet terminals and community programs. The Town also has a museum, gallery and arts centre.

Viking supports a strong multicultural community which is based on strong Scandinavian heritage and welcomes continued growth and prosperity through involvement of new comers from other communities, countries and cultures.

The Town of Viking's Sustainability Plan provides town Council, staff, residents, business owners and visitors with a clear guide to achieving levels of economic, social and environmental sustainability in the future. The MDP is consistent with the Strategic Priorities identified in the Town's Strategic Plan and where possible, the MDP incorporates policies that will implement the Priorities and Key Results identified within the Town's Strategic Sustainability Plan.

### 2.2.1 POPULATION TRENDS

Understanding the Town of Viking’s population and how it is changing over time is important to establishing effective growth and development strategies. The Town’s population has remained relatively stable at approximately 1,000 residents. Between 2006 and 2011 the population fell 4%, from 1,085 to 1,041.

Population projections prepared by the Government of Alberta suggest the region around the Town of Viking will not see significant population increases over the next forty years. It further suggests that most of the population increase will be the result of migration from other parts of Canada and the world.

Assuming provincial population projections are accurate, the Town of Viking is likely to see slight but steady population growth over the next few decades.

Year	Population	Growth Rate During Period (%)
1991	1,109	Not Available
1996	1,081	- 2.5
2001	1,052	- 2.7
2006	1,085	3.1
2011	1,041	-4.1

**Figure 2: Population**

Source: Statistics Canada

### 2.2.2 AGE

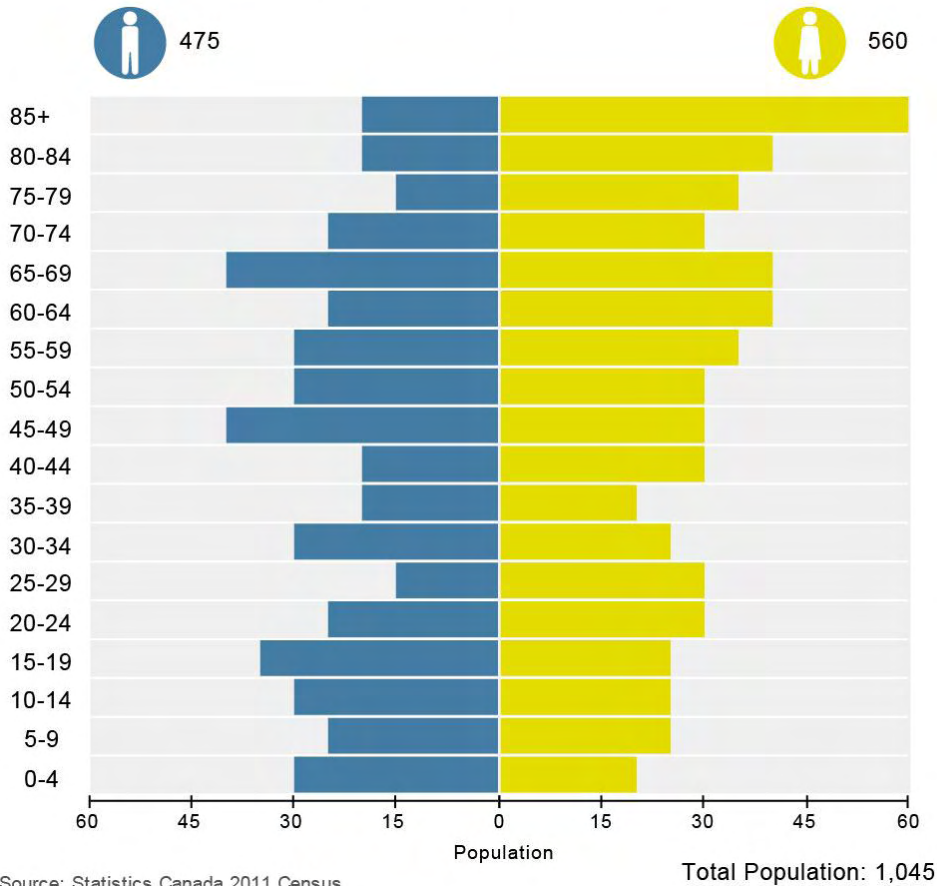
Based on figures from the 2011 Census, the median age of Town residents is 49.4, which is significantly older than the median age of the population for Alberta as a whole, at 36.5. Not surprisingly, the Town contains a lower proportion of young people when compared to the province as a whole. 15.4% of the Town’s population is under the age of 15, compared to 18.7% for all of Alberta.

The population pyramid of Viking from 2011 shows slight increase in the number of children being born in the community over the last 4 years. There is a higher proportion of young people in the 0-4 age cohort compared to the 5-9 age cohort.

Many population pyramids from small urban areas exhibit a smaller percentage of residents between the ages of 20 and 39, because individuals in this demographic often relocate to larger urban areas for education and employment opportunities. The Town of Viking’s population pyramid generally conforms to this rule of thumb, though to a lesser extent for males. This phenomenon indicates that there are likely more employment opportunities in the region for males and thus young men do not need to migrate elsewhere for employment opportunities.

The Town of Viking has a significantly larger proportion of seniors aged 65 and older at 30.6% of the total population compared to 11.1% of the total population for all of Alberta. Even more drastic is the percentage of persons 85 and older of 7.6% compared to 1.4% for all of Alberta. There are three times as many females 85 and older than males, while in Alberta as a whole the ratio is two to one, females to males.

### Population Pyramid for the Town of Viking



**Figure 3: Population Pyramid**

#### 2.2.3 EDUCATION

The Town of Viking is within the Battle River Regional School Division. Within the Town of Viking early childhood development for children ages 3 and 4 years is available at the Viking Play School followed by elementary and secondary education at The Viking School. Adult education is available through the Beaver County Adult Learning Council and the East Central Alberta Community Futures Development Corporation. Although there are no post-secondary institutions located within the town, Augustana, a residential liberal arts college, is located just 75 km southwest of the Town of Viking. Additionally, The University of Alberta, Grant MacEwan College, Northern Alberta

Institute of Technology and University of Calgary are a few hours drive from the Town of Viking.

According to Statistics Canada 30.7% of the residents over the age of 15 in the Town of Viking have no certificate, diploma or degree, compared to only 23.4% for all of Alberta. However, Individuals between 15 and 24 are the greatest affected at 36%. This figure could be attributed to the lack of individuals included in the group who are old enough to have graduated from high school as those who have already graduated may have migrated to larger urban centres for employment or education opportunities. The following chart further illustrates the level of education for the population over 15 years within the Town of Viking. Education levels can help illustrate the type of workforce and employment opportunities available in the area.

<b>Highest Level of Education for Population Aged 15+</b>		
	<b>#</b>	<b>%</b>
No certificate; diploma or degree	270	30.7%
High school certificate or equivalent	203	23.0%
Apprenticeship or trades certificate or diploma	180	20.4%
College, CEGEP, or other non-university certificate or diploma	135	15.4%
University certificate or diploma below the bachelor level	30	3.5%
University certificate; diploma or degree	60	7.0%
<b>Total number of residents aged 15+</b>	<b>885</b>	<b>100%</b>

**Figure 4: Education**

Source: Statistics Canada 2006 Census

Almost half (46.3%) of the Town’s residents over the age of fifteen have some form of post-secondary education. The majority of this group supplemented their education with an apprenticeship, trades certificate or college diploma.

#### 2.2.4 INCOME

The median income for all private households in the Town of Viking is \$39,387, which is lower than the Alberta median of \$63,988. The majority of resident income in the Town of Viking (61.7%) is derived from employment, as opposed to government transfers such as pension plans, employment insurance, social assistance and worker’s compensation. The provincial equivalent is 82.3%. Statistics Canada classifies 5.1% of all persons in private households in the Town as low income before tax and 2.6% as low income after tax.

The following chart shows that while the average income for the whole population is \$62,043, only 7.8% of the total population has an income of \$60,000 or greater. This shows that of those who have an income of \$60,000 or greater, on average this group likely has an income much higher than the Town average.

Income for All Private Households (Total = 445)	
< \$15 000	23.9%
\$15 000 – \$24 999	15.2%
\$25 000 – \$34 999	15.6%
\$35 000 – \$44 999	9.2%
\$45 000 – \$59 999	6.9%
> \$60 000	7.8%

**Figure 5: Income**

Source: Statistics Canada 2006 Census

### 2.2.5 HOUSING

As of 2006, the Town of Viking contained a total of 445 dwellings, 85.4% of which are owner occupied. The vast majority of the housing inventory is made up of low density single detached houses, and the average household size is 2.9 persons, which is very comparable to the Alberta average of 3.0. Statistics Canada estimates that 10.1% of total occupied dwellings require major repair, while the provincial average is 6.7%. Of the Town’s total occupied dwellings, 91.0% were constructed prior to 1986, while across Alberta the average is 62.5%.

Housing Inventory	
Single-detached houses	78.8%
Semi-detached houses	6.7
Apartments	3.4%
Other*	10.1%

**Figure 6: Housing Inventory**

Source: Statistics Canada 2006 Census

\* According to Statistics Canada “Other” includes other single attached houses and movable dwellings such as mobile homes and other movable dwellings such as houseboats and railroad cars.

### 2.2.6 ECONOMICS AND EMPLOYMENT

The local economy supports opportunities for employment in agriculture, oil and gas, health care, and light manufacturing industries. There are opportunities for residents to work and live in the Town of Viking and the surrounding area.

The Town of Viking serves as a major service centre for the region offering healthcare, governmental, educational, entertainment, recreational and social services to residents of the community and the larger region. This is reflected in the large percentage of residence employed in the healthcare and social services industry, retail trade and business services.

Agriculture and other resource-based industries play an important role in the economy and land use of the Town of Viking and surrounding area. The area (which includes the

Town of Viking and Beaver County) is well suited to hay and field crop production with significant acreage of hay and fodder crops, alfalfa and alfalfa mixes, canola, wheat, barley and oats grown. In 2006, the largest number of livestock (by individual animal, not by area) in the area was poultry, followed by beef cattle, swine, and dairy cattle.

Data collected by Statistics Canada concerning the area (which includes Beaver County and the Town of Viking) shows there are 795 farms with 1,140 operators, the majority of whom reside on their farm. Nearly one quarter (22.8%) of the total number of farm operators reported 20-40 hours of non-farm work with another quarter (24.5%) reporting more than 40 hours per week of non farm work. Similar proportions are reported throughout Alberta. This shows that although agriculture remains an active part of the area's economy, many individuals supplement their income with other forms of employment.

The following chart further identifies the type of industry present in the town of Viking by identifying the percentage of individuals employed by specific industries.

Industry Inventory	
Agriculture and other resource-based industries	18.9%
Health care and social services	25.2%
Business services	10.8%
Retail trade	9.0%
Construction	6.3%
Finance and real estate	5.4%
Manufacturing	2.7%
Educational services	1.8%
Other	19.8%

**Figure 7: Industry Inventory**

Source: Statistics Canada 2006 Census

Statistics Canada estimates that approximately 38.6% of the working population that lives in the Town of Viking also works in the Town. 32.0% of the Town's population works outside the Town but within Alberta. 13.2% of the Town's population works from home, while 16.0% have no fixed workplace address. 82.6% of the workforce within the Town drives a car, truck or van to work, compared to 74.2% of individuals for all of Alberta. It is not uncommon for individuals within small urban areas to rely on single-person vehicles for transportation. However, in the Town of Viking, 14.1 % of individuals take public transit, walk or bicycle to work. This figure is only slightly lower than the provincial average (16.2%) and the national average (18%).

## 2.3 ENVIRONMENTAL CHARACTERISTICS

The Town of Viking is located within the Central Parkland natural region. This region consists of undulating till plains and hummocky uplands as the dominant landforms. Lacustrine and fluvial deposits are locally common in the northern and eastern parts of the Natural Subregion and there are some significant eolian deposits. As Town residents are aware, almost all the area is cultivated, but there is also a mosaic of aspen and prairie vegetation which occupies remnant native parkland areas. The soil type for this ecozone is Black Chernozems, some Dark Gray Chernozems, with significant occurrences of Solonchic soils.

The area within and immediately surrounding the Town is generally flat with low lying areas located in the eastern portions of the Town, and at the peripheries of the Town's boundaries. Lands within and immediately surrounding the Town generally slope to the east, from 694 metres above sea level in the west, to 684 metres above sea level in the east. Lands to the north and south of the Town are generally at a higher elevation.

Environmentally Significant Areas (ESAs) represent important, useful and often sensitive features of the landscape. According to Alberta Sustainable Resource Development, There are currently no areas within the Town of Viking that are designated as ESAs.

## 2.4 MUNICIPAL SERVICES

Adequate municipal infrastructure and services defines opportunities for all types of growth within the community. In 2007 DCL Siemens Engineering Ltd. in conjunction with the Town prepared a Municipal Infrastructure Assessment for the Town of Viking. The information below summarizes the current municipal servicing systems within the Town. Although infrastructure is in reasonable condition, as of the 2007 assessment approximately 75% of the Town's underground infrastructure system was constructed during the 1950s. Generally, the life expectancy of underground infrastructure is 50 years; although with the exception of water lines, many systems will continue to accommodate flows even in a badly deteriorated state.

For more specific information regarding the Town's Sanitary Sewer Systems refer to the Town of Viking Municipal Infrastructure Assessment prepared in 2007 with assistance from DCL Siemens Engineering Ltd.

### 2.4.1 WATERWORKS SYSTEM

The Town's water system integrity was considered to be in fairly good condition as of 2007. Water is supplied to the Town via a connection from the Edmonton Regional Waterline and consists of:

- A reservoir, pump house(s), and a back-up water tower; and
- A water distribution system

### 2.4.2 SANITARY SEWER SYSTEM



The Town's existing sanitary sewer system was considered to be in a reasonable condition as of 2007, and consists of:

- A collection system which is comprised primarily of vitrified clay tile (VCT) with newer installations being PVC pipe. The system has two pump stations and flow is transported to the sewage lagoon where it is treated;
- Lift stations and forcemains; and
- An aerated sewage lagoon Information about the sewage lagoon (how many cells, retention times, treatment etc) .

The Master Services Plan prepared in 2007 indicates that some maintenance of this system will be required in the near future in order to ensure that failure does not occur. As development occurs in the future, the capacity of the system will need to be expanded to ensure adequate coverage throughout the Town.

#### 2.4.3 STORMWATER MANAGEMENT SYSTEM

The function of the storm drainage system is to collect surface-water runoff generated in an urban area, and to convey it safely to a receiving water course in a manner which minimizes the disruption to land uses and impacts to the environment. The Town's storm water management system includes the "minor" drainage system, a network of pipes, manholes and catch basins etc.

The construction of buildings, paved roads and parking lots increases the impervious surface area of a watershed, reduces the infiltration of rainwater and increases the pressure on storm water infrastructure. The Town of Viking currently experiences annual or semi-annual surface flooding in some areas. Often, surface flooding is not the result of infrastructure failure but rather increased flows directed to the storm system exceeding capacity leading to lack of proper drainage. Water quality issues, such as sedimentation and pollution associated with stormwater runoff from urban areas, also need to be dealt with before flows are discharged to natural water courses.

The developed areas within the existing town boundary rely primarily on surface drainage facilities (roadways and paved surfaces, drainage swales, and culverts), which discharge into nearby ditches and drainage channels that eventually flow to Lake William.

#### 2.4.4 CONCRETE WALKS, CURBS, AND GUTTERS

The condition of concrete walks, curbs and gutters was considered, at best, in average condition during the 2007 infrastructure assessment due to inconsistencies, accessibility issues, and lack of standards. In particular, lack of wheelchair ramps and the physical condition of sidewalks may have a particular impact on residents with limited mobility. The curb and gutter system may also have a negative impact on roadways due to poor drainage. The report suggested that these issues be addressed when future roadway improvements are constructed.

#### 2.4.5 TRANSPORTATION

The Town of Viking has identified a collector road network as part of their previous Municipal Development Plan. It is important to consider the impact of proposed development on the road network by properly managing access, road and intersection improvements. As of the 2007 assessment, pavement within the Town was in reasonable condition with some areas requiring maintenance. Roadway infrastructure is particularly vulnerable to irreversible deterioration as a result of improper maintenance and therefore is usually a high priority for regular maintenance.

Within the Town of Viking many residents rely on automobiles for their primary means of transportation. The Viking Handi-van Society operates a shuttle which provides transportation around town twice a week for persons with disabilities and seniors. The relative small area of the Town (3.76 km<sup>2</sup>) provides opportunity for residents to choose active transportation and should be encouraged.

#### 2.4.6 NATURAL GAS

AtcoGas/Direct Energy and FortisAlberta/Epcor provide gas and power services to Town residents, respectively.

#### 2.4.7 SOLID WASTE MANAGEMENT

Solid Waste Management Services are provided by the Beaver River Regional Waste Management Commission. Residential waste is collected at the curbside every week. Collection of solid waste from commercial and industrial properties is the responsibility of the land owner. All solid waste is taken to a regional transfer station where it is then taken to the Beaver County Regional Waste Site. The Town also provides recycling for cardboard and paper.

### 3 GENERAL OBJECTIVES AND POLICIES

#### 3.1 DEVELOPMENT PATTERN

Development within the Town of Viking must take on an economical and viable development pattern in order to ensure that uses are compatible with the surrounding area and that servicing costs are affordable for the community.

##### OBJECTIVE 3.1.1

**To ensure that sufficient land is available to meet future development needs.**

- Policy 1            The future development pattern for the Town is shown on the Future Land Use **Map 1: Future Land Use**. Development shall generally conform to this map and the policies within this Municipal Development Plan.
- Policy 2            **Map 1: Future Land Use** shall reflect the community’s future development needs.
- Policy 3            Future development shall occur only in areas that are both reasonable and economically feasible for development within the Town.

##### OBJECTIVE 3.1.2

**To ensure that future development is responsive to the changing needs of the community and both local and regional influences.**

- Policy 1            The Town shall promote phased development as necessary to respond to population and development needs of the community.
- Policy 2            The Town should encourage flexible development and design concepts to provide adaptability for the changing needs of the community.

##### OBJECTIVE 3.1.3

**To implement high standards for neighbourhood design and landscaping to enhance residents’ quality of life.**

- Policy 1            The Town should explore innovative zoning tools in consultation with the development industry including but not limited to form-based, performance-based, and use-based zones, and/or a hybrid of more than one type of zoning system.
- Policy 2            The Town should encourage a variety of development designs and layouts, particularly those which use green technology, reduce the building footprint,

increase the amount of open space, and promote the use of alternative forms of transportation.

Policy 3 New developments within existing residential areas shall be of a character that is compatible with and/or improves the existing physical character of the area.

Policy 4 Within commercial and residential areas, new developments for both commercial and residential uses may be considered where the design, form, and massing are compatible with the surrounding development, and/or improves the appearance and use of the existing neighbourhood.

## 3.2 HERITAGE MANAGEMENT

The Town of Viking places high value on the Town's Scandinavian heritage and cultural resources. Future development will be respectful of important heritage and cultural resources by preserving and protecting, where appropriate, significant structures and landscapes.

### OBJECTIVE 3.2.1

**To preserve and promote significant historic resources located within the community.**

Policy 1 Based upon Provincial guidelines, Town Council will encourage private and public efforts to preserve and support historic and cultural resources deemed worthy of preservation by the municipality.

Policy 2 The Town shall require Heritage Resource Impact Assessments to be included with proposed subdivision and development applications in locations where the proposal may impact significant heritage resources.

Policy 3 The Town shall encourage the use of historic resources to promote tourism, where appropriate.

Policy 4 The Town should work to identify and protect significant cultural resources for future generations.

Policy 5 The Town shall encourage local and regional organizations to preserve and promote local historic and cultural resources.

Policy 6 The Town will develop a program for the municipal designation of significant heritage sites and structures.

### 3.3 COMMUNITY FACILITIES AND SERVICES

A community's public facilities and services showcase the community's commitment to wellness and excellence by providing a framework in which the community functions. Services such as neighbourhood facilities, recreation facilities and services, community programs, protective and emergency services and health and social services play a vital role in increasing the quality of life for all community members.

#### OBJECTIVE 3.3.1 RECREATION AREAS AND FACILITIES

**To provide all residents reasonable access to a variety of recreation opportunities within Town.**

- Policy 1            The Town shall support the development of active transportation pathways linking areas and neighbourhoods within Town to provide connectivity and recreation opportunities.
- Policy 2            The Town shall endeavour to ensure adequate provision of attractive, accessible, well-maintained recreation areas and facilities for the community.
- Policy 3            Through the subdivision process, and in accordance with the Municipal Government Act, the Town shall require that subdivision applicants provide 10% of their land as Municipal Reserve for park and school purposes as a condition of subdivision approval where the taking of reserves is allowed for as per the Act. Reserve lands shall be shared with the School Division in accordance with the School Division's approved needs and in accordance with any agreement the Town may have with the School Division. The land acquired by the Town through this process will be used for recreational facilities and uses.
- Policy 4            Notwithstanding **Policy 3** above, from time to time, the amount of land that would be provided by a subdivision may be too small or may be unsuitable to be of used for the Town's recreational purposes. In such instances, at the discretion of the Subdivision Authority and in accordance with the Municipal Government Act, money in place of Reserves may be required. That money shall be used for recreation capital works and shared with the School Division in accordance with any agreement the Town may have with the School Division.
- Policy 5            The Town shall ensure that the development of recreation areas and facilities is based upon standards which are within the financial capabilities of the community to achieve.
- Policy 6            The Town shall endeavour to create an interconnected system of parks and community green spaces throughout the community.
- Policy 7            The Town shall endeavour to support the activities of community clubs, sports

clubs, cultural and heritage societies, churches, schools, individuals, etc. through funding, policy development and facility development.

#### OBJECTIVE 3.3.2 CULTURAL FACILITIES

**To encourage the development of a diverse range of cultural opportunities in high quality facilities.**

- Policy 1 The Town encourages the upgrading of existing facilities and improvements to library, museum services, archives and other cultural facilities and will endeavour to ensure that these facilities remain a high development priority.
- Policy 2 The Town will endeavour to ensure that major cultural facilities are provided as required within the Town.
- Policy 3 The Town will continue to collaborate with municipal and provincial partners to ensure the provision of cultural facilities.

#### OBJECTIVE 3.3.3 PROTECTIVE AND EMERGENCY SERVICES

**To work with the appropriate provincial agencies, regional partners, and the community to ensure a high level of protective and emergency services within Town**

- Policy 1 The Town will continue to assess the level of municipal protective/emergency servicing. Attention will be focused primarily on staff, equipment and space requirements to ensure adequate fire protection.
- Policy 2 The Town will encourage the Royal Canadian Mounted Police to work with various community groups in an effort to sponsor an awareness of crime in Viking and a preventive attitude among Town residents.
- Policy 3 The Town will endeavor to ensure that an appropriate level of ambulance service is provided in the community.

#### OBJECTIVE 3.3.4 HEALTH AND SOCIAL SERVICES

**To encourage collaboration with provincial agencies, not-for-profit groups, and organizations to ensure affordable, efficient, and diverse social and healthcare services within Town which are appropriate to the scale and demographics of the community and surrounding region.**

- Policy 1 The Town will endeavour to ensure the expansion of social services to residents as the need arises.
- Policy 2 The Town will endeavour to ensure the expansion of health services as required in order to meet the needs of local and regional residents.

Policy 3            The Development and Subdivision Authorities will refer new development and subdivision applications to the health authority for comments prior to approval that may be of interest to the Health Authority.

### 3.4 ENVIRONMENTAL MANAGEMENT

The Town of Viking includes a range of valuable environmental features which support not only the Town's ecosystem but also the economic, social, cultural, and recreational systems throughout the community. Recognizing that a successful and sustainable future is dependent on the vitality of all of the interconnected systems (built and natural environment, economic, social and cultural) the Town of Viking has adopted a strong approach for environmental management.

#### OBJECTIVE 3.4.1

##### **To identify and preserve significant ecological sites through the Town.**

- Policy 1            Endeavor to develop an inventory of significant and unique ecological sites and resources within the Town.
- Policy 2            The Town may require an environmental assessment related to a proposed development which may have an impact on an identified natural or environmentally sensitive feature, to be provided by the developer.
- Policy 3            The town will encourage the retention of significant tree stands on Town land and on privately owned land.

#### OBJECTIVE 3.4.2

##### **To encourage development only on lands which do not have critical development constraints.**

- Policy 1            Development shall not be allowed in areas characterized by wetlands, swamps, muskeg, or saturated soils. Development shall also be prohibited in valleys, ravines, or seasonal draws.
- Policy 2            Development shall be prohibited on slopes in excess of 15% or on slopes which are subject to slippage or mass movement.
- Policy 3            Development is prohibited in or adjacent to important wildlife habitat areas.
- Policy 4            Development is prohibited on soils which have extremely fast percolation rates and/or which might result in the possibility of groundwater contamination.
- Policy 5            No permanent structures will be allowed within the 1:100 year flood plain of any water course or wetland, unless proper flood proofing techniques are

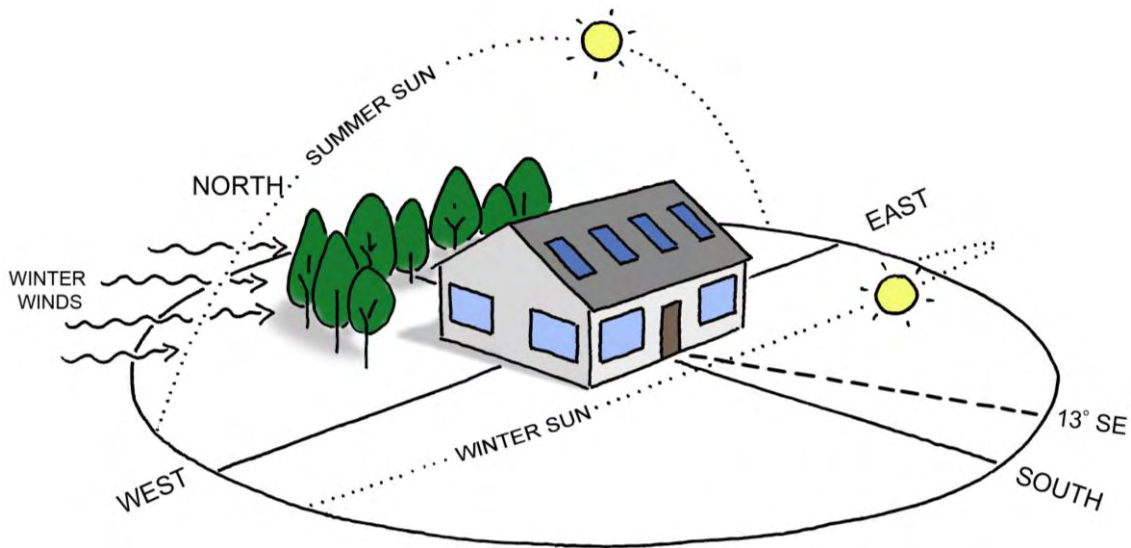
applied. A certificate from a qualified, registered professional engineer or architect will be required by the Town to confirm that the development has been properly flood proofed.

- Policy 6 The Town shall encourage flood plain and flood prone areas to be kept in their natural state or be used for extensive agricultural use, where applicable.
- Policy 7 Where development is allowed within a flood prone or flood plain area, the developer shall take measures as required by the Development and/or Subdivision Authority.
- Policy 8 On municipal lands within extremely high water table areas, new development should be limited to recreational uses.

OBJECTIVE 3.4.3

**To encourage energy efficient design and the development and utilization of alternative energy.**

- Policy 1 The Town encourages houses to be oriented to maximize passive solar energy, natural shade and windbreaks, and to orient rooms such as kitchens and bedrooms based on light and heat requirements. The use of energy-efficient appliances and materials is also encouraged.



**Figure 8: Solar Orientation and Wind Break Design for Passive Energy Conservation**

**A 13° South-East orientation is ideal to maximize solar energy benefits.**



Policy 2            The Town encourages the use of small alternative energy systems as a green alternative to traditional forms of electrical generation.

#### OBJECTIVE 3.4.4

##### **To encourage best practices in waste reduction and water management.**

Policy 1            The Town shall encourage recycling and other waste reduction programs which divert materials from the town landfill.

Policy 2            The Town shall endeavor to implement innovative technologies and best practices to supply the water needs of residents and industries.

Policy 3            The Town shall endeavor to implement innovative technologies and best practices to treat waste water prior to returning it to the hydrologic cycle.

### 3.5 RESERVES AND EASEMENTS

In certain instances – as outlined in the Municipal Government Act – the subdivision process can involve the dedication of Reserve lands to the Town. Currently the Municipal Government Act identifies types of reserves which may be taken during subdivision by a municipality. They are: Municipal Reserves, Municipal and School Reserves, School Reserves, Environmental Reserves and Environmental Reserve Easements. Conservation Easements cannot be taken by a municipality at time of subdivision but can be utilized by a private land owner or a Municipality to protect significant environmental areas.

Municipal Reserves can be used by a municipality as public parks, public recreation areas, for school authority purposes or as buffers between parcels of land which are used for different purposes. Depending on the circumstances, money may be taken by the Town in lieu of Municipal Reserve dedication.

Environmental reserves, environmental reserve easements and conservation easements are three tools municipalities can use to ensure that:

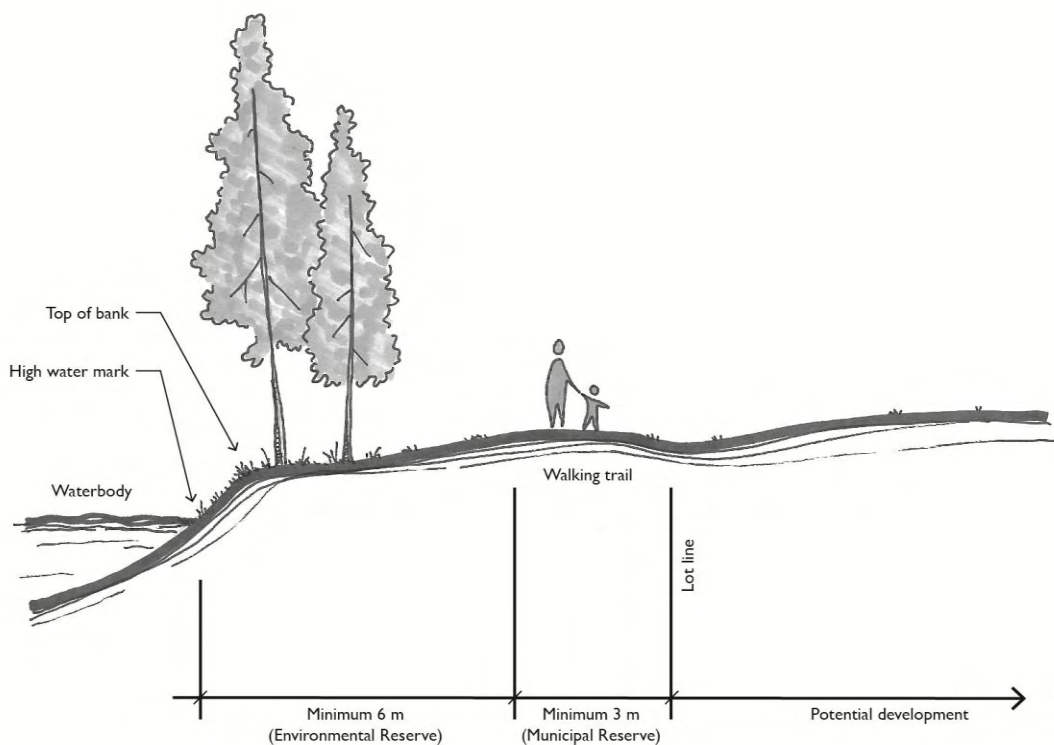
- a) development does not occur on hazard lands;
- b) significant environmental areas are protected; and
- c) public access to significant cultural landscapes.

Environmentally sensitive ecological features require special attention when being considered for development. Such areas include lands subject to a flooding hazard, ravines, steep slopes, and areas subject to erosion. Council intends to have regard for these sensitive areas when making development decisions.

OBJECTIVE 3.5.1

**To conserve and protect significant cultural landscapes and environmentally sensitive ecological features for future generations.**

- Policy 1            The Town may require subdivision and development applications near water bodies and watercourses to prepare an engineering and/or geotechnical study to determine an adequate setback based on soil conditions and slope stability.
- Policy 2            Development on sandy or unstable soil may only be allowed if measures to control erosion are implemented. Development on flood susceptible areas or on unstable or steep slopes shall not be allowed.
- Policy 3            An environmental reserve of not less than 6 m (19.7 ft) in width from the high water mark of water bodies and/or the top of bank of creeks and wetlands shall be required as a condition of subdivision approval. As a condition of development approval where there is no subdivision, a comparable setback of 6 m (19.7 ft) shall be required from the high water mark of any water body and/or the top of bank of the water body to the wall of the nearest building. The image below illustrates the recommended water buffer adjacent to a large waterway.



**Figure 9: Recommended Environmental Setbacks**

- Policy 4 Additional reserve and/or setback may be required by the Town based on the recommendations of any engineering and/or geotechnical study requested by the Town. In these cases, the amount of reserves required will be determined using the guidelines for ER width developed by Sustainable Resource Development.
- Policy 5 Where Environmental Reserve Lands are not necessary to provide public access to the feature, the Town shall, at the time of subdivision, consider the option of an Environmental Reserve Easement as provided for the in the Municipal Government Act.
- Policy 6 Municipal Reserves may be required as an open space buffer of sufficient size and composition to act as a noise and visual barrier shall be required between incompatible land uses.
- Policy 7 Prior to disposing of any Municipal Reserve, Council shall review the applicability and effect of such disposition on surrounding land uses and the area’s recreational potential.
- Policy 8 The Town may consider proposals to designate future Conservation Areas.

- Policy 9 At the discretion of the Subdivision Approving Authority, the use of Conservation Easements may be considered as an alternative to traditional environmental reserves during the subdivision process. The use and control of these features and areas shall be clearly stated in the easement agreement. Conservation easements are provided for under the current Environmental Protection and Enhancement Act
- Policy 10 A Conservation Easement may be considered to preserve significant natural features and areas that do not qualify as Environmental Reserve under the Municipal Government Act. The use and control of these features and areas shall be clearly stated in the easement agreement.

### 3.6 RECREATION

As the demand for recreational land for both public and private use continues to increase, so does the need for planned recreational facilities and areas. The intent of this Plan is to recognize and encourage local recreational uses based on the capabilities of an area to sustain intensive or extensive development. Recreation development shall be located in areas and under circumstances where it does not adversely affect the community, or the natural environment.

Recreation also forms an important component of the tourism potential of the region, and is to be encouraged as much as possible within the term of this Plan, provided, of course, that the tourist activities or facilities do not threaten the potential itself, the economy and community, or the natural environment.

#### OBJECTIVE 3.6.1

**To encourage collaboration with community groups, not-for-profit organizations, and regional partners to provide a range of recreation opportunities.**

- Policy 1 The Town shall continue to work collaboratively with community organizations to support the management of local trail networks.
- Policy 2 The Town shall endeavour to work collaboratively with Beaver County and other regional partners to provide appropriate regional recreation services and facilities.
- Policy 3 The Town shall endeavour to support community groups in providing recreation opportunities within the Town.

#### OBJECTIVE 3.6.2

**To encourage trail development while also protecting adjacent land owners from potential negative impacts through the careful regulation of the recreation use of the rights-of-way.**

Policy 1 Multi-lot residential developments will be required to provide multi-model trail networks to the satisfaction of the Subdivision Authority at time of subdivision.

Policy 2 The Town shall continue to support multi-use trail development to provide connections to and from the Town to other municipalities, settlement areas, and/or local recreational amenities.

OBJECTIVE 3.6.3

**To maximize the use of existing recreation facilities and parks and to plan the Town’s future recreation and tourism needs.**

Policy 1 Service clubs and citizens groups should be encouraged to assist with park development.

Policy 2 The Town shall continue to work collaboratively with existing service clubs, not-for-profit organizations, and regional partners to improve and support existing recreation and tourism facilities within the Town.

### 3.7 TOURISM

The Town of Viking supports tourism initiatives and wishes to promote local hospitality operations, museums, churches, cultural centres, and special events.

OBJECTIVE 3.7.1

**To support and promote cultural tourism initiative within the Town**

Policy 1 The Town shall encourage the utilization and/or development of cultural, historic, and recreational resources to promote tourism, where appropriate.

Policy 2 The Town shall encourage and, where possible, promote development of tourist facilities.

Policy 3 Troll Park should continue to be considered an important tourist facility and, as such, should continue to be maintained and upgraded.

Policy 4 The Town supports initiatives such as Vikings in the Streets and will continue to encourage and promote these types of community initiatives to celebrate local heritage and promote tourism within the community.

OBJECTIVE 3.7.2



### **To cooperate with regional partners to encourage local and regional tourism**

- Policy 1            The Town shall cooperate with area tourism groups, municipal neighbours, and tourism zones in promoting local tourism linkages with neighbouring communities.
- Policy 2            The Town shall encourage private sector developers to facilitate tourism development, and may assist in accessing government funding programs to develop new, or upgrade existing, tourism attractions.

## **3.8    TRANSPORTATION AND PUBLIC UTILITIES**

The development of transportation and utility systems can have a significant impact on land use within the Town of Viking. Although the Town does not have the authority to regulate Provincial Highways, pipelines, transmission lines and similar installations that are under provincial control in many instances Council is given an opportunity to comment on the proposed locations of these facilities. It is Council's intention to encourage the appropriate authorities to have regard for the policies of this Plan.

### **OBJECTIVE 3.8.1**

**To encourage the safe, orderly, and efficient development of transportation and utility corridors including a hierarchy of streets and efficient parking.**

- Policy 1            The Town shall establish a hierarchical street system consisting of:
- (a)            arterials that have routes for quick and efficient movement of traffic;
  - (b)            collector routes that serve to connect residential areas to arterial streets;
  - (c)            local streets that serve to provide direct access to individual lots and that have no through traffic.
- Policy 2            Council shall encourage linear transportation and utility facilities to locate so that they:
- (a)            follow road allowances wherever feasible;
  - (c)            use corridors to integrate a number of utilities; and
  - (b)            minimize disruption of recreation, wildlife, and historic resources.
- Policy 3            The Town will endeavour to ensure the future development of a network of arterial and collector roadways in the configuration **indicated on Map 1: Future Land Use** in as much as:
- (a)            the transportation system complements future land use proposals;

- (b) the hierarchy of roadways comprising the network shown on the Future Land Use Plan will achieve efficient traffic movement in and through the Town;
- (c) the system will minimize unwarranted heavy volumes of traffic in sensitive areas; and
- (d) the elements of the transportation system themselves are mutually complementary.

- Policy 4 The Town will endeavour to protect from encroachment by other uses sufficient land for future arterial road rights-of-way.
- Policy 5 Direct access to arterial roads from adjacent properties will be limited in order to emphasize the most important function of these roadways, which is to accommodate high volume traffic flows.
- Policy 6 The Town will endeavour to enhance the appearance of roadways. Developers will be required to provide landscaping, including trees, along the medians and boulevards of roadways.
- Policy 7 The Town will require the development of multi-ways or coordinated walkway and bikeway systems in new residential areas, linking them to recreation areas and facilities where appropriate. The rights-of-way for these multi-ways shall be provided at the time of subdivision.
- Policy 8 Employers and employees shall be encouraged to use alternative parking areas to allow customers better access to the Town’s retail and service outlets.
- Policy 9 To improve the visual image of the entrances to the Town, Town Council will encourage owners planning property improvements to consider using building materials, textures, colour, landscaping, and signs that would favourably complement and/or enhance the entrances to the Town. Town Council will also use its best efforts to undertake such works on its properties and encourage the Provincial Government to do the same on its properties, especially the Primary Highways.

OBJECTIVE 3.8.2

**To minimize conflicts between transportation, communications, or utility facilities and other land uses.**

- Policy 1 Council shall encourage high voltage power lines and high pressure pipelines to locate away from residential areas.
- Policy 2 Where proposed transportation and utility lines and facilities may adversely affect adjacent lands or land uses, the Town shall recommend or require as a condition of development of the line or facility such buffering as deemed appropriate to minimize any negative impacts.
- Policy 3 The Town may require future subdivision proposals adjacent to transportation and utility lines and facilities to provide such buffering as deemed appropriate.
- Policy 4 Where appropriate, new facilities should be built to standards to accommodate multiple devices. Individual facilities are strongly discouraged. Should co-locations not prove feasible, clustering of wireless communication facilities is preferred.

OBJECTIVE 3.8.3

**To encourage regional cooperation in the provision, operation, and maintenance of infrastructure services.**

- Policy 1 The Town shall endeavor to cooperate wherever possible with other municipalities and/or the provincial government with planning, development and operation of sanitary waste disposal facilities and sewage lagoons.
- Policy 2 Town Council supports the continued use of the Regional Landfill System concept and principles.
- Policy 3 The Town will endeavour to enhance the Town-owned and operated recycling facility to diversity and expand the number and type of materials accepted.



OBJECTIVE 3.8.4

**To ensure that all subdivision and development conforms to municipal and provincial infrastructure and servicing standards.**

Policy 1            Subdivision shall not be allowed where access to graded and graveled or paved roads in good condition does not exist, or where construction of a roadway and access to current Town standards to the site is not undertaken by the landowner/developer.

OBJECTIVE 3.8.5

**To ensure that municipal services and utilities are provided in an economical and efficient manner and are reflective of need, environmental constraints, land use considerations, and existing infrastructure.**

Policy 1            Service roads adjacent to Provincial Highways in Town shall be considered as local roads and developed to appropriate standards.

Policy 2            The Town shall require that land use adjacent to Provincial Highways and their associated accesses conform to the Access Management Guidelines as outlined by Alberta Transportation. As well, where possible, the Town's system of major local roads shall be afforded a similar level of protection from encroachment and proliferation of direct access.

Policy 3            All municipal infrastructure systems, such as new roads, sewage collection and water distribution systems created as a result of private development, which may include dedication to the Town, shall only be assumed by the municipality if the system has been constructed or upgraded to a standard which is acceptable to the Town and which meets or exceeds all appropriate Provincial and Federal standards.

Policy 4            The Town shall implement a program of maintenance and improvement for local roads designed to enhance traffic flows. Through the subdivision and development processes, the Town shall endeavour to make the most efficient use of existing roadway facilities. Developments with the potential for substantial road impact (high traffic volumes or heavy trucks) will be directed to those roads that are designed and constructed to accommodate such development.

Policy 5            Direct access from private property onto Provincial Highways shall be discouraged and limited wherever possible, especially where access onto local roads is available. Application for subdivision will be specifically designed to minimize accesses onto Provincial Highways and local arterial roads through the use of service roads or redesigning the subdivision boundaries to redirect accesses onto local roads.



- Policy 6            The Town will continue to endeavor to provide a reliable water supply and distribution system, an environmentally acceptable sanitary sewage collection and treatment system, and an efficient stormwater collection and management system. The provision of these systems will be funded either by senior levels of government or by new development.
- Policy 7            The Town will endeavour to maintain flexibility in the extending of municipal services into newly developed areas and will ensure that developers provide excess capacity to allow extensions into future development areas.
- Policy 8            The Town may require the preparation of a servicing scheme and a detailed geo-technical study prior to area structure plan or large area subdivision approval.
- Policy 9            The Town will continue to collect basic data for future engineering review in order to supplement the findings of historical Town servicing studies, and improve the accuracy of future projections.
- Policy 10           Developers shall be expected to provide or pay for the installation of utilities and development of roads in new subdivisions. The requirement shall be implemented through a development agreement with the Town.
- Policy 11           Off-site levies may be determined at the time of new development and, if required, shall be assessed on all new developments.

OBJECTIVE 3.8.6

**To provide a cohesive network of trails and sidewalks that serve as a practical alternative to vehicle use for moving people of all abilities around the Town.**

- Policy 1            The Town should endeavour to link existing trails, sidewalks, and recreation and community facilities.

## 4 FUTURE LAND USE

### 4.1 FUTURE LAND USE

A development strategy has been developed for the Town of Viking based on the review of the previous planning exercises in the Town and on an analysis of the major challenges and trends facing the Town.

The strategy entails:

- striving for moderate, steady population growth;
- ensuring orderly, beneficial development occurs in the Town;
- ensuring adequate land is available to meet future development needs;
- ensuring development is staged according to growth requirements;
- ensuring each stage of development provides for a variety of development opportunities, necessary services and amenities; and
- emphasizing community strengths and assets such as the small town character, and significant opportunities such as the Downtown core.

The goals, objectives and policies of the Plan support the orderly and economical development of land within the Town and encourage the development of a balanced community in terms of land use. The Plan attempts to provide for a range of housing opportunities, to address quality of life issues, and to promote the concepts of community and neighbourhood.

Plan policies have been made flexible in order to allow for the anticipated, as well as varying, growth rates. To address the development of the community as a whole, the plan covers all land within the Town's existing corporate boundaries.

### 4.2 FUTURE LAND USE MAP

The development strategy for the Town of Viking is illustrated on the Future Land Use map (**Map 1 – Future Land Use**) which is located at the end of this Section. This map contains a conceptual future land use pattern and transportation network for the community and is meant to convey the general intent of the Town concerning the future direction of growth. The map is intended to be interpreted as a broad expression of land use policy and not as a precise description of proposed land uses related to specific parcels of land. The Future Land Use map is to be used in concert with the goals, objectives and policies of the Plan.

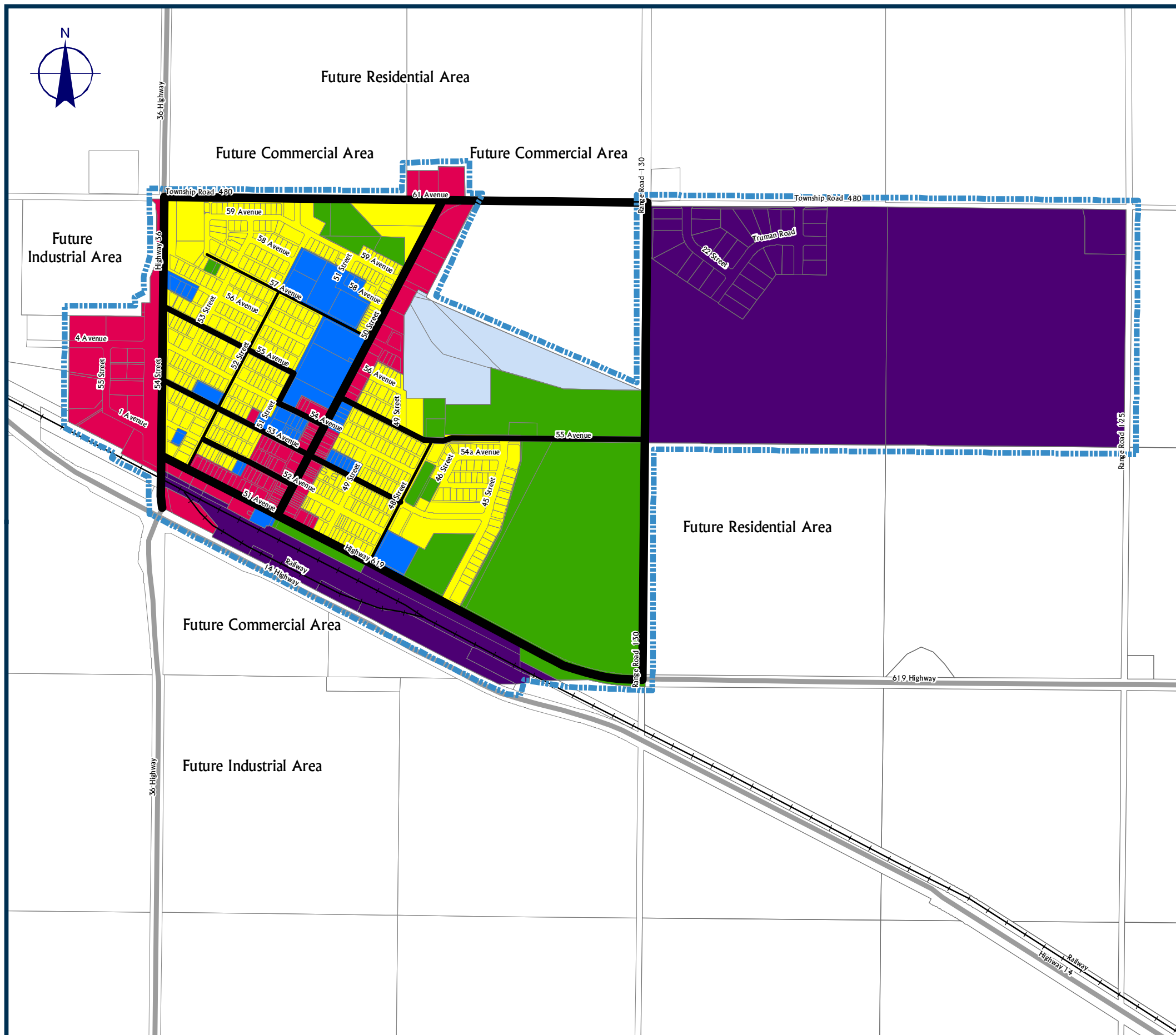
The development concept reinforces the general pattern of development currently found within the Town while ultimately developing a more compact community and more balanced land uses.

Also indicated on the Future Land Use Map is the Town's preference for the direction of long term urban expansion and the land uses that those expansion areas would accommodate.

In stating the preferred direction of long term urban expansion, the Town recognizes that a Municipal Development Plan has no force and effect beyond the boundaries of the Town, and that the proposals are not binding upon any authority or person relying upon, applying, or interpreting the provisions of this plan. It is intended through other policies in this Plan that the Town will work with Viking County on an ongoing basis to address planning matters of inter-municipal concern.

# Town of Viking

## Municipal Development Plan Map 1 - Future Land Use



- Town Boundary
- Arterial Roads
- Collector Roads
- Minor Collector Roads
- Institutional Use
- Recreation and Open Space Use
- Industrial Use
- Commercial Use
- Residential Use
- Public Utility Use

0 0.5 1 Kilometers

### 4.3 LAND USE CLASSIFICATIONS

The Land Use Classifications shown on the Future Land Use Map are defined as follows:

**Residential** refers to that area of the Town currently used for predominantly residential purposes. Residential also refers to that area to be developed for predominantly low density housing, and some medium and high density housing in selected locations at a scale and density compatible with the neighbourhood.

**Commercial** refers to that area containing commercial uses and compatible office, residential, institutional and recreational uses. The Commercial area includes that area surrounding the downtown core containing vacant lots, older single family residences and non-conforming uses, which may be suitable to accommodate downtown expansion on a limited and site specific basis.

Compatible highway commercial uses that would benefit from exposure along highway areas and that are visually attractive in appearance could also be considered within this area. Compatible recreational, park and institutional uses that cannot be reasonably accommodated elsewhere in the community may also be considered.

**Industrial** refers to existing and future industrial development that does not:

- consume a large volume of water or produce high quantities of effluent or waste;
- discharge toxic or noxious by-products into the air or groundwater system; or
- adversely impact adjacent properties through extreme noise, traffic or emissions.

**Recreation/Open Space** refers to that area intended for low intensity park, recreation or community development and/or to be preserved in its natural state.

**Institutional** refers to existing and future community facilities such as municipal buildings, schools, community and/or health services.

**Public Utility** refers to existing and future public utilities such as water treatment facilities, waste transfer stations and sewage lagoons.

## 5 SPECIFIC LAND USE AREAS

The following land use and development objectives and policies shall apply to all lands shown on **Map 1: Future Land Use** within the Town of Viking and shall be used by the Town of Viking to guide decision-making regarding land use and development within the Town. **Map 1: Future Land Use is located in Section 4.2 of this Plan.**

### 5.1 RESIDENTIAL USE AREA

The Town of Viking has experienced some new single family residential development and a limited amount of multi-family residential development over the last ten (10) years. This trend affects the social, economic and environmental community of the Town.

There are three types of residential uses that characterize the Town:

- Single family residential developments (generally referred to as low density developments)
- Medium density developments (including duplex and row housing developments); and
- High density developments (including apartment style condominium developments).

Most areas within the Town that have been developed for residential purposes are connected to municipal services.

This Plan strives to achieve a balance between providing opportunities for residential development while still supporting and preserving the livelihood and quality of life of the existing and future community, the physical environment and areas of historic and cultural significance within the region.

#### OBJECTIVE 5.1.1 HOUSING MIX

**To ensure that sufficient land and residential developments are available to meet future housing needs.**

Policy 1            Town Council shall encourage private developers to participate in residential development.

Policy 2            In cooperation with developers and other government agencies, the Town will endeavour to ensure the provision of:

- (a)            a range of dwelling and lot sizes;
- (b)            a variety of housing types;
- (c)            an adequate supply of rental units;
- (d)            social housing to meet special housing needs in the community; and
- (e)            affordable non-market housing to meet the needs of the community.

- Policy 3 All new or revised residential area structure plan areas will have a residential housing mix normally reflecting a ratio of 80% low and medium density residential development and 20% high density residential development. A larger percentage of higher density residential development may be allowed by the Town if the developer can demonstrate the following:
- (a) that the development can be serviced in a manner that is consistent with the Town’s Master Services Plan;
  - (b) that the overall development pattern is complementary to adjacent land uses and infrastructure;
  - (c) that the development will provide a high percentage of social and/or affordable housing; and
  - (d) that the development will provide a higher percentage of public amenity areas, including but not limited to, park areas, trails, recreation amenities and/or public art.
- Policy 4 The Town will endeavour to provide the housing mix indicated above in each neighbourhood indicated in this Plan and within new neighbourhoods as they develop.
- Policy 5 The Town may encourage the development of innovative housing including new building forms, design and construction techniques.
- Policy 6 Rehabilitation of older, structurally sound housing units will be encouraged wherever feasible.
- Policy 7 Where the Town deems necessary, new residential developments will be required to provide buffering from potential negative impacts of adjacent land uses.

OBJECTIVE 5.1.2 NEIGHBOURHOOD PLANNING

**To ensure that residential development is orderly, planned, efficient, and encourages community and neighbourhood pride.**

- Policy 1 The Town will adopt the neighbourhood as the basic planning unit for future residential development and redevelopment. Consideration of the design and development of complete neighbourhoods will be part of the evaluation criteria for all new multi-lot residential developments.
- Policy 2 The Town will require the preparation and approval of an Area Structure Plan or Outline Plan/Development Concept prior to the approval of a new residential neighbourhood. The preparation and costs associated with the preparation of a new Plan or amendment to an existing Plan will be the responsibility of the developer. If the Town incurs costs while reviewing a proposed Plan or Plan amendment then costs associated with the review will



also be the responsibility of the developer.

- Policy 3 Outline Plans/Development Concepts will only be permitted, at the discretion of the Subdivision Authority, for parcels of land smaller than 20 ha (50 ac) and/or developments that will generate a total residential population of less than 280 people within the Plan area.
- Policy 4 All Outline Plans/Development Concepts must be approved by resolution of Council prior to Subdivision Approval.
- Policy 5 The Town's overall density of residential development within a designated neighbourhood unit should be approximately 30 persons per net residential hectare. As average household size continues to decline, however, a somewhat higher overall density standard may be considered in specific circumstances.
- Policy 6 Ground oriented medium density residential development will be permitted in each neighbourhood. Medium density residential sites should be spread throughout each neighbourhood rather than being concentrated in any one area.
- Policy 7 Ground-oriented medium density residential development will not normally exceed a density of 50 units per net residential hectare.
- Policy 8 High density residential developments will not normally exceed a density of 100 units per net residential hectare.
- Policy 9 High density residential buildings will not exceed four storeys in height.
- Policy 10 Notwithstanding **Policies 8 and 9** above, the Town may allow high density residential buildings which exceed four storeys in height or contain more than 100 dwelling units if the developer can demonstrate the following:
- (a) that the development can be serviced in a manner that is consistent with the Servicing Requirements;
  - (b) that the overall development pattern is complementary to adjacent land uses and infrastructure;
  - (c) that the development will provide a high percentage of social and/or affordable housing;
  - (d) that the development will provide a higher percentage of public amenity areas, including but not limited to, park areas, trails, recreation amenities and/or public art; and
  - (e) that any additional Emergency Services requirements necessary to the safety and security of the development and residents are provided by the developer.

Policy 11 High-density housing family sites should locate adjacent to arterial or collector roads.

#### OBJECTIVE 5.1.3 SUBDIVISION AND SITE PLANNING

**To ensure that future development provides a mix of housing types to meet a variety of life cycle demands and market preferences.**

Policy 1 Different housing types should be appropriately related to neighbourhood and Town facilities and services and to schools. Senior citizens' housing and apartment buildings, for example, should be close to commercial facilities.

Policy 2 Only compatible housing types should be sited adjacent to one another. Walkup apartment buildings, for example, are compatible with ground-oriented multiple family dwellings, but incompatible with single detached dwellings.

Policy 3 Subdivision and site planning techniques using building forms, landscaping features, etc., should be used to reduce adverse effects of noise sources such as railways and major roadways on residential areas foster a sense of neighbourhood security; and provide visual privacy.

Policy 4 Dwellings should have an adequate outdoor amenity area and should be designed so as to minimize energy loss.

Policy 5 The Town may use architectural control of major developments so as to create an aesthetically pleasing residential environment.

Policy 6 The noise levels for those areas so designated should be established prior to subdivision by the use of prediction techniques acceptable to Alberta Transportation. The developer shall be required to prove, to the satisfaction of the Town, that the noise level in outdoor residential areas is the lowest level technically attainable. In no case shall predicted noise levels in new development areas exceed 65 dBA Ldn in outdoor areas and 35 dBA Ldn within the dwelling unit.

Policy 7 Wherever possible, street frontages should be minimized. Excessive frontage adds to development costs and increases maintenance costs.

Policy 8 Since they have different configurations than "stick-built" single-family homes (in that they are normally much longer and narrower than a conventional house), manufactured homes should be restricted to specific subdivisions designed for manufactured homes or to manufactured home parks.

Policy 9 When single-family residential sites are constructed, such design features as loops, cul-de-sacs, and buffers to create quiet, low traffic areas should be

incorporated.

Policy 10 Multi-family units may be permitted in the downtown area on the second-storey of commercial buildings or adjacent arterial or collector streets.

#### OBJECTIVE 5.1.4 AFFORDABLE HOUSING

##### **To ensure the development of affordable housing.**

Policy 1 The Town shall work with developers, home builders, as well as government and non-government agencies to increase the proportion of affordable housing units within the community.

#### OBJECTIVE 6.1.5 DEVELOPMENT PHASING

##### **To ensure that new development occurs in an efficient manner that does not put a strain on the Town's current or future infrastructure capacity and serves to improve community connectivity.**

Policy 1 The Town shall require the phasing and staging of future development in order to ensure contiguous development and the orderly extension of roadways and municipal services.

Policy 2 A stage of subdivision should provide a supply of lots that could reasonably be expected to be fully developed within a two-year time frame. The size of each stage should be large enough to offer a variety of housing types and to meet anticipated residential demands. All amenities such as parks, landscaping or recreational facilities should be phased along with the construction of the dwelling units.

Policy 3 The Town should not allow successive stages of subdivision until the majority of lots in previous stages have been issued development permits or unless the developer can clearly demonstrate that the lots in a successive stage would not remain undeveloped for an extended period of time.

Policy 4 The residential phasing policies are designed to discourage "leap frog" development and mitigate potential costs associated with future residential development in locations which are separated from previously developed areas.

Policy 5 The Future Land Use Map (**Map 1: Future Land Use**) illustrates the Town's preferred plan for the phasing of new residential developments based on current development locations, infrastructure capacity within the Town and best planning practices.

Policy 6 Notwithstanding **Policy 1** above the Residential Phasing policies are not

intended to preclude the possibility of any future residential development in areas which are not developed until approved development areas are completely developed. Development proposals adjacent to existing approved plans may be considered where:

- (a) servicing connections are existing and available on the site or at a property line adjacent to the site;
- (b) adequate capacity exists to service proposed development in a manner that is consistent with the Town's Master Services Plan to the satisfaction of the Town's engineer; and
- (c) where it is demonstrated that the overall development pattern is complementary with adjacent land uses and infrastructure.

#### OBJECTIVE 5.1.6 RESIDENTIAL INFRASTRUCTURE

**To minimize municipal costs associated with residential development.**

Policy 1 All residential development shall be serviced efficiently and be consistent with the Town's Servicing requirements.

## 5.2 COMMERCIAL USE AREA

The intent of the Plan is to accommodate a range of commercial facilities, primarily located within the downtown area, adjacent to highways, and within established commercial areas. Commercial developments provide a service to, local residents, the highway traveling public, tourists to the region and the surrounding agricultural community. The Town will not support commercial developments that adversely affect the standard of safety or convenience, or the functional integrity of any highway or road.

#### OBJECTIVE 5.2.1

**To ensure that there is an adequate supply of competitively priced commercial land to realize Viking's commercial development potential.**

Policy 1 Town Council shall encourage developers to participate in commercial development.

Policy 2 Town Council will continue to encourage the development of the Town of Viking as an important regional commercial/human service and health services centre for the agricultural industry and for natural resources industry located in the Viking region.

## OBJECTIVE 5.2.2

### **To separate and distinguish between various commercial uses.**

- Policy 1 Town Council shall encourage four types of commercial development, and shall distinguish them with different Districts in the Land Use Bylaw:
- a) Primary Commercial – intensive retail and service establishments,
  - b) General Commercial – large land users (e.g. goods and services that are more dependent on vehicular access than pedestrian traffic or that require large amounts of land for storage or display purposes),
  - c) Highway Commercial – goods and services provided for the travelling public; and
  - d) Neighbourhood Commercial – small retail outlets intended to provide goods and services to local residents.
- Policy 2 All future primary, general and highway commercial development should occur on lands designated Commercial on the Future Development Plan. All future neighbourhood commercial development may occur where specifically indicated in the Town’s Land use Bylaw within the areas designated Residential on the Future Development Plan.
- Policy 3 The development of Highway Commercial areas will take careful cognizance of the need to buffer the potential negative impacts of such development from adjacent uses.
- Policy 4 All Future highway commercial development will be serviced efficiently and be consistent with the Town’s Servicing requirements.
- Policy 5 Sites which are highly visible and determined to be of critical importance to the future development of downtown and the gateway area. When development occurs on these sites, the Development Authority may require additional information and requirements in relation to architectural design, landscaping, and/or any other condition deemed necessary to ensure high standards of design both on the site and in relation to the streetscape.

## OBJECTIVE 5.2.3

### **To recognize emerging trends in retail and commercial land use, including the creation of mixed use intensification nodes for future development areas.**

- Policy 1 Mixed-use developments that provide for commercial and residential uses within the same building will be encouraged.
- Policy 2 The Town shall endeavour to identify important development sites and opportunities that have mixed-use development potential and that would

benefit the community.

Policy 3 The Town shall review its commercial use area policies regularly to ensure they remain effective considering commercial and retailing trends and the community's needs.

### 5.3 INDUSTRIAL USE AREA

For the purpose of this Municipal Development Plan the term "industry" refers to manufacturing or warehousing and storage; and includes both light and heavy industry. Industries that may have high levels of noxious emissions or noise are referred to as heavy industry. Light industry is not noxious and is generally compatible with other uses. Existing industrial uses within the Town can be classified as light industrial.

The Town recognizes that industrial developments can be of benefit to the Town by providing employment, tax dollars and services to Town residents. If planned effectively, the negative impacts an industry may have on the surrounding area can be mitigated or minimized.

This Plan encourages the diversification of the Town's economic base by identifying land and policies to supporting the development of a diverse range of industrial developments within the Town.

#### OBJECTIVE 5.3.1

**To ensure that there is an adequate supply of competitively priced industrial land in appropriate locations to realize the Town's industrial development potential.**

Policy 1 It is the policy of this Plan that the areas designated Industrial on the Future Land Use Concept shall be developed as industrial uses, and that industrial development shall be directed to those lands.

Policy 2 The Town will encourage concentrated industrial growth by directing future industrial development to the industrial area in order to minimize conflicts with neighbouring land uses, to facilitate the economical provision of municipal services, and to promote an efficient industrial land use pattern.

Policy 3 Only light industrial uses will be allowed within the Town boundary.

Policy 4 Town Council shall encourage private developers who own land within the Industrial Land Use Designation to develop their land for industrial use.

Policy 5 The Town may encourage the gradual relocation of industrial uses which are not in industrial areas to the industrial area.

Policy 6 The sizing and servicing of industrial sites should reflect the requirements of a wide range of light industrial uses such as construction, trucking,



manufacturing and wholesaling activities, etc.

- Policy 7 Existing and future industrial activities in the industrial area will be protected by preventing encroachment of non-industrial uses.
- Policy 8 Future industrial development will demonstrate adequate fire flow capacities prior to development approval and after completion of construction to the satisfaction of the Town's Fire Department.
- Policy 9 Future industrial development within the Industrial Area will be connected to a paved road network in a manner that meets with the satisfaction of the Town's Public Works Department and should have direct and quick access to truck routes and highways.

#### OBJECTIVE 5.3.2

**To ensure that the site design and visual appearance of industrial developments is compatible with surrounding land uses.**

- Policy 1 The visual appearance of industrial buildings, the location of roadways, landscaping and buffering will be considered in order to ensure compatibility with surrounding uses. The Town will include building and landscaping standards in its land use bylaw as a means of encouraging the development of more attractive industrial structures and improving compatibility with surrounding uses.
- Policy 2 Attractive appearance and a high standard of maintenance shall be required at all industrial sites. To this end and to improve the image of the industrial areas, landowners and businesses will be required to provide reasonable landscaping (in the form of vegetation, fencing, and other landscaping features) and building materials, textures, colour and signs that would favourably enhance the industrial environment at the time of development and will be encouraged to properly maintain, add and improve such features and materials to enhance the industrial environment.

#### OBJECTIVE 5.3.3

**To encourage local and regional industrial**

- Policy 1 The Town will seek the assistance of other levels of government in promoting local industrial development opportunities.
- Policy 2 The Town will cooperate with local business groups in promoting the

municipality as a good place to live and establish business.

- Policy 3 The Town will encourage the Community Economic Development officer to actively seek out industries which could locate in the Town.
- Policy 4 Existing local industrial firms with growth potential will be encouraged to expand their production facilities in appropriate locations.
- Policy 5 Town Council will encourage the development of a regional industrial base in order to sustain those activities associated with the development of the adjacent resources of the area.

## 5.4 INSTITUTIONAL USE AREA

There are currently a number of Institutional Use areas within the Town of Viking which reflect the large number of excellent social services and facilities currently located within the Town. These areas include the Town and County municipal offices, schools, as well as community and health and wellness facilities.

### OBJECTIVE 5.4.1

#### **To provide adequate public and quasi-public facilities to meet the Town's needs.**

- Policy 1 It is the policy of this Plan that the areas designated Institutional on the Future Land Use Plan shall be developed in parks, recreation facilities, institutional uses (such as schools, health and wellness facilities, arenas, etc.), and that such development shall be directed to those lands designated Institutional.
- Policy 2 Public and quasi-public building uses in this policy shall be:
- (a) educational facilities (e.g. schools)
  - (b) community facilities (e.g. Town office, community centre, pool, fire hall, etc.)
  - (c) government facilities (e.g. provincial buildings)
  - (d) institutional facilities (e.g. churches)
  - (e) health and wellness facilities (e.g. hospital)
- Policy 3 All major institutional development should occur on lands designated Institutional on the Figure X: Future Land Use. However, small institutional uses may occur in other lands, at the discretion of the Town's Development Authority.
- Policy 4 All public and quasi-public facilities shall be properly maintained.



OBJECTIVE 5.4.2

**To work cooperatively with provincial agencies and not-for-profit organizations to ensure future institutional facilities are compatible with adjacent uses and suitably located for community accessibility.**

Policy 1            The Town shall encourage other government agencies and not-for-profit agencies to locate in those areas designated as institutional use on Figure X: Future Land Use.

## 5.5 RECREATION AND OPEN SPACE USE AREA

The Town of Viking values its recreation and open space amenities. The Town recognizes that the existing recreational facilities, trails, and open spaces are important to community enjoyment and well-being.

The Town also recognizes that a successful and sustainable future is dependent on the vitality of all of the interconnected systems (built and natural environment, economic, social and cultural) the Town has adopted a strong approach, for environmental management and has also adopted a variety of policies to encourage recreation within the community.

OBJECTIVE 5.5.1

**To encourage low intensity park, recreation, or community development in appropriate locations to provide access for all residents while preserving significant environmental features.**

Policy 1            The only developments which will be allowed within this area are low intensity park, recreation, or community uses.

Policy 2            Significant environmental features will be persevered in their natural state.

## 5.6 PUBLIC UTILITY USE AREA

Within the Town of Viking, public utility areas refer to major existing and future public utilities such as water treatment facilities, waste transfer stations and sewage lagoons. Land Use polices and objectives that apply to this area will help to ensure that the location and the scale of public utilities within the Town are appropriate in relation to existing and proposed developments.

OBJECTIVE 5.6.1



**To ensure that Town utility services are adequately maintained and upgraded.**

- Policy 1            The capacity of the water and sewer system shall be increased when warranted by increased population and/or use.
- Policy 2            Encouragement and support of the volunteer fire department shall be maintained.
- Policy 3            Wherever possible, all new service connections (power, telephone, etc.) should be underground, except Industrial areas. In industrial areas location of services will be at the discretion of the Development Authority.
- Policy 4            Street maintenance should be actively pursued.
- Policy 5            The Town shall constantly seek to acquire provincial funds for major improvements to water and sewage facilities.

## 6 OVERLAY AREAS

The Overlay in this Section applies to a special area in the Town which requires special objectives and policies in addition to those of the underlying Land Use Areas. Development in this area may require that additional information be submitted by the applicant in order to ensure the suitability of potential development sites.

### 6.1 DOWNTOWN AREA

Downtown is the core of any community. It is the place that sets the tone, creates the identity and personality of a community. The “downtown” is one of the most important business districts in any community. It provides opportunities for spontaneous interaction, for shopping, for dining and for celebration. Balancing highway commercial growth with the growth and development of the Downtown area will help generate increased community pride, increased entrepreneurial interest in the community and could even serve to increase tourism potential within the Town. The Downtown Area Overlay is shown on the figure below.

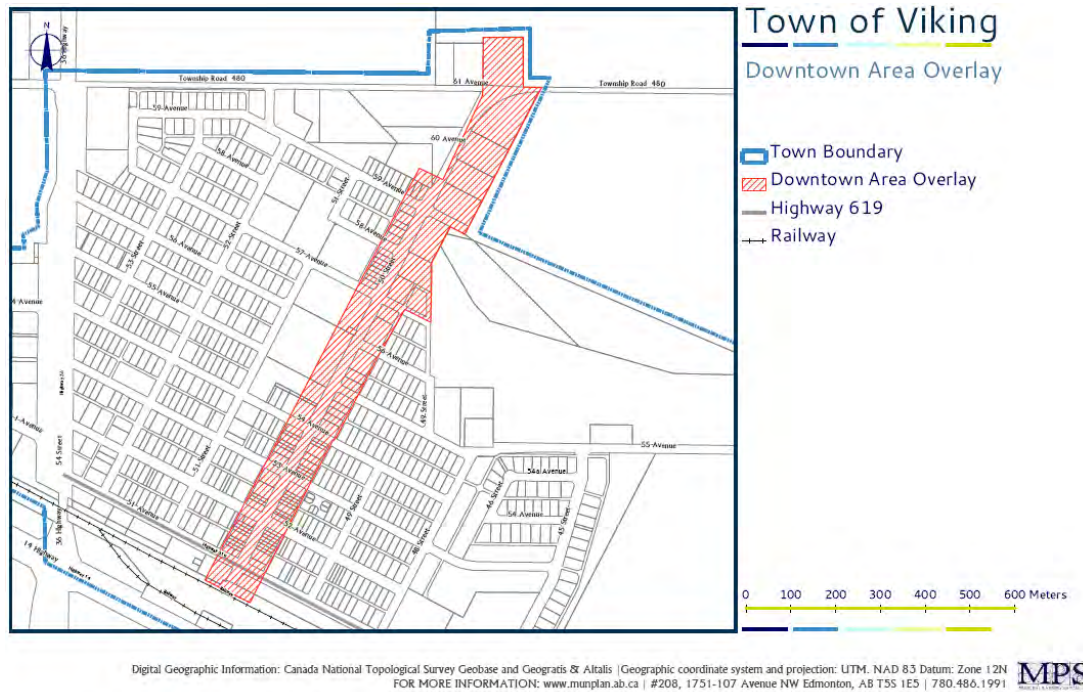


Figure 10: Downtown Area Overlay

#### OBJECTIVE 6.1.1

**To ensure that the Downtown is attractive, vibrant, and provides for an appropriate mix of uses and modes of transportation.**

- Policy 1            Lands within the Downtown Area shall be developed for local commercial uses, institutional uses, mixed use developments, and high density residential developments.
- Policy 2            Development and expansion of the downtown core will normally proceed as follows:
- (a)            First, development of vacant lots and/or redevelopment of commercial properties and buildings located in the downtown.
  - (b)            Second, development of vacant lots and/or redevelopment of commercial and non-conforming uses located in existing commercial districts adjacent to the downtown.
  - (c)            Third, redevelopment of residential land located near the downtown.
- Policy 3            In order to ensure that the Downtown area remains and is enhanced as a viable “downtown hub” area, any development of residential uses in the Downtown other than residential uses which are strictly accessory to commercial uses or located in apartment buildings where the main floor of the building is entirely occupied by commercial uses, will be considered as discretionary uses and considered on a case by case basis.
- Policy 4            New office development uses will be encouraged to locate within the Downtown Area. The rehabilitation of potentially healthy commercial buildings will be encouraged. Rehabilitative measures may involve structural repairs, cleaning, painting, or installing decorative features such as awnings, canopies, or shutters and installing street furniture such as benches and planters.
- Policy 5            The rehabilitation or replacement of existing dwellings in the Downtown area which are not accessory to commercial uses or within buildings which are entirely devoted to commercial uses on the main floor maybe considered on a discretionary basis.
- Policy 6            The conversion of existing dwellings in the Downtown area to commercial uses will be encouraged.
- Policy 7            Residential uses which are strictly accessory to commercial uses may be allowed within the Downtown area. These developments will be encouraged to be predominantly and clearly commercial in nature with the residential use, as a secondary use.
- Policy 8            The Town will endeavour to ensure that the maximum amount of land in the Downtown area which is currently vacant or being used for residential purposes is developed for commercial uses, mixed uses or high density

residential uses within the time frame of this Plan.

- Policy 9           The Town will strongly encourage the development of an attractive pedestrian environment within the Downtown area. This may involve:
- (a)    using building setbacks to create pedestrian rest areas and attractive landscaped niches at convenient locations,
  - (b)    removing obstructions to pedestrian flow, providing sufficient sidewalk widths, and clearly marking pedestrian crosswalks,
  - (c)    encouraging businesses to provide rear or side entrances to offer access to employee and customer parking areas.
- Policy 10           The Town will endeavour to ensure an attractive street appearance in the Downtown area by providing street furniture and landscaped areas which will give life and character to the street scene. Laneways should also be made attractive, designed for security reasons and improved, where necessary, for vehicular and pedestrian traffic.
- Policy 11           Yards at the rear of business premises should be neat and properly maintained to present an attractive appearance to adjacent land uses. Dilapidated accessory buildings should be removed. Debris and weeds shall not be allowed.
- Policy 12           The Town shall endeavour to investigate mechanisms and implementation measures required for the creation of an incentive program to encourage existing development in the Downtown to revitalize.
- Policy 13           The Town will endeavour to ensure that adequate loading/unloading spaces are provided at the rear of business premises to discourage curb loading/unloading of goods.
- Policy 14           Off-street parking areas should be properly drained, paved or graveled, safe for night use, landscaped and screened from non-commercial uses by means of a fence, earth berm, or shrubbery.
- Policy 15           Appropriate access for emergency vehicles should be provided to all buildings.

OBJECTIVE 6.1.2

**To promote current developments and new development within the downtown.**

- Policy 1           The Town shall work collaboratively with downtown businesses and agencies to actively promote the downtown locally and regionally.
- Policy 2           The Town shall encourage new businesses to locate within the Downtown Area, where appropriate.

- Policy 3            The Town shall endeavour to support the retention and expansion of existing businesses within the Downtown Area.
- Policy 4            The Town shall endeavour to install signage to indicate the entrance to the Downtown Area.

# 7 PLAN ADMINISTRATION

## 7.1 AUTHORITY OF THE PLAN

Pursuant to the Municipal Government Act, R.S.A., 2000, this Plan shall be adopted by the Town of Viking, as the Town of Viking Municipal Development Plan. Subdivision, development and re-development of lands within the Town of Viking by the Municipality and general public shall be in accordance with the provisions of this Plan. Council shall encourage the Provincial and Federal governments to have regard for the provisions of this Plan in the development and re-development of crown lands, and in the formulation and implementation of Provincial and Federal policies and programs, within the Town of Viking.

### OBJECTIVE 7.1.1

**To ensure that all municipal statutory and regulatory planning documents are consistent and up-to-date and to conduct reviews and consider amendments to the Plan as required.**

Policy 1            When this Plan or any part thereof takes effect, the Land Use Bylaw of Town of Viking shall be amended, if necessary, to conform to this Plan.

Policy 2            The Municipal Government Act outlines the procedure for an amendment to the Municipal Development Plan. When reviewing proposals for amendment, Council shall ensure that the change is in agreement with the plan goal and objectives. Council should require that a request for an amendment be made in writing. The submission should also address the reasons for the amendment and conformity with the Plan's goals and intent. When reviewing an amendment, Council should consult with any agencies it feels may be of assistance.

Policy 3            Planning is a continuous process and it is important that the Municipal Development Plan be monitored, reviewed and updated in order to ensure that the planning needs of the Town are being met. A review may be appropriate when:

- (a)    changes in economic, social or technical developments occur,
- (b)    a new Council is elected, or
- (c)    an amendment to the plan is made.

A major review should be undertaken at least once every five years.

OBJECTIVE 7.1.2

**To engage in cooperative and collaborative communication with municipal, regional, and provincial partners.**

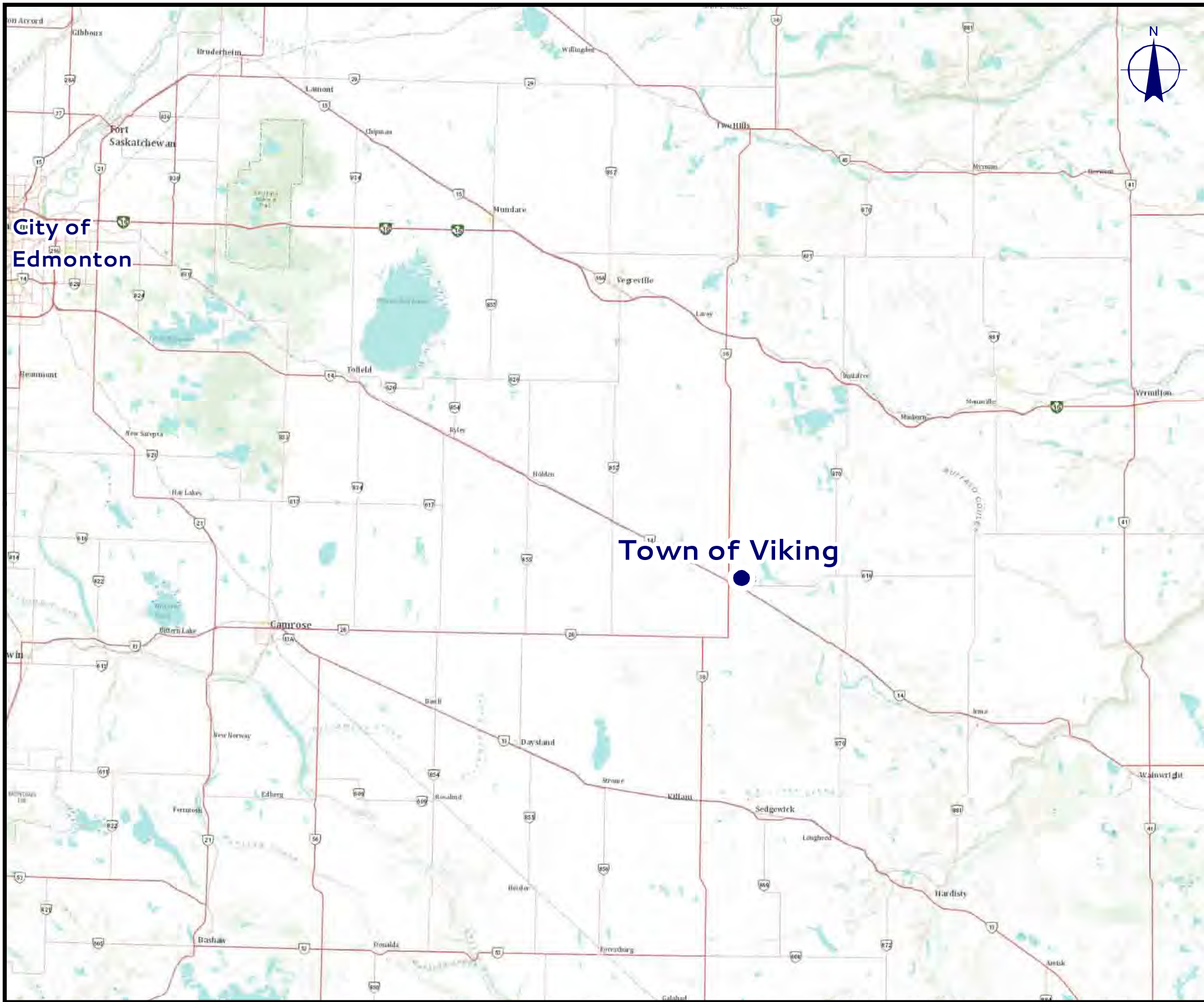
Policy 1        The planning process must include and involve neighbouring municipalities. To that end, the Town of Viking will actively consult with any adjacent or nearby municipality during the consideration of amendments to this Plan, amendments to the Land Use Bylaw, proposed subdivisions, or significant discretionary development permits when the proposal is in close proximity to the adjacent municipality or when, in the opinion of the Town of Viking, the proposal may impact the adjacent municipality, in order to obtain the adjacent municipality's views on the proposal. The approving authority will give careful consideration to any matters raised during this consultation; however, the Town of Viking will not be bound by the recommendations of the adjacent municipality.



## **APPENDIX A: MAPS FOR INFORMATION**

(Maps in this section are for information only and are not approved as part of the Plan)

- Map 2      Regional Location
- Map 3      Elevation
- Map 4      Environmental Features
- Map 5      Infrastructure



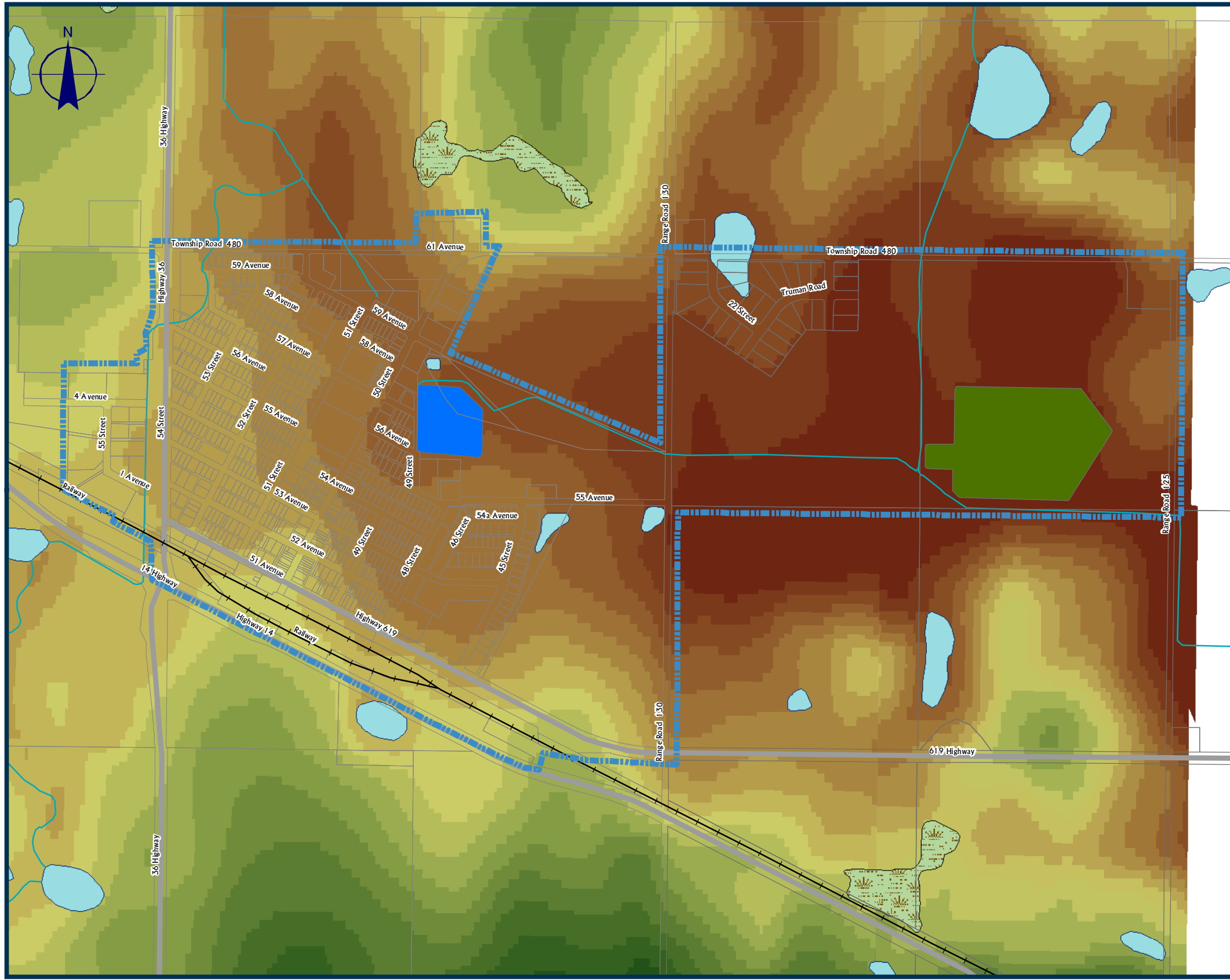
# Town of Viking

## Municipal Development Plan Map 2 – Regional Location

0 10 20 30 Kilometers

# Town of Viking

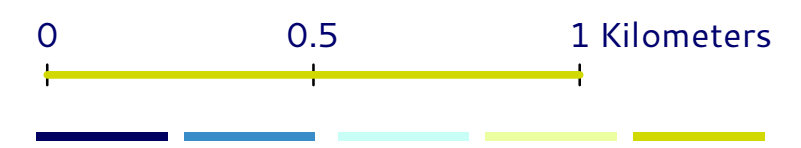
## Municipal Development Plan Map 3 - Elevation



- Town Boundary
- Lagoon
- Reservoir
- Stream
- Wetland
- Waterbody
- Highway 14
- Highway 36
- Highway 619
- Railway

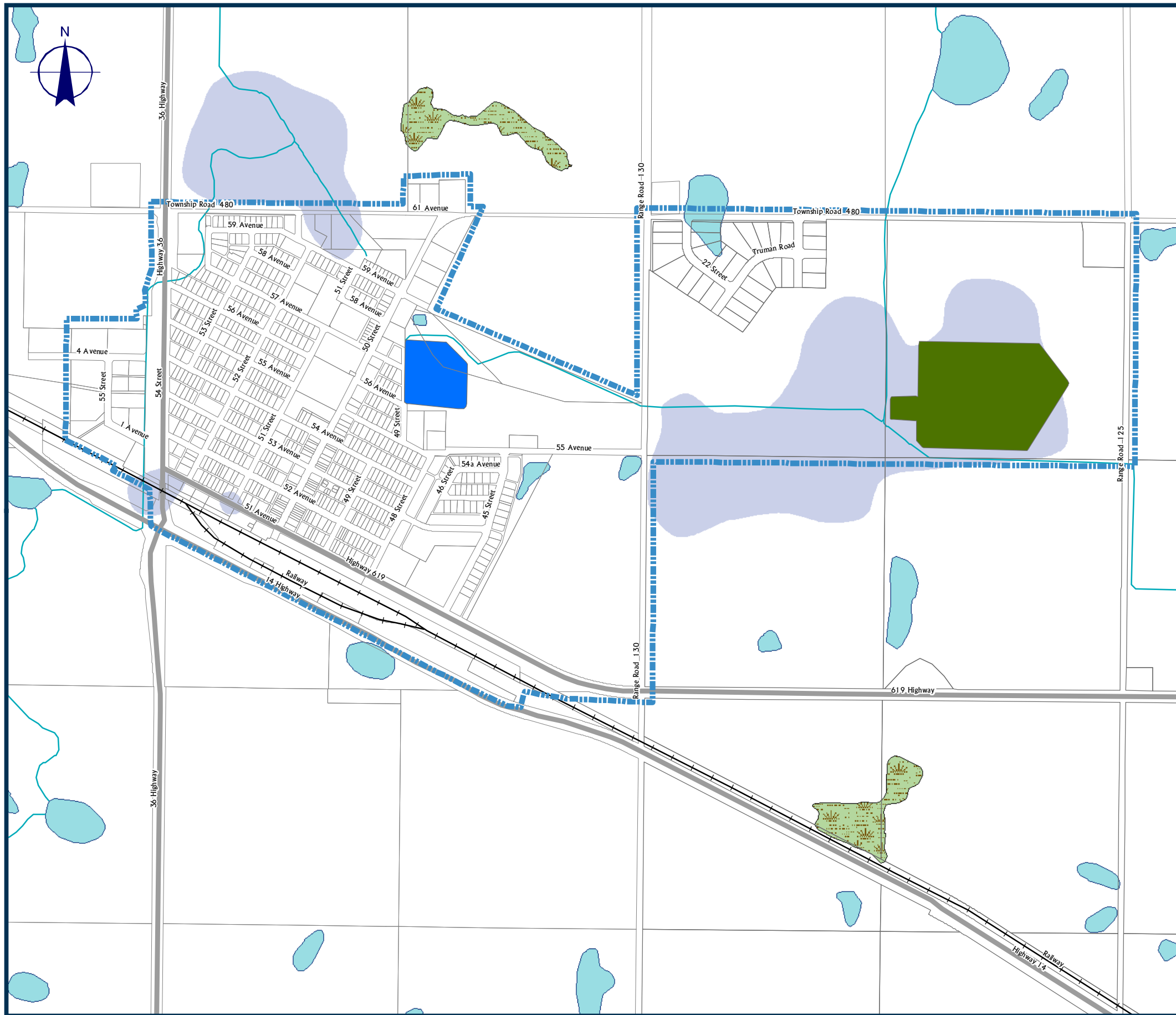
### Elevation (Metres)

	685		694
	686		695
	687		696
	688		697
	689		698
	690		699
	691		700
	692		701
	693		



# Town of Viking

## Municipal Development Plan Map 4 - Environmental Features



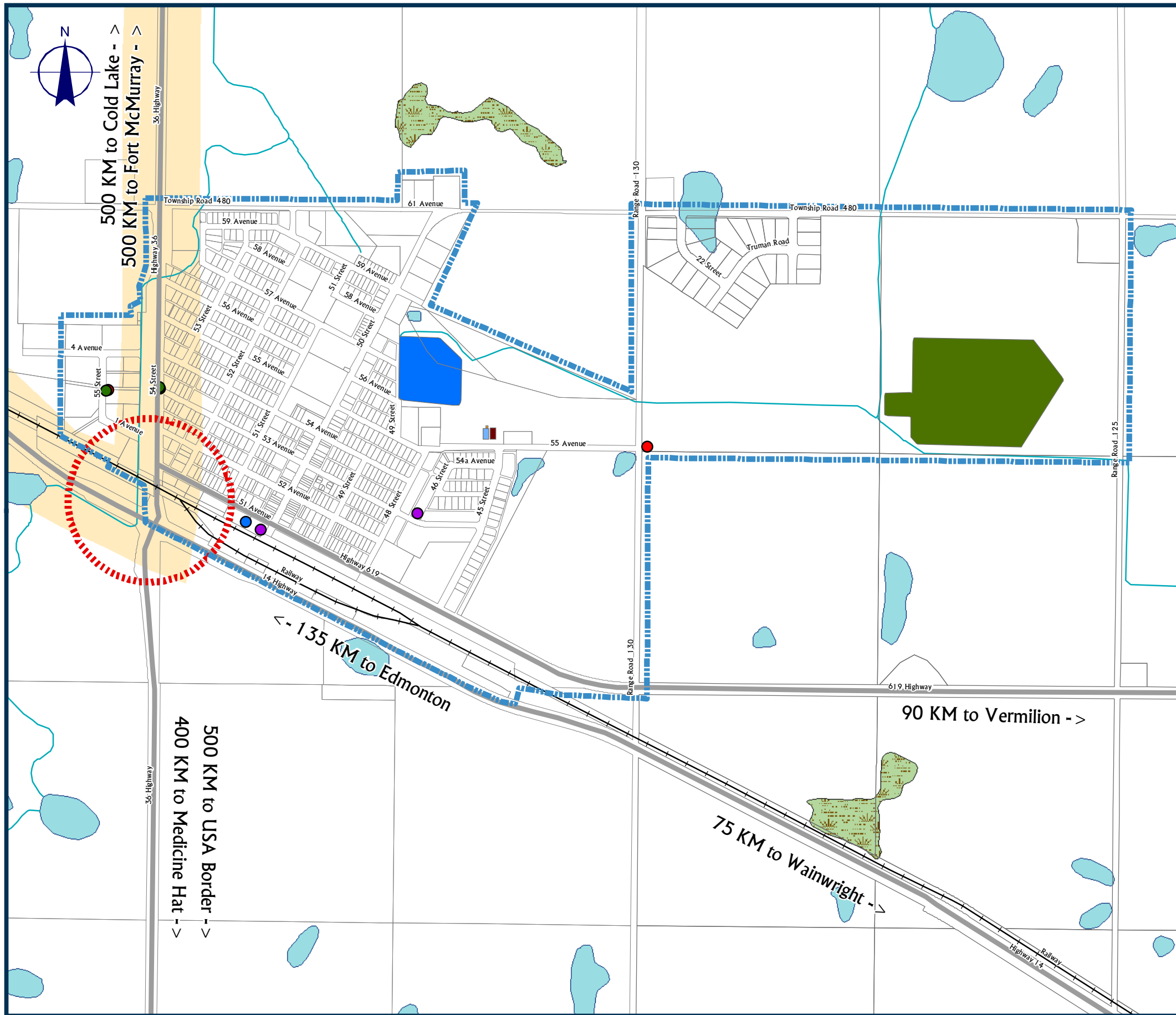
-  Town Boundary
-  Lagoon
-  Reservoir
-  Waterbody
-  Wetland
-  Stream
-  Low Lying Area
-  Highway 14
-  Highway 36
-  Highway 619
-  Railway




















0 0.5 1 Kilometers



# Town of Viking

## Municipal Development Plan Map 5 - Infrastructure



-  Town Boundary
-  Lagoon
-  Reservoir
-  Waterbody
-  Wetland
-  Stream
-  Highway 14
-  Highway 36
-  Highway 619
-  Railway
-  Water Tower
-  Sanitary Pump Station
-  RV Sewage Pump Station
-  Water Valve
-  Potable Water Reservoir
-  Public Works Shop
-  Pump Station
-  High Load Corridor
-  Important Intersection

