



INTERMUNICIPAL DEVELOPMENT PLAN

**Lethbridge County and
Town of Coalhurst**

**Lethbridge County Bylaw No. 1434
Town of Coalhurst Bylaw No. 375-14**



December 2014



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Lethbridge County and Town of Coalhurst Intermunicipal Development Plan Bylaw No. 1434 and Bylaw No. 375-14

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BYLAW NO. 1434
LETHBRIDGE COUNTY
IN THE PROVINCE OF ALBERTA

Bylaw No. 1434 of the Lethbridge County is for the purpose of adopting the Lethbridge County and Town of Coalhurst Intermunicipal Development Plan in accordance with sections 631 and 692 of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, as amended.

WHEREAS municipalities are encouraged by the province to expand intermunicipal planning efforts to address common planning issues and where the possible effects of development transcends municipal boundaries.

AND WHEREAS the Intermunicipal Development Plan outlines policies that apply to lands in the urban fringe area and within parts of the town and is to be used as a framework for decision making in each municipality with input and cooperation of the other jurisdiction.

AND WHEREAS both the Councils of Lethbridge County and the Town of Coalhurst agree that it is to their mutual benefit to establish joint planning policies, and this negotiation and agreement reflects a continuing cooperative approach between the two municipalities and the desire to see well-planned, orderly, and managed growth.

AND WHEREAS the municipality must prepare a corresponding bylaw and provide for its consideration at a public hearing.

NOW THEREFORE, under the authority and subject to the provisions of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26 as amended, the Council of Lethbridge County duly assembled hereby enacts the following:

1. Council shall adopt the Lethbridge County and Town of Coalhurst Intermunicipal Development Plan in consultation and as agreed to with the Town of Coalhurst.
2. This plan, upon adoption, shall be cited as the Lethbridge County and Town of Coalhurst Intermunicipal Development Plan Bylaw No. 1434 and Bylaw No. 375-14.
3. This bylaw shall come into effect upon third and final reading thereof;

GIVEN first reading this 6th day of November, 2014.



Reeve



Chief Administrative Officer

GIVEN second reading this 4th day of December, 20 14



Reeve



Chief Administrative Officer

GIVEN third reading this 4th day of December, 20 14.



Reeve



Chief Administrative Officer

BYLAW NO. 375-14
TOWN OF COALHURST
IN THE PROVINCE OF ALBERTA

Bylaw No. 375-14 of the Town of Coalhurst is for the purpose of adopting the Lethbridge County and Town of Coalhurst Intermunicipal Development Plan in accordance with sections 631 and 692 of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, as amended.

WHEREAS municipalities are encouraged by the province to expand intermunicipal planning efforts to address common planning issues and where the possible effects of development transcends municipal boundaries.

AND WHEREAS the Intermunicipal Development Plan outlines policies that apply to lands in the urban fringe area and within parts of the Town and is to be used as a framework for decision making in each municipality with input and cooperation of the other jurisdiction.

AND WHEREAS both the Councils of the Town of Coalhurst and Lethbridge County agree that it is to their mutual benefit to establish joint planning policies, and this negotiation and agreement reflects a continuing cooperative approach between the two municipalities and the desire to see well-planned, orderly, and managed growth.

AND WHEREAS the municipality must prepare a corresponding bylaw and provide for its consideration at a public hearing.

NOW THEREFORE, under the authority and subject to the provisions of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26 as amended, the Council of the Town of Coalhurst duly assembled hereby enacts the following:

1. Council shall adopt the Lethbridge County and Town of Coalhurst Intermunicipal Development Plan in consultation and as agreed to with Lethbridge County.
2. This plan, upon adoption, shall be cited as the Lethbridge County and Town of Coalhurst Intermunicipal Development Plan Bylaw No. 1434 and Bylaw No. 375-14.
3. This bylaw shall come into effect upon third and final reading thereof.

READ a first time this 4TH day of NOVEMBER, 2014.



Mayor – Dennis Cassie



Chief Administrative Officer – R. Kim Hauta

READ a second time this 2ND day of DECEMBER, 2014.



Mayor – Dennis Cassie



Chief Administrative Officer – R. Kim Hauta

READ a third time and finally PASSED this 2ND day of DECEMBER, 2014.



Mayor – Dennis Cassie



Chief Administrative Officer – R. Kim Hauta

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DOCUMENTS REFERENCED IN THE IMDP

Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26
(<http://www.qp.alberta.ca/documents/acts/m26.pdf>)

Lethbridge County Municipal Development Plan and Land Use Bylaw
(<http://www.orrsc.com/members/counties-mds/lethbridge-county/>)

Town of Coalhurst Municipal Development Plan and Land Use Bylaw
(<http://www.orrsc.com/members/towns-a-m/town-of-coalhurst/>)

Lethbridge County and City of Lethbridge Intermunicipal Development Plan
(<http://www.orrsc.com/members/counties-mds/lethbridge-county/>)

Water Act, Revised Statutes of Alberta 2000, Chapter W-3
(<http://www.qp.alberta.ca/documents/Acts/w03.pdf>)

Subdivision and Development Regulation, Alberta Regulation 43/2002
(http://www.qp.alberta.ca/documents/Regs/2002_043.pdf)

Provincial Land Use Policies
(<http://www.municipalaffairs.alberta.ca/documents/ms/landusepoliciesmga.pdf>)

Agricultural Operation Practices Act, Revised Statutes of Alberta 2000, Chapter A-7
(<http://www.qp.alberta.ca/documents/Acts/A07.pdf>)

Lethbridge County Engineering Guidelines and Minimum Servicing Standards
(<http://www.lethcounty.ca/municipal/lethbridge/lethbridge-website.nsf/0/02F9CAFFE062E4BC872577A5006BE610?OpenDocument>)

Municipal Affairs and the Alberta Association of Municipal Districts and Counties: The Model Process for Subdivision Approval and Private Sewage
(<file:///C:/Users/ORRSC-Office/Downloads/Model%20Process%20Guidance%20Document%20-%20FINAL.pdf>)

Alberta Private Sewage Systems Standard of Practice
(http://www.safetycodes.ab.ca/Public/Documents/PSSSOP_Handbook_Version_12_Online_Feb_21_2012b.pdf)

COMMONLY USED LAND USE PLANNING ACRONYMS

(which may be used/referenced within this document)

ADRI – Animal Disease Research Institute

AER – Alberta Energy Regulator

AESRD – Alberta Environment and Sustainable Resource Development

ALSA – Alberta Land Stewardship Act

ASP – Area Structure Plan

AOPA – Agricultural Operations and Practices Act

ATR - Addition to Reserve

CFO – Confined Feeding Operation

CPR – Canadian Pacific Railway

DA – Development Authority

DP – Development Permit

EIA – Environmental Impact Assessment

ER – Environmental Reserve

ERCB – Energy Resources Conservation Board

ERE – Environmental Reserve Easement

ESA – Environmental Site Assessment

FOIP – Freedom of Information and Protection of Privacy

GIS – Geographic Information System

GCR - Grouped Country Residential

HRIA – Historical Resources Impact Assessment

HRO – Historical Resources Overview

ICSP – Integrated Community Sustainability Plan

IMDP – Intermunicipal Development Plan

JEDI - Joint Enhanced Development Areas

LEED – Leadership in Energy and Environmental Design

LID – Low Impact Development

LUB – Land Use Bylaw

LUF – Land Use Framework

MDA – Municipal Development Authority

MDP – Municipal Development Plan

MDS – Minimum Distance Separation

MGA – Municipal Government Act

MGB – Municipal Government Board

MPC – Municipal Planning Commission

MSA – Municipal Subdivision Authority

MR – Municipal Reserve

NRCB – Natural Resources Conservation Board

ORRSC – Oldman River Regional Services Commission

PUL – Public Utility Lot

RW - Right-of-Way

SA – Subdivision Authority

SDA – Subdivision and Development Authority

SDAB – Subdivision and Development Appeal Board

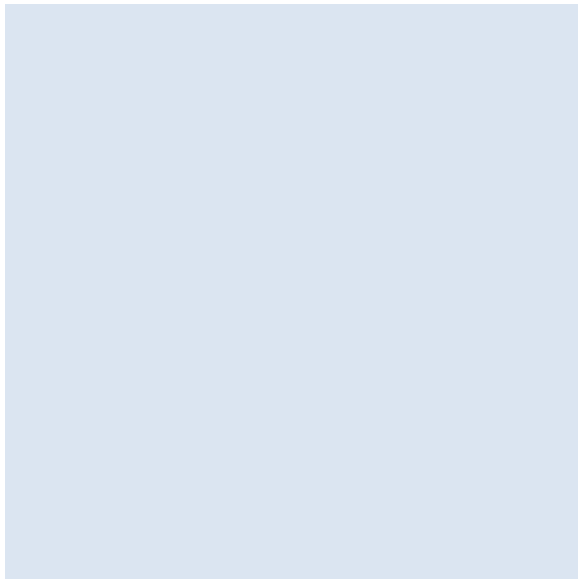
SR – School Reserve

SSRP – South Saskatchewan Regional Plan

TIA – Traffic Impact Assessment / Transportation Impact Analysis

URW – Utility Right-of-Way

PART 1: INTRODUCTION



- Built on a foundation of trust -

PART 1: INTRODUCTION

INTRODUCTION

Lethbridge County (County) and the Town of Coalhurst (Town) recognize that the land within the Intermunicipal Development Plan (Plan or IMDP) boundary is of mutual interest warranting a collaborative approach to planning. A complex development pattern within the Plan boundary has evolved, originating from the historic Town of Coalhurst settlement, the location of the two provincial highways on the west and east sides, the CPR rail-line corridor, irrigation canals and pipeline rights-of-way, and the close proximity to the City of Lethbridge. This unique development pattern results in complex linkages and sometimes conflicts between the land use activities in each municipality, furthering the need for enhanced coordination and cooperation to help balance municipal interests.

The general land use philosophy and policies of Lethbridge County support, protect, and encourage agricultural operations, while allowing non-agricultural development to occur in areas that do not conflict with agriculture and are already fragmented. The County also desires to diversify its agriculturally weighted tax base and wishes to consider identifying suitable areas to accommodate non-agricultural development. The Town of Coalhurst's key growth priority is to develop land that is properly managed and serviced within its boundaries. The town's tax base is heavily weighted on residential assessment and non-residential development is also desired to both diversify the local economy and to provide services and local employment opportunities for residents. As such, both municipalities desire to establish a coordinated and mutually agreeable approach to development giving due consideration to long-range planning interests.

LEGISLATIVE REQUIREMENTS

In order to foster cooperation and mitigate conflict between municipalities, the *Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26 with amendments (MGA)* has included two mechanisms within the planning legislation which allows a municipality to:

1. include policies regarding coordination of land use, future growth patterns and other infrastructure with adjacent municipalities in their municipal development plans [section 632(3)(iii)] if no intermunicipal development plan exists with respect to those matters;
2. complete and adopt an intermunicipal development plan with adjacent municipalities to address the above matters.

Specifically, the *MGA* states:

631(1) *Two or more councils may, by each passing a bylaw in accordance with this Part or in accordance with sections 12 and 692, adopt an intermunicipal development plan to include those areas of land lying within the boundaries of the municipalities as they consider necessary.*

(2) *An intermunicipal development plan*

(a) *may provide for*

(i) *the future land use within the area,*

(ii) *the manner of and the proposals for future development in the area, and*

- (iii) *any other matter relating to the physical, social or economic development of the area that the councils consider necessary,*
- and*
- (b) *must include*
 - (i) *a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the plan,*
 - (ii) *a procedure to be used, by one or more municipalities, to amend or repeal the plan, and*
 - (iii) *provisions relating to the administration of the plan.*

In addition to the MGA, the South Saskatchewan Regional Plan (SSRP) came into effect September 1, 2014. The SSRP uses a cumulative effects management approach to set policy direction for municipalities to achieve environmental, economic and social outcomes within the South Saskatchewan Region until 2024.

Pursuant to section 13 of the *Alberta Land Stewardship Act (ALSA)*, regional plans are legislative instruments. The SSRP has four key parts including the Introduction, Strategic Plan, Implementation Plan and Regulatory Details Plan. Pursuant to section 15(1) of ALSA, the Regulatory Details of the SSRP are enforceable as law and bind the Crown, decision makers, local governments and all other persons while the remaining portions are statements of policy to inform and are not intended to have binding legal effect.

The Regional Plan is guided by the vision, outcomes and intended directions set by the Strategic Plan portion of the SSRP, while the Implementation Plan establishes the objectives and the strategies that will be implemented to achieve the regional vision. As part of the Implementation Plan, Section 8: Community Development includes guidance regarding Planning Cooperation and Integration between municipalities with the intention to foster cooperation and coordination between neighbouring municipalities and between municipalities and provincial departments, boards and agencies. Section 8 contains the following broad objectives and strategies:

Objectives:

- *Cooperation and coordination are fostered among all land use planners and decision-makers involved in preparing and implementing land plans and strategies.*
- *Knowledge sharing among communities is encouraged to promote the use of planning tools and the principles of efficient use of land to address community development in the region.*

Strategies:

- 8.1 *Work together to achieve the shared environmental, economic, and social outcomes in the South Saskatchewan Regional Plan and minimize negative environmental cumulative effects.*
- 8.2 *Address common planning issues, especially where valued natural features and historic resources are of interests to more than one stakeholder and where the possible effect of development transcends jurisdictional boundaries.*
- 8.3 *Coordinate and work with each other in their respective planning activities (such as in the development of plans and policies) and development approval processes to address issues of mutual interest.*

- 8.4 *Work together to anticipate, plan and set aside adequate land with the physical infrastructure and services required to accommodate future population growth and accompanying community development needs.*
- 8.5 *Build awareness regarding the application of land-use planning tools that reduce the impact of residential, commercial and industrial developments on the land, including approaches and best practices for promoting the efficient use of private and public lands.*
- 8.6 *Pursue joint use agreements, regional services commissions and any other joint cooperative arrangements that contribute specially to Intermunicipal land use planning.*
- 8.7 *Consider the value of intermunicipal development planning to address land use on fringe areas, airport vicinity protection plans or other areas of mutual interest.*
- 8.8 *Coordinate land use planning activities with First Nations, irrigation districts, school boards, health authorities and other agencies on areas of mutual interest.*

The above strategies are to be considered by both municipalities when developing policy within this IMDP and when rendering land use decisions pertaining to development within the Plan Area. Other strategies contained in the SSRP should be considered in the context of each municipality's Municipal Development Plan, Land Use Bylaw or through policies found within this Plan.

PURPOSE

This Plan has been prepared in accordance with the *MGA* and the provincial *South Saskatchewan Regional Plan (SSRP)*, which encourage cooperation and coordination between neighbouring municipalities. In keeping with the intent of the SSRP strategies, Lethbridge County and the Town of Coalhurst agree that a collaborative approach to planning, promoting coordinated and efficient development, is necessary within this joint planning area. From the perspective of both municipalities, enhanced management of the land within the Intermunicipal Development Plan area will prove advantageous for the long-range interests of the municipalities and their residents. A detailed background review and land analysis was completed as part of the preparation of this Plan and may be found in Schedule B.

By creating a shared vision for future growth by establishing and agreeing to a long-term strategy to planning and development, the Plan attempts to balance the interests of each municipality. The Plan is intended to provide a framework for consideration of municipal interests in decision-making and establishes planning policy that applies to lands in the fringe and within the Town adjacent to the corporate boundary. Most importantly, the Plan is intended to foster on-going coordination, collaboration, and cooperation between the municipalities by providing a forum to discuss planning matters. Each municipality, however, is ultimately responsible for making decisions within their municipal jurisdiction using the policies and procedures as provided for in this Plan.

The policies of the Plan apply to land within the defined Intermunicipal Development Plan boundary delineated in Map 1 and within the Town on lands adjacent to the corporate boundary. The policies of the Plan do not apply to existing legally established land uses until such time expansion or intensification of any such existing use is proposed.

One of the SSRP's strategies is to address common planning issues, especially where the effect of development transcends jurisdictional boundaries. The intent is to ensure that land is well-managed, important aspects protected, and land use conflicts are minimized into the future. To that end, the County and Town have prepared this IMDP by cooperating and taking into consideration the land use strategies and patterns encouraged. If SSRP regional land use policies are directed by the province, the County and Town will need to comply with the adopted policies. Thus, future amendments to the Plan may be required to adhere to the requirements and policies of the South Saskatchewan Regional Plan once adopted, and both municipalities will discuss possible amendments at that time.

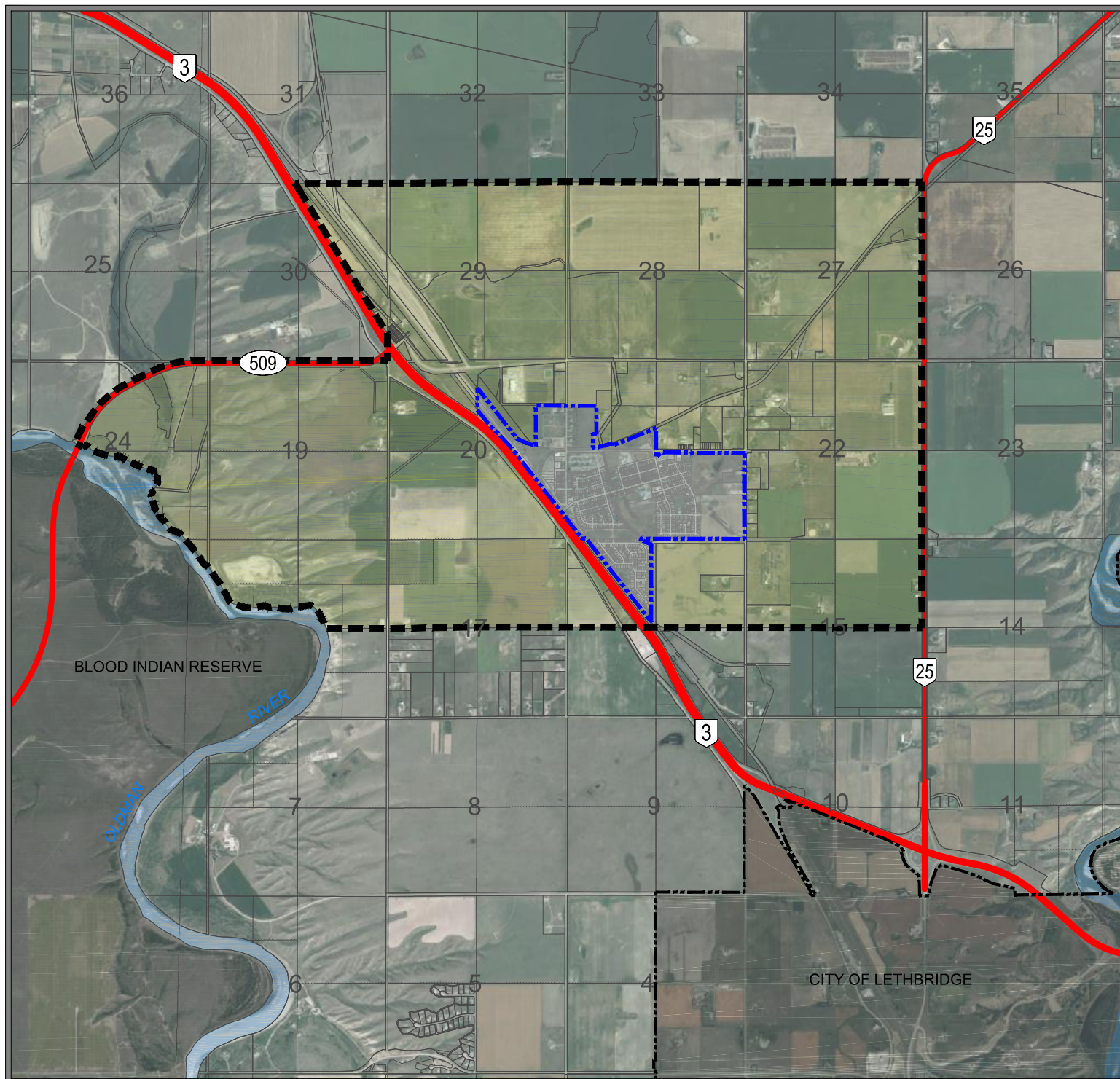
GUIDING PRINCIPLES

1. Lethbridge County and the Town of Coalhurst will ensure that the policies of this Plan are consistently and reasonably implemented.
2. Lethbridge County and the Town of Coalhurst will work in good faith and attempt to reach a consensus on planning matters within the Plan area, wherever possible.
3. Lethbridge County and the Town of Coalhurst support enhanced communication and consultation with regard to planning matters that may have an impact on either municipality.
4. Lethbridge County and the Town of Coalhurst will monitor and review the policies of this Plan on a regular basis and as circumstances warrant to ensure the policies remain current, relevant and continue to meet the needs of the municipalities.

PLAN GOALS



The intended goals of the Intermunicipal Development Plan are:

1. To provide a clear policy framework that serves to guide future planning decisions for lands located within the Plan area, affording more certainty for and better coordination of development within the Plan area.
2. To promote an orderly and efficient development pattern within the Plan area that balances the long-range interests of the County and Town.
3. To enable the County to develop suitable areas for non-agricultural development, and the Town to identify logical areas to accommodate future urban growth, as agreed to by both parties.
4. To establish a planning process that promotes intermunicipal collaboration, cooperation and coordination within the Plan area.
5. To establish a mutually agreeable planning approach, defined in a land use concept, that will facilitate an integrated road network, minimize incompatible land uses, and manage density within the Plan area.
6. To address the requirements of the *Municipal Government Act* with respect to plan administration, plan amendment and dispute resolution procedures.



IMDP PLAN AREA

LEGEND

-  TOWN OF COALHURST
-  IMDP PLAN AREA

MAP 1
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 50 000

PART 2: ADMINISTRATION



- For today, tomorrow, and beyond -

PART 2: ADMINISTRATION

2.1 Plan Validity and Amendment

Intent

It is recognized that this Plan may require amendment from time to time to keep the Plan current. This Plan does not contain a “sunset” clause (i.e. stipulated expiry date), but rather, incorporates a method of regular review to ensure its relevancy.

Policies

- 2.1.1 This Plan comes into effect on the date it is adopted by both the County and Town. It remains in effect until either council rescinds the Plan by bylaw after giving six months’ notice, or by mutual agreement of both municipalities.
- 2.1.2 Amendments to this Plan may be necessary from time to time to accommodate agreed-to updates or changes and/or unforeseen situations not specifically addressed in the Plan; any amendments must be adopted by both councils using the procedures established in the *Municipal Government Act*. No amendment shall come into force until such time as both municipalities adopt the amending bylaw.
- 2.1.3 Requests for amendments to this Plan by parties other than the County or Town shall be made to the municipality in which the request originated and be accompanied by the applicable fee to each municipality for processing amendments to a statutory plan.
- 2.1.4 If agreed to by both municipalities, a joint public hearing may be held in accordance with the *Municipal Government Act* for any amendments to this Plan.
- 2.1.5 The Intermunicipal Committee shall review the policies of the Plan annually and discuss land use planning matters, issues and concerns on an ongoing basis. The Committee may make recommendations to be considered by the respective councils for amendment to the Intermunicipal Development Plan to ensure the policies remain current and relevant and continue to meet the needs of both municipalities.
- 2.1.6 Within ten years of the adoption of this Plan, the councils of both municipalities shall determine if a formal and comprehensive review of the Plan and any subsequent amendments is necessary to ensure the validity and relevancy of the Plan.

2.2 Intermunicipal Committee

Intent

The establishment of the Intermunicipal Committee is intended to facilitate continued cooperation and, wherever possible, the resolution of potential conflict through a consensus based decision making process.

Policies

- 2.2.1 An Intermunicipal Committee (the Committee) shall be established between the County and Town for the purposes of ensuring continued communication between the municipalities and to provide a forum to review and comment on matters that may have an impact on either municipality.
- 2.2.2 The Committee shall be an advisory body and may make comments or recommendations to the County and Town. In its advisory capacity, the Committee does not have decision making authority or powers with respect to planning matters in the County or Town.
- 2.2.3 The County and Town agree that the purpose of the Committee is to:
 - a. provide a forum for discussion of land use matters within the Plan area;
 - b. provide recommendation(s) for proposed amendments to the Plan;
 - c. discuss and address issues regarding Plan implementation;
 - d. review and provide comment on referrals under Section 2.3 and any other matters referred to the Committee;
 - e. provide recommendation(s) regarding intermunicipal issues in an effort to avoid a dispute;
 - f. provide a forum for discussion of any other matter of joint interest identified by either municipality.
- 2.2.4 The Committee shall be comprised of four elected officials, two from the County and two from the Town. Each municipality must also appoint an alternate member. The Committee may, at its discretion, also include whatever number of resource personnel deemed appropriate in a non-decision making capacity. Resource personnel may serve as secretary to the Committee and are responsible for recording the minutes of all Committee meetings and preparing the recommendations of the Committee.
- 2.2.5 Members of the Committee will make their best efforts to attend each meeting. Quorum of the Committee requires that each municipality is represented by a minimum of two of its committee members or a committee member and an alternate member.
- 2.2.6 Changes to the Committee format, composition, roles, responsibilities or any aspect of its existence or operation may be requested by either municipality. Council may refer any proposed changes to the Committee for recommendation. Any changes to the Plan require an

amendment to the Plan and adoption in accordance with policy 2.1.2 of Plan Validity and Amendment.

- 2.2.7 The Committee shall appoint a member as chair at the beginning of each meeting and the position of chair shall alternate between the two municipalities. The Committee shall determine by consensus when and where the meetings will be held.
- 2.2.8 Meetings of the Committee shall be held at least twice annually or more frequently as required to address items in Part 3. At least five days' notice shall be provided for the scheduling of Committee meetings and shall include an agenda package and background information, unless otherwise agreed to by both municipalities.
- 2.2.9 The Committee may meet on request (a "called" meeting) by either municipality to review and comment on major development or plan proposals.
- 2.2.10 If a matter has been referred to the Committee for review and comment as part of a special "called" meeting, the notice and supporting documentation shall be sent to Committee members prior to the meeting as outlined in policy 2.2.8.
- 2.2.11 Where a matter involving the two municipalities cannot be resolved to the satisfaction of the Committee, the Committee shall provide a report summarizing their discussions to each respective council. At the discretion of either council, the dispute resolution process outlined in this Plan may be initiated.

2.3 Intermunicipal Referrals

Intent

To establish a process for consistent and transparent sharing of information necessary to make decisions consistent with the intent of this Plan.

Policies

Referral Process

- 2.3.1 The following documents or applications that affect lands in the Plan area of the County or land in the Town of Coalhurst adjacent to the corporate boundary shall be forwarded to the other municipality for comment prior to a decision being made on the application or document:
 - Municipal Development Plans
 - Area Structure Plans
 - Area Redevelopment Plans
 - Conceptual Design Schemes
 - Overlay (or Outline or Shadow) Plans
 - Land Use Bylaws
 - Subdivision Applications
 - Discretionary Use Development Applications

- 2.3.2 The receiving municipality may request the document(s) or application(s) mentioned in 2.3.1 above be referred to the Intermunicipal Committee for comment prior to a decision being rendered.
- 2.3.3 Any changes to the documents or applications referred to in policy 2.3.1. that may have an impact on the Plan or municipal expansion will be re-circulated to the other municipality and if deemed necessary by either municipality, the Intermunicipal Committee prior to second reading or approval of the document. Based on the significance of the changes, the municipality processing the proposal will consider convening a new public hearing or meeting.
- 2.3.4 The municipalities are encouraged to refer to each other for comment major land use or planning matters that have the potential to impact the other jurisdiction, even if it involves lands that may not be located within the Plan area.
- 2.3.5 In the event other matters as described in previous policy 2.3.4 are forwarded onto the adjacent municipality for its consideration or comments, the response timelines as outlined in sections 2.3.6 through 2.3.8 should be respected.

Response Timelines

- 2.3.6 Unless otherwise agreed to by both municipalities, the receiving municipality shall, from the date of mailing, have the following timelines to review and provide comment on intermunicipal referrals:
- a. 15 days for development applications;
 - b. 19 days for subdivision applications; and
 - c. 30 days for all other intermunicipal referrals.
- 2.3.7 In the event that an intermunicipal referral is forwarded to the Intermunicipal Committee for review and comment, a Committee meeting will be scheduled as soon as possible and a written Committee response shall be provided within 10 days of the Committee meeting date.
- 2.3.8 In the event that either municipality and/or the Committee does not reply within, or request an extension to, the response time for intermunicipal referrals stipulated in policy 2.3.3 and 2.3.4, it will be assumed that the responding municipality and/or Committee has no comment or objection to the referred planning document or application.

Consideration of Referral Responses

- 2.3.9 Comments from the receiving municipality and the Intermunicipal Development Plan Committee that are provided prior to or at the public hearing or meeting shall be considered by the municipality in which the plan, scheme, land use bylaw, subdivision application, development application or amendment is being proposed.

2.4 Dispute Resolution

Intent

The intent of the dispute resolution process is to maximize opportunities for discussion and review in order to resolve areas of disagreement early in the process. Despite the best efforts of both municipalities it is understood that disputes may arise from time to time affecting land use within the Plan boundaries. The following process is intended to settle dispute through consensus and minimize the need for formal mediation.

Policies

General Agreement

- 2.4.1 The County and Town agree that it is important to avoid dispute by ensuring that the Plan is adhered to as adopted, including full circulation of any permit or application that may affect the municipality or as required in the Plan and prompt enforcement of the Plan policies.
- 2.4.2 Prior to the meeting of the Committee, each municipality through its administration, will ensure the facts of the issue have been investigated and clarified, and information is made available to both parties. Staff meetings are encouraged to discuss possible solutions.
- 2.4.3 The Committee should discuss the issue or dispute with the intent to seek a recommended solution by consensus.

Dispute Resolution

In the case of a dispute, the following process will be followed to arrive at a solution:

- 2.4.4 When a potential intermunicipal issue comes to the attention of either municipality relating to a technical or procedural matter such as inadequate notification or prescribed timelines, acknowledgement of a misinterpretation of Plan policies, or a clerical error regarding the policies of this Plan, either municipality's land use bylaw, or any other plan affecting lands in the Plan area, it will be directed to the administrators of each municipality. The administrators will review the technical or procedural matter and if both administrators are in agreement, take action to rectify the matter.
- 2.4.5 Should either municipality identify an issue related to this Plan that may result in a dispute that cannot be administratively resolved under policy 2.4.4 or any other issue that may result in a dispute, the municipality should contact the other and request that an Intermunicipal Committee meeting be scheduled to discuss the issue. The Committee will review the issue and attempt to resolve the matter by consensus.
- 2.4.6 Should the Intermunicipal Committee be unable to arrive at a consensus, the administration of each municipality will schedule a joint meeting of the two councils to discuss possible solutions and attempt to reach consensus on the issue.

- 2.4.7 Should the councils be unable to resolve the matter, either municipality shall be able to initiate a formal mediation process to facilitate resolution of the issue. The conflict resolution arbitration process through the department of Municipal Affairs may be used to facilitate the mediation process.
- 2.4.8 If the mediation step outlined in 2.4.7 is unsuccessful, either municipality may request the Municipal Government Board to intercede and resolve the issue in accordance with policies 2.4.9 and 2.4.10.

Filing an Intermunicipal Dispute under the *Municipal Government Act*

- 2.4.9 In the case of a dispute involving the adoption of a statutory plan, land use bylaw or amendment to such, within 30 days of adoption, the municipality initiating the dispute may, without prejudice, file an appeal to the Municipal Government Board under section 690(1) of the *MGA* so that the provincial statutory right and timeframe to file an appeal is not lost.
- 2.4.10 The appeal may then be withdrawn, without prejudice, if a solution or agreement is reached between the two municipalities (following the dispute resolution steps of this Plan) prior to the Municipal Government Board meeting. This is to acknowledge and respect that the time required to seek resolution or mediation may not be able to occur within the 30 day appeal filing process as outlined in the *MGA*.

Note: Using section 690(1) of the *MGA* is the final stage of dispute settlement, where the municipalities request the Municipal Government Board to intercede and resolve the issue.

2.5 Plan Implementation

Intent

The County and Town agree that a collaborative approach to planning is both necessary and desirable within the Plan area. The policies in the Plan serve as the framework for decision making on subdivision and development proposals. As such, each municipality will need to review and amend their respective Municipal Development Plan and Land Use Bylaw, to achieve consistency with and to implement policies in the Plan. The *MGA* also stipulates that all statutory plans adopted by a municipality must be consistent with each other. To address this, the following process and policies will need to be implemented by each municipality.

Adoption

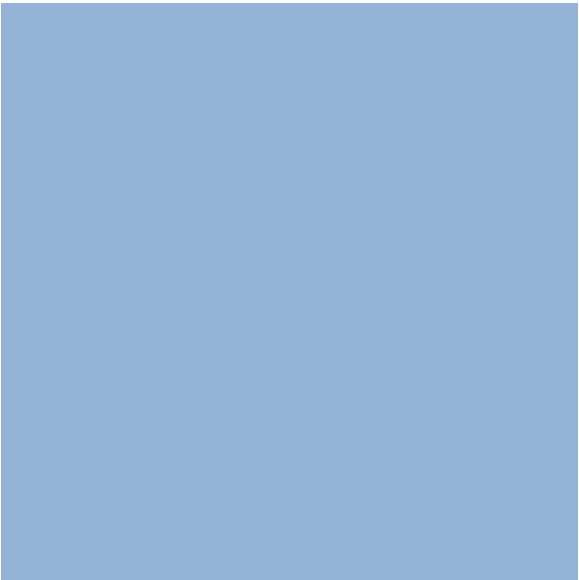
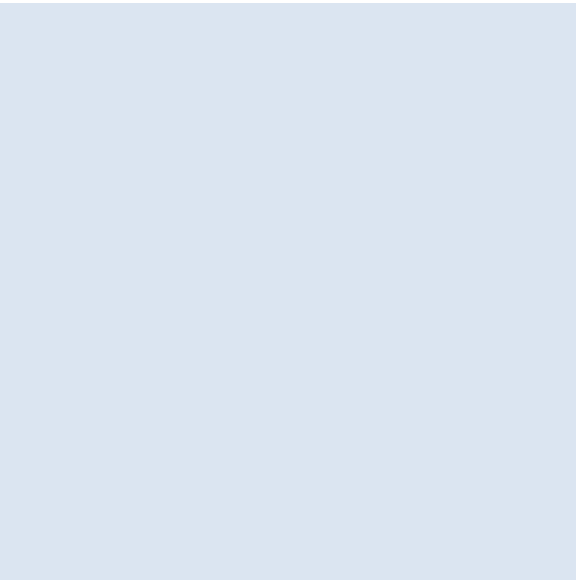
- 2.5.1 The County and Town prepared the Plan in accordance with the requirements of the *Municipal Government Act*, including advertising and conducting a public consultation process, prior to passing the respective adopting bylaws.
- 2.5.2 This Plan comes into effect on the date it was adopted by both the County and Town, after receiving three readings of the bylaw(s).

Implementation

- 2.5.3 The County and Town agree that they shall ensure that the policies of this Plan are properly, fairly and reasonably implemented.
- 2.5.4 The Land Use Bylaw and Municipal Development Plan of the County and Town will need to be amended to conform with and reflect specific policies of this Plan. Amendments may be required to address various policy actions that deal with issues such as density, plan hierarchy requirements (e.g. area structure plans, conceptual design schemes, overlay plans), standards for development and ensuring the compatibility of uses within land use districts with respect to the Land Use Concept of the Plan. To achieve conformity upon adoption of the Plan, the County and Town will each undertake the following actions:
- a. review and amend the Municipal Development Plan to reflect the principles, goals and policies of this Plan;
 - b. review, amend and maintain the Land Use Bylaw to ensure the bylaw reflects and conforms to the policies of this Plan.
- 2.5.5 To achieve continued success in implementing the Plan and help ensure that the goals and coordinated land use planning approach emphasized is successful, the County and Town agree to:
- a. consider and respect the Land Use Concept and associated policies outlined in the Plan when making decisions on subdivision and development proposals and when considering other municipal bylaws and plans; and
 - b. require that all area structure plan or conceptual design scheme proposals submitted by a developer/landowner within the Plan area conform to the principles and policies of the Plan; and
 - c. consult on an on-going basis and will refer to each other major land use or planning matters that have the potential to impact the other jurisdiction, even if it involves land that may not be located within the Plan area.
- 2.5.6 The County and Town will monitor and review the policies of the Plan to ensure the policies remain current, relevant and continue to meet the needs of both municipalities.
- 2.5.7 The South Saskatchewan Regional Plan (SSRP) has been completed and came into effect September 1, 2014. The County and Town are under the mandate of this legislation and will consider the following in respect of the South Saskatchewan Regional Plan legislation:
- a. the County and Town agree that they will comply with the adopted regional plan strategies, and are of the opinion this Plan aligns with strategies of the SSRP;
 - b. after the Plan's adoption, if it is subsequently determined that additional amendments are needed to the Plan to adhere to provincial requirements of the SSRP, both municipalities will review and discuss possible amendments through the Intermunicipal Development Plan Committee.

- 2.5.8 When any amendments to the Plan are proposed, the municipalities must follow the process and policies as outlined in Section 2.1 of the Plan. No amendment shall come into force until such time as both municipalities adopt the amending bylaw.

PART 3: LAND USE CONCEPTS



- A shared vision for the future -

PART 3: LAND USE CONCEPTS

3.1 Coordinated Growth Management and Land Use Concepts

Lethbridge County and the Town of Coalhurst recognize the need for coordinated land use planning regarding subdivision and development in the fringe and have established a Land Use Concept (Map 2) which forms the basis for the policies of this Plan. The Land Use Concept is intended to efficiently manage growth in the fringe and ensure compatible development patterns that meet the needs of both municipalities. The Land Use Concept establishes a broad framework for future development in the fringe and the likely area of urban expansion for the Town. The general locations for future land uses and major transportation routes and road linkages are identified in the Plan in order to assist decision makers in the review of subdivision and development proposals within the fringe.

Intent

The Land Use Concept serves as the framework for subdivision and development proposals in the fringe ensuring development takes place in an orderly and efficient manner.

Land Use Concept

The Land Use Concept (Concept) establishes the general locations for future land uses, potential road network considerations and the Town's desired growth direction in the fringe. The future land uses identified in the Concept serve as a guide in locating future land uses and development in order to ensure the compatibility of uses and minimize potential negative impacts. Country residential development in the County will be primarily considered in the fragmented areas north and northeast of the Town based on land use suitability. Industrial development will be directed to the northwest which is compatible and consistent with the pattern of industrial development in proximity to Highway 3, the Kipp CPR rail-yard and the rail-line. Land use to the west of the Town and west of Highway 3 will be encouraged to remain in agricultural use consistent with the County's policies. Commercial/light industrial development may be considered along Highway 25 at specific nodal locations recognizing that these areas are not intended for purely commercial use and that other types of uses may locate in the area (i.e. agriculture, isolated residence). Any type of development along the highway will be subject to requirements of Alberta Transportation.

The Town's preferred growth directions have been identified in the Land Use Concept (Maps 7-8) and any subdivision and development proposals within these areas may, in accordance with the policies of this Plan, be subject to additional standards which are intended to create cohesive development patterns and allow for an orderly and efficient transition to urban densities in the future. Subdivisions and development in the County for this area should be limited to the agricultural land use policies.

3.2 General Plan Policies

Intent

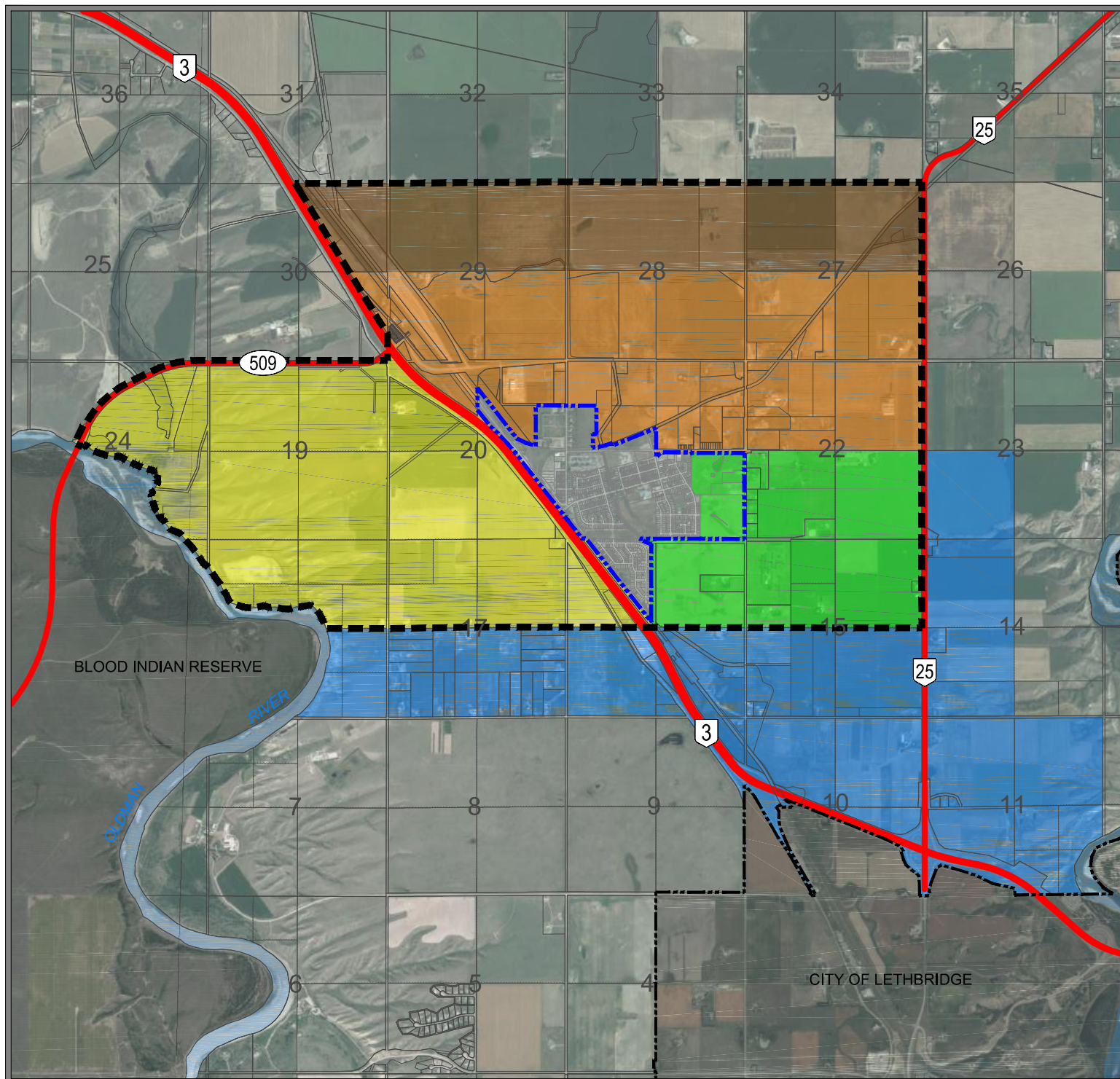
These policies are not limited to specific areas within the Plan, but are general policies applicable to all land, proposals and processes pertaining to the Plan.

Policies

- 3.2.1 Existing land uses with valid development permits that exist as of the date of approval of this Plan may continue to operate in accordance with the provisions of the Lethbridge County Land Use Bylaw and the *Municipal Government Act*. New applications for subdivision and development on these lands shall be subject to this Plan's policies.
- 3.2.2 Any application submitted for redesignation may be required to be accompanied by a professionally prepared Area Structure Plan containing the information requirements as prescribed in the Lethbridge County Land Use Bylaw, Municipal Development Plan and Part 6 of this Plan.
- 3.2.3 When Area Structure Plans are required for land within the Town adjacent to the municipal boundary, and within the County in the IMDP boundary area, both municipalities shall stipulate that any of the required plans, design schemes or other reports in support of major subdivisions/developments must be professionally prepared and engineered.
- 3.2.4 Land use proposals that may not conform or are not clearly defined in the Plan may be discussed and considered with agreement between the two municipalities. Such proposals must be brought before a meeting of the Intermunicipal Committee for discussion and comment, and any major amendments to the Plan must be agreed to by both municipal councils and adopted in conjunction with Part 2, policy 2.1.2.

3.3 Planning Area 1 (West of Highway 3)

Planning Area 1 is situated on the west side of Highway 3 (eastside of the Oldman River) and primarily south of Highway 509 (Map 3). The area is mainly utilized for agriculture with some isolated country residential uses, crown land, and a CFO in the northwest portion. Near the river valley there is an approved grouped country residential development encompassing approximately 8.1 ha (20 acres) of coulee-top land located on the N½ of the NE 18-9-22-W4 [a 32.4-ha (80-acre) title], with the land designated for this and an area structure plan approved (Bluestone Developments). However, this land has been purchased by the Blood Tribe and an application for reserve status on the land has been made. Thus, this proposal may never go ahead, or if it does, it will likely be once it is part of the reserve. The Blood Tribe has obtained ownership of approximately 259.0 ha (640 acres) of land in Sections 18 and 19 of 9-22-W4, with the application for Addition to Reserve (ATR) status formally initiated on all these lands, which may be up to a 15-year process. The Blood Tribe has indicated that they do have a desire to develop for non-agricultural use the land that they have obtained in the County. This would likely need various servicing agreements with the County and Town to be realized.



IMDP LAND USE PLANNING AREAS

LEGEND

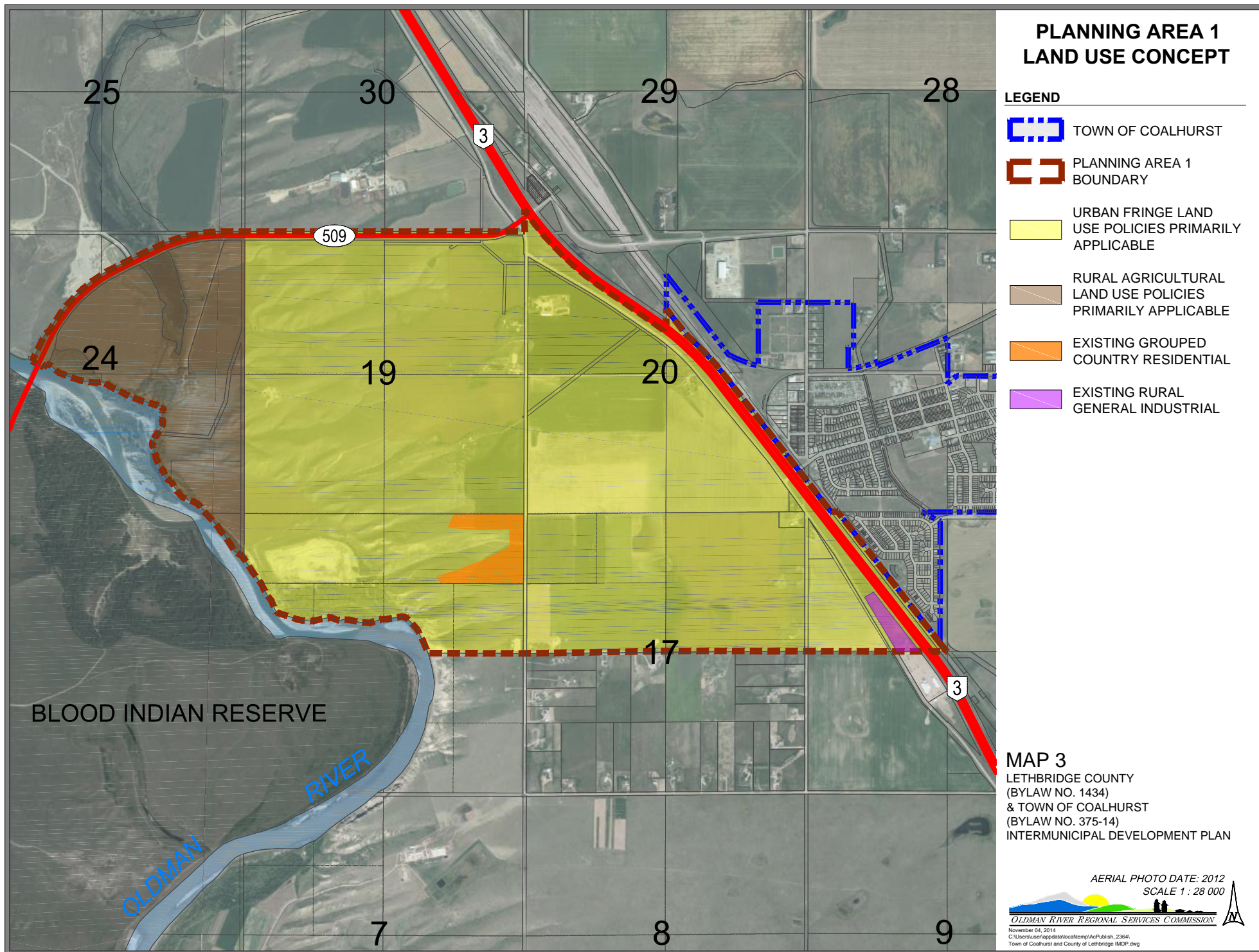
- TOWN OF COALHURST
- IMDP PLAN AREA
- PLANNING AREA 1
- PLANNING AREA 2
- PLANNING AREA 3
- PLANNING AREA 4
- CITY INTERFACE AREA

MAP 2
 LETHBRIDGE COUNTY
 (BYLAW NO. 1434)
 & TOWN OF COALHURST
 (BYLAW NO. 375-14)
 INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
 SCALE 1 : 50 000



October 22, 2014
 N:\Lethbridge-County\Coalhurst\Coalhurst-Lethbridge_County_IMDP\Town of Coalhurst and County of Lethbridge IMDP.dwg



The vision for this west area is to continue to use these lands for primarily agricultural purposes while providing for some very limited isolated non-agricultural development in areas deemed suitable and appropriate. It is not anticipated that there would be any additional grouped country residential development located within this area. One small exception may be adjacent to the river valley, south of Highway 509, if deemed suitable with proper engineering studies and access. A concern identified with additional non-agricultural development west of Highway 3 is the safety issue with the intersection at the entrance to the Town of Coalhurst. Consideration for development should take into account the type of use proposed and any anticipated traffic volumes. An additional issue in considering appropriate land use is the Animal Disease Research Institute (ADRI) lands to the south and potential impacts to their operations. It is impractical for the Town to grow or develop on the west side of Highway 3 due to the severance of development by the highway and rail-line, access issues, and servicing constraints.

Therefore, for Planning Area 1, the County's present agricultural and urban fringe policies are to be applied, with the one exception being the application of the CFO exclusion area as prescribed in Section 4.1 of the Plan. The current Lethbridge County 'rural urban fringe' policy shall be followed in this area. Allowable uses include extensive agriculture including agricultural buildings, isolated residential dwellings, bed and breakfasts, home occupations, accessory buildings, etc. Existing applicable subdivision policy includes one subdivision per quarter section and further subdivisions on lands of 8.1 ha (20 acres) or less of farmland.

Policies

- 3.3.1 Agricultural uses (non-intensive) shall be the primary use of land in this area. The CFO policies and exclusion area as prescribed in Section 4.1 of the Plan shall be applied.
- 3.3.2 Subdivision and development in Planning Area 1 is regulated by any and all applicable County agricultural policies (related to extensive agriculture) contained in the County's Municipal Development Plan and Land Use Bylaw and any other relevant policies that may be contained in this Plan.
- 3.3.3 Subdivision within this area shall be governed by the County's agricultural and urban fringe subdivision policies within the County's Land Use Bylaw, which generally restricts subdivision to a single title out of a quarter-section or the resubdivision of titles containing 8.1 ha (20 acres) or less of agricultural land.
- 3.3.4 Non-agricultural land uses or developments which are considered as noxious or hazardous uses, where such a use may negatively impact (i.e. smoke, dust, noise, vibration or glare) neighboring land uses, or heavy industrial type uses shall be prohibited from being established in this area.
- 3.3.5 Non-agricultural buildings and uses in Planning Area 1 (specifically commercial and industrial) shall be considered on the basis of anticipated traffic volumes and potential impacts to the intersection at Highway 3 and the Town of Coalhurst entrance, and any use which is determined to have a major traffic impact shall not be approved.
- 3.3.6 To soften any negative visual impacts that may exist on the highway corridor (Highway 3), consideration shall be given (at the development permit stage) to effectively and appropriately screen developments (or part thereof) from the view of the travelling public.

- 3.3.7 Any non-agricultural development located in either municipality that is visible from the highway corridor area (Highway 3) shall provide landscaping and architectural elements that enhance the visual/aesthetic appeal and impact along roadways for the travelling public, as per Schedule A of this Plan.
- 3.3.8 Non-agricultural buildings and uses (such as isolated commercial and industrial), or intensive agricultural uses or buildings that may be better located within a commercial or light industrial business park area, shall be required to locate the proposed business operation within Planning Area 2 identified sub-planning areas (or specifically Planning Area 2A, 2B, 2C or 2H as the case may be) of the Plan.
- 3.3.9 The County and Town agree to consult and coordinate with each other regarding any potential development plans on lands south of Highway 509 and west of Highway 3, if either municipality is approached regarding the provision of municipal services.
- 3.3.10 Grouped country residential development proposals adjacent to the river valley shall be considered on the basis of the servicing and infrastructure requirements of this plan being met and the provision of an acceptable Area Structure Plan being prepared.

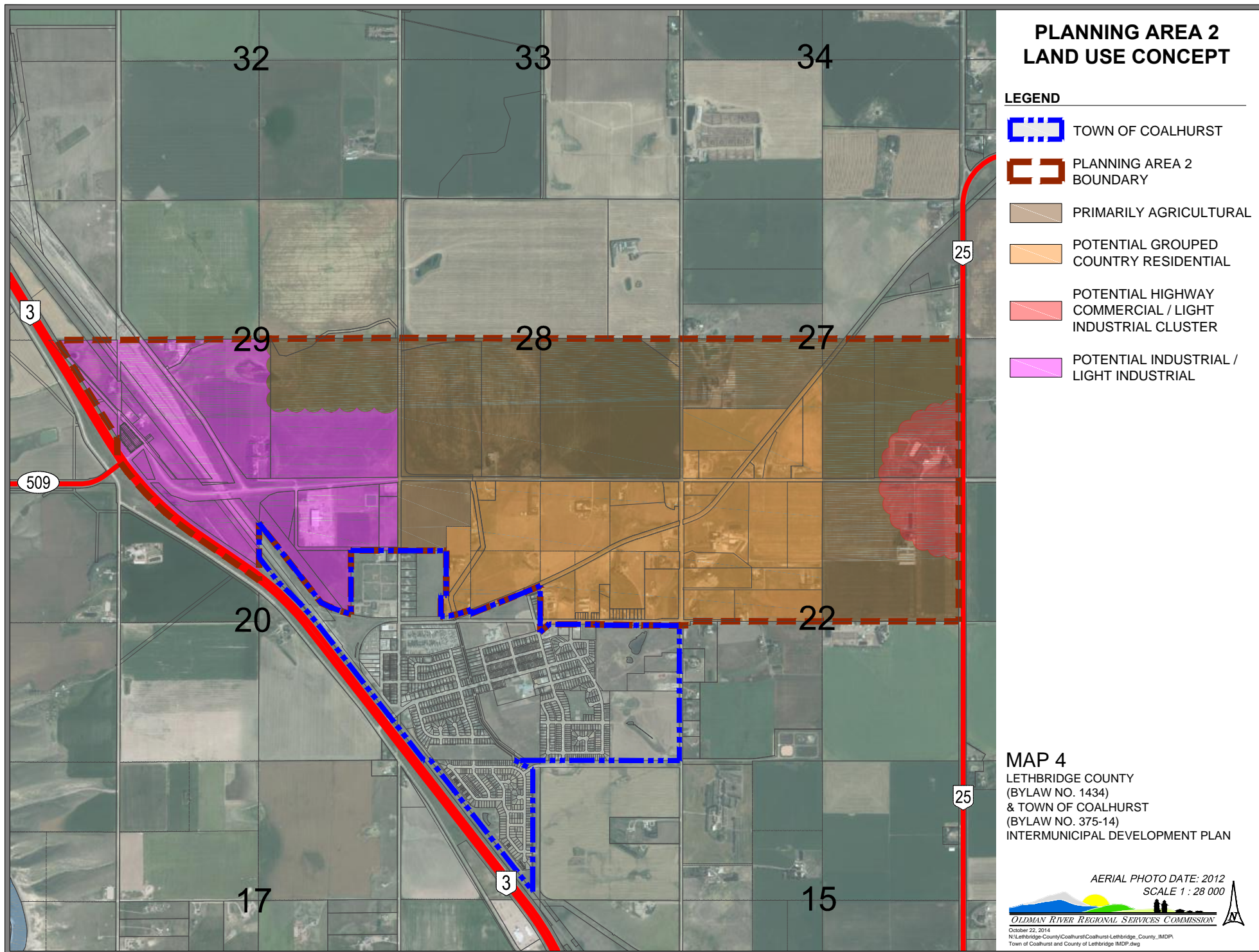
3.4 Planning Area 2 (North-Northeast – between Highways 3 and 25)

Planning Area 2 is located in the northern portion of the Plan area (Map 4). It is bordered on the west by Highway 3 and the CPR rail-line, and follows each quarter section on both sides of the Kipp Road out east to Highway 25. This planning area consists of approximately 641.1 ha (1,585 acres) of land which currently contains a number of land uses, including agriculture, industrial and country residential acreages.

The long-range vision for this area is illustrated within the Area Land Use Concept on Map 4 and would continue to generally provide for the development of a mix of land uses albeit in a planned and managed approach. The irrigated and larger tracts of good agricultural land are to be protected and are to remain as primarily designated for agriculture. The western portion, north of the Town and adjacent to the CPR rail-line, would be the focus for industrial type uses. The area northeast of Town could accommodate some further in-fill country residential use, while the intersection of the Kipp Road and Highway 25 may potentially allow a development cluster/node containing rural commercial, light industrial businesses restricted to the west side of the highway.

Highway 25 will be upgraded and widened in the future as part of the eventual construction of the Canamex Freeway corridor by Alberta Transportation. As part of the economic strategy of the County to increase its non-agricultural tax base, it would be beneficial to the County to have land designated for commercial/light industrial use on a highly accessible and visible transportation corridor that is paved. The types of uses deemed appropriate will be dependent on servicing capabilities/constraints. It should be noted that the development of this cluster would be based on a more detailed land use concept that would require the development of a paralleling or internal service road off Highway 25 from the Kipp Road, providing for a central access/egress point into the development area.

Planning Area 2 is the primary development area identified within the Plan boundary for County focused development, and is where future industrial/commercial type development shall be directed. There are



also transition land areas adjacent to the boundary of the Town that are logical to support future town growth and may be able to connect to infrastructure lines in the future. The historically fragmented acreage area to the northeast of Town is an area identified for further country residential development subject to further planning, engineering and design work. Planning Area 2 is subject to more detailed planning policies and has been broken down into sub-planning areas to manage accordingly. As this planning area proposes the development of a number of more intensive non-agricultural land uses, any future development decisions will be made in consideration of additional planning exercises and acceptable engineering and servicing standards. Area Structure Plans (ASPs) will need to be prepared for the identified sub-planning areas to address the principles of an orderly, managed approach to growth.

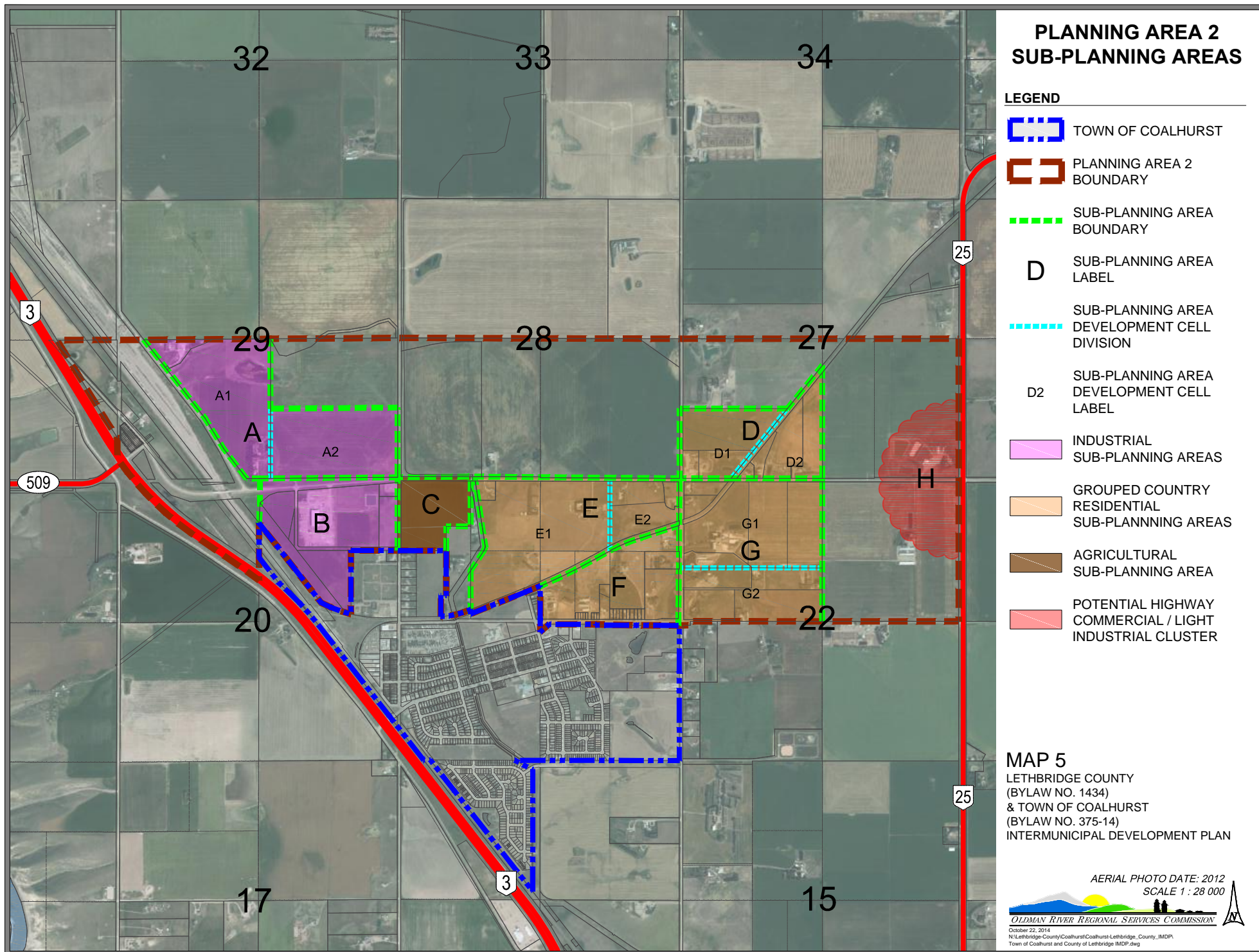
The west portion of this planning area is identified as suitable for industrial type land uses, as there are a number of such uses already established in the area. It has convenient access to major transportation routes (both highway, local pavement and rail) and the area south of the Kipp Road is in proximity to municipal services such as water and sanitary sewer that may have the potential to be extended in the future when feasible (if agreed to and available). In planning and providing for infrastructure linkages to the Town, this may be explored in the future (when warranted) or at such a time as deemed appropriate by the County and Town. It must be recognized that presently there are constraints in this area to providing infrastructure services from the south within the Town, in regards to both physical challenges (e.g. due to topography), and the cost to engineer and install the systems. In considering the provision of any services outside municipal boundaries, there are also limitations (e.g. contractual, licensing) as to what the Town can provide. The success of future development in Planning Area 2 therefore, is dependent on feasible and logical land use planning, on-going collaboration between the two municipalities, agreement on a fair and shared vision for the area, and several methods of implementation and future actions/agreements.

Policies

General Applicability

- 3.4.1 Existing land uses are “grandfathered” and may continue to operate and exist in compliance with an existing development permit approval. The intensification or a change in land use for an existing development/operation shall require a new development permit. Any and all development and subdivision proposals shall comply with this IMDP.
- 3.4.2 Both municipalities agree that the types of uses acceptable for northwest portion, Areas 2A and 2B (refer to Map 5 - Planning Area 2) are various industrial uses as outlined in the next section (Sub-planning Area 2A and 2B, policies 3.4.17, 3.4.20, 3.4.21) and which must conform to the additional criteria in this section of the Plan.
- 3.4.3 Grouped country residential uses shall be located (generally) in accordance with Map 5 (Concept – Planning Areas 2D through 2G).
- 3.4.4 Highway commercial type businesses and/or business/light industrial uses may be considered in the east portion of Planning Area 2, adjacent to the Kipp Road and restricted to the west side of Highway 25, as a cluster/node type development (Area 2H on Maps 4 and 5). This will require consultation with Alberta Transportation and be dependent on the types of uses proposed and servicing availability in respect of this.

- 3.4.5 Outside the stipulated sub-planning areas, subdivision and development of agricultural land in Planning Area 2 shall be regulated by all applicable County agricultural policies (related to extensive agriculture) contained in the County's Municipal Development Plan and Land Use Bylaw and any other relevant policies that may be contained in this Plan.
- 3.4.6 Subdivision within the identified agricultural land area (referenced on maps as Primarily Agricultural Land Use) shall be governed by the County's current agricultural subdivision policies within the County's Land Use Bylaw.
- 3.4.7 Non-agricultural buildings and uses or intensive agricultural uses that may more suitably be located within a commercial or industrial area shall be required to locate the proposed business operation within sub-planning areas 2A and 2B (or in the commercial cluster on Highway 25 as the case may be) of the Plan, and parcels outside those predetermined areas should not be considered eligible for redesignation to industrial land use districts.
- 3.4.8 Area Structure Plans may be required prior to multi-lot subdivision or at the redesignation stage for development proposals in any of the stipulated sub-planning areas (2A through 2G, and the area 2H Highway 25 cluster) submitted in compliance with the requirements of this Plan (Section 6.1) and the County's Municipal Development Plan.
- 3.4.9 Area Structure Plans submitted by a developer/landowner must be professionally prepared at the developer's expense and shall comply with all relevant and applicable policies and schedules of this IMDP. (Note: refer to Section 6.1 which outlines the information requirements and what ASPs must address, including, but not limited to, transportation linkages, servicing, fire suppression, soil conditions, sub-surface conditions, and storm water management, etc.)
- 3.4.10 Developers shall provide and construct at their expense the required access, service roads, or major and minor roadways as needed in accordance with Alberta Transportation conditions, municipal requirements, and the transportation policies in Part 4, Section 4.2 and Part 5, Section 5.3 of the Plan. The County will use "Endeavor to Assist" agreements wherever possible to aid the initially develop to recoup planning/engineering costs that later developers may benefit from.
- 3.4.11 Developers shall be responsible to provide at their expense Traffic Impact Assessments that may be required by Alberta Transportation for any major subdivision or development which may impact the provincial road network.
- 3.4.12 When considering applications for redesignation, subdivision and/or development approval for industrial, business light industrial, or commercial uses, all applications must meet or exceed the policy for minimum performance standards and development design guidelines as outlined in Schedule A of the Plan.
- 3.4.13 The types of industrial land use development permits approved in sub-planning Areas 2A and 2B will be dependent on the need and availability of servicing in relation to that use.
- 3.4.14 Any development that either produces or is categorized as a high water user shall be required to connect to municipal water and sewer services if available, otherwise a development permit will be denied. Individual private septic systems shall not be permitted for those uses falling into this category, which may include, but is not limited to, restaurants, hotels, car/truck washes, and



various manufacturing or processing facilities.

- 3.4.15 Developers shall provide and construct at their own expense the required servicing infrastructure (e.g. water, sewer, storm water management, fire suppression, and roads) necessary to serve a subdivision or development, as outlined in Part 5 of the Plan.

Sub-planning Area 2A and 2B (Industrial/Business Use)

- 3.4.16 As outlined in the Goals section of this Plan (see Part 1, Goal 3), the intent of this Plan is that sub-planning Area 2A (north side of Kipp Road) remains under the jurisdiction of the County, unless otherwise agreed to by both parties.
- 3.4.17 Sub-planning Area 2A may be designated to any of the industrial land use districts contained within the County's Land Use Bylaw, with consideration for adjacent land uses, servicing needs, and Area Structure Plan policies. Development proposal considerations shall take into account if the use is noxious or hazardous, and if such a use may negatively impact (i.e. smoke, dust, noise, vibration or glare) neighboring land uses, in determining its eligibility for approval.
- 3.4.18 The development or subdivision for industrial and commercial purposes of lands located in development cell of sub-planning Area A2 (Map 5) will only be allowed to commence once a minimum of 75 percent of the land within the development cell area of sub-planning Area 2A1 is fully developed (built-out). Until such time, area A2 is to remain primarily agricultural.
- 3.4.19 An exception to the aforementioned policy 3.4.18 may be considered in circumstances where there is a high need demand for a large tract of land [e.g. 8.1 ha (20 acres) or more] for development or a landowner in area 2A1 is not willing to participate in the process.
- 3.4.20 If sub-planning Area 2B is developed within the County, the area may be designated to either the Rural General Industrial or the Business Light Industrial land use district as contained within the County's Land Use Bylaw, with consideration for the specified setback distances in the bylaw for various land uses and adjacent uses. Area 2B immediately north of the Town boundary shall not be designated to the Rural Heavy Industrial land use district.
- 3.4.21 For Area 2B, only light industrial or business park type uses are acceptable, due to the location and proximity to residences. Noxious or hazardous uses, where such a use may negatively impact (i.e. smoke, dust, noise, vibration or glare) neighboring land uses, or heavy industrial type uses shall be prohibited from being established in this area.
- 3.4.22 Areas 2B and 2C* may provide separate Area Structure Plans; however, any plan must take into consideration any land use or servicing linkages to the adjacent development cell, especially in regard to roadways. To address this planning integration need, an overlay or shadow plan may be required to be provided for the adjacent development cell if a plan has not been prepared for that area. (*Note: Area 2C is identified as agricultural land use at this time, but should be considered in the overall higher planning scheme.)
- 3.4.23 Applicable to Area 2B, Area Structure Plans shall ensure they effectively plan and provide transition/buffer areas between incompatible land uses such as business/industrial and residential uses, in accordance with the design guidelines of this Plan. Special design measures required as per the above mentioned policy may include increased setbacks and separations,

screening, buffering, earth berming, landscaping, fencing (or a reasonable combination thereof) in mitigating potential nuisance impacts and shall be considered by the County as part of an application for the approval of an Area Structure Plan and/or a subdivision application.

- 3.4.24 If Area 2B, or even 2C, is initially developed within the County's jurisdiction without municipal water and/or sewer services, then all Area Structure Plans must include an "overlay plan" illustrating parcels at urban density to show how a larger rural sized parcel may logically be subdivided in the future at a higher density if municipal infrastructure becomes available. Utility easement rights-of-way must be illustrated on the overlay plans and should be required to be dedicated at the subdivision stage in accordance with the overlay plan to protect them for future utility service lines.

Sub-planning Area 2D - 2G (Grouped Country Residential Use)

- 3.4.25 Prior to any further subdivision of parcels in sub-planning Areas 2D - 2G, redesignation applications to change the land to the "Grouped Country Residential" land use district must be submitted to the County for approval. (The re-split of an existing title that is 8.1 ha (20 acres) or less in size will not be considered without a redesignation being approved due to the fragmentation of the area and number of titles in existence.)
- 3.4.26 Applications for subdivision shall be supported by a professionally prepared Area Structure Plan that meets the requirements of Part 6 of this plan. For this area, all Area Structure Plans must address sub-surface conditions regarding underground mining activity and include a geotechnical investigation to determine any potential impacts. (Sub-planning Area 2D, north of the Kipp Road may be exempted from this requirement if determined to not be applicable.)
- 3.4.27 If an adjacent landowner under separate title within a defined development cell is unwilling to participate in the process, the initial developer will be required to plan for all those lands that are included in the specified ASP area, in order to create a cohesive subdivision plan. The County may use "*Endeavor to Assist*" agreements wherever possible to aid the initial developer to recoup planning/engineering costs that later developers may benefit from.
- 3.4.28 Land identified as "Grouped Country Residential" in sub-planning areas 2D - 2G (Map 5), will be limited to a maximum gross density of 4 lots per 4.05 ha (10 acres), with a minimum 0.81 ha (2 acres) of developable land parcel size, provided the soils are capable of supporting such a density and the proposal is consistent with the infrastructure and servicing requirements.
- 3.4.29 For sub-planning areas 2D1 and 2D2, separate Area Concept Plans or Area Structure Plans may be prepared individually for each development cell on either side of the railway right-of-way title.
- 3.4.30 For sub-planning areas 2E1 and 2E2, and 2G1 and 2G2 separate Area Structure Plans may be prepared for each development cell; however, any plan must take into consideration any servicing linkages (e.g. road alignments, access points, servicing corridors or utility rights-of-way) to the adjacent development cell, especially in regard to future roadways.
- 3.4.31 To address the planning integration as required in policy 3.4.30, an "overlay or shadow plan" may be required to be provided for the adjacent development cell if a plan has not been prepared for that area.

- 3.4.32 For sub-planning area 2G, any Area Structure Plan prepared for either area 2G1 or 2G2 must consider in the subdivision layout and design the approximate location of the required future roadways and the alignment as illustrated on Map 6.
- 3.4.33 For sub-planning area 2F, an Area Structure Plan must be prepared for the entire area south of rail-line which must provide for a logical internal road network to enable parcels to have direct physical road access. All Area Structure Plan requirements are applicable to this area including the provision of a geotechnical investigation to address sub-surface conditions pertaining to underground mining activity.
- 3.4.34 In a portion of sub-planning Area 2F, for parcels that contain (or have previously contained) a confined feeding operation, the associated buildings and infrastructure must be properly decommissioned and the soils professionally tested to verify suitability prior to permitting additional country residential subdivision on those parcels.
- 3.4.35 Existing titles in sub-planning Area 2F of the County that do not meet the County's 0.81-ha (2-acre) minimum lot size are ineligible to be further subdivided and development on these lots must consider and adequately address the situation of suitable septic disposal at present standards.
- 3.4.36 The identified "Grouped Country Residential" area shall attempt to incorporate sustainable development practices whenever possible [e.g. practices which include building orientation and siting which preserves open or rural space, Low Impact Development (LID) components for stormwater drainage, water retention, and shared access approaches, etc.]. Developers must work with neighbors and existing residents to create a cohesive unified subdivision plan.
- 3.4.37 Any future residential development for parcels that may be located adjacent to the railway should consider and implement special design or siting measures that will mitigate nuisance impacts such as noise and vibration that may be present from existing railway operations, such as green space and landscaped buffer areas, unless the parcel size is sufficient to allow the dwelling to be setback a minimum of 75 metres (246 ft.) from the CPR property line.
- 3.4.38 Individual on-site private treatment septic systems are acceptable in sub-planning Areas 2D - 2G, provided a professional soils analysis is completed with favorable results in accordance with the requirements of Part 5 of the Plan.

3.5 Planning Area 3 (South and East)

Planning Area 3 is south and east of the present town boundaries, as shown in Map 7, and is approximately 356.1 ha (880 acres) in size.

This area presents a number of interests for the County and Town (Map 7). The westernmost portion of Area 3 is being formally considered for annexation due to its proximity to existing urban development and ease of servicing. Portions of the SE 21 within the current Town boundary, and SW 22 and NW 15-9-22-W4M may also be suitable for future urban expansion to accommodate additional residential, commercial and industrial development for the Town (Map 8). Coalhurst's sewage lagoons are located in the east portion of Area 3, which must be considered in the overall planning for the area, especially in

regard to setback requirements. The 32.4-ha (80-acre) parcel identified on Map 8 has been purchased by the Town in order that a large storm water retention pond may be sited here in the future. Conversely, the easternmost portion of Area 3 is made up of good agricultural lands that have undergone minimal fragmentation. As such, these lands may be best suited for continued agricultural use.

Constraints in Area 3 include the remnants of historic uses such as the shale pits and slag collection areas from mining operations, the prohibition of residential development within 300 metres (984 ft.) of the sewage lagoons, and drainage problems in certain locations (Map 8).

Area 3 will benefit from future planning that addresses transportation network connectivity including the alignment of necessary major and minor roadways, the identification of uses compatible with observed opportunities and constraints, and the undertaking of annexation by the Town that follows the requirements of this Plan. As the policies for this area indicate, future planning should be of sufficient detail to provide a comprehensive understanding of all proposed subdivision and development. As such, Area 3 is further divided into sub-planning areas, each of which focuses on the specific intent of the sub-area, as identified on Map 8.

Policies

General

- 3.5.1 For all of Planning Area 3, the alignment of future arterial and collector roads shall be jointly identified and decided upon by the County and Town prior to multi-lot subdivision and/or major development occurring in Area 3, and that portion of Area 2 adjacent to Area 3.
- 3.5.2 No residential development or development related to the processing and/or preparation/serving of food shall be permitted within 300 metres (984 ft.) of the Town's sewage lagoons, as per section 12 of the Province of Alberta's *Subdivision and Development Regulation*.
- 3.5.3 Any subdivision and/or development proposal on Area 3 lands within the County or Town with known constraints shall include professionally prepared reports relating to the mitigation of the constraint(s), any work required to mitigate or eliminate the constraint(s) and associated cost estimates.
- 3.5.4 Where feasible, the County and Town should jointly develop and implement storm water planning and infrastructure to make use of the potential cost and land use efficiencies gained through the sharing of this infrastructure.


Sub-planning Area 3A: Proposed Annexation Area

- 3.5.5 Additional subdivision, change of land use designation or development within the NE 16-9-22-W4M shall be strongly discouraged while the lands in the Proposed Annexation Area are in the County's jurisdiction.
- 3.5.6 If and when the Town chooses to initiate the formal process of annexation in the lands described in policy 3.5.5, all requirements of this Plan shall be met.

SUB-PLANNING AREA 2G LAND USE CONCEPT DETAIL

LEGEND

 TOWN OF COALHURST

 SUB-PLANNING AREA
2G BOUNDARY

 SUB-PLANNING AREA
DEVELOPMENT CELL
DIVISION

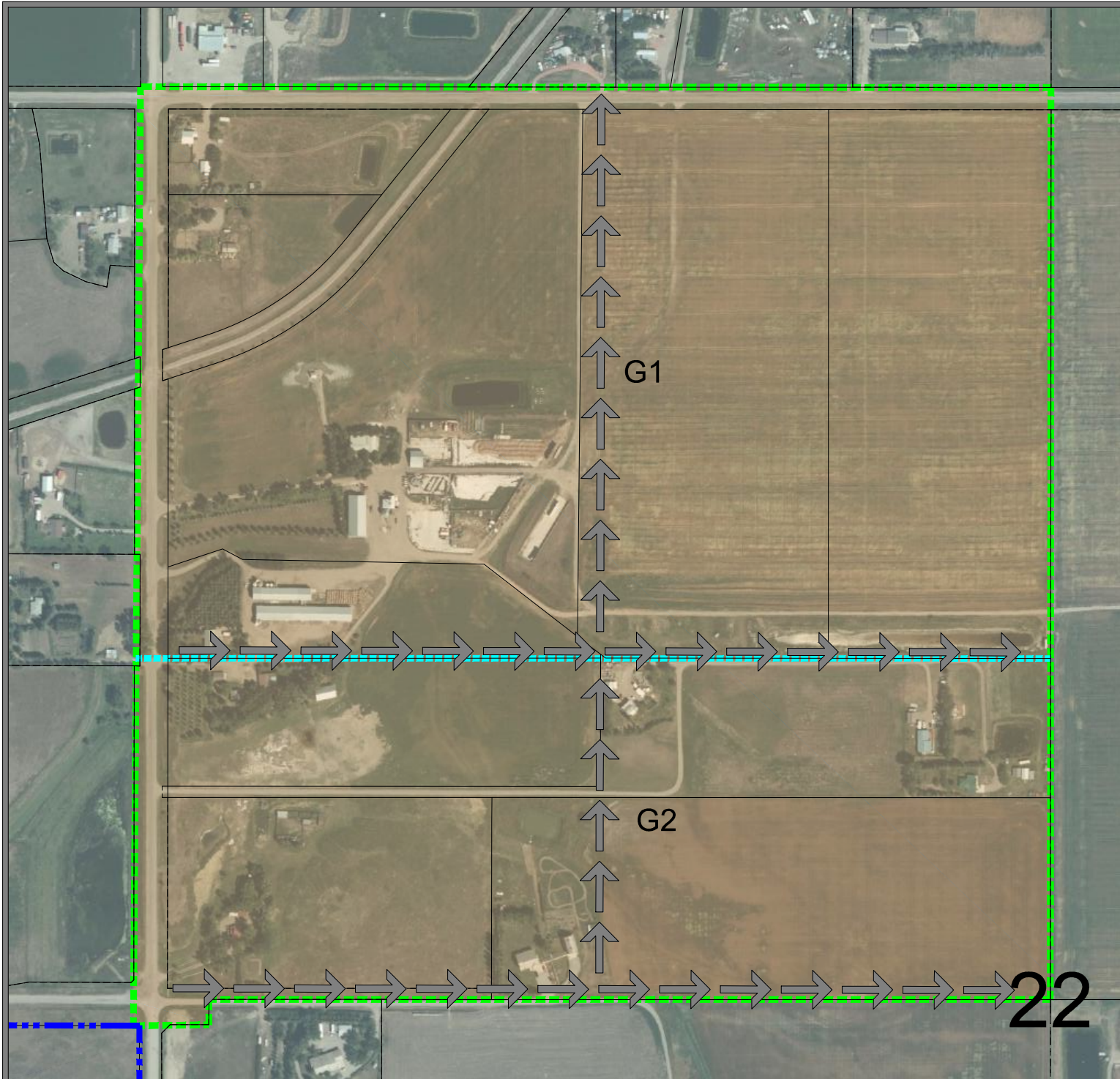
D2 SUB-PLANNING AREA
DEVELOPMENT CELL
LABEL

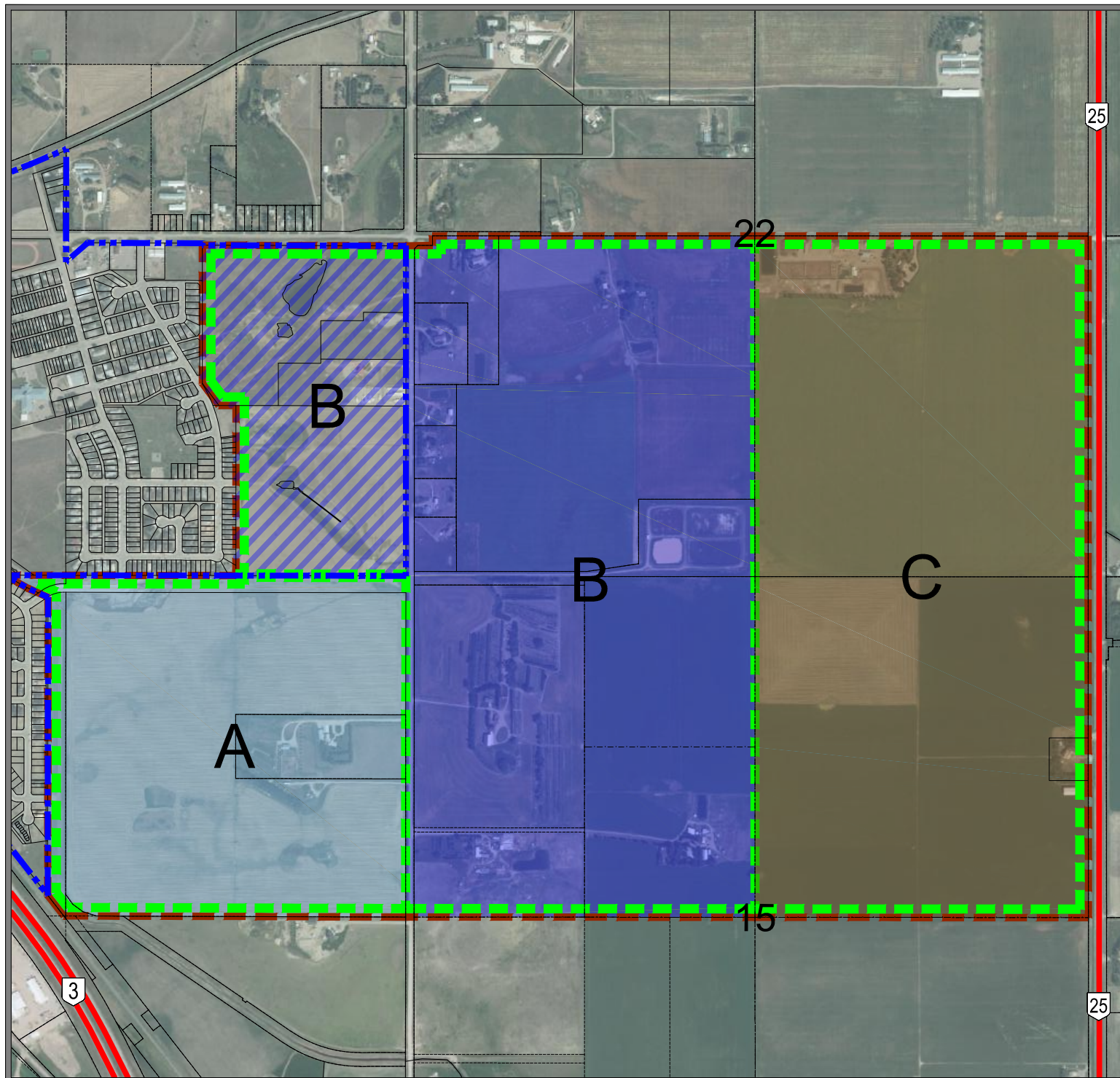
 GROUPED COUNTRY
RESIDENTIAL

 FUTURE ROAD
(APPROXIMATE LOCATION)

MAP 6
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN








AERIAL PHOTO DATE: 2012
SCALE 1 : 5 000



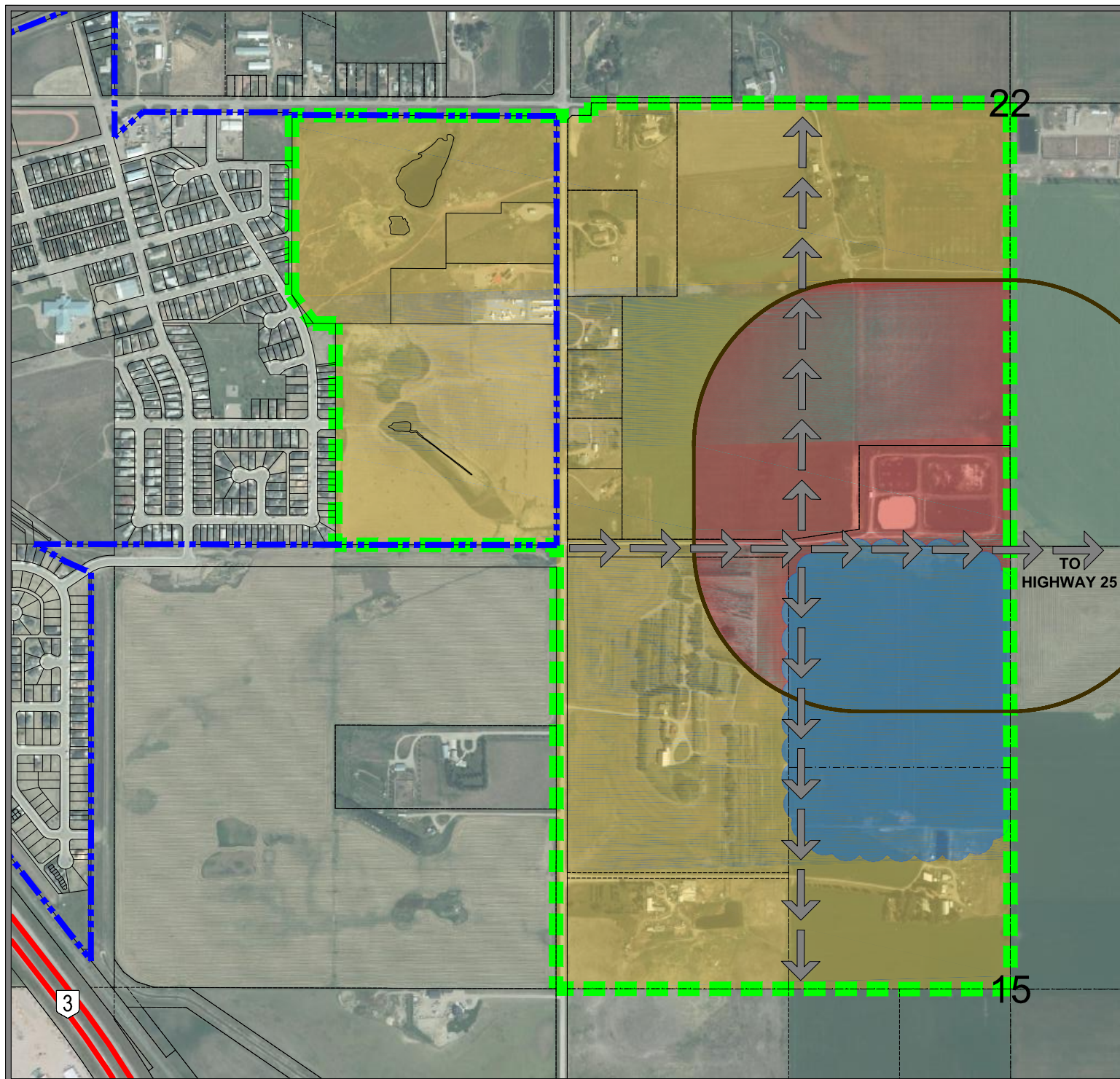


PLANNING AREA 3 LAND USE CONCEPT

LEGEND








-  TOWN OF COALHURST
-  PLANNING AREA 3
BOUNDARY
-  SUB-PLANNING AREA
BOUNDARY
- B** SUB-PLANNING AREA
LABEL
-  TOWN OF COALHURST
ANNEXATION INTEREST
-  TOWN OF COALHURST
FUTURE GROWTH
DIRECTION
-  TOWN OF COALHURST
FUTURE GROWTH (WITHIN
TOWN BOUNDARIES)
-  PRIMARILY AGRICULTURAL
LAND USE

MAP 7
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN



SUB-PLANNING AREA 3B LAND USE CONCEPT DETAIL

LEGEND

-  TOWN OF COALHURST
-  SUB-PLANNING AREA 3B BOUNDARY
-  RESIDENTIAL/COMMERCIAL MIX
-  PUBLIC UTILITY
-  COMMERCIAL/INDUSTRIAL MIX
-  FUTURE ROAD (APPROXIMATE LOCATION)
-  300m SEWAGE LAGOON BUFFER FROM PLAN BOUNDARY

MAP 8
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 10 000

Sub-planning Area 3B: Future Urban Growth Area

- 3.5.7 For lands currently in the County's jurisdiction, the subdivision of lands identified as being within the Future Urban Growth area should be discouraged.
- 3.5.8 Notwithstanding policy 3.5.7., should the County wish to approve limited subdivision and/or development in the Future Urban Growth area, the following requirements shall apply:
- a. applications for subdivision shall be supported by an approved professionally prepared Area Concept Plan or Area Structure Plan that meets the requirements of Part 6 of this Plan;
 - b. the subdivision of parcels should be based on considerations for permitting only larger parcels, 8.1 ha (20 acres) or greater, on titles with existing dwellings to limit additional fragmentation and enable feasible planning for future urban growth;
 - c. applications for a change of land use and/or development permit shall align with the uses outlined in Map 8 (Future Urban Growth land use concept);
 - d. transportation R-O-W required for the development of the jointly identified future road network shall be dedicated by caveat or surveyed out at the time of subdivision;
 - e. development permits for commercial and/or industrial uses shall be issued on a temporary basis and shall be renewed a maximum of every three years;
 - f. Potential suitable land uses within the sewage lagoon's 300-metre (984-ft.) setback include those of low intensity such as, but not limited to, outdoor storage, commercial warehousing and light manufacturing.
- 3.5.9 For those lands in the Town's jurisdiction that are within the Future Urban Growth area, applications for subdivision shall be supported by a professionally prepared Area Concept Plan or Area Structure Plan that meet the requirements of Part 6 of this Plan.
- 3.5.10 When the Town determines that the annexation of lands within Sub-planning Area 3B are necessary to accommodate growth, all associated requirements of this Plan shall be followed.

Sub-planning Area 3C: Agricultural Preservation Area

- 3.5.11 For lands within the Agricultural Preservation Area (identified as Primarily Agricultural Land Use area on Map 7), the County's current subdivision policies shall apply.
- 3.5.12 Any change in land use designation is discouraged until such time that the County and Town jointly identify potential suitable uses other than Agriculture and any amendments to this Plan that may be required as a result are made.
- 3.5.13 Should potential suitable uses other than Agriculture be identified and agreed upon by the County and Town, any proposals for multi-lot subdivision on these lands shall be supported by a professionally prepared Area Concept Plan or Area Structure plan that meets the requirements of Part 6 of this Plan.

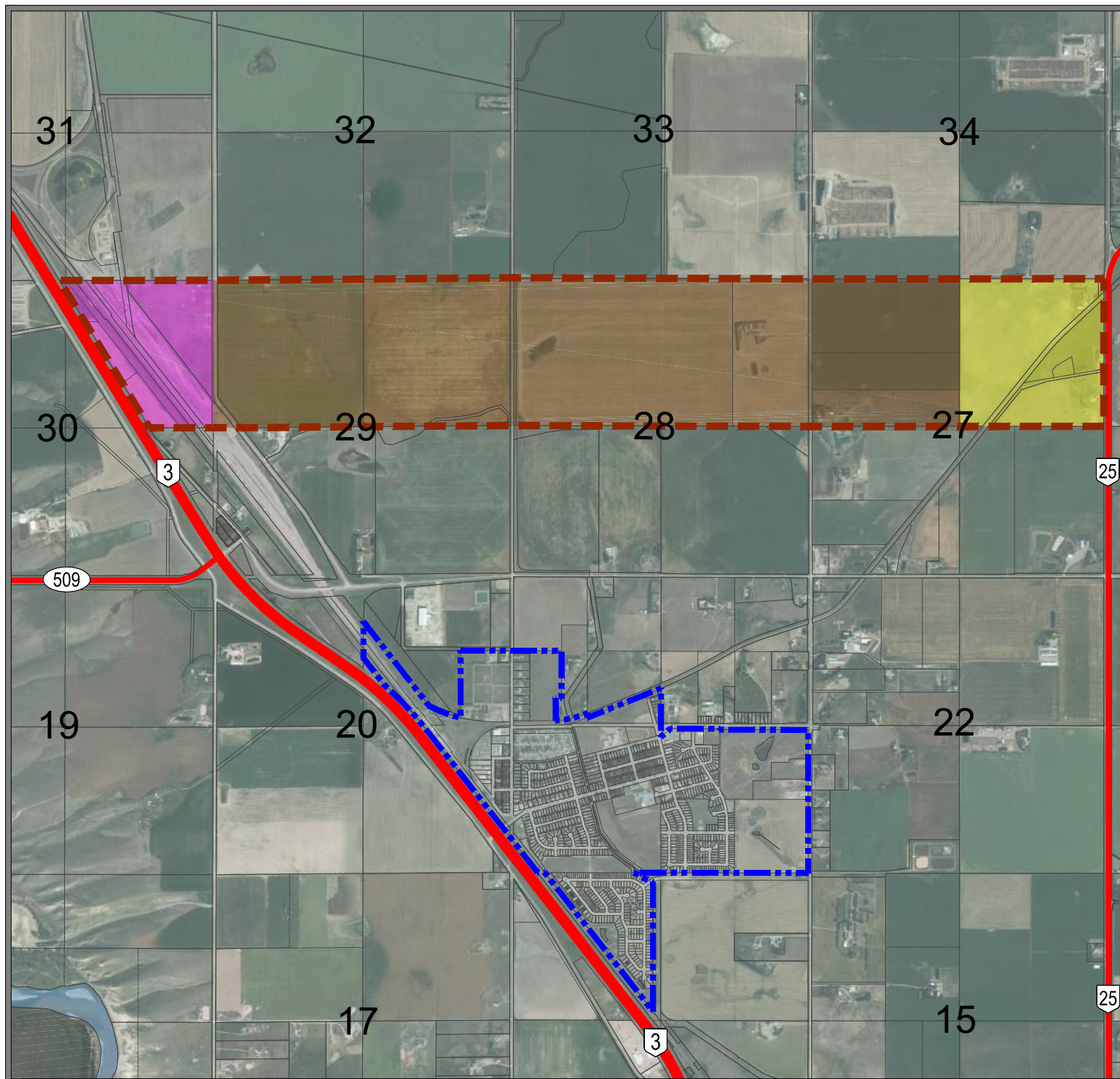
PLEASE NOTE: Although this IMDP would typically be amended to reflect the collaboratively developed and jointly agreed upon policies of the Committee and Councils in place at the time of any future potential annexation, it is important to note that policies 3.5.11 to 3.5.13 are intended to remain in force regardless of which jurisdiction the lands are in.

3.6 Planning Area 4 (North perimeter)

Planning Area 4 includes all of the land area lying outside of the other three more defined planning areas (Areas 1 to 3) and is illustrated on Map 9, situated primarily north of Coalhurst, adjacent to the perimeter of the Plan boundary. This area encompasses approximately 455.7 ha (1,126 acres) of land within the Plan and is primarily utilized for agriculture. This Plan envisions that this area is to continue to be used primarily for agricultural purposes while providing for some isolated non-agricultural development in areas deemed suitable and appropriate (e.g. industrial adjacent to CPR rail-lines in the NE 30-9-22-W4M). For Planning Area 4, the County's present rural agricultural policies are to be applied, with the one exception being the application of the confined feeding operation (CFO) exclusion area as prescribed in Section 4.1 of the Plan. The NE 27-9-22-W4M adjacent to Highway 25 has also been examined as a potential area requiring special future planning considerations due to both impacts and development possibilities resulting from the Highway 25 and Canamex realignment in the vicinity.






Policies

- 3.6.1 Agricultural uses (non-intensive) shall be the primary use of land in this area, other than the potential non-agricultural uses considered for NE 30-9-22-W4M and NE 27-9-22-W4M. The CFO policies and exclusion area as prescribed in Section 4.1 of the Plan shall be applied.
- 3.6.2 Subdivision and development in Planning Area 4 is regulated by any and all applicable County agricultural policies (related to extensive agriculture) contained in the County's Municipal Development Plan and Land Use Bylaw and any other relevant policies that may be contained in this Plan.
- 3.6.3 The existing land areas designated as either Rural General Industrial or Rural Agriculture may remain as such and are regulated by any and all applicable County Land Use Bylaw policies for those respective land use districts.
- 3.6.4 Non-agricultural buildings and uses (such as isolated commercial and industrial), intensive agricultural uses or agricultural related buildings and uses that may be better located within a commercial or light industrial business park area shall be required to locate the proposed business operation within sub-planning areas 2A, 2B and 2C (or in the commercial cluster on Highway 25 as the case may be) of the Plan (Map 5).
- 3.6.5 Future planning (e.g. ASP) will be required for the NE 27-9-22-W4M prior to considering any major land use redesignations, subdivision or development proposals with consideration made for the planned realignment of Highway 25 and its potential impacts.



PLANNING AREA 4 LAND USE CONCEPT

LEGEND

-  TOWN OF COALHURST
-  PLANNING AREA 4
BOUNDARY
-  PRIMARILY AGRICULTURAL
-  POTENTIAL INDUSTRIAL /
LIGHT INDUSTRIAL
-  SPECIAL PLANNING AREA

MAP 9
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN

3.7 City Interface Area

OVERVIEW

The “City Interface Area”, as shown on Map 10, is recognized by the County and Town as an area that is not only important to both municipalities, but is an area that is an interface zone to the City of Lethbridge (City). This area lies south of the Town and includes the historic McDermott subdivision to the southwest of Highway 3, and also encompasses the land southeast of the Town which is situated in between the Coalhurst Rural Urban Fringe boundary and the Highways 3 and 25 intersection. The federal government owned agricultural research lands containing the *Agriculture, Canadian Food Inspection Agency Lethbridge District, Animal Disease Research Institute (ADRI)*, are located just south of McDermott (in Sections 6, 7, 8, and 9). The location of the ADRI lands acts as a buffer between the City boundary and development of private held lands in the County on the north side. Thus, it is recognized that there is little necessity for detailed planning policy decisions to apply to this special area, as the ADRI is likely to remain in its present state (i.e. native prairie grassland and research lab in the river valley) for quite some time.

More importantly, the area referred to as the “City Interface Area” in this County-Town plan is in reference to only a portion of “Area 1” of the County-City IMDP (which was adopted in 2004 and is still presently in effect, although it is in the process of being updated in 2014-2015). At the time the 2004 County-City plan was adopted, the boundary of the County-City plan had been amended from its original draft location half-mile more north, to enable the Town to negotiate a separate intermunicipal development plan with the County. As the highlighted “City Interface Area” illustrated in this plan is within a portion of an existing IMDP which is an agreement between the County and City (of which the Town is not a party to), the policies of the County-City IMDP must be followed. The ‘County of Lethbridge and City of Lethbridge IMDP (Bylaw Nos. 1254 and 5242)’ is a statutory document in accordance with the MGA and is binding on both the City and County until it is repealed or rescinded. The Plan between the County and Town therefore cannot implement, contravene or change any content or policy that is in the County-City IMDP as only the County and the City can make an agreement to amend any planning policy in this area. Thus, the policies in place between the County and City are applicable to the portion of land described as the “City Interface Area” in this Plan.

The policies in the 2004 County-City IMDP are quite broad and general in nature for this area, however, it is anticipated that any new County-City IMDP would still include this land area. The following are some of the main County-City 2004 policies for the area that area applicable (as summarized):

- the plan outlines the circulation and referral process of many types of applications between the two municipalities;
- both municipalities shall limit the fragmentation of good quality agricultural lands as defined in the applicable land use bylaw until it is required for urban development;
- no new confined feeding operations will be allowed to locate and no expansions of animal numbers in existing confined feeding operations will be allowed;
- manure spreading will be discouraged, but in any instance shall follow and strictly adhere to the AOPA standards;
- areas serviced by rail and primary highway will be considered for uses other than agriculture;

- industrial and commercial uses will not be a permitted or discretionary use prescribed in the Lethbridge Urban Fringe district. Applications for redesignation will be required;
- the County Municipal Development Plan is encouraging commercial and industrial uses along highways, but the IMDP (City-County) will discourage those uses in the first mile from the City boundary;
- decisions regarding subdivision or development near to or adjacent to the ADRI should take into consideration comments received from the research centre upon circulation, and protect the research centre from unnecessary encroachment of uses that may limit any centre activities.

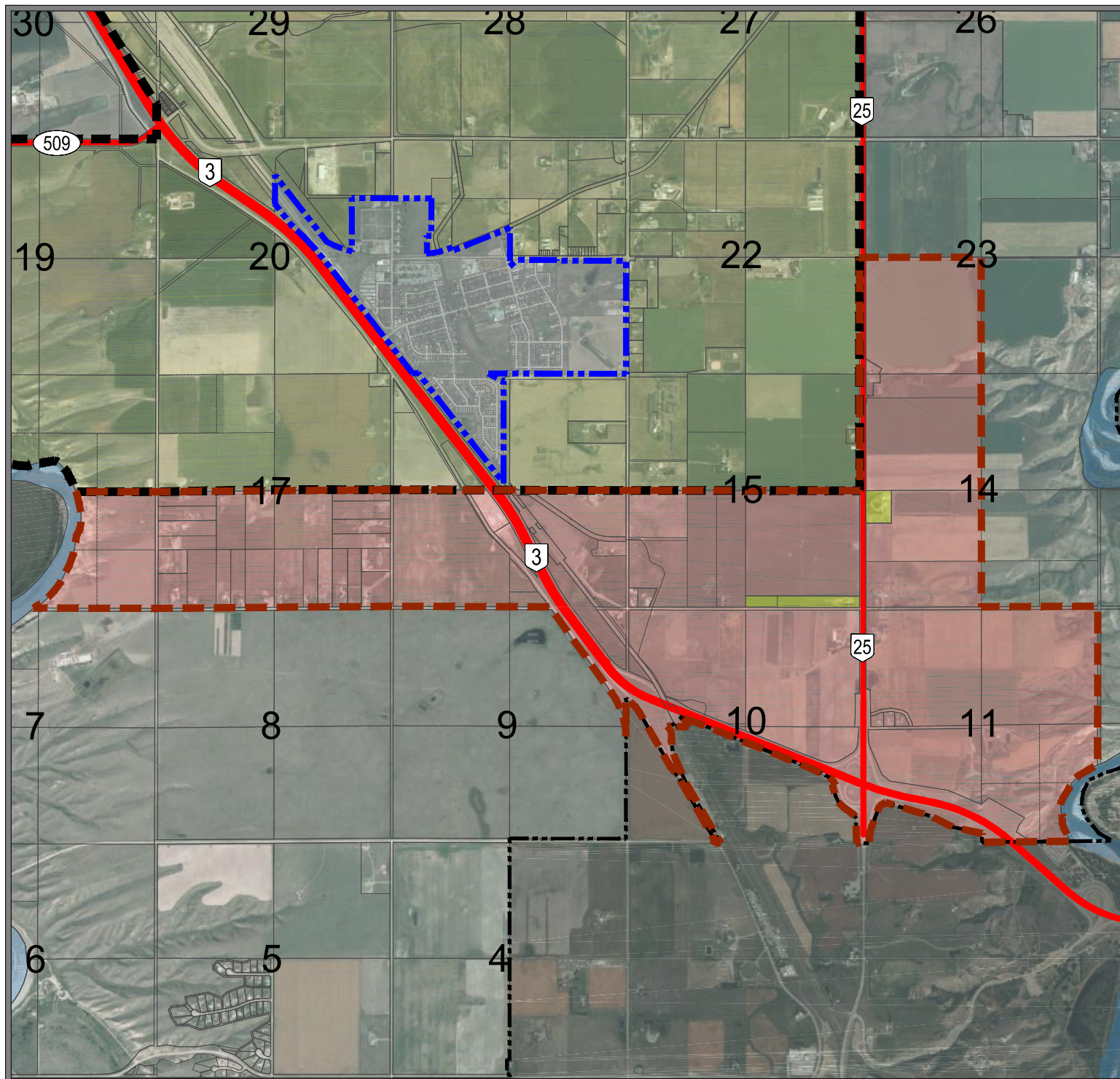
Intent

The boundary of the County-Town IMDP recognizes and respects the boundary of the 2004 County-City IMDP. As such, the referenced “City Interface Area” does not comprise part of the formal statutory IMDP boundary of this Plan. However, recognizing the importance and collaborative planning approach taken by the municipal parties, and the importance of good land use and management strategies, the County and Town agree to a number of “Agreements in Principle” in consideration of the “City Interface Area”.

Note: *The following are not formal IMDP policies in relation to the jurisdiction and plan boundary applicable to this plan, but are principles and agreements made in “good faith” between the two parties in consideration of a larger collaborative and progressive spirit regarding municipal cooperation.*






Agreements in Principle – City Interface Area

- Both municipalities acknowledge the standing and jurisdiction of the City-County IMDP and will consider and respect the policies as implemented in that agreement, in decision making or any agreements between the County and Town regarding this area.
- The Town understands and recognizes that the County is in the process of preparing a new IMDP with the City of Lethbridge and that once that plan is adopted, any policies in that IMDP which may be applicable to this planning interface area must be respected.
- It is recognized in the “City Interface Area” that there are a number of municipal interests (Town, County, City) and the County and Town both recognize the value in discussing and consulting with all parties on land use matters for this area.
- The County agrees that it will continue to support the application of a confined feeding operation exclusion zone to this area, and will work with the City in ensuring any future planning agreements continue to respect this existing practice.
- The County, acting in good faith, agrees to refer discretionary use development permit applications, applications involving variances, and redesignation applications to the Town for land use proposals in “City Interface Area”, as outlined in Part 2, Section 2.3 of this Plan.
- The County and Town agree that they will continue to consult and cooperate together in discussing and planning in a collaborative manner, land use and development strategies for the area with a “regional” perspective.



CITY INTERFACE AREA LAND USE CONCEPT

LEGEND

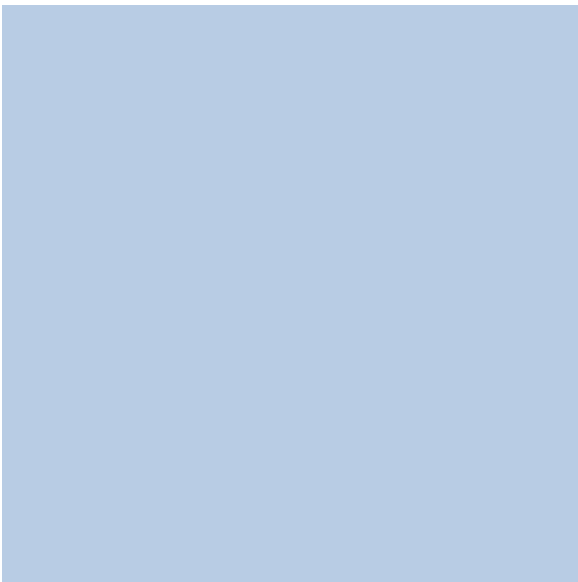
-  TOWN OF COALHURST
-  IMDP PLAN AREA
-  CITY INTERFACE AREA BOUNDARY
-  LETHBRIDGE URBAN FRINGE POLICIES APPLICABLE
-  PARCELS 20 ACRES OR LESS SUBDIVISION ELIGIBLE (WITHIN LETHBRIDGE URBAN FRINGE POLICY AREA)

MAP 10
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 38 000

- Together with Alberta Transportation, the County and Town should consult with the City of Lethbridge and may consider a long-term planning strategy for the provincial highway network in the Coalhurst and City fringe areas, including the impacts or opportunities presented of any changes as a result of the trade corridor (CANAMEX) highway.

PART 4: GENERAL LAND USE POLICIES



- From a balanced perspective -

PART 4: GENERAL LAND USE POLICIES

4.1 Agricultural Practices

Intent

Extensive agricultural activities are to continue to operate under acceptable farming practices within the Intermunicipal Development Plan boundary. The policies will attempt to provide a consultation process to discuss and possibly negotiate solutions if problems should arise. The County and Town both recognize that it is the jurisdiction of the Natural Resources Conservation Board (NRCB) to grant approvals and regulate confined feeding operations (CFOs). However, both municipalities agree it is desirable to specifically regulate intensive agricultural operations for the defined Plan area in an attempt to minimize potential nuisance and conflict between land uses, especially residential, and CFOs within the Intermunicipal Development Plan boundary.

Policies

Extensive Agriculture

- 4.1.1 Both municipalities recognize the importance of existing extensive agricultural (cultivation and grazing) uses of land found within the County's portion of the Intermunicipal Development Plan area. These agricultural activities can continue to operate under acceptable farming practices and may be protected provided they are operating in accordance with the Agricultural Operation Practices Act (AOPA).
- 4.1.2 The lands designated as Urban Fringe or Rural Agriculture within the County's current Land Use Bylaw shall remain designated as such until such time they may be redesignated to non-agricultural uses in accordance with this Plan. Until redesignation occurs, land uses within the plan boundary will be regulated in accordance with the Urban Fringe or Rural Agriculture district contained within the Lethbridge County Land Use Bylaw.
- 4.1.3 Both municipalities will attempt to work cooperatively in encouraging and supporting 'considerate' good neighbour farming practices, such as for dust, weed, and insect control adjacent to developed areas, through best management practices and Alberta Agriculture guidelines. If problems should arise and the County is notified of the issue, the County will attempt to consult with the landowner to emphasize, and enforce if needed, the Lethbridge County Agriculture Service Board or other applicable policies.
- 4.1.4 If disputes or complaints in either municipality should arise between ratepayers and agricultural operators, the municipality receiving the complaint will attempt to direct the affected parties to the appropriate agency, government department or municipality for consultation or resolution wherever possible.

Livestock Operations (Confined Feeding Operations and Minor Livestock)

- 4.1.5 New confined feeding operations (CFOs) are not permitted to be established within the Intermunicipal Development Plan Confined Feeding Exclusion Area as illustrated on Map 11. Any existing CFO permit holders may be allowed to expand operations within the designated CFO Exclusion Area if it is to upgrade and modernize (within the requirements of the *Agricultural Operation Practices Act and Regulations*), demonstrating changes will reduce negative impacts (e.g. odours) to the rural and urban residents of the area, additional environmental protection will be considered, and comments from both the County and Town are received and considered by the NRCB.
- 4.1.6 In regard to manure application on lands in the CFO Exclusion Area, the standards and procedures as outlined in the *Agricultural Operation Practices Act, Standards and Administration Regulation* shall be applied.
- 4.1.7 Both municipalities request the NRCB to circulate all applications for confined feeding operations' registrations or approvals within the Intermunicipal Development Plan Boundary to each respective municipality.
- 4.1.8 Both councils recognize and acknowledge that existing confined feeding operations located within the Plan area will be allowed to continue to operate under acceptable operating practices and within the requirements of the *Agricultural Operation Practices Act and Regulations*.
- 4.1.9 The Town agrees that it will notify and consult with the County prior to engaging the NRCB or other provincial authorities, should a problem or complaints arise regarding a CFO operator's practices.
- 4.1.10 For statutory plan consistency, as required under the *Municipal Government Act*, the County Municipal Development Plan CFO policies and associated map shall be reviewed and should be updated to reflect the CFO Exclusion Area as defined by Map 11 within the first year of this Plan being adopted.
- 4.1.11 The County may review and apply restrictions or regulations to the type and number of animal units for those animal or livestock operations within the Plan area that fall below the minimum threshold criteria for registrations or approvals under the mandate of the NRCB as outlined in *Agricultural Operation Practices Act and Regulations*, and this should be regulated through policies stipulated in a separate bylaw adopted by the County.




4.2 Transportation and Road Network

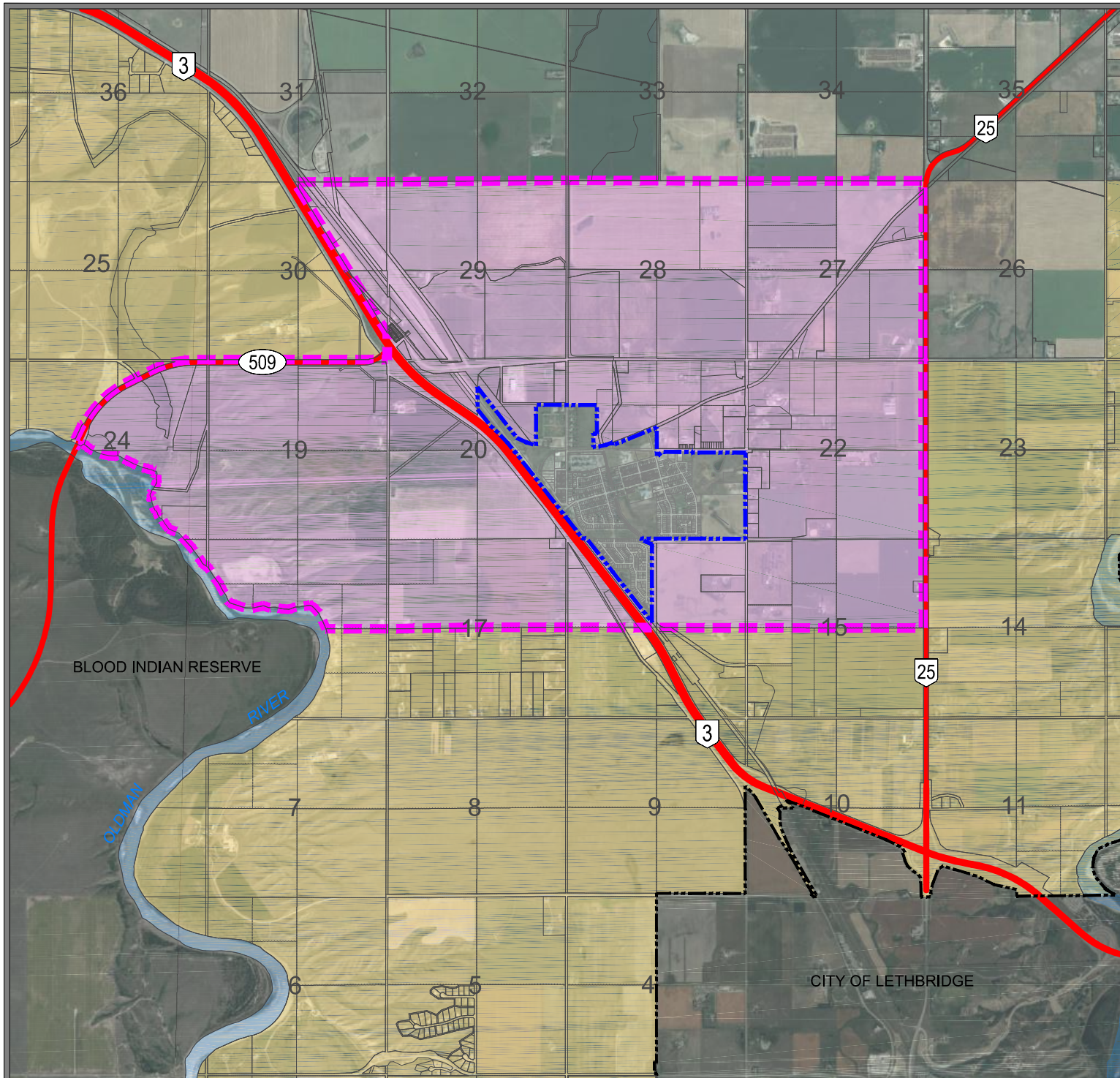
Intent

The policies should attempt to address expected development and growth pressures and provide a mechanism for consultation when dealing with transportation issues that transcend municipal borders or will impact both municipalities. There is recognition of the need to protect future road linkages in the fringe area and the efficiencies of a conceptual transportation network to guide future development in

CONFINED FEEDING OPERATION (CFO) POLICY AND EXCLUSION AREA

LEGEND

-  TOWN OF COALHURST
-  CFO POLICY AND EXCLUSION AREA
-  LETHBRIDGE COUNTY MDP BYLAW NO. 1331 AND/OR LETHBRIDGE COUNTY AND CITY OF LETHBRIDGE IMDP BYLAW NO. 1254 & BYLAW NO 5242 CFO EXCLUSION AREA



MAP 11
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 50 000

certain areas. Processes should also be clear on entering into and managing road agreements between the municipalities and also developers.

Policies

General

- 4.2.1 Each municipality must be notified of any development or subdivision proposal in the other municipality that will result in access being required from an adjoining road under its control or management. The affected municipality must give its approval or decision in writing prior to the application being considered as complete by the other municipality. In relation to this policy, the referral time frames as stipulated in Part 2, Section 2.3 of this Plan should be respected.
- 4.2.2 The County or Town may require an agreement regarding the construction, repair, and maintenance of any municipal roads, which may be impacted by subdivision or development, when the development requires access to come from the adjacent municipality's road.
- 4.2.3 Municipal roads that may be affected by an annexation or municipal boundary change must be identified in the growth or annexation study provided in accordance with policies 4.3.3 and 4.3.8 of this Plan.
- 4.2.4 The County and Town agree to consult and work with Alberta Transportation regarding the implementation of this Plan and, at the time of subdivision or development, considerations for how development may impact Highways 3 and 25. When required by Alberta Transportation, developers shall conduct traffic studies with respect to impact and access onto the highways. Any upgrading identified by traffic studies conducted by developers with respect to the highways shall be implemented by the developer at its sole cost and to the satisfaction of Alberta Transportation.
- 4.2.5 Both the County and Town acknowledge that a Transportation Impact Analysis (TIA) will be required to be conducted prior to any intense or large-scale major development to confirm access management standards, roadway cross-sections and other functional considerations, which should be provided at the expense of the developers.
- 4.2.6 To address a road or access management issue between both municipalities, an *"Assignment of Jurisdiction"* as it applies to public roads may be discussed and agreed to, in consultation with and approval by Alberta Transportation, if all three parties agree that it is an appropriate mechanism to deal with the particular road issue.

Transportation Concept / Future Road

- 4.2.7 The County and Town are both supportive of the principle of protecting identified future major road linkages in portions of the fringe area and as illustrated on the various Transportation Concept Maps (Maps 6 and 8).
- 4.2.8 The proposed roadway system depicted in the Transportation Concept maps are conceptual and must be defined in more detail at the Area Structure Plan and subdivision stage as prepared by developers/landowners, or municipality if applicable.

- 4.2.9 Integrating future local roadway systems to the internal roads pattern networks within the adjacent Town system to provide logical and efficient access to all parts of the east and north development area is important. The grid system roadway network should be implemented wherever possible as this provides for both sustainable and efficient vehicular and pedestrian circulation and future extension of municipal water and wastewater infrastructure.
- 4.2.10 In areas where existing buildings or structures are located in future road alignments as shown on the Transportation Concept, the developer/landowner must consult with the County and prepare an alternative transportation plan that suitably addresses road linkages to the satisfaction of the County and Town.
- 4.2.11 Roadways within the Plan area of the County shall be developed to provide access to all lots and future blocks and these shall be provided to conform to the Lethbridge County *Engineering Guidelines and Minimum Servicing Standards* at the expense of the developer when required by the County in accordance with this Plan, and any subsequent Area Structure Plan or subdivision approval.
- 4.2.12 Roadways within the Plan area of the Town should be designed to integrate with existing and future local roadway systems within the adjacent County road network, and shall be provided to conform to the Town's engineering standards at the expense of the developer.
- 4.2.13 In relation to policy 4.2.11, the dedicated road right-of-way must be constructed to County standards as a condition of subdivision approval. Reviewed on a case-by-case basis and in consideration for the location, type or density of subdivision proposed in the Plan area, the County may allow the dedicated road right-of-way to be developed (constructed) at a later subdivision or development stage subject to a deferred servicing/development agreement with the County. As part of the terms of the agreement, the developer/landowner shall be required to maintain the undeveloped road area until such time it is developed as a municipal road.
- 4.2.14 The County or Town may use *Endeavour to Assist Clauses* in Development Agreements, to compensate initial developers who may be required to construct a public road as a condition of a subdivision or development approval to provide access, and where other developers or landowners may later benefit from or use the road that was constructed at the initial developer's expense.

4.3 Urban Growth and Annexation

Intent

The identification of the Town's preferred directions for growth will assist decision makers in both jurisdictions when dealing with discretionary situations. At some point, planning for annexation will need to occur in consultation with the County. The annexation procedure needs to be clearly defined for both parties to successfully guide the process. Annexation involves a number of stakeholders that need to be involved in the process including:

- land owners directly affected by the application who must be part of the negotiation process;
- the Town, who must make the detailed case for annexation and be a major participant in any negotiations;
- the County, who must evaluate the annexation application and supporting documentation for the impact on its financial status and land base as well as ratepayer issues;
- government authorities such as Alberta Transportation and Alberta Environment;
- utility and service providers; and
- the Municipal Government Board (MGB), who will evaluate the application and responses from the stakeholders.

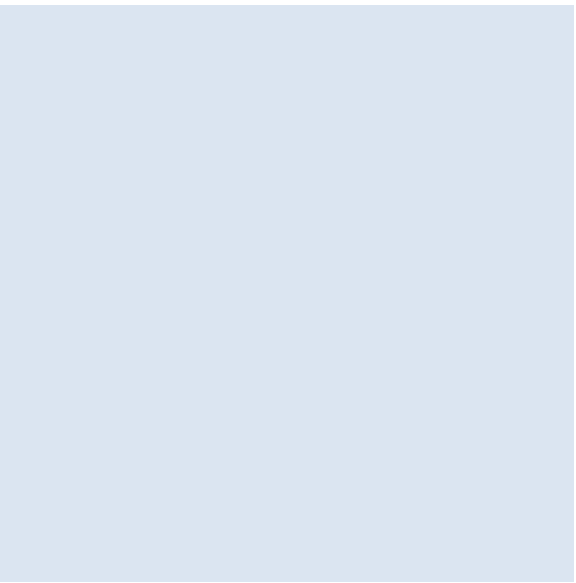
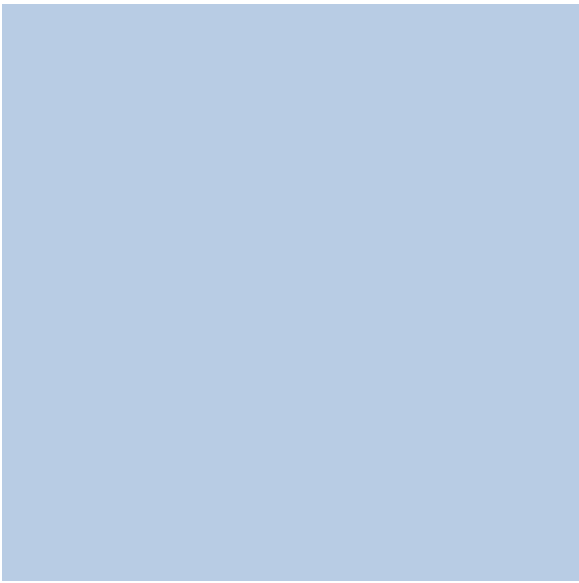
Plan policies are provided to outline a clear process to guide annexation while also ensuring the opinions of all affected stakeholders into the expansion process are considered.

Policies

- 4.3.1 In order to allow for the planning and installing of costly infrastructure, the County and Town have identified in the Plan the general and long-term directions for growth. Future annexation of any of these lands will occur in the framework and context of long-range planning documents and in consultation with the County.
- 4.3.2 Identification of the Town's likely directions and type of growth (Map 7) is to assist decision makers in both jurisdictions when dealing with discretionary situations. Attempts to protect these lands from conflicting or incompatible land uses will be taken into consideration in decision making.
- 4.3.3 To facilitate cooperation and assist in the annexation process the Town, when it determines that annexation of land is necessary to accommodate growth, will prepare and share with the County a growth study or report which indicates the necessity of the land, outlines proposed uses of the land, servicing implications and any identified financial impacts to both municipalities.
- 4.3.4 Notwithstanding policy 4.3.3, the County or Town may initiate an application for annexation without the need for a detailed growth study or annexation report being prepared, if the proposal is for a minor boundary adjustment to accommodate existing title property line reconfigurations, roads, canals, or utility rights-of-way that may be split by municipal jurisdiction boundaries and the two municipalities agree the annexation proposed is minor and logical.
- 4.3.5 Within 60 days of receiving a growth study or report to review, and prior to the County or Town submitting a notice of intent to annex land with the Municipal Government Board, the County or Town shall indicate in writing whether or not it has objections or concerns, or whether it requires additional clarification on any matters within the report or study.
- 4.3.6 In relation to policy 4.3.5, if concerns are brought forward the Committee can be requested by either municipality to meet to discuss the concerns raised or conclusions presented and attempt to arrive at a consensus on the issue. If the committee is unable to achieve consensus, the dispute resolution mechanism processes in accordance with this Plan may be initiated.

- 4.3.7 In respect of annexation discussions the County or Town may request as part of the agreements, consideration for, but not limited to:
- a. property taxes of ratepayers, including provisions for reasonable assessment/taxation policy/adjustment formulas for impacted property owners, unless otherwise agreed to by the affected ratepayer;
 - b. the use of land continuing as agriculture until needed for urban development.
- 4.3.8 Any growth study or annexation report proposed must include a detailed description of County roads that may be affected by the annexation or municipal boundary change. Proposed annexation boundaries should be based on the principle of including the outer limits of any adjacent road right-of-way boundary so that adjacent parcels identified to accommodate Town urban growth (i.e. parcels being the subject of the annexation) will be under the control and management of the urban municipality and the rural jurisdiction will not be affected or responsible for any future management or maintenance issues resulting from urban expansion.
- 4.3.9 It is recognized that the Municipal Government Board prefers that proposed annexation boundaries follow existing legal boundaries and, wherever possible, this will be attempted to avoid creating fragmented patterns or titles with split municipal jurisdiction.
- 4.3.10 Within one year upon a Municipal Board Order approving an annexation:
- a. the IMDP Committee shall review the Intermunicipal Development Plan boundary to determine whether a need to amend the Plan boundary is warranted; and
 - b. if the Plan boundary is amended, the IMDP Committee shall review the land use designation(s) within the area affected by the boundary change to ensure consistency with the intent of the Plan and make a recommendation to both Councils for amendment if deemed necessary;
- so that all plans, boundaries and described areas are in conformity with each other.

PART 5: INFRASTRUCTURE & SERVICING



- Responsible and equitable for all -

PART 5: INFRASTRUCTURE & SERVICING

All development must adhere to the requirements and standards as outlined in this Plan (Part 5, Infrastructure and Servicing) to be provided at the developer's expense.

5.1 Utilities and Servicing

Intent

Policies are intended to foster enhanced coordination in the provision of utilities and services to ensure that these systems are functional, compatible and effective in order to facilitate orderly and planned growth and development that does not compromise future development potential in each jurisdiction. Both municipalities desire quality development with consistent, efficient and acceptable servicing standards that account for and manage cumulative impacts.

Policies

- 5.1.1 Due to the fragmentation of parcels in the fringe and the proximity to the Town, both municipalities recognize the importance of ensuring that adequate infrastructure is provided by the developer/landowner to support their subdivision and development proposals.
- 5.1.2 If a private sewage treatment system is proposed to serve a new subdivision, the applicant shall be required to undertake a professional soil test/analysis and report prior to a decision being made on the application in order to determine the cumulative impact and site suitability of the private sewage system and to ensure that any applicable provincial and municipal regulations can be met.
- 5.1.3 Subdivision applications creating five or more lots that propose to install a private sewage system shall be required to conduct at a minimum a level 3 assessment in accordance with *The AAMDC/Municipal Affairs: Model Process for Subdivision Approval and Private Sewage* in order to determine the suitability and viability of the private sewage system prior to approval of the subdivision application.
- 5.1.4 The County or Town may use *Endeavour to Assist Clauses* in Development Agreements, to compensate developers/landowners who may be required to oversize or install infrastructure to service their development, where later developments may access or tie-in to those services. (Note: Endeavour to Assist Agreements are put in place to assist developers who install infrastructure as a front-end service that will be a benefit to adjacent developers in the future. Any cost recovery required through such agreements is over and above the off-site levies attached to any specific parcel.)
- 5.1.5 The County or Town may implement a bylaw and collect an off-site levy, development charge or user fee to address monetary costs applicable to developers, which impact or are required to pay for any roads or intersection improvements, water, wastewater, stormwater management

systems, fire suppression facilities, or any other municipal infrastructure that is installed and applicable to the Plan area.

- 5.1.6 For servicing, it is envisioned that utilities shall be located within a road right-of-way. Alternatively, utility corridors may be utilized in the event the road network is not fully developed, which may involve a strategy of protecting and registering utility easements or right-of-way plans over private land in favour of the County. Utility locations and design shall be provided to the satisfaction of the County.
- 5.1.7 Both municipalities recognize the importance of efficient provision of utilities and services and agree to coordinate, wherever possible, to determine appropriate locations and alignments of any utility or servicing infrastructure required to serve a proposed subdivision or development within the Plan area.
- 5.1.8 The County and Town recognize that there may be areas of mutual benefit in the provision of infrastructure and other services and agree to discuss these opportunities and may enter into separate agreements to address this.
- 5.1.9 The County's *Engineering Guidelines and Minimum Servicing Standards* manual shall apply as a minimum stipulation to all development proposals on any lands within the County jurisdiction of this Plan, and the County may impose additional requirements and standards if they determine it is required and appropriate. Any additional standards as stipulated in Schedule A of this plan shall also apply.
- 5.1.10 The Town's engineering standards and requirements shall be applied to all development proposals on any lands within the Town's jurisdiction. Any additional standards as stipulated in Schedule A of this Plan shall also apply.

5.2 Stormwater Drainage

Intent

Both municipalities will require landowners/developers to address stormwater management as it pertains to their developments and parcels of land. Developers will be obliged to prepare stormwater management plans required as per the policies of this plan, which must be professionally prepared by a licensed, qualified engineer.

Policies

- 5.2.1 Where required in accordance with this Plan (within County or Town jurisdiction) or either municipalities' Municipal Development Plan, developers shall be responsible to provide at their expense an engineered stormwater management plan and obtain any necessary approvals under the *Water Act*. In consideration of this requirement, the following policies are also applicable:
 - a. Planning Area 2, Sub-planning areas 2A - 2G must provide a stormwater management plan for each development cell as outlined in this Plan.

- b. Developers may work with neighbors and develop stormwater management systems for a larger area than the minimum development cell as prescribed in this plan, provided it is feasible and professionally engineered.
 - c. Future planning for vacant lands within the Town of Coalhurst, described as Planning Area 3, must address the handling of stormwater and include a professional stormwater management plan.
 - d. The incorporation of Best Management Practices in the design of stormwater management facilities is to be pursued, where possible.
- 5.2.2 For lands within the County, developers shall be responsible to provide stormwater management for their parcel as it pertains to a proposed development, or for a larger design or subdivision area, to the satisfaction of the County. Post-development runoff rates shall not exceed pre-development runoff rates as per Lethbridge County *Engineering Guidelines and Minimum Servicing Standards*.
- 5.2.3 If the two municipalities agree to collaborate and formally undertake a more detailed study and process to develop a regional stormwater management plan, any consulting and engineering requirements or costs involved in creating a plan for a prescribed area, will be through a separate agreement between the two municipalities prior to engaging in any such process.

5.3 Road Networks

Intent

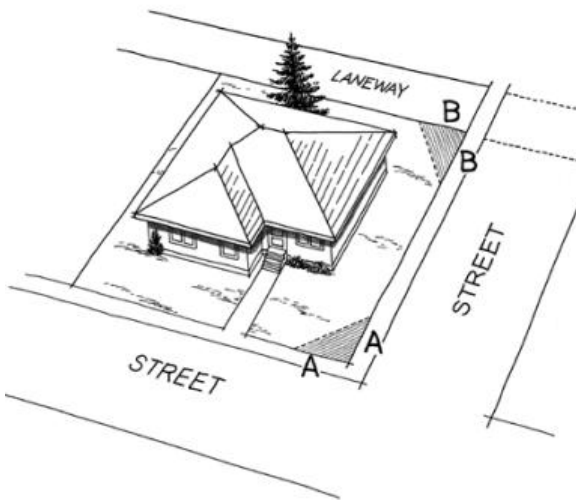
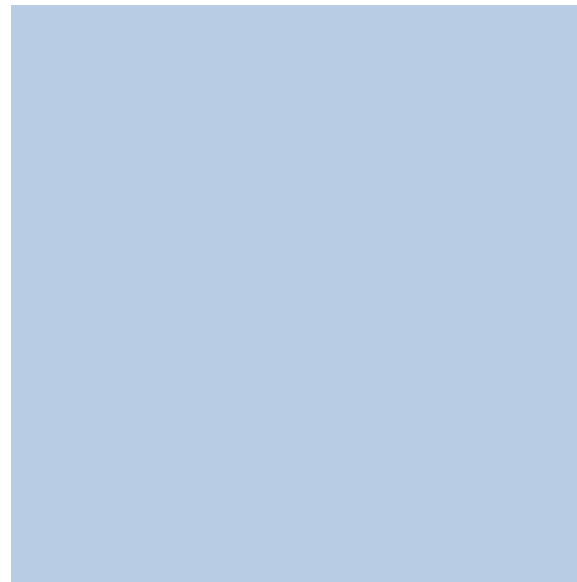
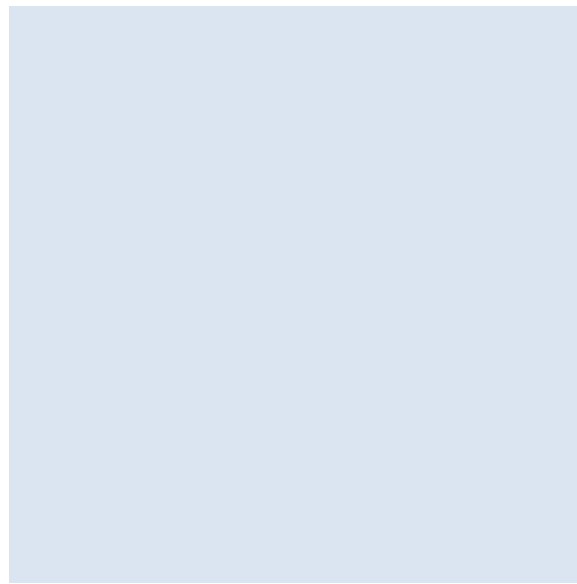
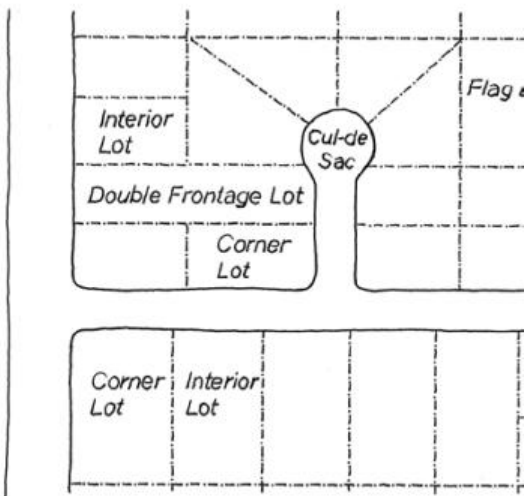
Policies are intended to foster enhanced coordination in the provision of linked road networks to ensure that these roads are functional, compatible and logical in order to facilitate orderly and planned growth that does not compromise future development.

Policies

- 5.3.1 Roads must be provided and constructed by the developers to applicable County or Town standards to provide physical access to a subdivision or development proposal in consideration for the sub-planning areas and adjacent land uses as outlined in this Plan. Road network linkage considerations are paramount and must be addressed.
- 5.3.2 For any subdivision proposal where a municipal road is needed to provide access, and in conformity with Transportation policies 4.2.11 and 4.2.13, when road right-of-way is required to be dedicated at the time of subdivision, the road alignment shall be illustrated on the tentative plan of subdivision prepared by the applicant's surveyor.
- 5.3.3 The illustrated potential future road network areas are conceptual to demonstrate the general location and required connection points to adjacent areas and must be refined further at the Area Structure Plan stage.

- 5.3.4 Traffic Impact Assessments (TIAs) prepared by a qualified professional, may be required as stipulated in this Plan at the Area Structure Plan, subdivision or development stage, and may be requested by the respective municipality within which jurisdiction it is the approval authority or by Alberta Transportation, and shall be provided at the expense of the developer.
- 5.3.5 All roads to be constructed by developers shall be in accordance with Lethbridge County's *Engineering Guidelines and Minimum Servicing Standards* for roads within the County's jurisdiction, and to the Town's minimum urban standard requirements for roads within the Town. For roads that transcend/connect between the two municipalities, the required standard of road construction to be provided should be coordinated between the County and Town for consistency.

PART 6: PLANNING & DESIGN REQUIREMENTS



- Accountability and quality control -

PART 6: PLANNING & DESIGN REQUIREMENTS

Area Structure Plans, Conceptual Design Schemes and Overlay Plans

6.1 Planning Requirements

Intent

Any Area Structure Plan, Conceptual Design Scheme, subdivision or development permit application shall comply with and be subject to the goals, policies, standards and guidelines as stipulated in this Plan. Any inconsistency that may arise with respect to this Plan and the Land Use Bylaw, this Plan shall prevail.

To effectively plan for the orderly, efficient, and beneficial development of lands located within the IMDP boundary, a variety of planning instruments are necessary to be utilized. The Plan provides that more detailed information will be required to address subdivision and development proposals in relation to the types of land use (development) allowed in conjunction with the location, density, layout, and road network.

Policies

- 6.1.1 Information that may be requested for an Area Structure Plan or Conceptual Design Scheme in the County shall be in accordance with the requirements of Lethbridge County's Municipal Development Plan, Land Use Bylaw and this Plan, and may include: site plans, lot density and layout, sewer and water systems, roadways and access points, utilities and services, surface drainage and storm water management, fire suppression, soil conditions, geotechnical investigations (subsurface conditions), municipal reserve, development concept, staging of development, development specifications, overlay plans, and any other matters deemed necessary by the County.
- 6.1.2 An Area Structure Plan or Conceptual Design Scheme required within the Town's jurisdiction (e.g. adjacent to the municipal boundary or Planning Area 3) should also be required to include the information as outlined in policy 6.1.1 above and the Town's Municipal Development Plan.
- 6.1.3 When an Area Structure Plan or Conceptual Design Scheme is required in accordance with this Plan, it must be professionally prepared at the developer's/landowner's expense and shall comply with any and all relevant and applicable policies and schedules of this Plan.
- 6.1.4 Where one developer/landowner is proposing subdivision within an identified sub-planning area or development cell as outlined in this Plan which may contain existing titles owned by different individuals, the developer/landowner may be required to prepare an "overlay plan" for those lands under separate title that may be part of an adjacent Area Structure Plan area where no plan has been completed as stipulated by this Plan.
- 6.1.5 All Area Structure Plans or Conceptual Design Schemes (in either municipality) shall be circulated to the other municipality in accordance with the referral policies and timelines

stipulated in the Plan (refer to Part 2, Section 2.3.). When an Area Structure Plan or Conceptual Design Scheme is required, it must be submitted and approved by the respective municipality prior to making a decision on a subdivision, development or the redesignation of a parcel of land located within the Plan area.

- 6.1.6 To ensure any concerns over the suitability of land for development are satisfied, the provision of a professional geotechnical investigation/test and report to ensure the site is suitable in terms of topography, stability (i.e. underground mining), soil characteristics, flooding or drainage subsidence, and sanitary sewerage servicing will be required as part of the Area Structure Plan. Areas known to have no underground mining activity, or as otherwise stipulated in this Plan, may be exempted from providing a geotechnical investigation for sub-surface conditions if deemed to be unnecessary.
- 6.1.7 For any subdivision proposal within the IMDP boundary where a professionally prepared Overlay Plan is required to be provided by developers/landowners, it must be submitted in conjunction with the subdivision application if not previously provided at the Area Structure Plan stage. The Overlay Plan is to illustrate:
- a. the proposed subdivision design or lot layout to show alignment with adjacent parcels of land;
 - b. the future road network alignment, based on either the Transportation Concept or how it fits into the overall development (in accordance with Transportation policies 4.2.7 and 4.2.9);
 - c. the future lot property lines illustrated at the appropriate density of development; and
 - d. the building envelopes for the proposed and future lots, based on the applicable land use district setbacks clearly illustrated on the plan.
- 6.1.8 Within the County, the density (or number of lots) proposed in a plan of subdivision shall determine which type of higher level design plan is required in conjunction with a subdivision proposal:
- a. For subdivision of a single lot, an Overlay Plan may be required that includes a surveyor's sketch identifying any existing buildings or structures on the parcel.
 - b. For three to four lots, a Conceptual Design Scheme will be required to be submitted by the developer/landowner. The Conceptual Design Scheme must address land use, lot sizes and layout, servicing, roadways and access points, and any other matters deemed necessary by the County.
 - c. For five or more lots, or as otherwise specifically required by the policies of this Plan, a more detailed Area Structure Plan will be required in conformity with the County Municipal Development Plan requirements and this Plan. The Overlay Plan diagram may form part of the Area Structure Plan document.

6.2 Additional Subdivision and Development Standards

Intent

In addition to the other policies of this Plan and Lethbridge County land use standards and requirements, the following development standards apply to subdivision and development in the Plan area. The standards in this section are intended to further enhance the compatibility, cohesiveness and efficiency of land use within the Plan area.

Policies

General

- 6.2.1 Redesignation, subdivision or development of land for uses involving schools, hospitals, food establishments or residential uses, shall not be approved within 300 metres (984 ft.) of the Town of Coalhurst sewage lagoons as long as they remain active for such use.
- 6.2.2 Subdivision and development will be required to demonstrate consistency with the intent of the Land Use Concept and any Transportation Concept Plans.
- 6.2.3 Development in the area near the shale piles should not occur without engineering analysis.
- 6.2.4 Various professional geotechnical analysis may be required to be provided by developers to determine site suitability which may involve soil profile, stability and characteristics, groundwater depth or location, underground mining activity, etc.
- 6.2.5 The policies and requirements in Section 6.2 are also applicable to lands within the Town adjacent to the municipal boundary.

Subdivision Applications

- 6.2.6 In addition to the standard application requirements for all subdivisions, the developer/applicant shall be responsible at their own expense for submitting:
 - a. a tentative plan of subdivision, prepared by an Alberta Land Surveyor as part of the application, with the plan clearly illustrating dimensioned lots, roads, and utility rights-of-way; and,
 - b. for any existing buildings or structures on site, a surveyor's sketch prepared by an Alberta Land Surveyor as part of the subdivision application to illustrate the location, setbacks or encroachments of any buildings or structures on the parcel.
- 6.2.7 The subdivision plan shall dedicate the area required for municipal roadways, including service roads, in conformity with the Plan and any requirements of Alberta Transportation.
- 6.2.8 For any subdivision proposal which requires an Area Structure Plan in accordance with the Plan, the Area Structure Plan must be approved by the respective municipal Council prior to a decision by the Subdivision Authority.

- 6.2.9 All subdivision proposals shall conform to the approved Conceptual Design Scheme or Area Structure Plan.

Development Applications

- 6.2.10 Development will be required to maintain adequate setbacks from potential road rights-of-way consistent with the Transportation Concept and the applicable policies in Parts 4.2 and 5.3.
- 6.2.11 When preparing a development permit application, applicants must consider:
- a. building orientation with respect to future subdivision potential, municipal reserve, the Land Use Concept and the Transportation Concept;
 - b. placing accessory structures to the rear or side of the principal structure; and
 - c. siting shelterbelts, dugouts, and development that may not require a development permit in a manner such that maximizes future subdivision and development potential having regard to the Transportation Concept.
- 6.2.12 Applicants for a development permit application must provide a clear and accurate site plan illustrating at a minimum, the location (with setbacks) of all existing buildings and improvements on the parcel, proposed buildings and structures, utility easements, access/egress to the parcel, location of on-site private septic systems, and any other information the Development Authority deems relevant to make an informed decision and determine compliance to this Plan.

Architectural Controls

- 6.2.13 A detailed set of Architectural Controls establishing building envelopes to serve as a building scheme for the subdivision may be required to ensure buildings and improvements are suitably located on the land in relation to future roadways and development. The Architectural Controls are to be approved by the County and prepared at the developer's/landowner's expense and registered on title. The Architectural Controls must be provided in conjunction with the Conceptual Design Scheme or Area Structure Plan, or as a condition of subdivision or development approval.
- 6.2.14 The Architectural Controls may also be required to establish specified or minimum design standards to ensure a quality, controlled development occurs. These standards may include, but are not limited to, exterior building materials and finishes, building orientation and siting, building square footage restrictions, setback variations, storage and screening, and landscaping.

SCHEDULE A: DEVELOPMENT DESIGN GUIDELINES

SCHEDULE A: Development Design Guidelines

The following may be applied, in accordance with the policies of the Plan, to any future development proposal or area identified for commercial/industrial type land use.

Policies

Administrative

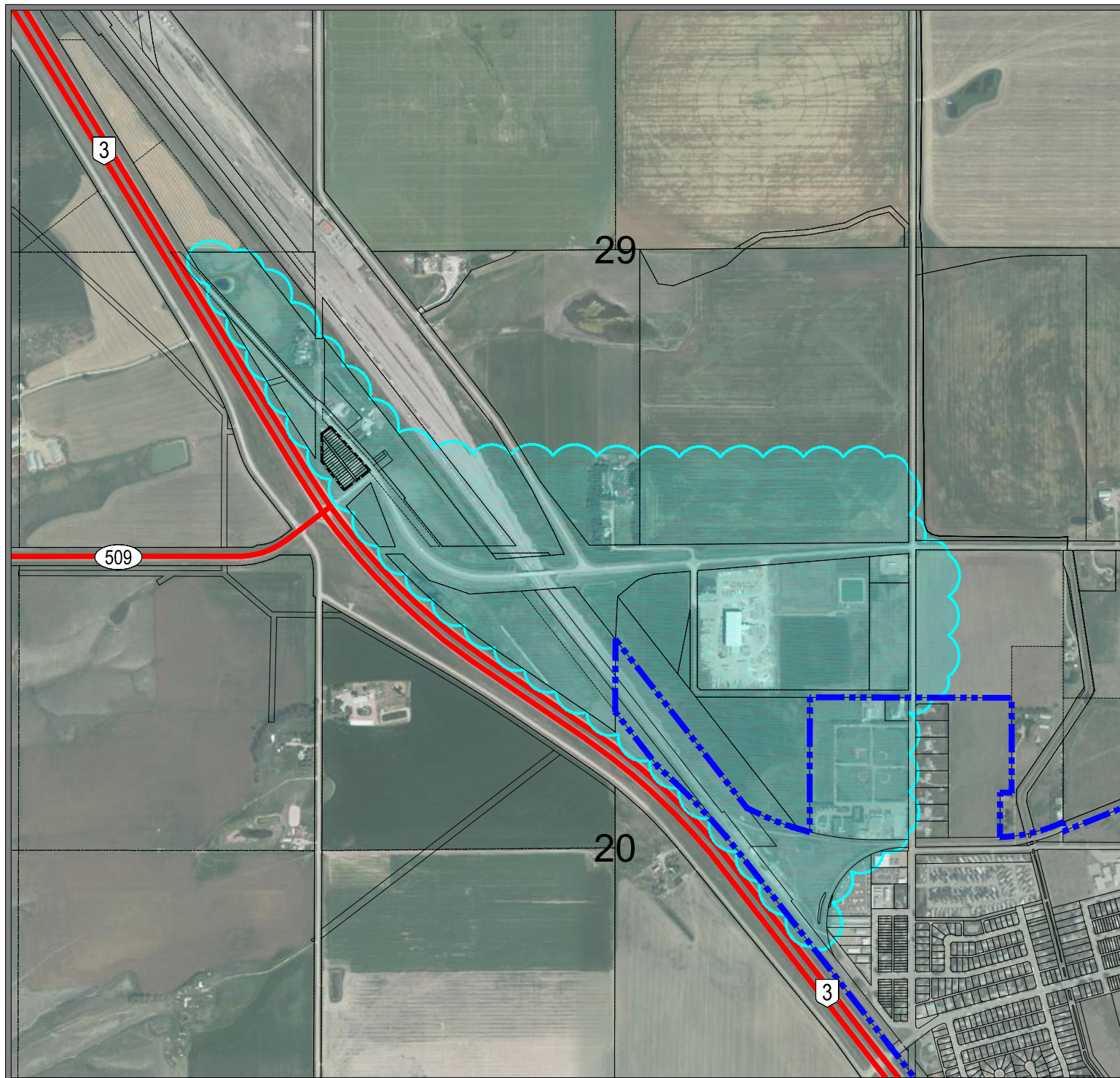
1. The development design guidelines contained within this section shall apply to commercial and industrial development in the areas of Lethbridge County and Town of Coalhurst as shown on Map 12 (Joint Enhanced Development Areas or JEDA) and specifically for those parcels on the north and east sides of Kipp Road and Range Road 224, all development within 200 metres (656 ft.) of the road right-of-way.
2. When considering applications for redesignation, subdivision or development permit approval of commercial or industrial uses in the JEDA, all applications must meet or exceed the minimum development design guidelines as outlined in this IMDP.
3. Architectural controls shall be established and provided at the redesignation stage consistent with this IMDP and any approved Area Structure Plan that may apply to specific lands within the IMDP. The approved architectural controls shall be implemented at the development permit stage.
4. Implementation of the approved architectural controls will be carried out by the developer (registered as an instrument on title in the form of a restrictive covenant) at the subdivision stage.
5. All applications for a development permit shall not be deemed to be complete applications and will not be accepted by the County or Town without prior written confirmation of compliance with the approved architectural controls. At the time of the submission of a development permit application to the County or Town, the applicant shall provide written documentation from an architectural professional confirming that the proposed development project complies with the approved architectural controls.

Building /Site Design

6. The design, character and appearance of all buildings in the JEDA shall be acceptable to the County and Town and shall demonstrate sensitivity to the highly visible nature of development occurring along transportation corridors considered to have a significant visual impact, notably in the area shown on Map 12.
7. Highway 3 shall be considered as the western gateway or entranceway to the Town of Coalhurst, and Range Road 224 south of Kipp Road the northern gateway, and therefore the area around both require special design consideration with respect to acceptable and high-



quality building design and site design (inclusive of but not limited to landscaping, signage, outside storage and screening).

8. Principal buildings associated with commercial and industrial development located within the JEDA, shall provide a building design and site design consistent with the following:
 - a. All building elevations considered to be highly visible shall provide for an attractive appearance through the provision of a desirable and superior quality design aesthetic.
 - b. The front elevation (elevation facing a highway or road) of any principal building shall ensure it effectively addresses the highly visible and sensitive nature of the interface within the JEDA. In the case of an approved lot layout that proposes two highly visible frontages (e.g. a corner lot or a lot that may contain double frontage onto a highway and an internal subdivision road) the lot shall be deemed to have two front yards and will be required to implement the appropriate setbacks and higher levels of architectural and landscaping treatment accordingly.
 - c. The front elevation of the principal building shall be considered the elevation that faces the Highway, Kipp Road and Range Road 224 as identified in Map 11. This front elevation shall be visible and shall not be screened from view with outside display, landscaping or fencing and the principal building shall remain prominent and proud with respect to its placement, design and view from Highway 3 and Range Road 224 south of Kipp Road.
 - d. In an effort to minimize large monolithic building facades or elevations, exterior designs that encourage visual breaks in the wall (i.e. projection, recession, parapets, reveals, articulation, design finish, outcrops, window glazing, paint lines, and/or materials combination, etc.) should be utilized in providing for a high-quality design aesthetic in creating interesting and attractive buildings.
 - e. Ancillary or accessory buildings or other structures shall be designed, constructed and finished in a manner compatible or complimentary with the character and appearance of the principle building(s) or other similar buildings on the parcel.
 - f. Accessory buildings shall not be located in the front yard of a principal building.
 - g. A high-quality landscape plan/design shall be used to compliment and augment the building and site designs for those developments adjacent and fronting onto Highway 3, Kipp Road and Range Road 224 south of Kipp Road. The landscaping plan must take into consideration the following:
 - i. a minimum of 10 percent of the parcel/lot area shall be required to be provided as soft landscaping;
 - ii. soft landscaping is highly encouraged to be provided in the form of xeriscaping or xerigardening;
 - iii. if water is readily available, soft landscape consisting of vegetation such as trees, shrubs, hedges, grass and ground cover may be provided, with consideration for using native plant species wherever possible;
 - iv. a minimum 6-metre (19.7 ft.) landscaped buffer shall be provided adjacent to any road or highway, which shall be soft landscape consisting of vegetation such as trees, shrubs, hedges, grass and ground cover or xeriscaping/xerigardening (as the case may be); and



JOINT ENHANCED DEVELOPMENT AREA

LEGEND

-  TOWN OF COALHURST
-  JOINT ENHANCED
DEVELOPMENT AREA

MAP 12
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 15 000

- v. Any trees, hedges or other vegetation must be sited so as not to impede the corner site triangle, parcel approach access site lines or visibility of adjacent roadways.
 - h. Access approaches, parking/loading areas and display areas that may be located in the front yard of a principal building shall be paved or hard surfaced (to the satisfaction of the County).
 - i. Landscaping provided shall be focused in those areas of a site determined to be highly visible in providing for a high-quality design aesthetic within the JEDA. Any landscaping approved in a development permit is required to be maintained for the life of the development project.
 - j. Any additional landscaping that may be required at the discretion of the County may include, but is not limited to, the following:
 - i. additional separation, or buffering, between adjacent land uses;
 - ii. the use of trees, shrubs, fences, walls, and berms to buffer or screen uses of negative impact; and
 - iii. the use of trees, shrubs, planting beds, street furniture and surface treatments to enhance the appearance of a proposed development.
9. Proposed commercial and business light industrial buildings and uses that may be adjacent to existing or future cluster residential development areas shall demonstrate through their design how the proposal will successfully mitigate any potential negative impacts. In these areas (as determined by the County or Town) suggested mitigation techniques may be implemented through the use of the following: restriction or prohibition of specific land uses, increased development setbacks, maximum building heights, increased architectural and landscape treatments (or a combination of all of the above).
10. In areas where commercial and industrial developments are adjacent to existing and future country residential or urban residential uses, it is recommended that the commercial or industrial development be of a lower density and residential in scale and intensity (comparatively). Additional architectural and landscaping treatment and increased development setbacks may also be required in such locations to effectively address any potential negative impacts and interface issues that may exist.
11. Landscaping shall be required for all proposed developments as per the County's Land Use Bylaw or the Town's Land Use Bylaw, and the approved architectural controls. Proposed landscaping shall enhance the visual attractiveness and appearance of a site and building from all highways or roads.
12. If water is not available, xeriscaping (which refers to landscaping and gardening in ways that reduce or eliminate the need for supplemental water from irrigation and emphasizes plants whose natural requirements are appropriate to the local climate) shall be highly encouraged. Xeriscaping or xerigardening may include incorporating rocks, mulch or boulders in the design, but it must also focus on including some form of greenery (plants) that require less water.

13. If water is readily available, xeriscaping is still highly encouraged as a water-saving measure, but if soft landscaping is proposed, guidelines pertaining to more typical or traditional forms of landscaping (not including xeriscaping or xerigardening) is suggested to be provided in consistency with following (at a minimum):
- Trees should be planted in the overall minimum ratio of one tree per 130 m² (1400 ft²) of landscaped area provided.
 - The mixture of tree sizes at the time of planting should be equivalent to a minimum of 50 percent larger trees.
 - The mixture of tree sizes at the time of planting should be equivalent to 2/3 trees with an option of providing 1/3 remaining with shrubs with no less than 3.0 shrubs per tree.
 - All plant materials should be planted according to good horticultural practice.
 - Selection of plant varieties should be based on regional climatic conditions, constraints of location, effectiveness in screening (if required), resistance to disease and insect attack, cleanliness, appearance and ease of maintenance.
 - Wherever space permits, trees should be planted in groups.
 - If trees are planted, the minimum requirements for tree sizes at the time of planting should be:

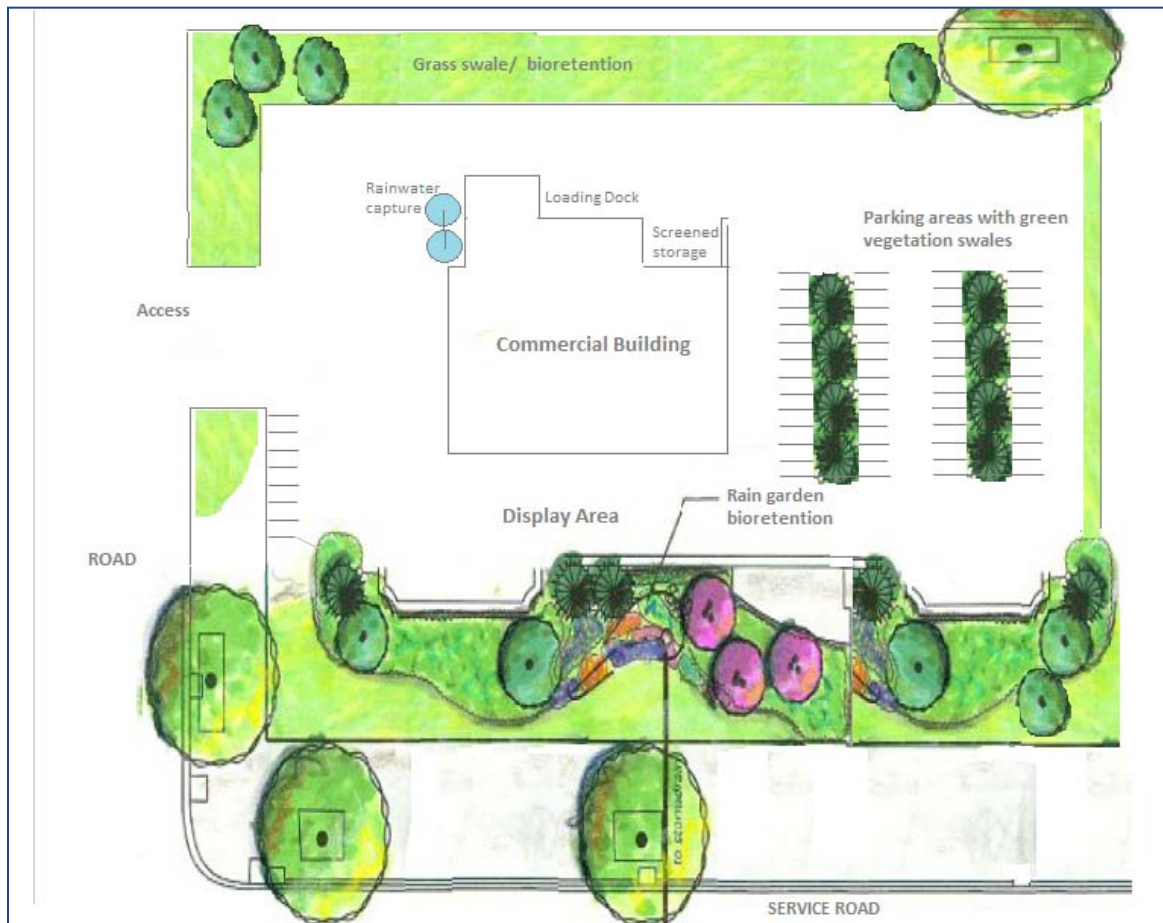
TREE TYPE	CALLIPER / HEIGHT
Deciduous trees (small)	40 mm calliper
Deciduous trees (large)	80 mm calliper
Coniferous trees (small)	1.5 metres height
Coniferous trees (large)	2.5 metres height
Shrubs	0.5 metres height or spread

14. Landscape securities shall be provided if requested by the Development Authority, with the minimum deposit amount as determined sufficient by the Development Authority, which shall be held until an inspection has been completed by the municipality to determine compliance.
15. Outside storage including the storage of trucks, trailers, recreational vehicles, and other vehicles may be permitted adjacent to the side or rear of a principal building provided such storage areas are not located within a minimum required side or rear yard setback and the storage is visually screened (all year long) from any adjacent existing or future country or urban residential area and the highly visible interface within the JEDA. All storage must be related to and be an integral part of the commercial or business light industrial operation located on the subject site. Outside storage is prohibited in the front yard of a principal building. Whenever possible, storage shall be highly encouraged to be located inside buildings.
16. Extended vehicle parking and/or vehicle storage (e.g. storage of product inventory) is not permitted in the front yard of a principal building. All parking must be provided on-site, as parking shall not be permitted on adjacent municipal roadways.

17. Outside display areas are permitted provided that they are limited to examples of equipment, products, vehicles or items sold by the commercial or business light industrial use located on the subject site containing the display area, are not located within any required setback, and are not located on any required and approved landscaping area.
18. A vehicle or equipment which is in a dilapidated or dismantled condition shall not be allowed to remain outside a building or on a vacant lot in any commercial or industrial district.
19. Fencing shall only be utilized for the visual screening of outside storage, waste/garbage, equipment, product, vehicles or for security purposes provided it is located in the side or rear yards of the principal building. Decorative fencing may be permitted in the front yard of a principal building in compliance with the County's Land Use Bylaw or the Town's Land Use Bylaw and the approved architectural controls.
20. Accessory buildings are not permitted to be located in the front yard of a principal building.
21. Site lighting shall incorporate "night sky" lighting with fixtures to direct light towards the ground and minimize impact on adjacent sites and uses.
22. Signs shall be limited to only two fascia or free-standing signs per lot/parcel, or one multi-tenant sign is permitted.
23. Billboard signs are prohibited within the JEDA.
24. No signage shall be illuminated by way of any flashing, intermittent or animated illumination within the IMDP area.
25. Architectural Controls shall comply with this section of the IMDP and inform the quality of the built environment and shall include but not be limited to the following (at a minimum):
 - a. building design and orientation,
 - b. building interface treatments,
 - c. on-site parking and loading,
 - d. site lighting,
 - e. outside storage,
 - f. outside display,
 - g. landscaping,
 - h. fencing and screening,
 - i. signage,
 - j. interface / transition / buffer conditions and design (between differing uses, highly visible areas, etc.).

26. Where appropriate and feasible, the County and Town strongly encourage construction and site/building design best management practices, including Low Impact Development (LID) initiatives and Leadership in Energy and Environmental Design (LEED).
27. All development within the development control zone [300 metres (984 ft.) from the right-of-way or within 800 metres (2,625 ft.) of the centerline of an intersection] of Highway 3 shall require a roadside development permit from Alberta Transportation or alternatively, written authorization from Alberta Transportation stating that a roadside development permit is not required as part of the proposed development project. This information shall be submitted by an applicant at the time of submission of a development permit application to the County.
28. As a condition of any development or subdivision approval, the County may stipulate that any or all of the aforementioned standards and guidelines be included in Architectural Controls to be registered as a restrictive covenant on title(s) by the developer.

Low Impact Development (LID) Concept Examples



Source: ORRSC

Photos of LID design and parking lots:



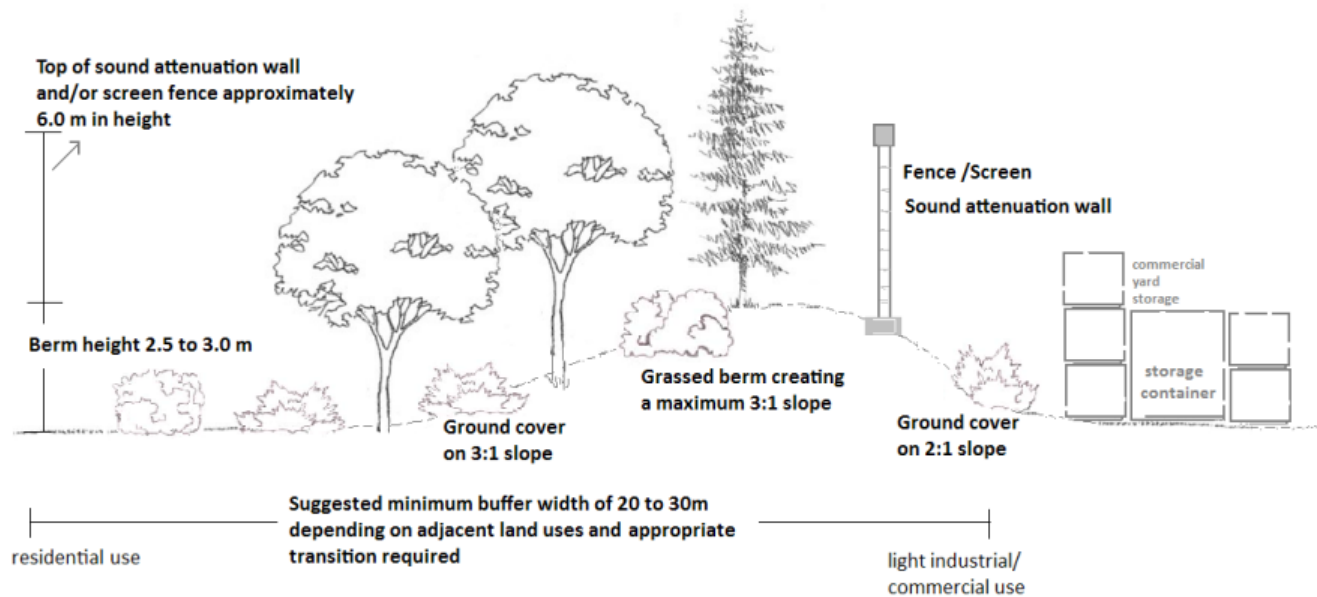
Source: Minnesota Pollution Control Agency

Development and Design Examples
Encouraged Minimum Site/Building/Design “Quality” & Standards



Development and Design Example Encouraged Buffering/Transition Techniques

BUFFERING TECHNIQUES



Source: ORRSC

Note: Drawing not to scale and to be used for illustrative purposes only.

SCHEDULE B: BACKGROUND & ANALYSIS

SCHEDULE B: Background & Analysis of the Study Area

This schedule includes an executive summary of the background review, information, data and analysis of land, physical features and development in the defined Plan study area that formed the basis for this Plan. A comprehensive review was undertaken of various planning documents, mapping and geographical information data, land forms, existing land use, subdivision and development activity, cadastral and title mapping information, soils and topography, and various municipal engineering documents, to highlight a few of the main study areas. There was also consultation and discussion with various stakeholders, including government departments and agencies, with interests or whom may be affected by the Plan or its policies. The following is an overview of some of the main findings and relevant information pertaining to the IMDP study area for this Plan.

PLAN PREPARATION PROCESS

The County and Town engaged the Oldman River Regional Services Commission (ORRSC) to prepare an Intermunicipal Development Plan (IMDP) for the two municipalities. The formation of the Plan was to be guided by a Project Steering Committee (to act as the Intermunicipal Development Plan Committee) as established by the respective municipalities. The Project Steering Committee was composed of three council members from the County and three council members from the Town. Senior administration from both municipalities were also involved with the Project Steering Committee throughout the process, however, their role was limited to that of technical advisors only. With respect to committee decision making, both parties agreed at the outset of the process that their chosen decision-making model would be based on reaching consensus on the issues discussed.

Subsequent to the establishment of a general process, a background and study area analysis was undertaken which served as the foundation from which both municipalities could review the existing land use conditions and determine the relevant issues, goals, objectives, and implementation for the Intermunicipal Development Plan. The background review provided an analysis of the existing circumstances, attempted to identify issues and opportunities that have emerged from the analysis of the preliminary information, and acted as an agenda for discussions by the Project Steering Committee. Prior to identifying areas of issue and areas of commonality with the committee, planners from the ORRSC met with each municipality privately to clarify their municipal perspectives on general issues.

Once each municipality's perspectives for the referenced topics were identified, those perspectives were brought back to the Project Steering Committee for their review and agreement, which resulted in the generation of draft ideas/concepts. The project purpose, process, ideas and concepts were then reviewed with affected landowners, stakeholders and the general public at an Open House meeting on June 25, 2014 in the Coalhurst Community Center. Upon review of any and all comments by the Project Steering Committee, a final draft document was prepared, complete with policies and maps.

BACKGROUND AND STUDY AREA

With the steady population and development growth experienced in Alberta over the last decade, it has become increasingly clear that municipalities cannot make land use decisions in isolation. An Intermunicipal Development Plan recognizes that the fringe area of an urban area, such as a town, is subject to different pressures, problems, conflicts and opportunities than a purely rural or urban area.

The size of the area to be studied was determined in consultation with the Intermunicipal Plan Committee, encompasses approximately 8,010 ha (19,793 acres) in size and contains nearly 22 sections of land. The background and analysis of the area was undertaken to provide an understanding of the existing circumstances, attempt to identify the issues and opportunities that have emerged from the analysis of the preliminary information, and act as an agenda for discussions by the Project Steering Committee.

Maps 13 to 24 help in providing a basic understanding of the existing conditions as they illustrate existing land uses, existing zoning, topography (contours/elevations), soils, roads and infrastructure systems within the Study area (Map 13).

NATURAL FEATURES

The Study Area has many natural features that exert influence on the landscape. The land located in the centre of the area of the Study Area is a plateau between the valleys of the Oldman River, which border the study on both the west and east sides. This area may be considered relatively flat to gently undulating/rolling as the land transitions to the river valley (Map 14). The gently rolling topography creates areas of low elevation that during wet years can be collectors for stormwater run-off.

MAN-MADE FEATURES

The area is traversed by several provincial highways (Highways 3, 25, and 509) and a grid County road network which provides good quality transportation system for the area. The main Canadian Pacific Railway line bisects the area from southeast to northwest, paralleling the right-of-way for Highway 3. In addition, a secondary rail line is located north east of the Town of Coalhurst which travels to Highway 25 where it parallels the highway right-of-way further north.

The Study Area falls within the Lethbridge Northern Irrigation District and as such is traversed by canal system. In addition, potable water infrastructure (such as municipal and cooperative water lines) wastewater infrastructure (including the Town lagoons and existing sewer line to the City of Lethbridge), a high pressure gas pipeline, and existing and abandoned oil and gas well and pipelines also are located within the Study area and represent both opportunities and constraints to future development.

EXISTING LAND USE

The primary use of the majority of the land within the Study Area is for agricultural activities. However, other uses include residences, farm buildings, several confined feeding operations, and numerous commercial and industrial businesses. Subdivision of land within the Plan area has primarily occurred east and north of Highway 3, with the majority of lands west of the highway remaining full quarter sections with the exception of the McDermott residential subdivision. Typically an urban fringe area (such as the Plan area) will experience pressure to accommodate a variety of different land uses as there are many advantages to being located in close proximity to an urban center such as Coalhurst and the City of Lethbridge.

LAND USE ZONING

The majority of the land within the Plan area is zoned Rural Agriculture (RA) and Rural Urban Fringe (RUF). Other land use zonings within the Plan area include Grouped Country Residential (GCR) and Rural General Industrial (RGI). Map 15 illustrates existing zoning within the Plan area.

AGRICULTURAL PRACTICES

Map 16 indicates the Canada Land Inventory (CLI) soil classification and agricultural capability of the land (see *Definitions* for soil classifications) for all lands within the Plan area. The majority of the land in the Plan area is of a high quality, class 2 (moderate limitations), which are considered to be moderately-high to high in productivity for a fairly wide range of crops. A portion of the land is categorized as class 2 (with severe limitations) described as wet or water present.

FRINGE AREA SUBDIVISION AND FRAGMENTATION

Over the last decade, the most common type of subdivision activity within the Plan area has been the subdivision of farmsteads or country residential parcels from an unsubdivided quarter section.

Between 1995 and 2008 there were a total of 22 subdivision applications within the Study Area (Table 8), with a significant number of applications, approximately 77 percent, for the purpose of creating single lots for country residential development. In the most recent period (2006-2008), the number of applications to create agricultural parcels has decreased to zero (0) and the first industrial lots within the study were created. This is an important development in terms of the impact on the County and Town as it represents a shift away from traditional agricultural/residential use of the surrounding area.

Table 8
Town of Coalhurst Growth Study
Subdivision Activity within the Study Area

Year	No. of Applications	Type of Application		
		Agricultural	Country	Industrial
1995-1999	7	1	6	0
2000-2005	10	2	8	0
2006-2008	5	0	3	2
TOTAL	22	3	17	2

Table from the Town of Coalhurst Growth Study

Overall, the west, north and easternmost portions of the Plan area remain unfragmented quarter sections. Exceptions include lands for roads and other infrastructural improvements, and the zoning of the majority of a quarter section to the west for the purposes of grouped country residential development. To the date of the approval of this Plan, no development of the lands zoned for grouped country residential development has occurred. Proximate to the Town, subdivisions have historically occurred for the purposes of country residential development and other suitable uses.

Due to the orientation of Highway 3 and CPR rights-of-way, a number of narrow and long subdivisions have occurred along these transportation routes in the past.

INFRASTRUCTURE

Map 18 illustrates infrastructure currently within the Plan area. The County and Town benefit from separate servicing agreements with the City regarding the provision of treated potable water, while sewer service is directed to the Town's lagoons east of Coalhurst. A sanitary main has been installed that connects Coalhurst's sewage outflow to the City's system, and during the preparation of this Plan the line become operational.

Future Town development will need to be reviewed in the context of the agreement for treated potable water between Coalhurst and Lethbridge in place at the time of annexation.

TRANSPORTATION AND ROAD NETWORKS

A number of major and minor road and rail transportation systems are present within the Plan area. As shown on Map 17, Highways 3, 25 and 509, and CPR mainlines provide access to and through the Plan area and specifically:

- Highway 3
Provides direct and efficient access to the north and south of Coalhurst and specifically the Canada/US border to the south, and major markets to the north including Calgary and Edmonton.
- Highway 25
Provides access from Coalhurst to Highway 526 and the Hamlet of Enchant, intersecting Highways 519, 521, 843 and 845 along the way, giving access to a number of hamlets and the Town of Picture Butte. Highway 25 is important to local agricultural operations and access to and from a number of smaller urbanized areas north and east of Coalhurst.
- Highway 509
Provides access to and from Stand Off and the Blood Reserve. Highway 509 is also an important local connector for agricultural operations and the linkage between the Reserve and the major route provided by Highway 3.
- CPR mainlines
While parts of the track system north and east of Coalhurst have been discontinued as mainline and are now used primarily for storage, the mainline and yard proximate to Coalhurst provide shipping access to local industry that reaches across Canada.

Due to the location of the Plan area to these major transportation linkages, development pressure for additional (and more intensive) subdivision and development in proximity to the highways and rail has been requested by the land development community/industry.

Conversely, the location of the CPR mainline and Highway 3 to the west of Coalhurst continue to challenge growth and access planning for the Town due to safety and servicing issues.

CURRENT DEVELOPMENT

2013 data indicates that nearly 90 percent of all development inside of the Study Area is residential in nature with country residential development accounting for 64.2 percent of the residential development with the remaining 25.3 percent utilized by traditional farm residences (Map 23).

Table 7
Town of Coalhurst Growth Study
Existing Land Use Inventory within the Study Area

Type of Land Use		Number of Uses	Percent of Total Uses
Residential:	Country Residence	61	64.2
	Farmstead	24	25.3
	Residence Total	85	89.5
Utility:		2	2.1
Industrial:		5	5.2
Commercial:		3	3.2
TOTAL		95	100.0

Table from the Town of Coalhurst Growth Study

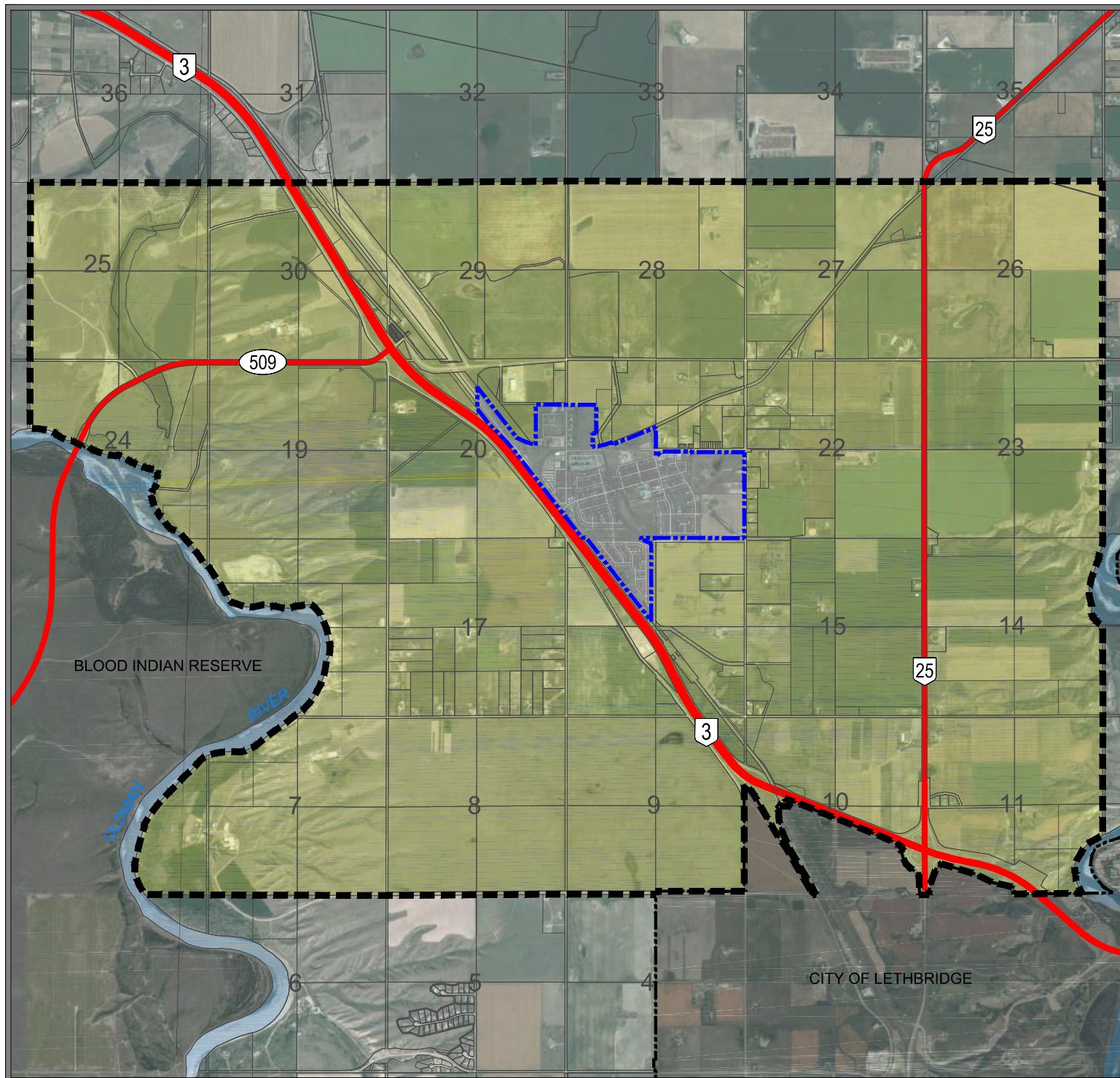
TOWN GROWTH CONSTRAINTS AND PRESSURES

Physical growth constraints exist west and east of the Town in the form of the transportation networks discussed above, and the Town's sewage lagoons to the east, which require a minimum setback buffer of 300 meters (984 ft.) from certain types of developments (e.g. a residence, food establishment, hospitals, and schools). While urban development to the north of Coalhurst is challenged by topography and servicing costs, lands to the south and east provide more effective opportunities for urban expansion.

In light of the physical constraints of the transportation networks and topography to the west and north, the desired growth direction for the Town continues to be to the south and east. In addition to urban expansion, there is continuing pressure for the growth of country residential development to the north and east of the Town. Due to constraints regarding urban servicing in this area, it is anticipated that a lower intensity form of development such as country residential is more suitable.



SUMMARY

Ultimately, in consideration of identified growth challenges and opportunities, this Plan provides a venue for cooperation so that both municipalities may develop this land area in accordance with mutually agreed to planning principles, philosophies and goals, while accommodating their ratepayers' needs for the preservation and betterment of the local economy and quality of life in the area.



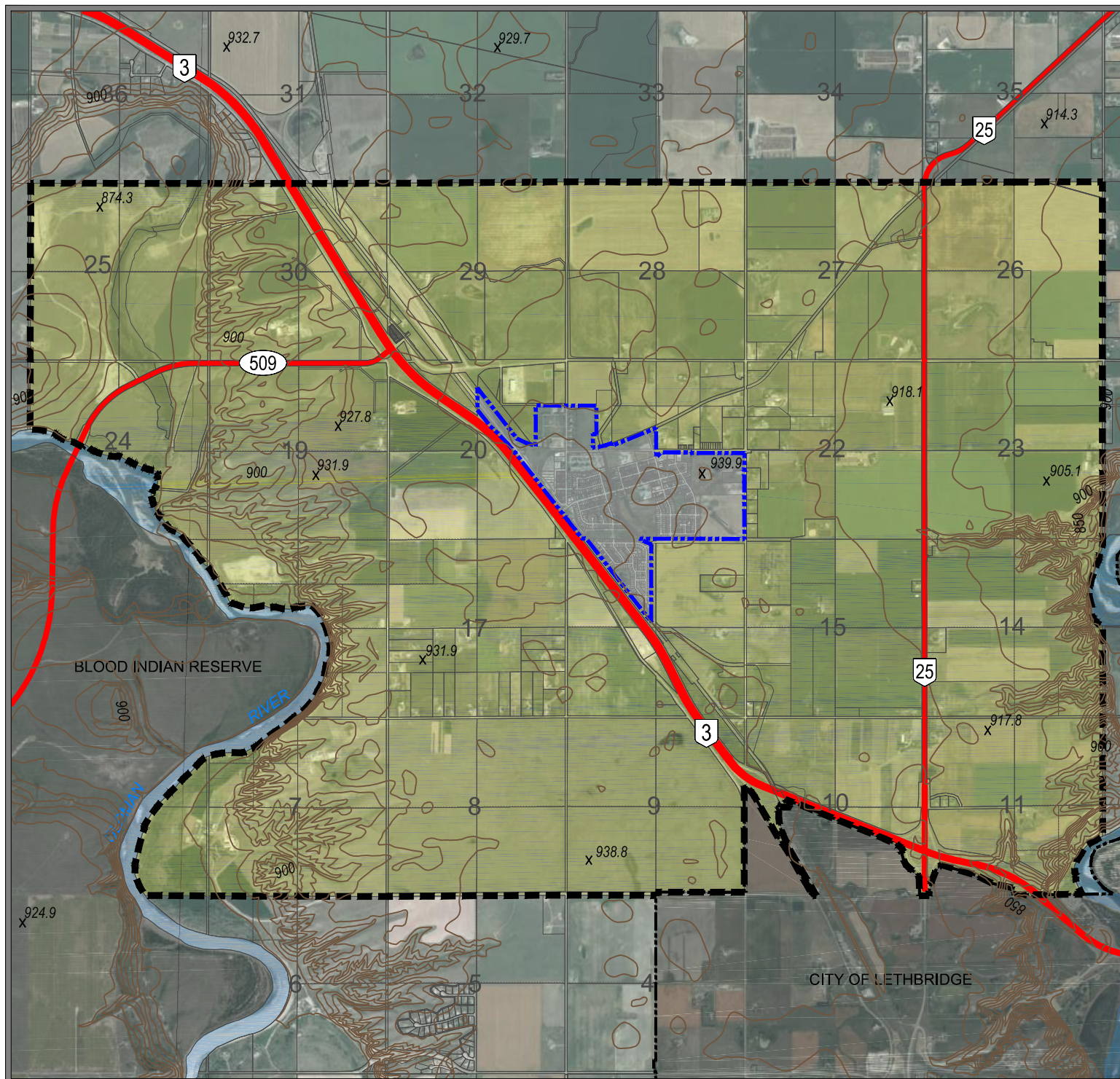
IMDP STUDY AREA

LEGEND

-  TOWN OF COALHURST
-  IMDP STUDY AREA

MAP 13
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 50 000



TOPOGRAPHY

LEGEND

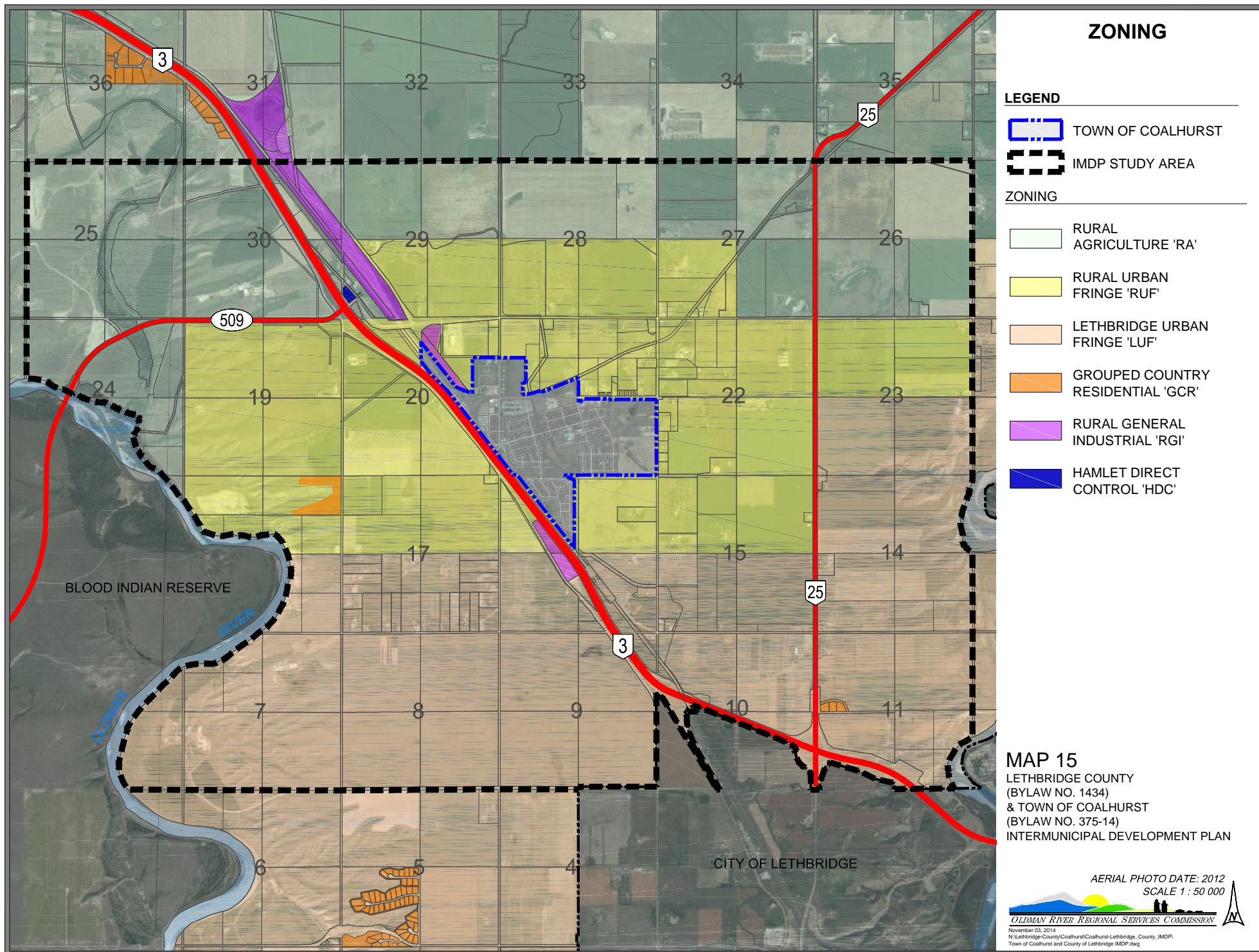
- TOWN OF COALHURST
- IMDP STUDY AREA
- CONTOURS (10m)*

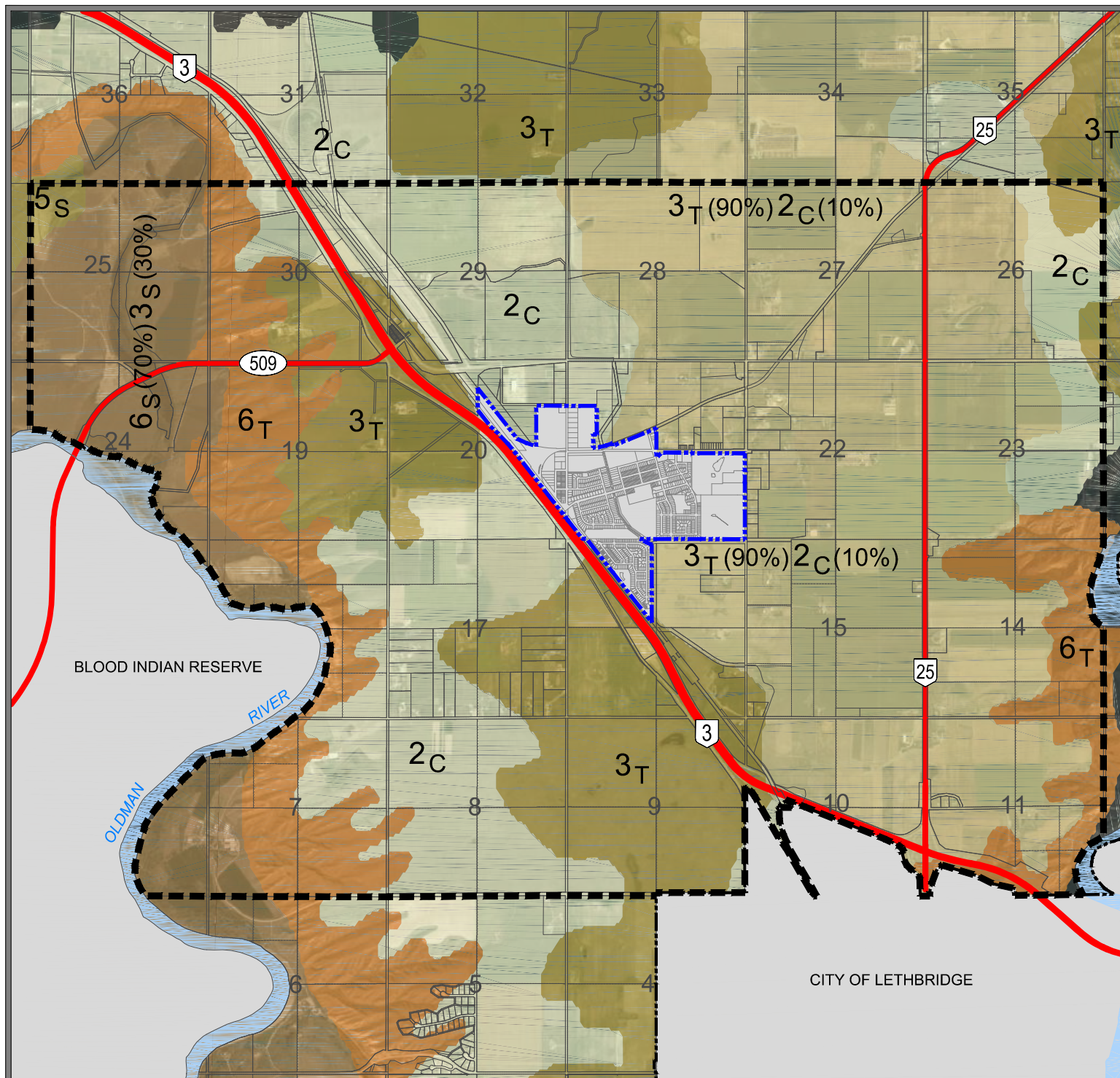
*Data Source: National Topographic Maps of Canada

MAP 14
 LETHBRIDGE COUNTY
 (BYLAW NO. 1434)
 & TOWN OF COALHURST
 (BYLAW NO. 375-14)
 INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
 SCALE 1 : 50 000







SOILS CAPABILITY FOR AGRICULTURE

LEGEND

- TOWN OF COALHURST
- IMDP STUDY AREA

SOILS CAPABILITY FOR AGRICULTURE AS INDEXED BY CANADIAN LAND INVENTORY

- SOIL CLASS 2_C
- SOIL CLASS 3_T(90%) 2_C(10%)
- SOIL CLASS 3_T
- SOIL CLASS 5_S
- SOIL CLASS 6_S(70%) 3_S(30%)
- SOIL CLASS 6_T

SOIL CLASSES

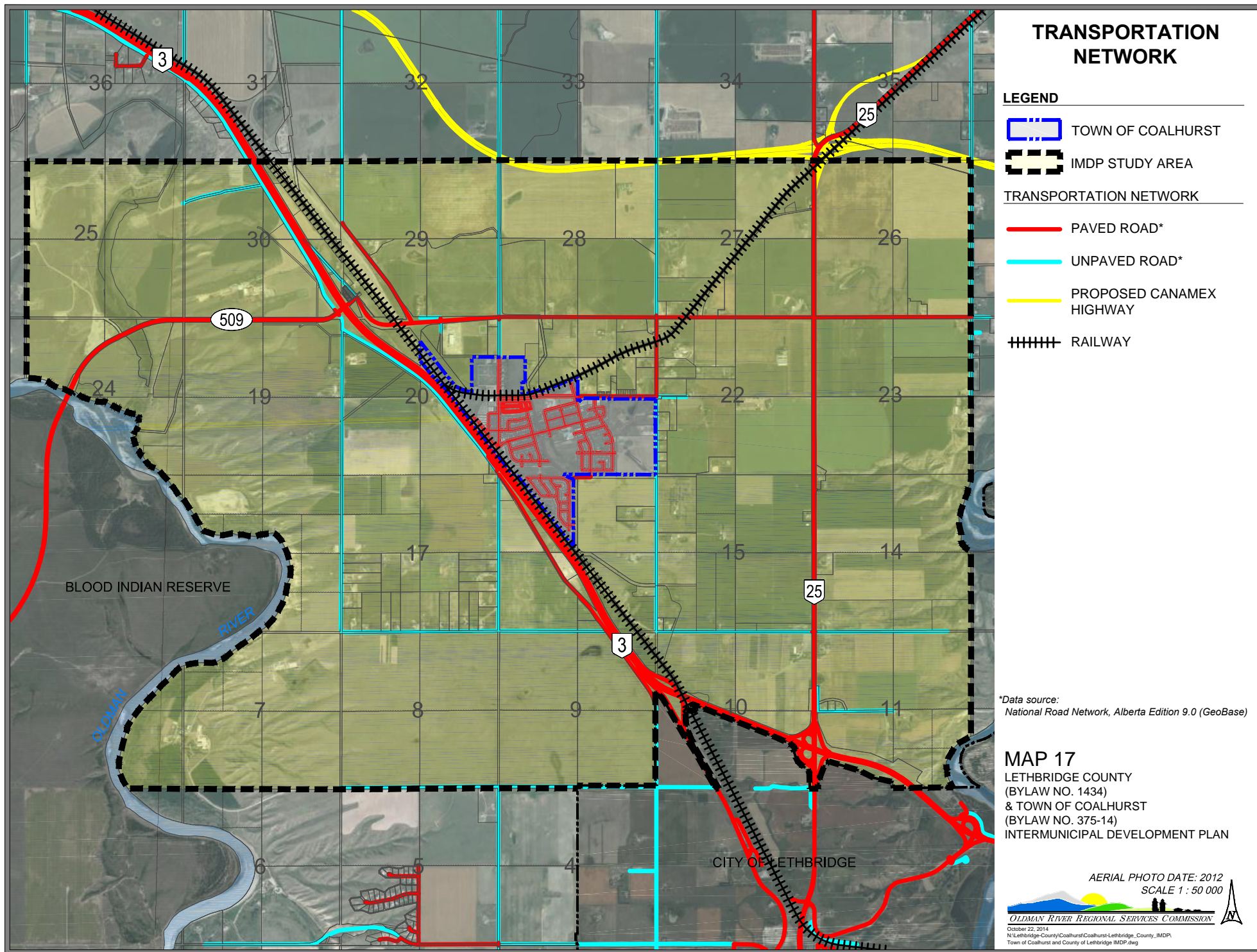
- 2 - Moderate Limitations; moderate conservation practices required.
- 3 - Moderately Severe Limitations; range of crops restricted or special conservation practices required.
- 5 - Very Severe Limitations; improvement practices feasible
- 6 - Forage Crops; improvement practices not feasible

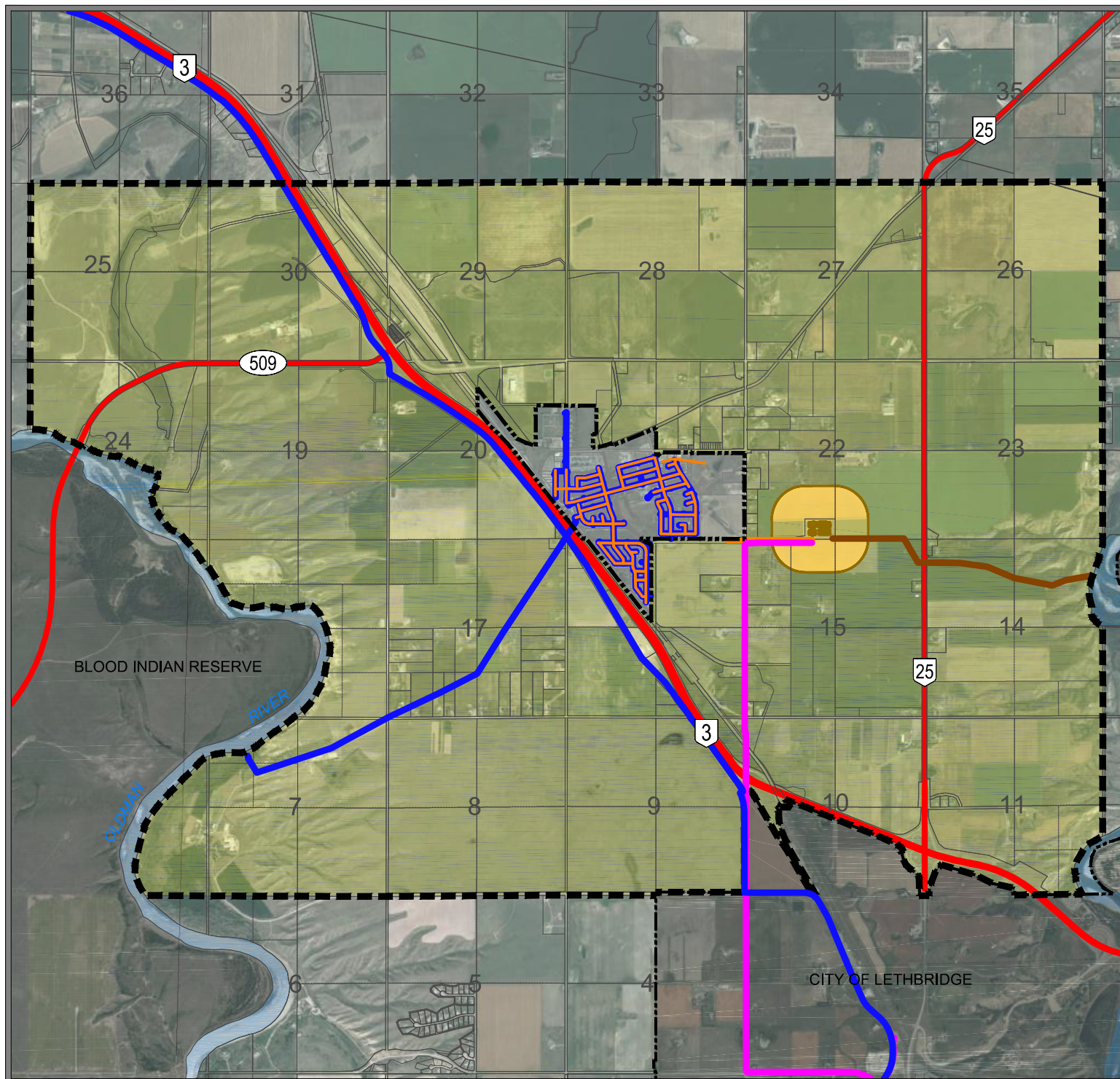
LIMITATION SUBCLASSES

- C - Adverse climate
- S - Cumulative adverse soil characteristics
- T - Topography limitation

MAP 16
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN



AERIAL PHOTO DATE: 2012
SCALE 1 : 50 000










INFRASTRUCTURE

LEGEND

-  TOWN OF COALHURST
-  IMDP STUDY AREA

SANITARY AND WATER INFRASTRUCTURE*

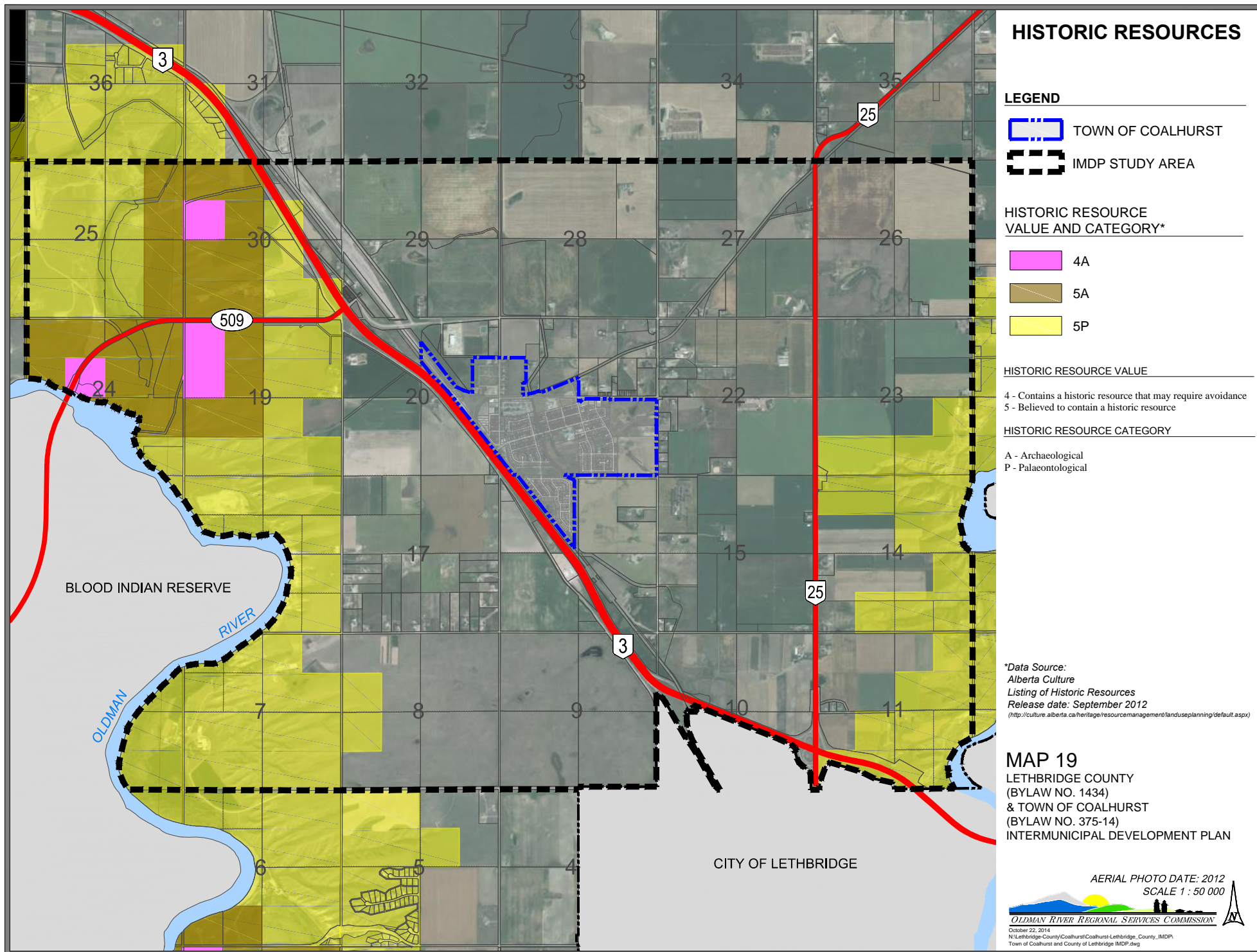
-  SANITARY GRAVITY MAIN
-  SANITARY FORCE MAIN
-  SANITARY OUTFALL MAIN
-  WATER PRESSURE MAIN
-  300m SEWAGE LAGOON BUFFER FROM PLAN BOUNDARY

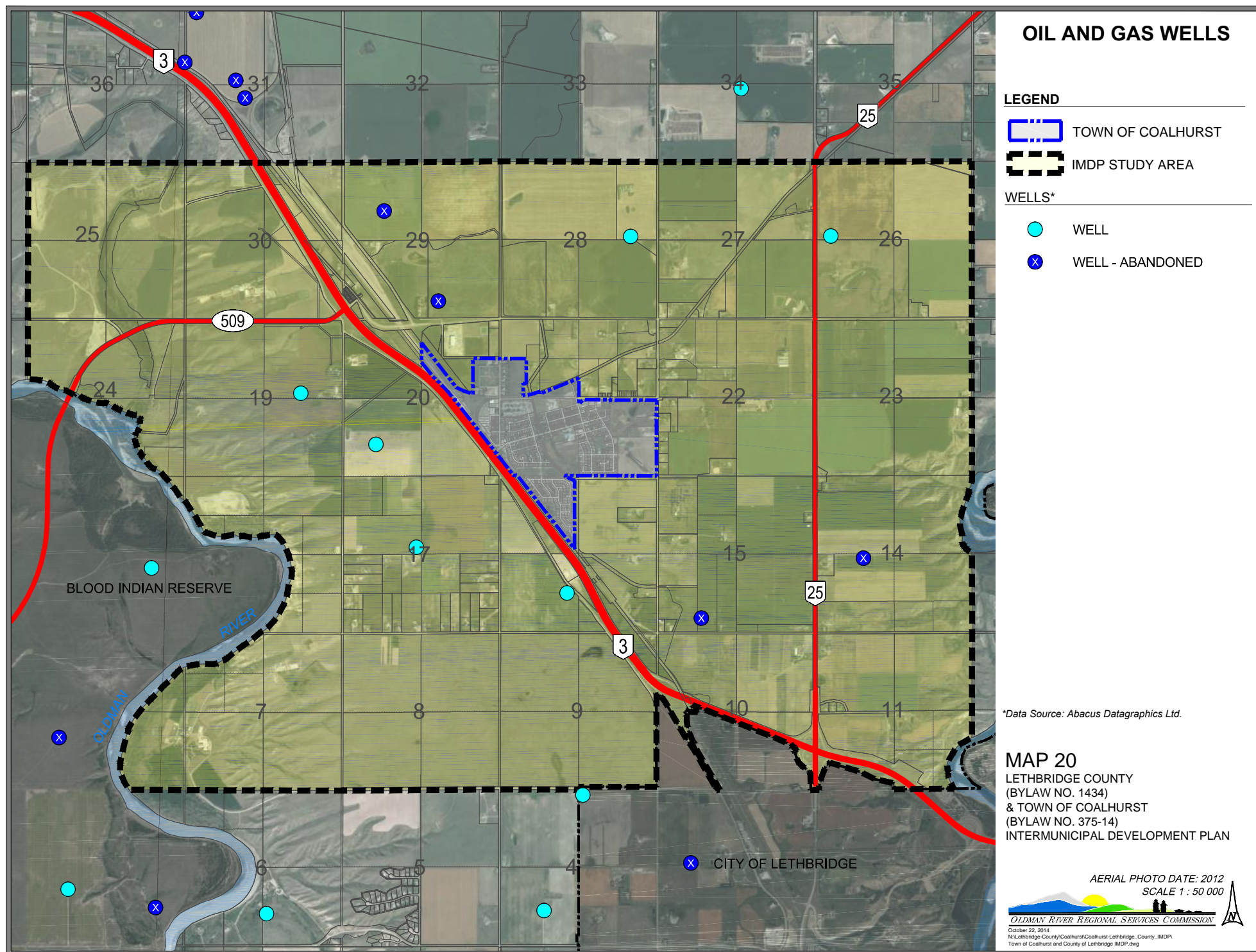
*Sanitary and water infrastructure data within the IMDP study area is supplied by MPE Engineering and the County of Lethbridge and is intended to be used as a visual representation only.

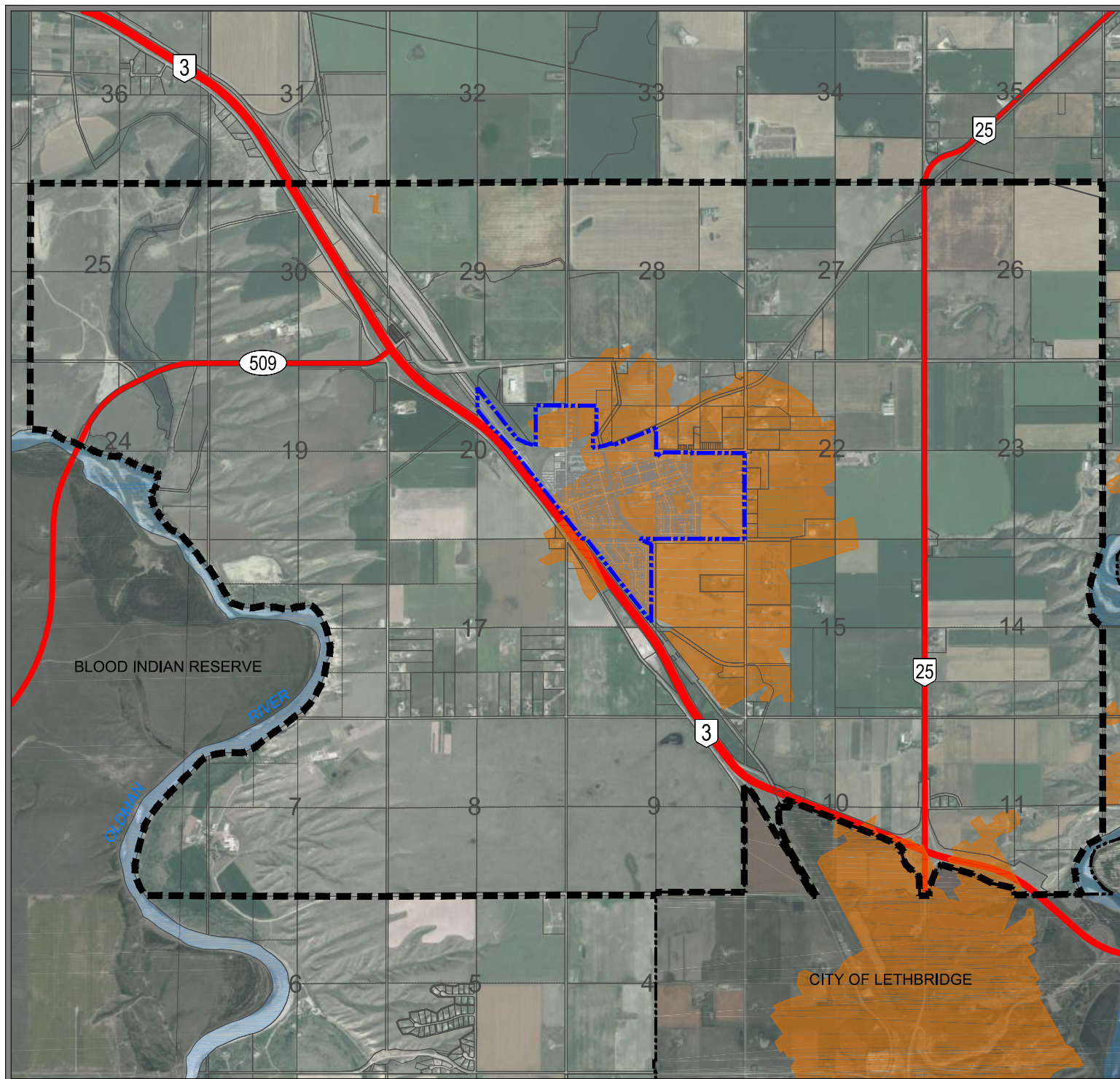
MAP 18

LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 50 000










UNDERGROUND COAL MINES

LEGEND

-  TOWN OF COALHURST
-  IMDP STUDY AREA
-  UNDERGROUND COAL MINE*

*Data Source: ERCB

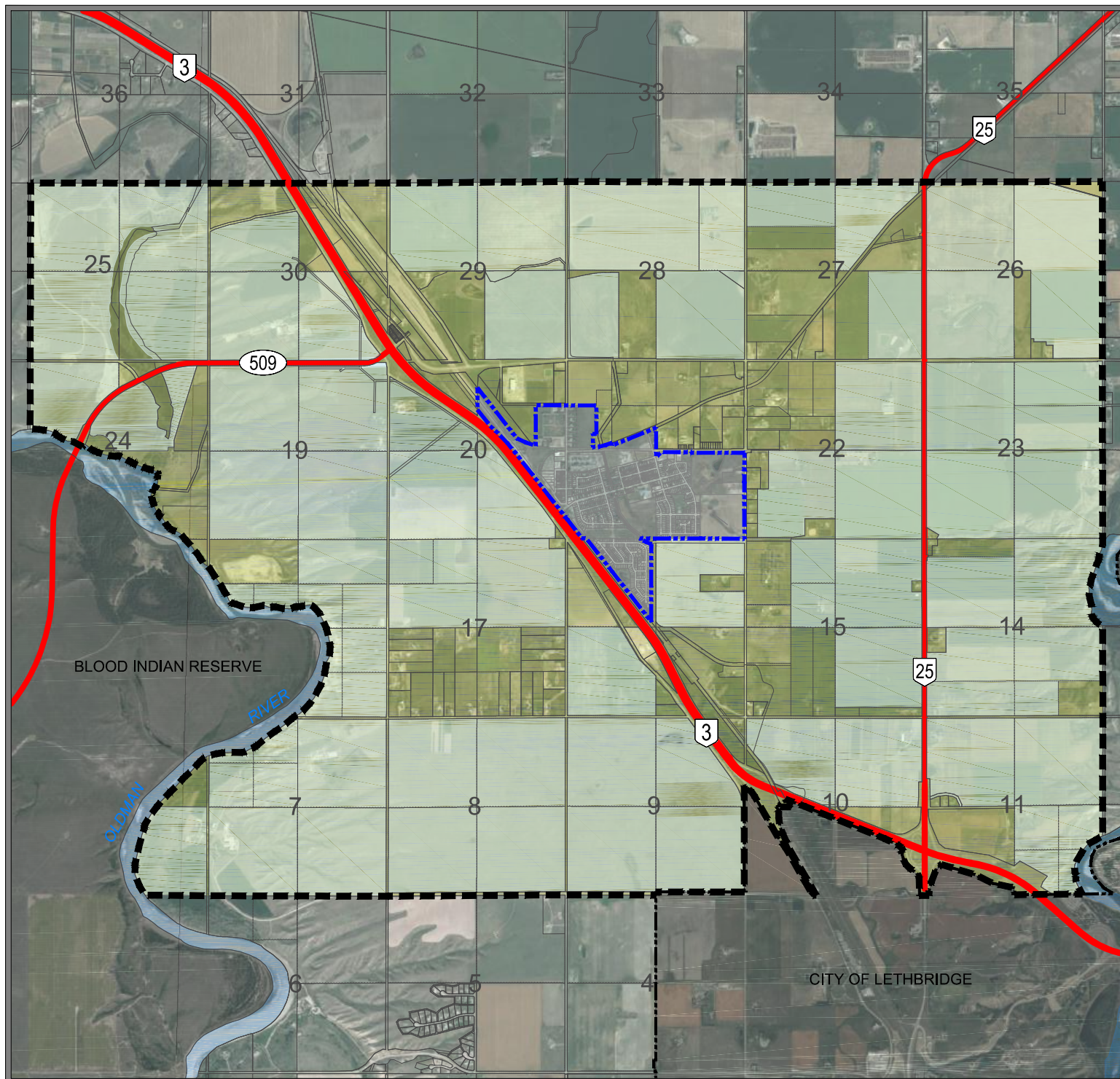
Disclaimer: The abandoned coal mine information is for informative purposes and represents the best data available to the ERCB at this time but its accuracy cannot be guaranteed. The ERCB is not responsible for damages caused by the use of this information.

(<http://culture.alberta.ca/heritage/resourcemanagement/landuseplanning/default.aspx>)

MAP 21




LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 50 000



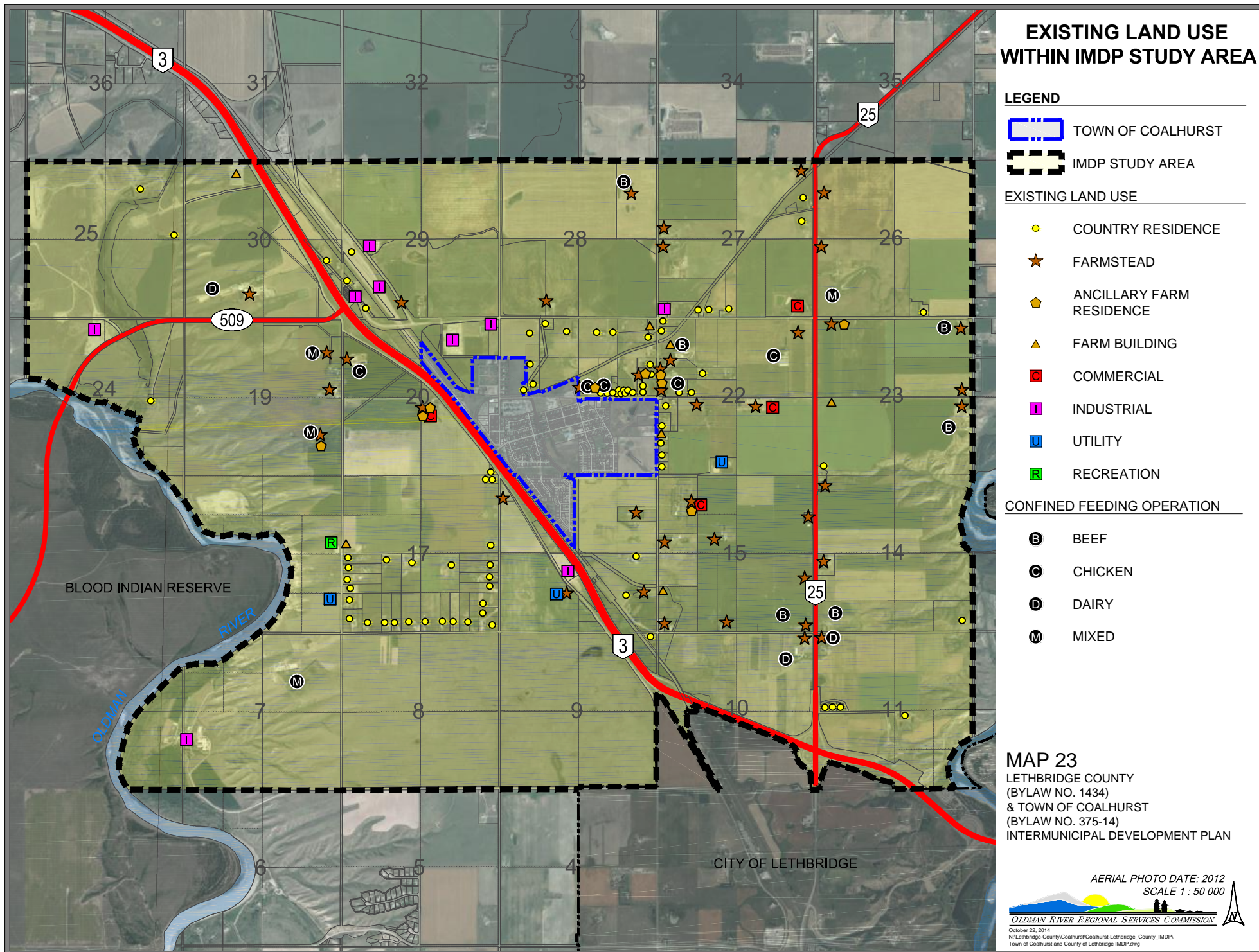
PARECLS 80 ACRES OR GREATER

LEGEND

-  TOWN OF COALHURST
-  IMDP STUDY AREA
-  PARCELS 80 ACRES OR GREATER



MAP 22
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 50 000



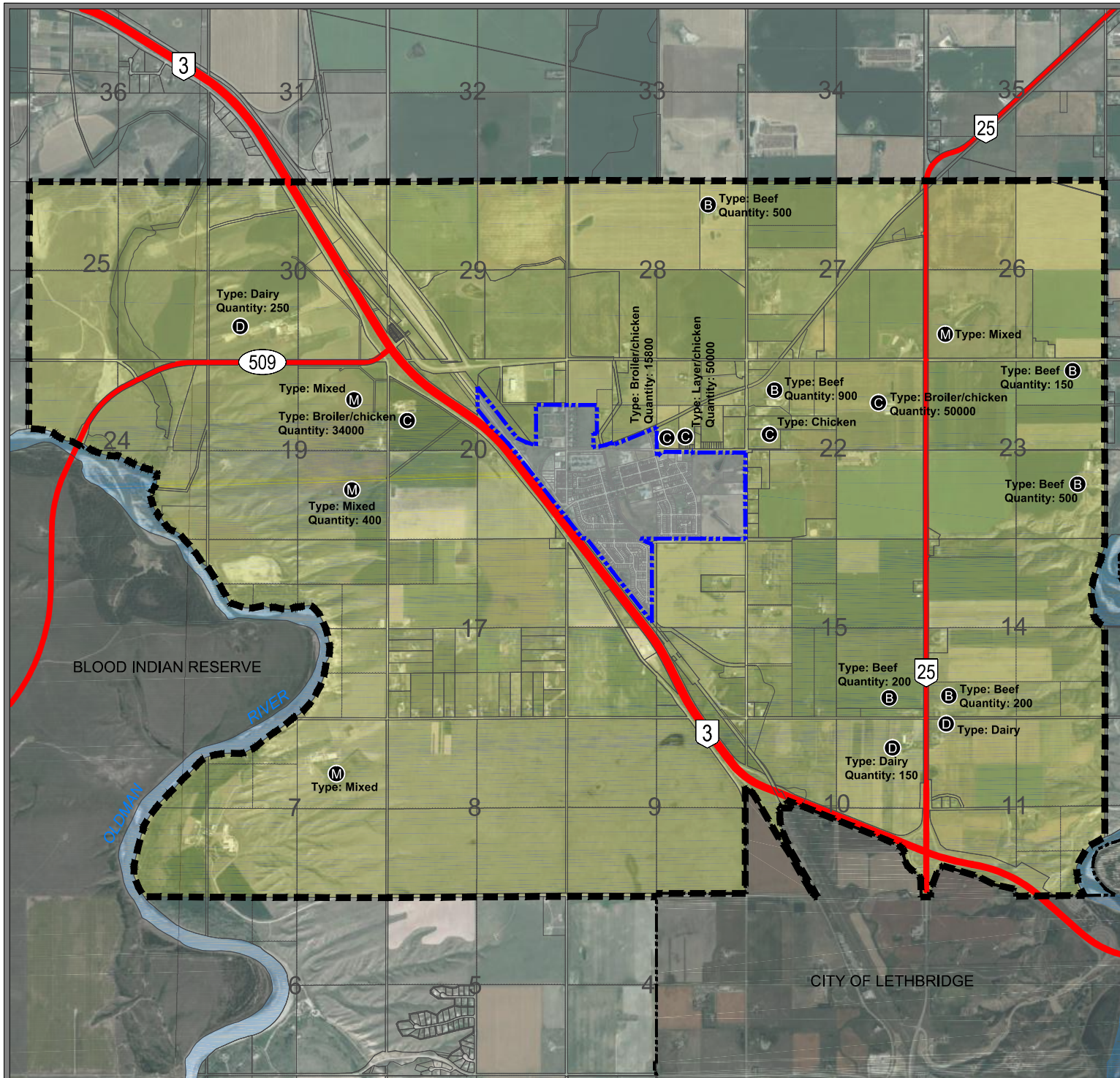
CONFINED FEEDING OPERATIONS WITHIN IMDP STUDY AREA

LEGEND

-  TOWN OF COALHURST
-  IMDP STUDY AREA

CONFINED FEEDING OPERATION

- B** BEEF
- C** CHICKEN
- D** DAIRY
- M** MIXED



MAP 24
LETHBRIDGE COUNTY
(BYLAW NO. 1434)
& TOWN OF COALHURST
(BYLAW NO. 375-14)
INTERMUNICIPAL DEVELOPMENT PLAN

SCHEDULE C: DEFINITIONS

SCHEDULE C: Definitions

Accessory Building means a building or structure, incidental, subordinate and located on the same lot as the principal building, but does not include a building or structure used for human habitation.

Accessory Use means a use of a building or land, which is incidental to and subordinate to the principal use of the site on which it is located.

Adjacent Land means land that abuts or is contiguous to the parcel of land that is being described and includes land that would be contiguous if not for a highway, road, lane, walkway, watercourse, utility lot, pipeline right-of-way, power line, railway, or similar feature and any other land identified in a land use bylaw as adjacent for the purpose of notifications under the *Municipal Government Act*.

Agreements in Principle means agreements and acknowledged principles made in good faith between two parties in consideration of intermunicipal cooperation, but in regards to the Plan they do not form part of the formal Plan policies in relation to the jurisdiction and applicable Plan boundary.

Agricultural Land, Higher Quality means:

- (a) land having a Canada Land Inventory (CLI) classification of 1-4, comprising 64.8 ha (160 acre) parcels of dryland or 32.4 ha (80 acre) parcels of irrigated land;
- (b) land contained in an irrigable unit;
- (c) land having a CLI classification of 5-7 with permanent water rights, with the exception of:
 - (i) cut-off parcels of 4.0 ha (10 acres) or less. To be considered a cut-off, a parcel must be separated by:
 - a permanent irrigation canal as defined by the irrigation district,
 - a permanent watercourse normally containing water throughout the year,
 - a railway,
 - a graded public roadway or highway,
 - an embankment, or
 - some other physical feature,which makes it impractical to farm or graze either independently or as part of a larger operation, including nearby land;
 - (ii) land which is so badly fragmented by existing use or ownership that the land has a low agricultural productivity or cannot logically be used for agricultural purposes. For the purpose of subdivision, fragmented land may be considered to be land containing 8.1 ha (20 acres) or less of farmable agricultural land in CLI classes 1-4.

Agricultural Operation means an agricultural activity conducted on agricultural land for gain or reward or in the hope or expectation of gain or reward, and includes:

- (a) the cultivation of land;
- (b) the raising of livestock, including game-production animals within the meaning of the "Livestock Industry Diversification Act" and poultry;
- (c) the raising of fur-bearing animals, pheasants or fish;
- (d) the production of agricultural field crops;
- (e) the production of fruit, vegetables, sod, trees, shrubs and other specialty horticultural crops;
- (f) the production of eggs and milk;
- (g) the production of honey (apiaries);
- (h) the operation of agricultural machinery and equipment, including irrigation pumps on site;

- (i) the application of fertilizers, insecticides, pesticides, fungicides and herbicides, including application by ground and aerial spraying, for agricultural purposes;
- (j) the collection, transportation, storage, application, use transfer and disposal of manure; and
- (k) the abandonment and reclamation of confined feeding operations and manure storage facilities.

Agricultural Service Board means the Lethbridge County board which provides agricultural services, information and new technology in liaison with other governments, jurisdictions, agencies and industry by establishing policy that insures statutory requirements and the collective interests of clients are met. Several key pieces of provincial government legislation that are enforced are the *Weed Control Act*; the *Agricultural Service Board Act*; the *Soil Conservation Act*; the *Agricultural Pests Act* and the *Agricultural Chemicals Act*.

Architectural Controls means special standards or controls applied to development which are often restrictive in nature. Typically this includes a specified building scheme that applies to building details, such as building types, finish, colors and materials, fences or landscaping. These controls may be registered by a Restrictive Covenant at the time a plan of survey is filed with Land Titles Office.

Area Concept means a defined area within this Plan where various land uses have been envisioned to occur in accordance with the policies of the Plan, and future non-agricultural development has been clustered/ concentrated or outlined in an identified area of the Plan for future development in a planned, managed and orderly manner.

Area Structure Plan means a statutory plan in accordance with the *Municipal Government Act* and the Lethbridge County Municipal Development Plan for the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality. The plan typically provides a design that integrates land uses with the requirements for suitable parcel densities, transportation patterns (roads), stormwater drainage, fire protection and other utilities across the entire plan area.

Assignment of Jurisdiction means the same as the provincial department of Transportation meaning and refers to Alberta Transportation allowing a portion of public road located in one municipal jurisdiction to be signed over by agreement to another municipal jurisdiction for control and maintenance.

Best Management Practices (BMPs) means practices and methods of managing stormwater drainage for adequate flood control and pollutant reduction by using the most cost-effective and practicable means that are economically acceptable to the community. Typically, BMPs are stormwater management methods that attempt to replicate as much of the ‘natural’ run-off characteristics and infiltration components of the undeveloped system as possible and reduce or prevent water quality degradation.

Building Site means a specific portion of the land that is the subject of an application on which a building can or may be constructed (Subdivision and Development Regulation AR 43/2002).

Buffering or buffer strips means an area of land including landscaping, berms, walls, fences, or a combination thereof, that is located between land use districts and land uses of different character and is intended to mitigate negative impacts through the physical and visual separation and sound attenuation of the more intense use (e.g. commercial or industrial) from uses such as residential or public institutional.

Clustered Development means a design technique that concentrates buildings and/or uses in specific areas on a site(s) to allow the remaining land to be used for recreation, open space, transitional/buffer area, or the preservation of historically or environmentally sensitive features.

Commercial Use means the use of land and/or buildings for the purpose of public sale, display and storage of goods, merchandise, substances, materials and/or services on the premises. Any on-premises manufacturing, processing or refining of materials is typically incidental to the sales operation.

- **Commercial Establishment** means a building, or part thereof, for the sale of goods or services to the general public.
- **Commercial, Isolated** means the same as the Lethbridge County Land Use Bylaw definition.
- **Commercial, Highway** means commercial development located adjacent to a provincial highway whereby the primary purpose and intent is to provide for a broad range of commercial uses to serve the convenience needs of the travelling public and local residents.
- **Commercial, Retail** means the retail sales with the use of a building, or part of a building, where goods, wares, merchandise, substances, articles, food, or things are stored and are for sale at retail price and includes storage on the premises of limited quantities of such goods, wares, merchandise, substances, articles, food, or things sufficient only to service such store. Examples of this use may include but not be limited to, department stores, hardware stores, convenience stores, pharmacies, grocery stores, clothing stores, shoe stores, and gift stores.

Committee means the Intermunicipal Development Plan or Intermunicipal Committee established in this Plan.

Conceptual Design Scheme means a general site layout plan which provides for the orderly development of a parcel or group of parcels, usually for less than five lots. It is a planning tool which is a type of “mini” area structure plan, usually less detailed, typically illustrating lot layouts and sizes, roads, topography and general servicing information. It is usually not adopted by bylaw, but may be if the municipality desires to do so.

Concept Plan means a generalized plan indicating the boundaries of a parcel or parcels of land which identifies (at a minimum) the proposed land use, land-use intensity, and road and infrastructure servicing alignments and/or linkages.

Confined Feeding Operation (CFO) means an activity on land that is fenced or enclosed or within buildings where livestock is confined for the purpose of growing, sustaining, finishing or breeding by means other than grazing and requires registration or approval under the conditions set forth in the *Agricultural Operation Practices Act (AOPA)*, as amended from time to time, but does not include seasonal feeding and bedding sites.

CFO Exclusion Area means the area within the Intermunicipal Development Plan where new confined feeding operations (CFOs) are not permitted to be established or existing operations allowed to expand.

Country Residential, Grouped means existing or proposed residential uses on more than two adjacent parcels of less than the minimum extensive agricultural parcel size, and may consist of the yard site of a former farmstead.

Country Residential, Isolated means one or two existing or proposed country residential uses.

Country Residential Use means a use of land, the primary purpose of which is for a dwelling or the establishment of a dwelling in a rural area, whether the dwelling is occupied seasonally, for vacation purposes or otherwise, or permanently.

County means Lethbridge County.

Deferred Servicing/Development Agreement means an agreement made in consideration of sections 650 or 654 of the *Municipal Government Act*, between a developer and the municipality for the provision of services to serve the development, whereby the municipality may agree to have the developer delay or defer the requirements to provide or construct those services at a later date (as defined in the agreement); or, to require the developer to tie-in to major municipal infrastructure at any time in the future whereby it may be installed to or past the property line of the parcel or development project, when the services were not initially installed or available in the location of where the development occurred.

Development means:

- (a) an excavation or stockpile and the creation of either but does not include turning over soil with no immediate activity on the land in the near future; or
- (b) a building or an addition to, or replacement or repair of a building and the construction or placing of any of them in, on, over or under land; or
- (c) a change of use, or a building, or an act done in relation to land or a building that results in, or is likely to result in, a change in the use of the land or building; or
- (d) a change in the intensity of use of land or a building or an act done in relation to land or a building that results in, or is likely to result in, a change in the intensity of use of the land.

Development Cells mean those individual and defined development areas that are referred to in this Plan (and associated mapping) in providing for the orderly and managed growth through the appropriate staging or sequencing of development of those specified lands as articulated in this Plan.

Discretionary Use means the use of land or a building in a land use district for which a development permit may be approved at the discretion of the Development Authority with or without conditions.

District means a defined area of a municipality as set out in the land use district schedule of uses and indicated on the Land Use District Map.

Dispute Settlement or Resolution means a formal process that provides the means by which differences of view between the parties can be settled, in a peaceful and cooperative manner. These differences may be over their opinions, interpretations, or actions of one party in regards to decision making in the IMDP plan area or interpretation of the IMDP policies.

Dwelling Unit means self-contained living premises occupied or designed to be occupied by an individual or by a family as an independent and separate housekeeping establishment and in which facilities are provided for cooking and sanitation. Such units include single-detached dwellings, modular homes, manufactured homes and moved-in buildings for residential use.

Endeavour to Assist means an agreement and process used by a municipality to compensate initial developers who may oversize or install infrastructure to service their development, where later developments may access or tie-in to those services, and is typically addressed through clauses in the Development Agreement. These Endeavour to Assist Agreements are put in place to assist developers who install infrastructure as a front end service that will be a benefit to adjacent developers in the future. Any cost recovery required through such agreements is over and above the off-site levies attached to any specific parcel.

Extensive Agriculture means the general raising of crops and grazing of livestock in a non-intensive nature, typically on existing titles or proposed parcels usually 64.8 ha (160 acres) on dryland or 32.4 ha (80 acres) on irrigated land.

Farmstead means an area in use or formerly used for a farm home or farm buildings or both and which is impractical to farm because of the existing buildings, vegetation or other constraints.

Farming means the use of land or buildings for the raising or producing of crops and/or livestock but does not include a confined feeding operation for which a registration or approval is required from the Natural Resources Conservation Board.

First Parcel Out means the first subdivision to create a standalone certificate of title from a previously unsubdivided quarter section of land. The subdivision authority may consider a quarter section to be unsubdivided if the previous subdivisions were for the purpose of public or quasi-public use.

Fringe or Urban Fringe means the approximate one- to two-mile area around the municipal boundary of an urban municipality and includes the designated Rural Urban Fringe district of the Lethbridge County Land Use Bylaw in the vicinity of the Town of Coalhurst.

Grandfathered Use or Land Uses means a use in existence at the time of adopting a bylaw but once the bylaw takes effect, may no longer conform or comply to the policies, standards or requirements of the bylaw, but they are legally allowed to exist until a change or intensification of the use occurs, at which time the use then must conform to the bylaw.

Growth Study means a report or analysis to identify the land requirements to accommodate future population and urban growth and is a guide for municipal decision-making regarding future land use needs. This study is not a statutory plan but it is often used as the basis for a formal annexation application being submitted to the Province. Typically the report will examine historic demographic trends, growth influences, land consumption, land and servicing constraints and municipal transportation and utility capacities.

Industrial Land Use:

- **Business Light Industrial** means industrial uses that provide for a high-quality development and that operate in such a manner that no nuisance factor is created or apparent outside of an enclosed building. Limited outdoor activities (loading, service, storage, display, or the like) that are accessory to a principal use may occur providing the scale of such activities does not unduly conflict with the primary purpose, character or nature of a business light industrial use/district or dominate the use of the site. Business light industrial use areas are intended for sites typically located in a planned business centre or office park environment that are located in highly visible and accessible locations and display a higher standard of design and appearance (inclusive of site, building and landscape designs). Examples of this use may include but not be limited to, automotive and recreation vehicle storage, sales, rentals and service; machinery and equipment sales, rental and service; farm service product sales; bulk fuel storage and sales; car/truck wash; warehousing; storage and distribution, light industrial processing and manufacturing; garden centres; offices; professional services; and business support services.
- **Isolated Light Industrial** means industrial uses located or proposed to be located on parcels of land not adjacent to other proposed or existing industrial uses, and that, in the opinion of the Development Authority, would not substantially change the agricultural characteristics of an area.
- **Industrial** means development used for manufacturing, fabricating, processing, assembly, production or packaging of goods or products, as well as administrative offices and warehousing and wholesale distribution use which are accessory uses to the above, provided that the use does not generate any detrimental impact, potential health or safety hazard, or any nuisance beyond the boundaries of the developed portion of the site or lot upon which it is situated.
- **Noxious or Heavy Industrial** means industry which involves processing of an extractive or agricultural resource which is deemed to be hazardous, noxious, unsightly or offensive (smoke, dust, glare) and cannot therefore be compatibly located in proximity of a residential environment. Examples should include, but are not limited to: anhydrous ammonia storage, abattoirs, oil and gas plants, seed cleaning plants, bulk fuel depots, livestock sales yards, gravel/sand pits or stone quarries, auto wreckers or other such uses determined by the Development Authority to be similar in nature.

Intensive Agriculture means any concentrated method used to raise crops or to rear or keep livestock, animals, poultry or their products for market, including such operations as horse riding stables, poultry farms, pastures, rabbitries, fur farms, greenhouses, tree farms, sod farms, apiaries, dairies, nurseries and similar specialty uses conducted as the principal use of a building or site.

Intermunicipal Committee (the Committee) means the members assigned by each respective council to the Joint Intermunicipal Committee for the purposes of administering and monitoring the Intermunicipal Development Plan.

Intermunicipal Development Plan (IMDP) Boundary means the agreed-to area the IMDP will govern and is the referral area for the plan and all development applications and statutory bylaw amendments on lands within the identified plan area that will be referred to the IMDP Committee.

Joint Enhanced Development Areas (JEDI) means an area identified in the Plan where development design guidelines of the Plan shall apply to commercial and industrial development in areas of both Lethbridge County and the Town of Coalhurst.

LEED (Leadership in Energy and Environmental Design) means a set of rating systems for the design, construction, operation, and maintenance of green buildings, homes and neighborhoods. LEED concentrates its efforts on improving performance across five key areas of environmental and human health: energy efficiency, indoor environmental quality, materials selection, sustainable site development and water savings. Developed by the U.S. Green Building Council (USGBC), LEED is intended to help building owners and operators be environmentally responsible and use resources efficiently.

Low Impact Development or Design means a term used to describe a land planning and engineering design approach to manage stormwater runoff which emphasizes consideration and use of on-site natural features to protect water quality. It uses a set of best management practices (BMPs) which seek to reduce stormwater quantity and improve stormwater quality at its source.

Major Tracts of Land means primarily undeveloped lands or parcels that are intended to be subdivided and are not what would normally be considered part of present developed areas.

May means, within the context of a policy, that a discretionary action is permitted.

MGA means the *Municipal Government Act Revised Statutes of Alberta 2000, Chapter M-26*, as amended.

Mixed Use means the land or a identified parcel may be used or designated for more than one specific type of land use, and typically involves some type of residential use mixed with commercial and/or public/institutional.

Municipal Council within the municipal boundary of the Town of Coalhurst means the Coalhurst Council, and within the municipal boundary of Lethbridge County means the County Council.

Municipal Development Plan means a statutory plan, formerly known as a general municipal plan, adopted by bylaw in accordance with section 632 of the *Municipal Government Act*, which is used by municipalities as a long-range planning tool.

Noxious Use means a use, usually industrial or commercial in nature which, by reason of emissions (i.e. air, water, glare or noise), is hazardous to human health, safety or well-being and cannot reasonably be expected to co-exist in proximity to population concentrations.

Nuisance means any use, prevailing condition or activity which adversely affects the use or enjoyment of property or endangers personal health or safety.

Off-Site Levy means the rate established by a municipal council that will be imposed upon owners and/or developers who are increasing the use of utility services, traffic services, and other services directly attributable to the changes that are proposed to the private property. The revenues from the off-site levies will be collected by the municipality and used to offset the future capital costs for expanding utility services, transportation network, and other services that have to be expanded in order to service the needs that are proposed for the change in use of the property.

Overlay Plan means the same as **Shadow Plan**.

Permitted Use means the use of land or a building in a land use district for which a Development Authority shall issue a development permit with or without conditions providing all other provisions of the Bylaw are conformed with.

Plan means the Lethbridge County and Town of Coalhurst Intermunicipal Development Plan.

Principal Building or Use means the building or use of land or buildings that constitutes the dominant structure or activity of the lot.

Provincial Highway means a road development as such by Ministerial Order pursuant to the *Highway Traffic Act* and described by plates published in the Alberta Gazette pursuant to Alberta Reg. 164/69 as 500, 600, 700 and 800 series or Highways 1 and 36.

Provincial Land Use Policies means those policies adopted by the Minister of Municipal Affairs pursuant to section 622(1) of the *Municipal Government Act*.

Public and Quasi-Public Building and Uses means a building or use which is available to or for the greater public for the purpose of assembly, instruction, culture or community activity and includes, but is not limited to, such uses as a school, church, cemetery, community hall, educational facility, parks or government facilities.

Public Roadway means:

- (a) the right-of-way of all or any of the following:
 - (i) a local road or statutory road allowance,
 - (ii) a service road,
 - (iii) a street,
 - (iv) an avenue, or
 - (v) a lane,
 - (vi) that is or is intended for public use; or
- (b) a road, street or highway pursuant to the *Public Highways Development Act*.

Public Utility means a system, works, plant, equipment or service owned and operated by a municipality or corporation under agreement with or franchised by the municipality, or by a corporation licensed under a Federal or Provincial Statute and which furnishes services and facilities to the public and includes, but is not limited to:

- (a) communication by way of telephone, television or other electronic means;
- (b) public transportation by bus or other means; and
- (c) production, transmission, delivery or furnishing of water, gas or electricity to the general public.

Retail-node means an identifiable commercial/retail grouping or cluster of uses subsidiary and dependent upon a larger grouping of similar or related uses.

Road Network Concept means a conceptual plan for the future road network in the plan area which identifies the general location, layout, intersections and access points, and also integrates/aligns with the adjacent Town of Coalhurst road system and adjacent highway systems.

Setback means the perpendicular distance that a development must be set back from the front, side, or rear property lines of the building site as specified in the particular district in which the development is located.

Shadow Plan means a conceptual design drawing which indicates how parcels of land may be further subdivided and typically illustrates minimum sized urban lots, road alignments to adjacent road networks, servicing corridors

and building pockets as to where dwellings should be located, so as not to fragment land or interfere with urban growth plans.

Shall or Must means, within the context of a policy, that the action is mandatory.

Should means within the context of a policy that the action is strongly encouraged but it is not mandatory.

Site means a lot, a group of contiguous lots or portion of a lot on which a building or use exists or which is, in the opinion of the Development Authority, the subject of an application for a Development Permit.

Smart Growth or Compact Design is a term used to describe approaches to managing the growth and development of communities that aim to improve environmental, economic and social sustainability, particularly by reducing urban sprawl and dependence on the automobile for transportation. It means more compact, higher-density and promotes mixed-use, especially along connecting corridors. Smart growth policies are intended to integrate land-use and infrastructure planning, fiscal and taxation measures, sustainable energy and regional governance.

Stormwater Management Plan (SWMP) means a plan completed by a licensed professional engineer that proposes to manage the quality and quantity of stormwater, or run-off, collected and/or released from a parcel(s) into the watershed.

Soils Classifications means the classification of soils in accordance with the Canadian Land Inventory on the basis of soil survey information, and are based and intensity, rather than kind, of their limitations for agriculture. The classes as indicated on Map 16 include:

Class 1 – Soils in this class have no significant limitations in use for crops.

Class 2 – Soils in this class have moderate limitations that restrict the range of crops or require moderate conservation practices.

Class 3 - Soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices.

Subclass S - limitations meaning adverse soil characteristics which include one or more of: undesirable structure, low permeability, a restricted rooting zone because of soil characteristics, low natural fertility, low moisture holding capacity, salinity.

Subclass T - limitations meaning adverse topography, either steepness or the pattern of slopes limits agriculture.

Subclass W - limitations meaning excess water – excess water other than from flooding limits use for agriculture. The excess water may be due to poor drainage, a high water table, seepage or runoff from surrounding areas.

Traffic Impact Assessment (TIA) or Transportation Impact Analysis means an evaluation or analysis completed by a licensed professional engineer (typically specializing in traffic) of the effect(s) of traffic generated by a development on the capacity, operations, and safety of a public road or highway and generally includes summary of any mitigation measures or roadway improvements required. The analysis should provide a basis for determining the developer's responsibility for specific off-site improvements.

Transition means an area of land in the process of changing from one use to another or an area which functions as a buffer between land uses of different types or intensity.

Town means the Town of Coalhurst.

Waiver or Variance means a relaxation of the numerical standard(s) required of a development as established in the Land Use Bylaw. A waiver cannot be granted for use.

Working Area means those areas that are currently being used or that still remain to be used for the placing of waste material, or where waste processing or a burning activity is conducted in conjunction with a hazardous waste management facility, landfill or storage site (Subdivision and Development Regulation AR 43/2002).

Xeriscaping (xerigardening) means landscaping and gardening in ways that reduce or eliminate the need for supplemental water from irrigation and includes plants whose natural requirements are appropriate to the local climate are emphasized. Xeriscaping refers to a set of principles that are practical and environmentally friendly, and while it may incorporate rocks and gravel it does not focus on it, but on greenery.

APPENDIX A: IMPLEMENTATION STRATEGY

Lethbridge County/Town of Coalhurst IMDP: Implementation Strategy		
The following outlined strategies are to act as a guide to help successfully implement the plan and they do not form part of the plan policy or act as a formal requirement of the plan		Applicable Plan Policy / Action Reference
Ongoing needs (today on ward)	IMDP policies enacted for all subdivision/development activity from the date of the Plan approval	Policy 2.1.1 & 2.5.2
	Plan tracking (redesignation, subdivisions, permits, etc.)	Best practice
Short-term needs (today – 1 year)	Amend both municipalities' Land Use Bylaws and Municipal Development Plans as required so that all planning instruments are in conformity	Policy 2.5.4
	Continued annexation discussions and the filing of a formal annexation application from the Town	Policy 4.3.3 & On-going intermunicipal discussion
	Mutually agreed route for road development to Highway 25	On-going intermunicipal discussion
	Joint cost-sharing and revenue sharing strategy drafted for areas proposed for non-residential development to the north of the Town	Policy 5.1.8 & On-going intermunicipal discussion
Mid-term needs (1 – 5 years)	Plan review (tracking and analysis of Plan effectiveness)	Policy 2.5.6
	Review of Design Guidelines/success of implementation	See Schedule A / Best practice
	Road development to Highway 25 completed	On-going intermunicipal discussion
	Town should prepare a growth & development/ design strategy to plan for internal development areas and future growth areas (for any land annexed into town boundary)	Section 3.5 & Policy 3.5.9
	Planning/design completed for the joint commercial mixed-use hub at the intersection of Highway 25 and Kipp Road or alternative alignment	Policy 3.4.4
	Approach and discuss with City of Lethbridge 3-way joint planning initiative for City Interface Area	Policy 3.5.3
	Joint economic development strategy for areas north of the Town (Planning Area 2, sub-planning areas 2A -2C)	On-going intermunicipal discussion
Long-term needs (6+ years)	Consultation and review of status of Highway 25 upgrades and CANAMEX corridor development	Policy 3.5.8
	Review of each municipalities land use and development strategy / success of implementation	Best Practice
	On-going monitoring of plan and policies (analysis of Plan effectiveness)	Policy 2.1.5, 2.1.6 & 2.5.6

