



AGENDA

Council Meeting

9:00 AM - Thursday, February 2, 2023
Council Chambers

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A. CALL TO ORDER

B. ADOPTION OF AGENDA

C. ADOPTION OF MINUTES

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[Council Meeting - 12 Jan 2023 - Minutes](#)

D. DELEGATIONS

E. SUBDIVISION APPLICATIONS

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1. **Subdivision Application #2022-0-179 MS Maclean Livestock - Lot 1, Block 5, Plan 1012154 within SE1/4 6-10-20-W4M**
[Subdivision Application #2022-0-179 MS Maclean Livestock - Lot 1, Block 5, Plan 1012154 within SE1/4 6-10-20-W4M](#)

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2. **Subdivision Application #2022-0-183 – Oseen - SE1/4 06-13-19-W4M**
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F. DEPARTMENT REPORTS

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- F.1.1. **Planning and Development Department 2022 Annual Report**
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- F.1.2. **Bylaw 23-005 - Lethbridge County and Town of Coaldale Intermunicipal Development Plan - First Reading**
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F.2. CORPORATE SERVICES

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184	2.	<u>Shaughnessy Community Association - Thank you</u> <u>Shaughnessy Community Association - Thank you</u>
	H.	COUNTY COUNCIL AND COMMITTEE UPDATES
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	2.	<u>February 16 Council Meeting Discussion</u>
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	I.	NEW BUSINESS
	J.	PUBLIC HEARINGS

K. CLOSED SESSION

L. ADJOURN



MINUTES
Council Meeting
9:00 AM - Thursday, January 12, 2023
Council Chambers

The Council Meeting of Lethbridge County was called to order on Thursday, January 12, 2023, at 9:00 AM, in the Council Chambers, with the following members present:

- PRESENT:**
- Reeve Tory Campbell
 - Deputy Reeve John Kuerbis
 - Councillor Lorne Hickey
 - Councillor Mark Sayers
 - Councillor Eric Van Essen
 - Councillor Klaas VanderVeen
 - Councillor Morris Zeinstra
 - Chief Administrative Officer, Ann Mitchell
 - Director of Community Services, Larry Randle
 - Director of Public Operations, Jeremy Wickson
 - Infrastructure Manager, Devon Thiele
 - Manager of Finance & Administration, Jennifer Place
 - Executive Assistant, Candice Robison
 - Supervisor of Planning & Development, Hilary Janzen
 - Municipal Intern – Finance, Jeremy Vander Meulen

A. CALL TO ORDER

Reeve Tory Campbell called the meeting to order at 9:03 a.m.

B. ADOPTION OF AGENDA

The following items were added to the agenda:

- G.4.3 - Land Acknowledgement
- G.4.4 - CAO Recruitment Process
- K.1 - Personnel Matter (*FOIP Section 19 - Confidential Evaluations*)

1-2023	Deputy Reeve Kuerbis	MOVED that the January 12, 2023 Lethbridge County Council Meeting Agenda be adopted as amended.	CARRIED
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C. ADOPTION OF MINUTES

C.1. County Council Meeting Minutes

2-2023	Councillor VanderVeen	MOVED that the December 15, 2022 Lethbridge County Council Meeting Minutes be adopted as presented.	CARRIED
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D. SUBDIVISION APPLICATIONS

G. DEPARTMENT REPORTS

G.1. COMMUNITY SERVICES

G.1.1. Bylaw 22-021 - Road Closure, Sale and Consolidation- First Reading

3-2023	Deputy Reeve Kuerbis	MOVED that Bylaw 22-021 be read a first time.	CARRIED
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G.1.2. Fire Service Response Fees Waiver Request Analysis

4-2023	Councillor VanderVeen	MOVED that the June, 2021 Green Prairie Fire invoice be reduced to \$305,367.56 which recoups all costs paid out but does not include potential forgone revenue.	CARRIED
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G.2. CORPORATE SERVICES

G.2.1. Bylaw 23-001 - Schedule of Fees

5-2023	Deputy Reeve Kuerbis	MOVED that Bylaw 23-001 - Schedule of Fees, to be effective as of January 1, 2023 be read a first time as amended.	CARRIED
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6-2023	Councillor Sayers	MOVED that Bylaw 23-001 - Schedule of Fees, to be effective as of January 1, 2023 be read a second time.	CARRIED
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7-2023	Councillor VanderVeen	MOVED that Council consider reading Bylaw 23-001 - Schedule of Fees a third time.	CARRIED
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8-2023	Deputy Reeve Kuerbis	MOVED that Bylaw 23-001 - Schedule of Fees, to be effective as of January 1, 2023 be read a third time.	CARRIED
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G.3. MUNICIPAL SERVICES

G.3.1. Paved Road Conversion Analysis

Devon Thiele presented the paved road conversion analysis report to Council.

Reeve Campbell recessed the meeting at 9:48 a.m.

Reeve Campbell reconvened the meeting at 10:00 a.m.

E. **PUBLIC HEARINGS - 10:00 A.M.**

E.1. **Bylaw 22-019 - Re-designate a portion of Plan 0210172 Block 2 Lot 1 in the SE 6 10-20-W4 from Rural Agriculture to Grouped Country Residential- Public Hearing**

Reeve Campbell called a recess to the Council Meeting, for the Public Hearing for Bylaw 22-019 at 10:00 a.m.

9-2023	Councillor Hickey	MOVED that the Public Hearing for Bylaw 22-019 commence at 10:01 a.m.	CARRIED
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Supervisor of Planning and Development reviewed the Bylaw.

Reeve Campbell asked if anyone wished to speak in favour or opposition of Bylaw 22-019.

No comments were provided.

10-2023	Councillor Hickey	MOVED that the Public Hearing for Bylaw 22-019 adjourn at 10:07 a.m.	CARRIED
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Reeve Campbell reconvened the Council meeting at 10:07 a.m.

11-2023	Councillor Sayers	MOVED that Bylaw 22-019 be read a second time.	CARRIED
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12-2023	Deputy Reeve Kuerbis	MOVED that Bylaw 22-019 be read a third time.	CARRIED
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G. **DEPARTMENT REPORTS**

G.3. **MUNICIPAL SERVICES**

G.3.2. **Bylaw 23-004 - 2023 Utility Rate Bylaw**

13-2023	Deputy Reeve Kuerbis	MOVED that Bylaw 23-004 - 2023 Utility Rates be read a first time as amended.	CARRIED
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14-2023	Councillor Sayers	MOVED that Bylaw 23-004 - 2023 Utility Rates be read a second time.	CARRIED
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15-2023	Councillor Van Essen	MOVED that Council consider third reading of Bylaw 23-004 - 2023 Utility Rates.	CARRIED
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16-2023	Deputy Reeve Kuerbis	MOVED that Bylaw 23-004 - 2023 Utility Rates be read a third time.	CARRIED
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G.4. ADMINISTRATION

G.4.1. Sponsorship Request - Rotary Club of Lethbridge East \$10,000 Agricultural Scholarship Program

Council discussed the request from the Rotary Club of Lethbridge East's \$10,000 Agricultural Scholarship Program.

G.4.2. Request for Letter of Support - Horsefly Emergency Spillway Project

17-2023 Councillor Hickey MOVED that Lethbridge County provide a letter of support to the Municipal District of Taber for additional funds to offset inflationary increases to Phase 2 and 3 of the Horsefly Regional Emergency Spillway Project.

CARRIED

G.4.3. Land Acknowledgement

18-2023 Councillor Hickey MOVED to create a committee of Council and administration to move forward on a truth and reconciliation platform.

CARRIED

G.4.4. CAO Recruitment Process

19-2023 Councillor Hickey MOVED that County Council appoint Larry Randle as the Interim Chief Administrative Officer effective February 1, 2023 and until the position of Chief Administrative Officer is filled.

CARRIED

H. CORRESPONDENCE

H.1. Rocky View County - Solar Farm Governance

Correspondence from Rocky View County regarding joint advocacy for improved solar farm governance was reviewed.

F. DELEGATIONS

I. NEW BUSINESS

J. COUNTY COUNCIL AND COMMITTEE UPDATES

K. CLOSED SESSION

K.1 - Personnel Matter (FOIP Section 19 - Confidential Evaluations)

20-2023 Councillor Sayers MOVED that the Lethbridge County Council Meeting move into Closed Session, pursuant to Section 197 of the *Municipal Government Act*, the time being 11:08 a.m. for the discussion on the following:

K.1. Personnel Matter (FOIP Section 19 - Confidential Evaluations)

Present during the Closed Session:
Lethbridge County Council
CAO

CARRIED

21-2023 Deputy Reeve Kuerbis MOVED that the Lethbridge County Council Meeting move out of the closed session at 11:49 a.m.

CARRIED

L. **ADJOURN**

22-2023	Councillor Zeinstra	MOVED that the Lethbridge County Council Meeting adjourn at 11:49 a.m.	CARRIED
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Reeve

CAO

AGENDA ITEM REPORT



Title: Subdivision Application #2022-0-179 MS Maclean Livestock
- Lot 1, Block 5, Plan 1012154 within SE1/4 6-10-20-W4M
Meeting: Council Meeting - 02 Feb 2023
Department: ORRSC
Report Author: Steve Harty

APPROVAL(S):

Hilary Janzen, Supervisor of Planning & Development
Larry Randle, Director of Community Services,

Approved - 18 Jan 2023
Approved - 19 Jan 2023

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

The application is to create two new titles of 3.25-acres each respectively in size, with a remainder lot of 69.92-acres, from a title comprised of 76.43-acres, both for grouped country residential use. The proposal meets the subdivision criteria of the Land Use Bylaw.

RECOMMENDATION:

That S.D. Application #2022-0-179 be approved subject to the conditions as outlined in the draft resolution.

REASON(S) FOR RECOMMENDATION(S):

The proposed subdivision meets the provincial Subdivision and Development Regulations, the Conceptual Design Plan, and the municipal GCR subdivision policies as stated in the Land Use Bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY:

- The land was redesignated (rezoned) by Council in early October 2022 to the 'Grouped Country Residential - GCR' land use district (Bylaw No. 22-014).
- To support the redesignation and subdivision, a Conceptual Design Plan was prepared and accepted by Council for the two lots, which the application conforms to.
- The GCR subdivision criteria and standards are within the Land Use Bylaw No. 1404 and the lots meet and exceed the bylaw's minimum 2.0-acre size.
- This proposal aligns with the County's Grouped Country Residential Land Use Strategy as it is a small-scale subdivision, located in an area of fragmented land, similar in nature.

BACKGROUND INFORMATION:

Located just to the northwest of Eight Mile Lake, 3-½-miles northeast of the City of Lethbridge. The proposal is to create two additional lots on a portion of a parcel of land designated for GCR use.

The proposed two lots are vacant, dry agricultural land, while the remnant land is cultivated cropped farmland with irrigation rights. The parcel of land area to be developed is generally flat but does slightly slope from west to east and north to south. For servicing, the applicant proposes to have private hauled cistern water and individual on-site sewage septic fields. A soils analysis was undertaken at the redesignation stage to verify suitability. Each proposed lot will front onto the adjacent municipal road and will gain access through separate approaches, as Township Road 100A bounds the site to the south and to the east. It is an existing public road with gravel surface that is maintained by Lethbridge County. A Development Agreement can address any servicing matters.

There are no identified potential historical resources and there are no abandoned gas wells located in proximity (there is a gas transmission pipeline traversing the ¼-section, but it is 160m to the north and will not impact the proposal). The area CFO information indicates the proposal meets the MDS to the closest operation in the area.

Overall, the application meets the GCR criteria of the County's Land Use Bylaw No. 1404, and the layout and proposal also conform to the Conceptual Design Plan. The application was circulated to the required external agencies. No concerns have been expressed and no easements are requested (at time of agenda report).

ALTERNATIVES / PROS / CONS:

The Subdivision Authority could decide to not approve if it is not satisfied the subdivision is suitable.

Pros:

- there are no advantages to denying the subdivision as it meets the Grouped Country Residential subdivision criteria of the County

Cons:

- a refusal would likely be appealed by the applicants to the LPRT as the County's subdivision criteria have been met and the zoning approved by Council.

FINANCIAL IMPACT:

The County will benefit from a municipal reserve payment of approximately \$9,100.00 that is applicable to be paid on the 6.5-acres (at 10% of \$14,000 per acre valuation). Additionally, the future tax situation may improve with opportunity for development of two new residences and yards.

LEVEL OF PUBLIC PARTICIPATION:

☒ **Inform** ☐ **Consult** ☐ **Involve** ☐ **Collaborate** ☐ **Empower**

ATTACHMENTS:

[5A 2022-0-179 Lethbridge County APPROVAL
Diagrams for Lethbridge County 2022-0-179](#)

RESOLUTION

2022-0-179

Lethbridge County

Country Residential subdivision of Lot 1, Block 5, Plan 1012154 within SE1/4 6-10-20-W4M

THAT the Country Residential subdivision of Lot 1, Block 5, Plan 1012154 within SE1/4 6-10-20-W4M (Certificate of Title No. 221 175 323 +2), to create two new titles of 3.25-acres (1.32 ha) each respectively in size, with a remainder lot of 69.92-acres (28.30 ha), from a title comprised of 76.43-acres (30.93 ha), both for grouped country residential use; BE APPROVED subject to the following:

RESERVE: The 10% reserve requirement, pursuant to Sections 666 and 667 of the Municipal Government Act, be provided as money in place of land on the 6.5-acres at the market value of \$14,000 per acre with the actual acreage and amount to be paid to Lethbridge County be determined at the final stage, for Municipal Reserve purposes.

CONDITIONS:

1. That, pursuant to Section 654(1)(d) of the Municipal Government Act, all outstanding property taxes shall be paid to Lethbridge County.
2. That, pursuant to Section 655(1)(b) of the Municipal Government Act, the applicant or owner or both enter into and comply with a Development Agreement with Lethbridge County which shall be registered concurrently with the final plan against the title(s) being created.
3. That the applicant submits a final plan as prepared by an Alberta Land Surveyor that certifies the exact location and dimensions of the parcels being subdivided as approved.
4. That any easement(s) as required by utility agencies shall be established prior to finalization of the application.

REASONS:

1. The proposed subdivision is consistent with the South Saskatchewan Regional Plan and complies with both the Municipal Development Plan and Land Use Bylaw.
2. The Subdivision Authority is satisfied that the proposed subdivision is suitable for the purpose for which the subdivision is intended pursuant to Section 9 of the Matters Related to Subdivision and Development Regulation.
3. The land was designated for Grouped Country Residential use (Bylaw No. 22-014) and the Subdivision Authority has determined the proposal and layout conforms to the Conceptual Design Plan approved.
4. The Subdivision Authority is satisfied the lots meet the servicing criteria and size standards of the Land Use Bylaw regarding land designated to the Grouped Country Residential land use district.

INFORMATIVE:

- (a) Reserve is not applicable on the proposed remnant 69.92-acre portion as it complies with Section 663(b) of the Municipal Government Act.
- (b) That a legal description for the proposed parcel be approved by the Surveys Branch, Land Titles Office, Calgary.

- (c) The applicant/owner is advised that other municipal, provincial or federal government or agency approvals may be required as they relate to the subdivision and the applicant/owner is responsible for verifying and obtaining any other approval, permit, authorization, consent or license that may be required to subdivide, develop and/or service the affected land (this may include but is not limited to Alberta Environment and Protected Areas, Alberta Transportation, and the Department of Fisheries and Oceans.)

- (d) Telus Communications Inc has no objection.

- (e) Thank you for contacting FortisAlberta regarding the above application for subdivision. We have reviewed the plan and determined that no easement is required by FortisAlberta.

FortisAlberta is the Distribution Wire Service Provider for this area. The developer can arrange installation of electrical services for this subdivision through FortisAlberta. Please have the developer contact 310-WIRE (310-9473) to make application for electrical services.

Please contact FortisAlberta land services at landserv@fortisalberta.com or by calling (403) 514-4783 for any questions.

- (f) In reference to the above request, please be advised of ATCO Gas' response and notify the landowner of the following:

- ATCO Gas has no objection
- ATCO Gas' existing and future lines are protected by an existing Utility Right of Way

ATCO Gas would also like to make the MD/County and Landowner/Developer aware of the following:

- If conducting any ground disturbance on the subject property, the landowner/developer must ensure the location of all utilities by contacting Utility Safety Partners at 1-800-242-3447 or <https://utilitysafety.ca/>
- For any ground disturbance within 30m of an existing gas line please contact Crossings@atcogas.com to obtain permission (submit locate slip as back up)
- ATCO Gas requires a minimum of 6 months' notice to design and construct a new gas line, or alter an existing gas line. New Service installations, pipeline alterations, and Main extensions will be performed at the landowner/developers expense.
- If the landowner requires a single gas service please visit <https://gas.atco.com/en-ca/products-services-rates/new-services-changes/new-natural-gas-line.html>

Any further questions please email southlandadmin@atco.com.

- (g) SMRID – Linda Park, Land Administrator:

"Further to your December 20th, 2022, application in respect to the above-noted, the district has the following comments:

- The proposed lots will be classified as "dry".
- The portion of land currently contains 75.74 irrigation rights; however, the landowner may need to transfer and/or sell irrigation rights to reflect the change in irrigated area.
- If the proposed lots wish to use non-potable water provided by the district for their trees, yard etc., they will be required to form a water co-op which includes purchasing an allotment of water at \$2,500.00 an acre foot. They will be charged a minimum annual fee of \$750.00 or \$75.00 an acre foot plus GST whichever is greater.
- If the turnout is located on the irrigated piece, the proposed lots must enter into a Remote Delivery Agreement with the District and have an easement registered on title to guarantee supply of water to the co-op. All works, easements and costs involved to provide water to the co-op will be the responsibility of the co-op.
- A Service Fee of \$250.00 plus GST will apply."

- (h) Canada Post has no comment.

- (i) Alberta Health Services – Mike Swystun, Public Health Inspector/Executive Officer:

“AHS appreciates the opportunity to review and comment on this proposed subdivision application. AHS has the following comment:

1. Due to the grouped country residential developments at this location, and potential for future development, the developer should take into account the compounding affects of increased sewage loading on the groundwater table in the area. If adjacent landowners use drinking water wells, septic fields may not be a suitable option.

If you require any further information, please feel free to contact me.”

- (j) ATCO Transmission – Isabel Solis-Jarek, Sr. Administrative Coordinator:

“The Engineering Department of ATCO Transmission, (a division of ATCO Gas and Pipelines Ltd.) has reviewed the above named plan and has no objections subject to the following conditions:

- Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.
- Ground disturbances and surface works within 30 meters require prior written approval from ATCO Transmission before commencing any work.
- Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Transmission requirements as set forth in the company's conditional approval letter.
- Contact ATCO Transmission Land Department at 1-888-420-3464 or landadmin@atco.com for more information.
- Parking and/or storage is not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.
- Encroachments are not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.
- ATCO Transmission recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.
- Any changes to grading that alter drainage affecting ATCO Transmission right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.
- If alterations are required, the cost will be borne by the developer/owner.
- Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Transmission for further review.

If you have any questions or concerns, please contact the undersigned at hp.circulations@atco.com.”

(See Attachments)

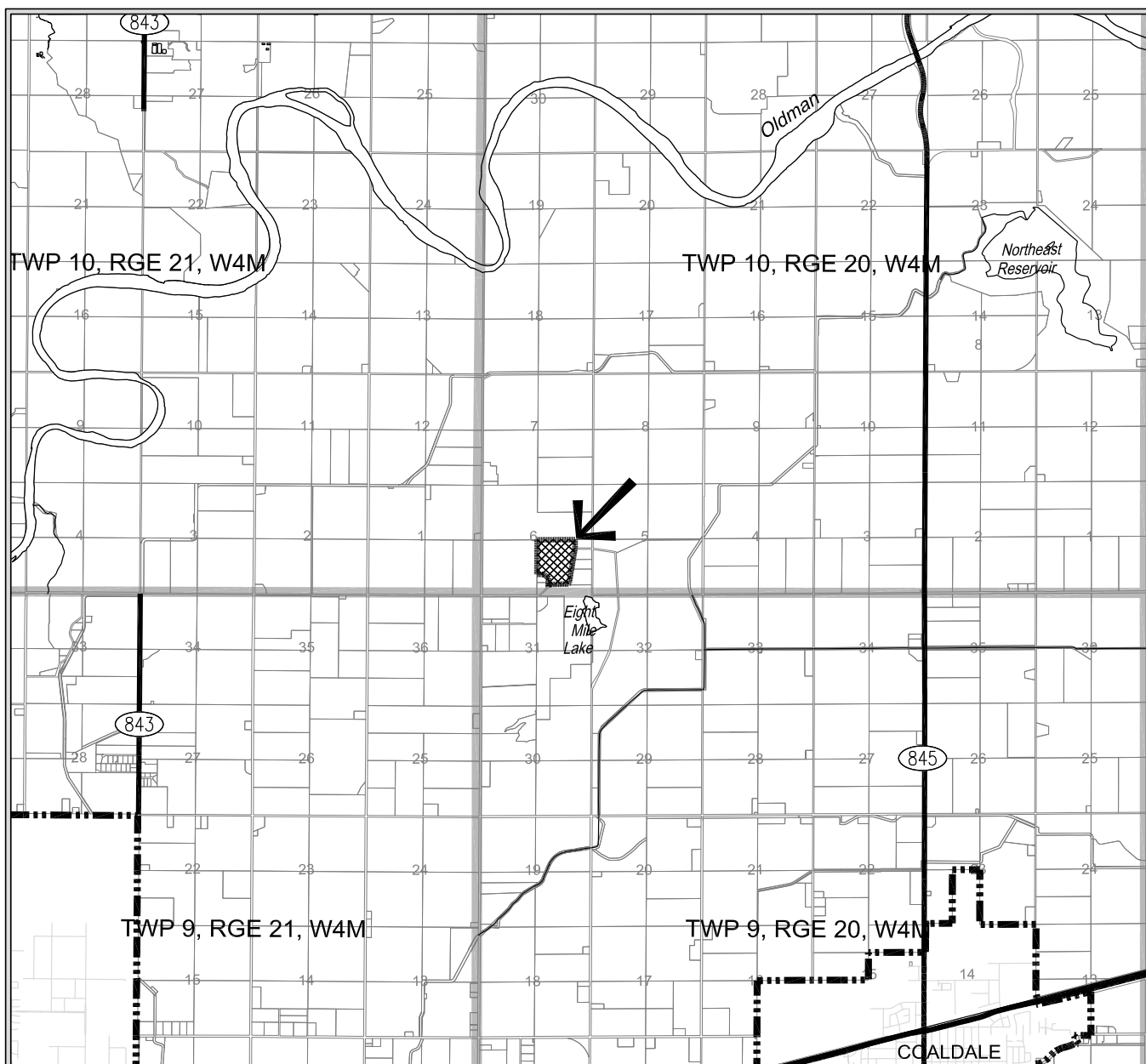
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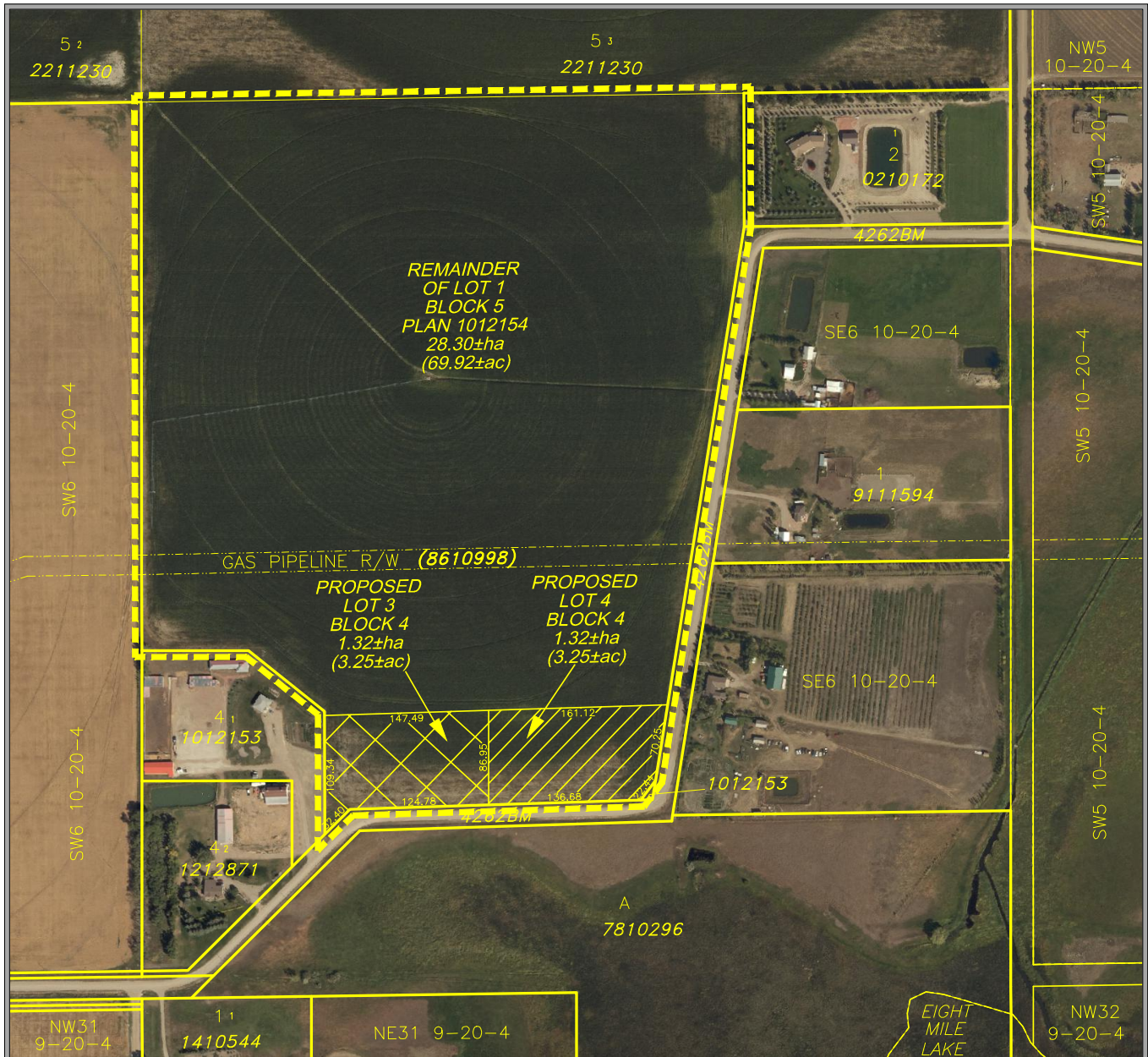
ATCO Gas Attachments





SUBDIVISION LOCATION SKETCH
LOT 1, BLOCK 5, PLAN 1012154
WITHIN SE 1/4 SEC 6, TWP 10, RGE 20, W 4 M
MUNICIPALITY: LETHBRIDGE COUNTY
DATE: DECEMBER 13, 2022
FILE No: 2022-0-179

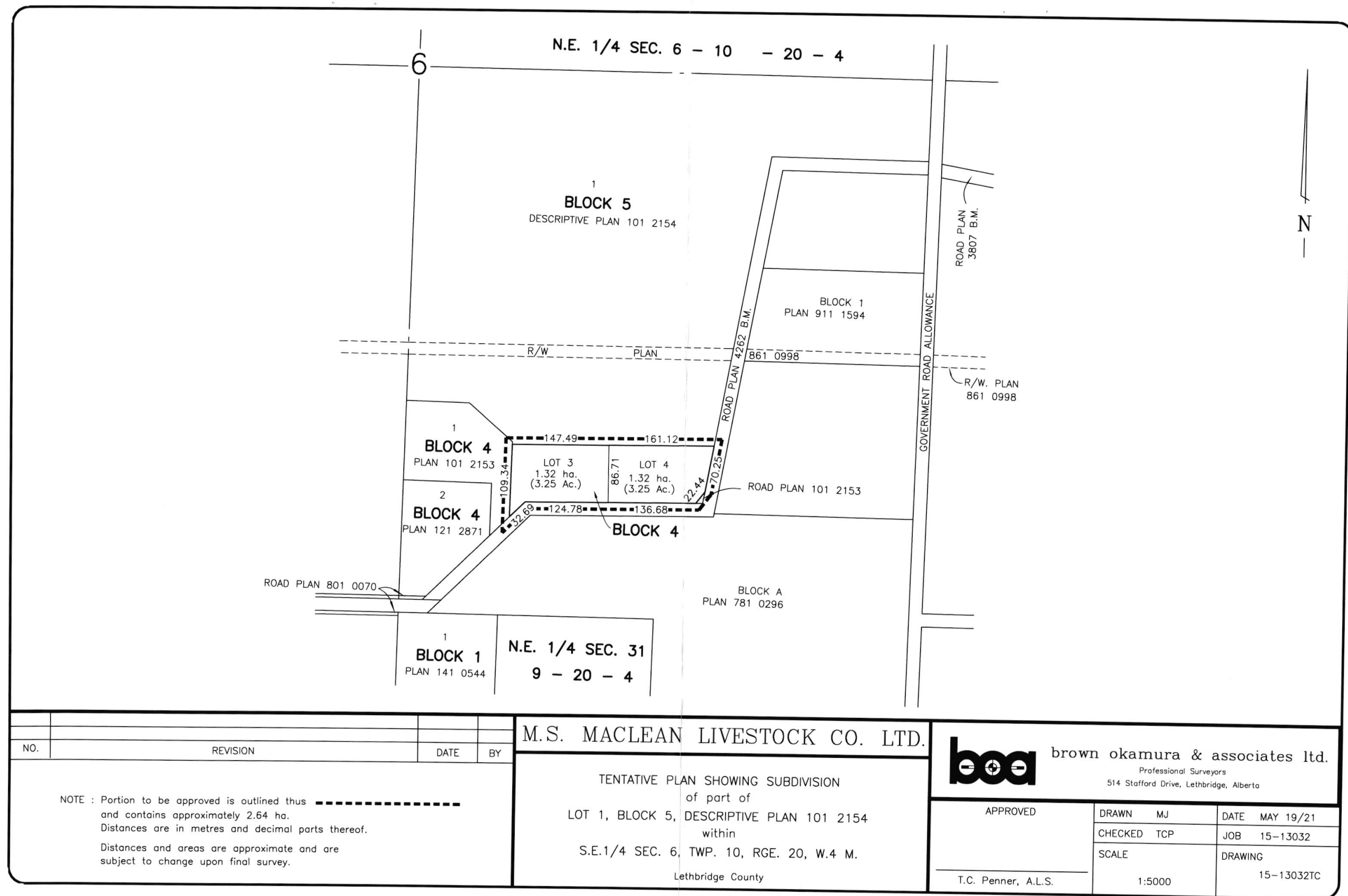




SUBDIVISION SKETCH
LOT 1, BLOCK 5, PLAN 1012154
WITHIN SE 1/4 SEC 6, TWP 10, RGE 20, W 4 M
MUNICIPALITY: LETHBRIDGE COUNTY
DATE: DECEMBER 13, 2022
FILE No: 2022-0-179



AERIAL PHOTO DATE: 2021



AGENDA ITEM REPORT



Title: Subdivision Application #2022-0-183 – Oseen
- SE1/4 06-13-19-W4M
Meeting: Council Meeting - 02 Feb 2023
Department: ORRSC
Report Author: Steve Harty

APPROVAL(S):

Hilary Janzen, Supervisor of Planning & Development
Larry Randle, Director of Community Services,

Approved - 19 Jan 2023
Approved - 19 Jan 2023

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

The application is to subdivide a 11.59-acre first parcel out farmstead subdivision from a title of 159.39-acres for country residential use. The proposal does not meet all the subdivision criteria of the Land Use Bylaw as it would require a parcel size waiver.

RECOMMENDATION:

That S.D. Application #2022-0-183 be approved subject to a parcel size waiver being granted, and the conditions as outlined in the draft resolution including a 10m road corner-cut be provided to the County.

REASON(S) FOR RECOMMENDATION(S):

With consideration for a size waiver based on the merits of the proposal, it is the first subdivision from the ¼-section and otherwise meets the provincial Subdivision and Development Regulations and the municipal subdivision policies as stated in the Land Use Bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY:

- The isolated single-parcel subdivision policies are within Land Use Bylaw No. 1404 that allow one subdivision per ¼-section, which the proposed first parcel-out subdivision complies with.
- The bylaw criteria stipulate a minimum 2.0-acre to maximum 10.0-acre parcel size to capture existing improvements (thus the proposed 11.59-acres requires a waiver).
- Council, as the Subdivision Authority, may exercise its discretion to grant a parcel size waiver based on the merits of the application presented and the physical improvements on the land.
- All private servicing requirements are in place, including co-op potable water, septic field and private utilities.

BACKGROUND INFORMATION:

Located approximately 5½ -miles north of the Hamlet of Turin, situated 2½-miles east of Highway 845 and 3-miles west of Highway 25. The proposal is to subdivide an existing long-established farmstead, located in the southeast corner of the ¼-section.

The very southeast portion comprises the main yard and contains a 1976 built dwelling and landscaped yard, while the remainder contains a Quonset, garage, multiple sheds, cattle shelter, and corrals. There is an extensive tree shelterbelt on the north and west perimeter of the yard being used to delineate the property boundaries. There are multiple grains bins on the south portion of the yard, to the west of the residence, which are to be removed. The existing grains bins on the west side of the yard and shelterbelt are to be excluded from the subdivision and will remain on the remnant agricultural title. The septic is situated to the north of the dwelling and will remain within the confines of the yard title. Access is provided from a south approach to the municipal road allowance. The adjacent east Range Road 19-5 (Sundial Rd) had a road widening plan from 1962 but it was not registered over the yard portion. With this application, the County can require the final subdivision plan to include a 10m corner cut on the parcel at the adjacent intersection to Range Road 19-5 and Township Road 130-A.

Overall, the proposal is the first parcel out farmstead subdivision from the ¼-section but requires a parcel size waiver of the 10.0-acre maximum with respect to the criteria of Land Use Bylaw No. 1404. The applicants have attempted to reduce the size as much as possible and have eliminated the west grain bins and limited the extents to the inner shelterbelt. The area to be subdivided is non-cultivated land and the 11.59-acre parcel will not affect or remove agricultural land from production. The resulting residual agricultural parcel size meets and exceeds the minimum 70-acres required.

The application was circulated to the required external agencies and no easements or concerns were expressed regarding the application (at time of agenda report). The provincial Historical Resources Administrator stated that Historic Resources Clearance will not be required.

ALTERNATIVES / PROS / CONS:

The Subdivision Authority could decide to not grant the waiver and the approved parcel may be reduced to no more than 10-acres in size, which can be imposed as a condition of approval.

Pros:

- the County would be adhering to the parcel size criteria of the bylaw and reducing the acreage land area

Cons:

- it would leave non-agricultural land historically used (60+ years) as yard outside the yard title, and the decision would likely be appealed.

FINANCIAL IMPACT:

None, and the existing tax situation will remain as is.

LEVEL OF PUBLIC PARTICIPATION:

☒ **Inform** ☐ **Consult** ☐ **Involve** ☐ **Collaborate** ☐ **Empower**

ATTACHMENTS:

[5A 2022-0-183 Lethbridge County APPROVAL](#)
[Diagrams for Lethbridge County 2022-0-183](#)
[2022-0-183 diagram - road corner-cut](#)

RESOLUTION

2022-0-183

Lethbridge County

Country Residential subdivision of SE1/4 6-13-19-W4M

THAT the Country Residential subdivision of SE1/4 6-13-19-W4M (Certificate of Title No. 141 238 659), to subdivide a 11.59-acre (4.69 ha) first parcel out farmstead subdivision from a title of 159.39-acres (64.51 ha) for country residential use; BE APPROVED subject to the following:

CONDITIONS:

1. That, pursuant to Section 654(1)(d) of the Municipal Government Act, all outstanding property taxes shall be paid to Lethbridge County.
2. That, pursuant to Section 655(1)(b) of the Municipal Government Act, the applicant or owner or both enter into and comply with a Development Agreement with Lethbridge County which shall be registered concurrently with the final plan against the title(s) being created.
3. That any easement(s) as required by utility companies or the municipality shall be established.
4. That the applicant submits a Surveyor's sketch as prepared by an Alberta Land Surveyor that certifies the exact location and dimensions of the improvements present, including septic location, and the parcel area being subdivided.
5. That the applicant provides a final subdivision Plan from an Alberta Land Surveyor that corresponds to the parcel layout and size as approved by the Subdivision Authority. The final subdivision plan is to include a 10m corner cut on the acreage parcel at the adjacent intersection to Range Road 19-5 and Township Road 130-A to be dedicated as road.

REASONS:

1. The proposed subdivision is consistent with the South Saskatchewan Regional Plan and complies with both the Municipal Development Plan and Land Use Bylaw.
2. The Subdivision Authority is satisfied that with the waiver granted the proposed subdivision is suitable for the purpose for which the subdivision is intended pursuant to Section 9 of the Matters Related to Subdivision and Development Regulation.
3. The proposed parcel is the first subdivision from the quarter-section and has existing servicing in place.
4. The Subdivision Authority has considered the proposed parcel size and it is deemed rational, as the yard is being delineated by separating the built-up improvement area within the defined tree shelter belt area that is non-cultivated land. The parcel will also not negatively affect the existing agricultural land or remove any additional land from production.

INFORMATIVE:

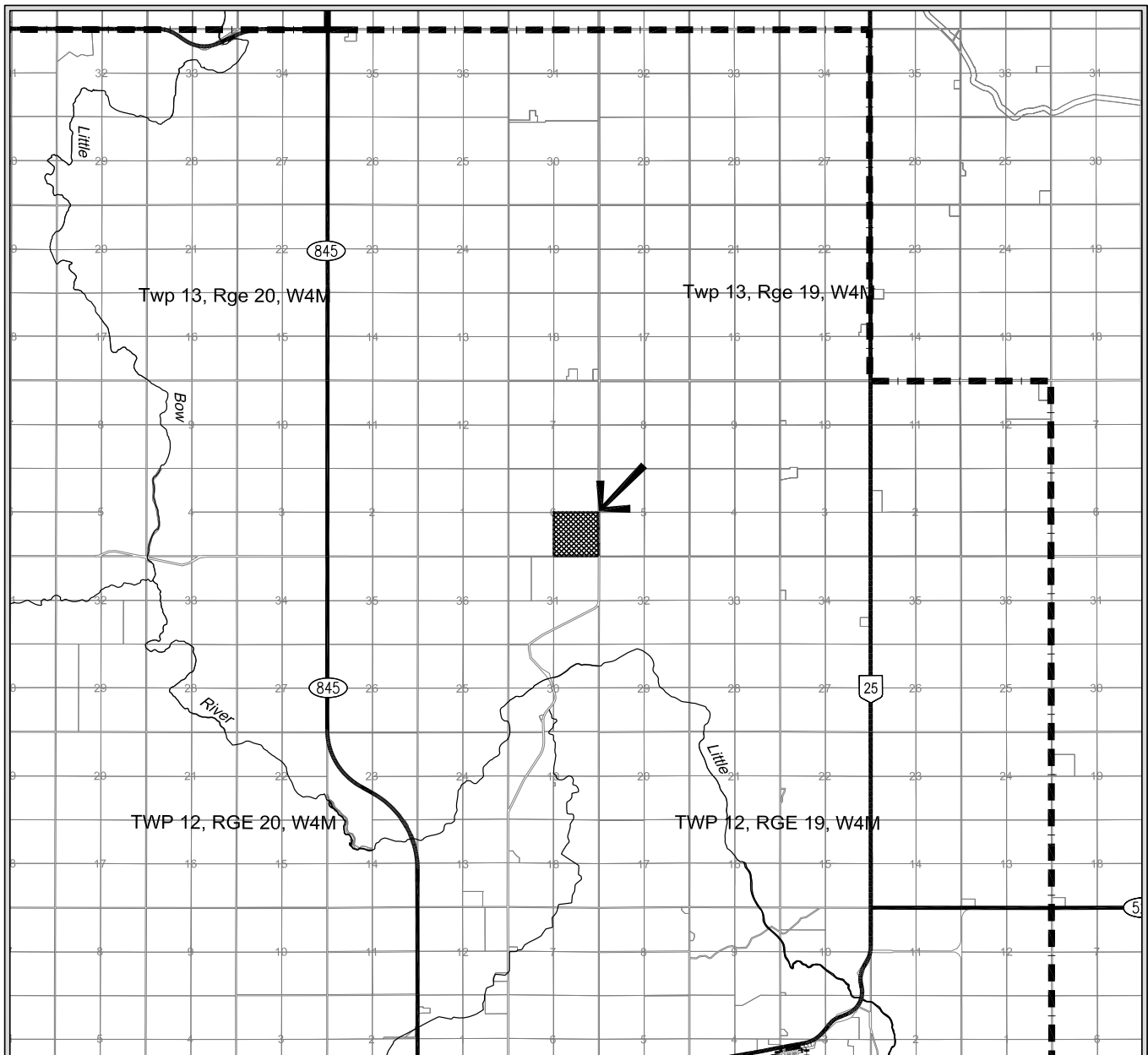
- (a) Since the proposed subdivision complies with Section 663(a) of the Municipal Government Act, Reserve is not required.
- (b) The Subdivision Authority has granted a waiver of the maximum acreage parcel size in accordance with section 654(2) of the MGA.
- (c) That a legal description for the proposed parcel be approved by the Surveys Branch, Land Titles Office, Calgary.

- (d) The applicant/owner is advised that other municipal, provincial or federal government or agency approvals may be required as they relate to the subdivision and the applicant/owner is responsible for verifying and obtaining any other approval, permit, authorization, consent or license that may be required to subdivide, develop and/or service the affected land (this may include but is not limited to Alberta Environment and Protected Areas, Alberta Transportation, and the Department of Fisheries and Oceans.)
- (e) Telus Communications Inc has no objection.
- (f) Thank you for contacting FortisAlberta regarding the above application for subdivision. We have reviewed the plan and determined that no easement is required by FortisAlberta.
- FortisAlberta is the Distribution Wire Service Provider for this area. The developer can arrange installation of electrical services for this subdivision through FortisAlberta. Please have the developer contact 310-WIRE (310-9473) to make application for electrical services.
- Please contact FortisAlberta land services at landserv@fortisalberta.com or by calling (403) 514-4783 for any questions.
- (g) Alberta Health Services has no objection.
- (h) Historical Resources – Barry Newton, Land Use Planner:
- “We have reviewed the captioned subdivision application and determined that in this instance formal *Historical Resources Act* approval is not necessary, and submission of a Historic Resources application is not required.”
- (i) Canada Post has no comment.

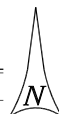
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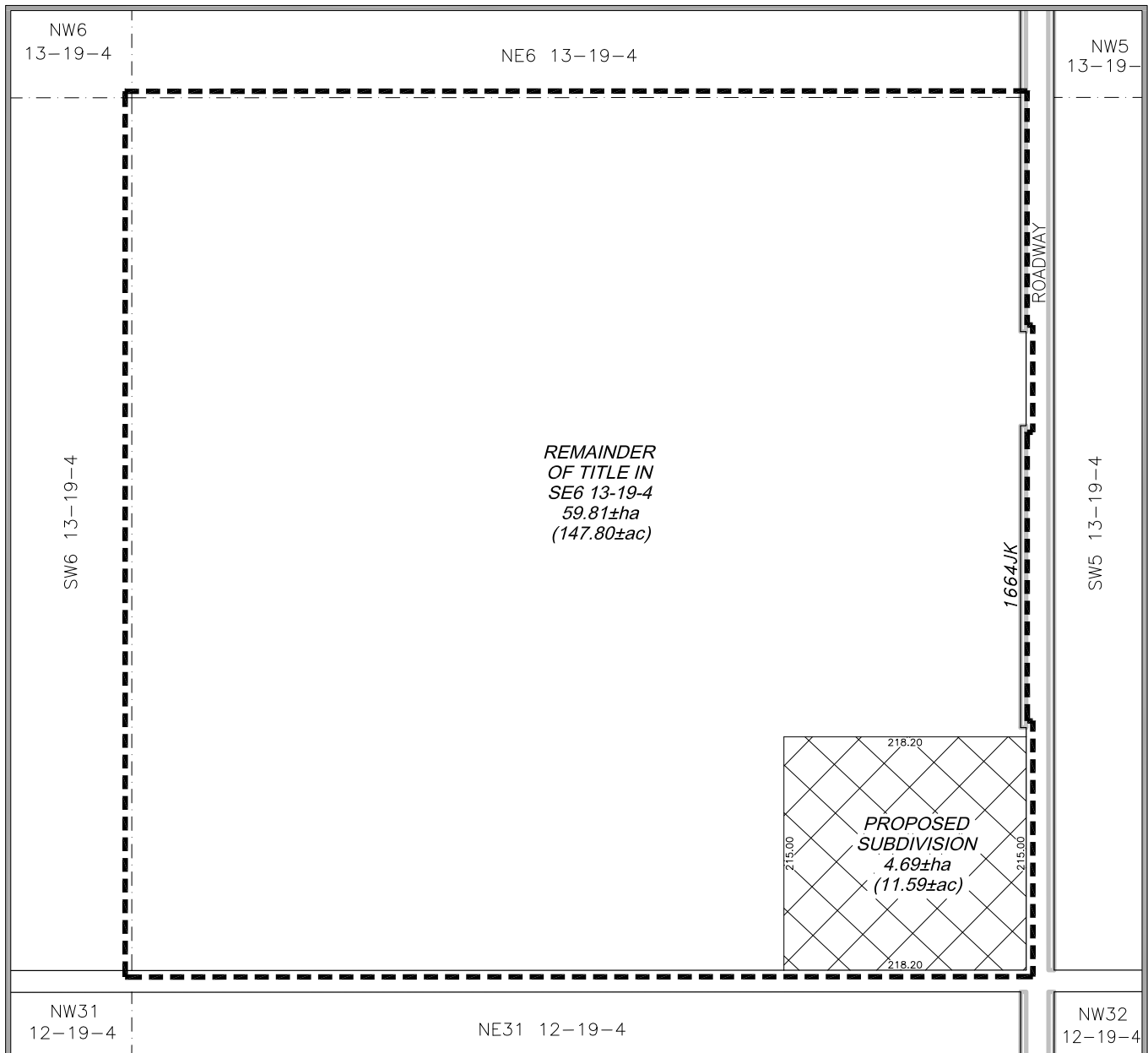
REEVE

DATE



SUBDIVISION LOCATION SKETCH
WITHIN SE 1/4 SEC 6, TWP 13, RGE 19, W 4 M
MUNICIPALITY: LETHBRIDGE COUNTY
DATE: DECEMBER 19, 2022
FILE No: 2022-0-183





SUBDIVISION SKETCH
WITHIN SE 1/4 SEC 6, TWP 13, RGE 19, W 4 M
MUNICIPALITY: LETHBRIDGE COUNTY
DATE: DECEMBER 19, 2022
FILE No: 2022-0-183



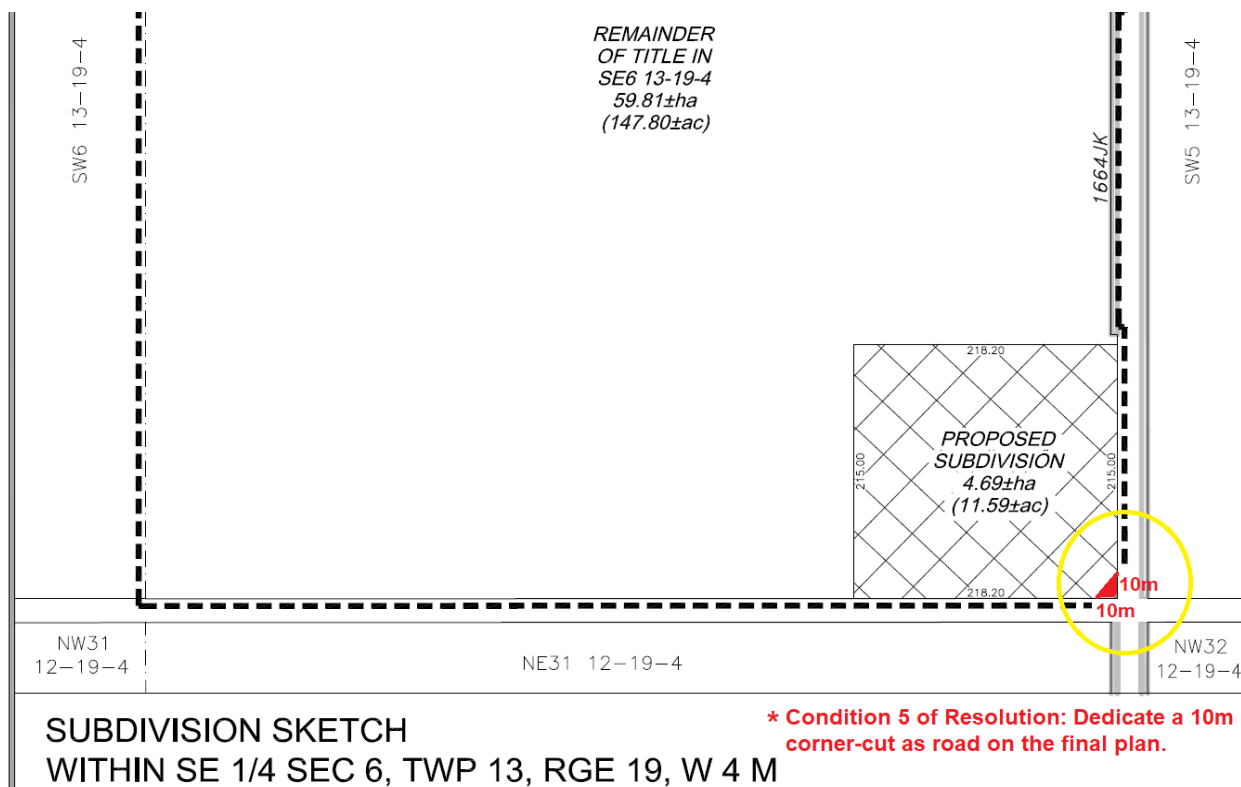


SUBDIVISION SKETCH
 WITHIN SE 1/4 SEC 6, TWP 13, RGE 19, W 4 M
 MUNICIPALITY: LETHBRIDGE COUNTY
 DATE: DECEMBER 19, 2022
 FILE No: 2022-0-183



December 20, 2022 N:\Subdivision\2022\2022-0-183.dwg

AERIAL PHOTO DATE: 2018



AGENDA ITEM REPORT



Title: Planning and Development Department 2022 Annual Report
Meeting: Council Meeting - 02 Feb 2023
Department: Community Services
Report Author: Hilary Janzen

APPROVAL(S):

Hilary Janzen, Supervisor of Planning & Development
Larry Randle, Director of Community Services,

Approved - 18 Jan 2023
Approved - 19 Jan 2023

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

This is the 2022 Annual Report for the Planning and Development Department.

RECOMMENDATION:

That County Council accept this report for information.

REASON(S) FOR RECOMMENDATION(S):

This report is strictly to inform County Council on the activities of the Planning and Development Department - no decision or action is required.

PREVIOUS COUNCIL DIRECTION / POLICY:

The Planning and Development Department takes direction from the bylaws approved by County Council including:

- Lethbridge County Land Use Bylaw 1404
- Lethbridge County Municipal Development Plan 22-001

BACKGROUND INFORMATION:

Lethbridge County's Planning and Development Department takes direction from the Bylaws and guiding documents that have been approved by County Council including the Lethbridge County Municipal Development Plan, Intermunicipal Development Plans, Lethbridge County Land Use Bylaw, and Area Structure Plans.

The Planning and Development Department manages the issuance of development permits, amendments and updates to the Land Use Bylaw, planning projects, Intermunicipal relations and referrals, NRCB and other external agency referrals, Road Closures and Licenses, land sales and leases, and the enforcement of the Land Use Bylaw and other planning related regulations.

In 2022 along with day to day duties, the following projects were undertaken:

- Completed the Lethbridge County Municipal Development Plan (Bylaw 22-001), which was approved by County Council in March of 2022.
- Completed the Lethbridge County-Town of Coaldale new Intermunicipal Development Plan
- Completed the Safety Codes Annual Internal Audit

Development Authority

In 2022, 219 development permit applications were received. This is a decrease from 2021 which had 271 development permit applications. The construction value for 2022 was \$61 million, which is also a significant decrease compared to 2021 at \$132 million.

As of December 31, 2022, 211 development permits were issued, 2 permits were refused, and 3 were still in circulation. Of the permits that were issued, 65 were residential, 60 accessory buildings/structures (i.e., shops, sheds, garages, solar), 38 commercial/industrial, 27 agricultural, 4 signage, 6 home occupation, 2 public/institutional, and 9 miscellaneous.

The Development Authority also issued 59 letters of compliance in 2022, this was down from 61 that were issued in 2021.

Safety Codes Permits

A total of 919 safety codes permits (building, electrical, plumbing, gas, and private sewage) were submitted to Park Enterprises from January 1 to December 31, 2022. In 2021 a total of 1065 permits were submitted between January 1 and December 31.

The revenue received from the contract agreement with Park Enterprises in 2022 was \$133,984.60. This is slightly down from the revenue received in 2021 which was \$137,568.35.

Subdivision Applications

The Subdivision Authority made decisions on 29 subdivision applications. All the applications were approved by County Council.

Subdivision and Development Appeal Board

There were 5 Subdivision and Development Appeal applications received in 2022. There were 3 development permit appeals and 1 subdivision appeal and 1 stop order appeal:

- Development Permit 2021-258 - setback waiver for structures refused by Development Authority - appeal upheld and the setback waiver approved by the local Appeal Board
- Development Permit 2022-040 - setback waiver for structures refused by Development Authority - appeal upheld and the setback waiver approved by the local Appeal Board
- Development Permit 2022-084 - application for a dog park was refused by the Development Authority - appeal denied by the local Appeal Board
- Subdivision 2022-0-166 - subdivision was denied by the Subdivision Authority - appeal upheld and the subdivision approved by the Land and Property Rights Tribunal
- Stop Order - in Shaughnessy - unsanctioned development was issued a stop order by the Development Authority - appeal denied by the local Appeal Board

Re-designations:

In 2022 4 re-designations were considered and by County Council:

- Bylaw 21-011 - Rural Urban Fringe to Grouped Country Residential - approved
- Bylaw 22-010 - Lethbridge Urban Fringe to Grouped Country Residential - approved

- Bylaw 22-012 - Rural Agriculture to Rural Recreation - approved
- Bylaw 22-013 - Rural Urban Fringe to Grouped Country Residential - approved
- Bylaw 22-014 - Rural Agriculture to Grouped Country Residential - approved
- Bylaw 22-019 - Rural Agriculture to Grouped Country Residential - received 1st Reading

Area Structure Plans

- Bylaw 21-010 Ramias Area Structure Plan - approved
- Bylaw 22-009 MacLaine Acres Area Structure Plan - approved

Road Closures

- Bylaw 22-003 - LaFarge/Pavan Road Closure - received 1st Reading
- Bylaw 22-011 - Anker Road Closure - received 1st Reading
- Bylaw 22-015 - Van Maanan Road Closure - received 1st Reading
- Resolution - Schuld Road Closure - approved by County Council
- Resolution - Cote-Dunsbergen - approved by County Council

Land Sales and Leases

- Completed the Sale of 4 residential parcel in Monarch
- Completed the Sale of 3 industrial parcels in Turin.

Intermunicipal Relations

- 37 Intermunicipal Referrals were received and reviewed, down from 38 reviewed in 2021.
- Drafted the new Town of Coaldale/Lethbridge County Intermunicipal Development Plan in collaboration with the Town of Coaldale.
- Completed a review of the Lethbridge County and Coalhurst Intermunicipal Development Plan with the committee members from both municipalities in November 2022.

ALTERNATIVES / PROS / CONS:

Not Applicable

FINANCIAL IMPACT:

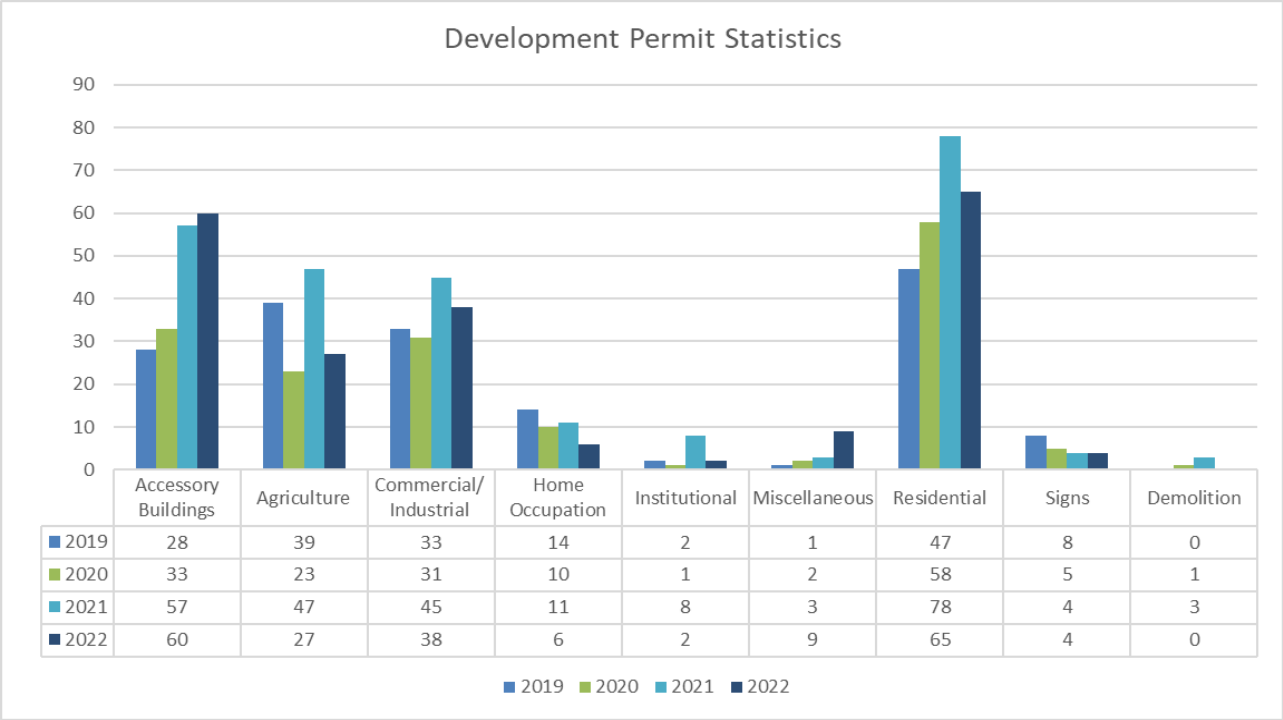
Revenue from the Park Enterprises contract for 2022 is \$133,984.60.

LEVEL OF PUBLIC PARTICIPATION:

☒ **Inform** ☐ **Consult** ☐ **Involve** ☐ **Collaborate** ☐ **Empower**

ATTACHMENTS:

[2019-2022 Stats](#)



AGENDA ITEM REPORT



Title: Bylaw 23-005 - Lethbridge County and Town of Coaldale Intermunicipal Development Plan - First Reading
Meeting: Council Meeting - 02 Feb 2023
Department: Community Services
Report Author: Hilary Janzen

APPROVAL(S):

Hilary Janzen, Supervisor of Planning & Development
Larry Randle, Director of Community Services,

Approved - 19 Jan 2023
Approved - 20 Jan 2023

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

The Intermunicipal Development Plan (IDP) provides a framework to address land use and development in the fringe area between Lethbridge County and the Town. The affected landowners were provided with the opportunity to comment on the draft plan through the County and Town's online public engagement platforms as well as at the open house held on November 24, 2022. The Intermunicipal Development Plan Committee has reviewed the draft IDP and has approved proceeding with the bylaw process.

RECOMMENDATION:

That Bylaw 23-005 be read a first time.

REASON(S) FOR RECOMMENDATION(S):

First Reading of the Bylaw will allow for County Administration to set the Public Hearing date.

PREVIOUS COUNCIL DIRECTION / POLICY:

The Lethbridge County and Town of Coaldale agreed to create a new IDP early in 2022 in order to bring the current 2010 IDP up to date with current legislation and agreements between the County and the Town.

BACKGROUND INFORMATION:

Section 631 of the Municipal Government Act, requires that two or more councils of municipalities that have common boundaries that are not members of a growth region must, by each passing a bylaw, adopt an Intermunicipal Development Plan. The Town of Coaldale and Lethbridge County currently have an IDP that was originally approved in 2010. In 2021 it was determined that the IDP needed to be reviewed and substantially updated to bring the IDP into compliance with the provincial

regulations, current agreements and land use perspectives between the County and the Town, and comprehensively address the 2018 annexation by the Town

The Lethbridge County and Town of Coaldale Intermunicipal Development Plan revision process officially commenced between the two municipalities in March 2022. Lethbridge County and the Town of Coaldale Intermunicipal Development Plan committee met four times in 2022 to review the Plan with County and Town administration.

Public engagement occurred throughout the development of the Intermunicipal Development Plan with an initial letter sent to all affected landowners and subsequent updates provided on the County and Town's public engagement platforms (Let's Connect Coaldale and What's Happening Lethbridge County). An open house was held on November 24, 2022 at the Coaldale Community Centre. The open house was well received with approximately 20 town and county residents attending. There were some concerns with regards to the expanded plan boundary and questions regarding the change of zoning in Lethbridge County from Rural Agriculture to Rural Urban Fringe. The draft plan was posted to both the Town and County's websites, no comments or feedback were received on the County's "What's Happening Lethbridge County" website.

In reviewing the plan area and feedback from the open house the Intermunicipal Development Plan committee approved the draft plan as presented with no changes to the policies or defined plan area. The Plan Area has a 1 mile area around the Town which would be rezoned from Rural Agriculture to Rural Urban Fringe, thus recognizing the interface between the rural and urban environments. Both the Town and the County will regularly communicate on developments within the Plan Area including the area adjacent to the County within the Town.

The draft plan provides a solid framework for addressing land use in the fringe area between the municipalities and includes policies on:

- referral and dispute resolution processes
- land use policies (i.e. agriculture, industry, and residential developments)
- transportation and road networks

A notice of the draft Intermunicipal Development Plan has been sent to external government and affect agencies. Any further comments to the proposed Plan will be detailed at the public hearing.

The County and Town's websites will be updated with the final draft of the IDP with information on the public hearing dates and a notice of the public hearing will be put in the Sunny South News. The public hearings will be held in March 2023, with one being held at the Lethbridge County Office and the Town of Coaldale Office.

ALTERNATIVES / PROS / CONS:

Not Applicable.

FINANCIAL IMPACT:

The IDP was completed by Lethbridge County and the Town of Coaldale Administration with the Oldman River Regional Services Commission completing the maps for the IDP for a cost of approximately \$7,000 which was shared between the two municipalities.

LEVEL OF PUBLIC PARTICIPATION:

☐

Inform

☐

Consult

☒

Involve

☐

Collaborate

☐

Empower

ATTACHMENTS:

[Bylaw 23-005 and Bylaw 861-P-01-23 - Lethbridge County-Town of Coaldale IDP
County Coaldale IDP - January 2023 DRAFT](#)

**LETHBRIDGE COUNTY
IN THE PROVINCE OF ALBERTA**

BYLAW NO. 23-005

Bylaw No. 23-005 of the Lethbridge County is for the purpose of adopting the Lethbridge County and Town of Coaldale 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 transcend 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 Coaldale 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. That Bylaw 1337 be rescinded.
2. Council shall adopt the Lethbridge County and the Town of Coaldale Intermunicipal Development Plan in consultation and as agreed to with the Town of Coaldale.
3. This plan, upon adoption, shall be cited as the Lethbridge County and Town of Coaldale Intermunicipal Development Plan Bylaw No. 23-005 and Bylaw No. 861-P-01-23.
4. This bylaw shall come into effect upon third and final reading thereof.

GIVEN first reading this 2nd day of February 2023.

Reeve

Chief Administrative Officer

GIVEN second reading this _____ day of _____, 20____.

Reeve

Chief Administrative Officer

GIVEN third reading this _____ day of _____, 20____.

Reeve

Chief Administrative Officer

Lethbridge County
&
Town of Coaldale
**INTERMUNICIPAL
DEVELOPMENT
PLAN**



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PART 1 - INTRODUCTION

1.1 Purpose of the Plan

Lethbridge County (County) and the Town of Coaldale (Town) recognize that the land identified within the Intermunicipal Development Plan (IDP) boundary is of mutual interest requiring a collaborative approach to planning in this area. The Intermunicipal Development Plan addresses existing and future land uses and the policies around sound decision making to avoid future land use conflicts and to foster on-going coordination, collaboration, and cooperation between the two municipalities.

The Town and the County share common interests and goals for development wishing to grow in a manner that compliments the agricultural environment while capitalizing on established infrastructure such as the Highway network (Highways 3, 845 and 512), Malloy Drainage Master Plan, and irrigation works.

This plan has been prepared in accordance with the *Municipal Government Act (MGA)* and the provincial *South Saskatchewan Regional Plan (SSRP)* which encourage cooperation and coordination between neighbouring municipalities. In keeping with the intent of the MGA and SSRP, both the Town and the County agree to collaborate on planning matters and ensure that development occurs in a manner that is efficient and mutually beneficial. Each municipality, however, is ultimately responsible for making decisions within their municipal jurisdiction using the policies and procedures as provided for in this Plan.



1.2 Legislative Requirements

Municipal Government Act

Recent updates to the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26 with amendments (MGA) now mandate the adoption of IDPs between adjacent municipalities. Specifically, the MGA states:

631(1) Subject to subsections (2) and (3), 2 or more councils of municipalities that have common boundaries and that are not members of a growth region as defined in section 708.01 must, 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) Subsection (1) does not require municipalities to adopt an intermunicipal development plan with each other if they agree that they do not require one, but any of the municipalities may revoke its agreement at any time by giving written notice to the other or others, and where that notice is given the municipalities must comply with subsection (1) within one year from the date of the notice unless an exemption is ordered under subsection (3).

(3) The Minister may, by order, exempt one or more councils from the requirement to adopt an intermunicipal development plan, and the order may contain any terms and conditions that the Minister considers necessary.



(4) Municipalities that are required under subsection (1) to adopt an intermunicipal development plan must have an intermunicipal development plan providing for all of the matters referred to in subsection (8) in place by April 1, 2020.

(5) If 2 or more councils that are required to adopt an intermunicipal development plan under subsection (1) do not have an intermunicipal development plan in place by April 1, 2020 because they have been unable to agree on a plan, they must immediately notify the Minister and the Minister must, by order, refer the matter to the Land and Property Rights Tribunal for its recommendations in accordance with Part 12.

(6) Where the Minister refers a matter to the Land and Property Rights Tribunal under this section, Part 12 applies as if the matter had been referred to the Tribunal under section 514(2). (7) Two or more councils of municipalities that are not otherwise required to adopt an intermunicipal development plan under subsection (1) 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.

(8) An intermunicipal development plan

(a) must address

- (i) the future land use within the area,
- (ii) the manner of and the proposals for future development in the area,
- (iii) the provision of transportation systems for the area, either generally or specifically,
- (iv) the co-ordination of intermunicipal programs relating to the physical, social and economic development of the area,
- (v) environmental matters within the area, either generally or specifically, and (vi) any other matter related 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.

(9) Despite subsection (8), to the extent that a matter is dealt within a framework under Part 17.2, the matter does not need to be included in an intermunicipal development plan.

(10) In creating an intermunicipal development plan, municipalities must negotiate in good faith

South Saskatchewan Regional 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, 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 Plan 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 process 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 specifically to intermunicipal land use planning.*

8.7 Consider the value of intermunicipal development planning to address land use on fringe areas, airport vicinity protection plan 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 were considered by both municipalities when developing policy within this IDP and will be considered 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.

1.3 Guiding Principles

1. The Town of Coaldale and Lethbridge County will maintain a relationship built on clear expectations, cooperation and trust supported through creating processes for open and honest communication.
2. The Town of Coaldale and Lethbridge County will work together to advance the region's interests while remaining mindful of each municipality's vision and mandate.
3. The Town of Coaldale and Lethbridge County will collaboratively address planning issues, including future growth and development activity, referrals and circulations, and plan amendments.
4. The Town of Coaldale and Lethbridge County will establish and maintain public consultation requirements concerning planning matters that may affect either municipality.
5. The Town of Coaldale and Lethbridge County will support the coordination of regional and intermunicipal services and amenities.
6. The Town of Coaldale and Lethbridge County will ensure that the policies of this Plan are consistently and reasonably implemented.

1.4 Plan Goals

The two participating municipalities' overall goal of this plan is to encourage orderly and economical development in the Coaldale fringe area based on the designated plan boundary that has regard to the needs of both municipalities. More specific goals are as follows:

- To address the Municipal Government Act requirements with respect to intermunicipal conflict resolution procedures, plan administration, and plan amendments.
- To provide a clear policy framework to guide future land use decisions, by both municipalities, for lands located within the plan boundaries.
- To facilitate sound development, growth and economic opportunities for both municipalities based on shared land use strategies.
- To establish clear principles whereby both municipalities may consistently apply planning policies and land use bylaw decisions within their respective jurisdictions, which respect the goals and objectives of this plan.
- To provide for a continuous planning process that facilitates ongoing consultation, collaboration, and cooperation between the two municipalities.

- To provide for a continuous and transparent planning process that facilitates ongoing consultation and cooperation among the two municipalities and affected landowners and citizens.
- To establish an agreeable planning approach to identify possible areas to enter into joint ventures and agreements for more efficient planning and potential delivery of services.
- To enable both municipalities to grow and prosper together in a regional context and to identify logical areas to accommodate future development and growth, as agreed to by both parties.
- To achieve a balance of land uses compatible with agriculture, urban interest, economic growth and sustainable development practices.



Procedure for Adoption

The County and the Town prepared the Plan in accordance with the requirements of the MGA, including advertising and conducting a public consultation process, prior to passing the respective adopting bylaws.

This Plan comes into effect on the last date it was adopted by both the Town and the County by bylaw, after receiving three readings of the bylaw(s) by Council.

PART 2 - IDENTIFICATION OF ISSUES AND AREAS OF COMMONALITY

Extensive Agriculture

Much of the plan area is used for extensive agriculture and crop production, while there are also some mixed farming operations. Good quality land is worth protecting, but there is pressure to develop these lands as their land value increases the closer proximity to town they are.

Impacts or problems have traditionally occurred between agriculture uses and urban areas in terms of:

- Noise from farm equipment
- Dust from hauling or harvesting activities
- Odour from feeding operations or the spreading of manure
- Flies generated from feeding operations
- Weed control
- Insect control and pesticide application
- Potential environmental problems from agricultural runoff; and
- Irrigation



One of Lethbridge County's numerous intensive livestock operations

Agricultural operations may also experience impacts of urban proximity in terms of:

- Increased traffic on rural roads
- Garbage and waste dumping
- Trespass and property vandalism
- Complaints against normal farming practices
- Weed control

2.2 Intensive Agriculture

Currently, new confined feeding operations are prohibited in the designed Rural Urban Fringe, however, the final decision on any new or expanding operations is up to the NRCB Natural Resources Conservation Board (NRCB).

2.3 Industrial/Commercial Land Uses

Industrial and commercial uses typically increase in the fringe areas around an urban area. Both municipalities respect each other's desire for commercial and industrial developments and agree that growth in this regard is properly managed. The Town and County have identified the areas around the existing industrial park (north end of Coaldale) and along Highway 3 as suitable areas for industrial and commercial development (see Map 2).

2.4 Urban Expansion and Annexation

In 2018 the Town of Coaldale was successful in annexing sufficient land for 25 years of development. Any future growth plans of the Town beyond what was annexed in 2019 will be discussed with the County in the

future. The Town and the County agreed through a Memorandum of Understanding (MOU) signed in September 2016 that the western boundary of the Town will not be expanded any further (see Appendix A).

2.5 Land Uses and Development Standards

Poorly planned developments can create impacts that go beyond individual property lines or municipal boundaries. Consideration for applying some development standards between municipal jurisdictions warrants review, especially regarding professional information for developments within the urban fringe area of the County and on adjacent lands within the Town.

2.6 Transportation and Road Networks

Provincial plans for Highway 3 and the Canamex corridor will affect both municipalities. The County and the Town should work cooperatively to form policies that address and take advantage of the pressure for development that will likely result. The local road network inter-connects through both municipalities as it moves persons and goods through the region.

2.7 Shared Services & Economic Development Cooperation

There is provincial support for shared services and tax revenue between municipalities in some situations. Economic growth and development of the Town and County are linked, and additional cooperative agreements may be investigated and pursued by the two municipalities. Both the County and the Town see opportunities in working together to bring municipal services to future intensive development areas. Services and service sharing may be discussed including the topics of:

- Availability
- Cost and tax sharing
- Process for implementation

2.8 Area of Special Consideration

There are specific areas that warrant further investigation and consideration by both municipalities including:

- Stormwater drainage and the Malloy Drain
- Birds of Prey Centre



Birds of Prey Centre

2.9 Reciprocal Policies

The Intermunicipal Development Plan should consider both sides of the municipal boundary, not just one or the other. In each land use policy area, the reciprocal nature of the policy should be discussed, and such policies should apply to area structure plans, engineered plans, stormwater plans, referral notifications on applications, so that each municipality is following a common practice, and gives each other the same courtesy.

2.10 Planning and Administrative Issues

For a plan to be successful, clear processes will need to be outlined in the plan to enable both municipalities and their administrative staff to implement and monitor the plan. The administration section should address referrals and notifications, meetings, role of ongoing committee, staff roles and authority in implementing the plan, ongoing public participation, dispute resolution, and the update and amendment process for the Plan.

Part 3 - BACKGROUND AND ANALYSIS

3.1 Background

Lethbridge County and the Town of Coaldale recognize the importance of working together for the benefit of not only the two municipalities but also the region as a whole. The IDP addresses the fact that there are different pressures, problems and opportunities that exist in the fringe areas surrounding the Town of Coaldale.

3.2 Existing Planning Documents, Agreements & Partnerships

Lethbridge County and the Town of Coaldale have jointly agreed to having an Intermunicipal Development Plan since the mid 1990's with the first Joint Municipal Development Plan coming into effect on March of 1994. The most recent IDP was approved February of 2010 with an amendment approved in September 2020. It was determined with the 2020 amendment that a more robust review and update was required to the IDP to appropriately reflect the current state of development and cooperation between the Town and the County.

The policies and intent of the IDP are consistent with those that had been previously adopted but bring the document relevant to the current date.

3.3 Land Use and Zoning

The Plan area largely reflects the lands within Lethbridge County. The lands contained within the plan area are primarily designated as Rural Urban Fringe and Rural Agriculture. There is a small Grouped Country Residential area to the southwest of the plan area as well as a portion of a parcel zoned Direct Control. Within the Town of Coaldale, the zoning is variable with Urban Reserve land mainly located on the west and south of the town, Industrial land in the north/north-east, and a mix of land use districts on the eastern side of the town consisting of Urban Reserve, Institutional, Utility, and Manufactured Home Park. Much of the lands that are designated Urban Reserve within the town area will be rezoned in the future as documented in the Town's Municipal Development Plan. The current zoning is noted in Map 2.

Land uses within the plan area are predominantly agricultural, with some country residential acreages and agricultural services development making up the rest of the land uses within the area. Most of the agricultural parcels area intact with only a small number of parcels that have been fragmented beyond the first parcel (county residential yard) taken out of the agricultural quarter section. Some fragmentation in the area has occurred due to the location of irrigation canal and works particularly on the east and north sides of the Plan area. Map 3 illustrates the existing land uses in the Plan Area.



3.4 Agricultural Practices

Map 4 identifies the Canadian Land Inventory (CLI) soil classification and agricultural capability of the lands (see Definitions for soil classification). Much of the plan area is of high quality, class 1 and 2, especially the land on the west portion of the Town.

The South Saskatchewan Regional Plan (SSRP) outlines policies with respect to agriculture with which all municipal plans, including Intermunicipal Development Plans, should comply. These include:

- 8.19 *Identify areas where agricultural activities, including extensive and intensive agricultural and associated activities, should be the primary land use in the region.*
- 8.20 *Limit the fragmentation of agricultural lands and their premature conversion to other, non-agricultural uses, especially within areas where agriculture has been identified as a primary land use in the region. Municipal planning, policies and tools that promote the efficient use of land should be used where appropriate to support this strategy.*
- 8.21 *Employ appropriate planning tools to direct non-agricultural subdivision and development to areas where such development will not constrain agricultural activities, or to areas of lower-quality agricultural lands.*
- 8.22 *Minimize conflicts between intensive agricultural operations and incompatible land uses by using appropriate planning tools, setback distances and other mitigating measures.*

There are a small number of existing confined feeding operations (CFO's) within the plan area. Approvals for CFO's and the application and management of manure lies solely with the Natural Resources Conservation Board (NRCB). Prior to approving the establishment or expansion of a CFO, the approval officer of the NRCB will review local municipal plans (including this IDP where applicable) and request comments from affected municipalities. The "Agricultural Operations Practices Act Standards and Administration Regulation" generally limits the establishment or expansion of CFOs in designated fringe areas through the application of a minimum distance separation.

3.5 Existing Subdivision and Development

The plan area has some fragmentation, particularly around existing irrigation infrastructure (i.e. canals) which created cut off parcels. Over the last ten years the most prevalent type of subdivision activity within Lethbridge County has been in the form of farmsteads being subdivided from the quarter section. Lethbridge County allows for the subdivision of a single parcel from the quarter section without requiring any additional planning or redesignation (rezoning). Any subdivision beyond the first parcel out of the quarter section would require the parcel be redesignated to the appropriate land use district and may require additional planning documentation such as a conceptual design scheme or area structure plan.

With the Town of Coaldale there has been residential subdivision and development along the east side of the town. On the west side there is the development of the joint school and recreation facility along with planning for future residential subdivision and development. In the north end of the Town, there are plans in place for the expansion of the industrial park which will abut Highway 845. After the annexation of Lethbridge County lands in 2018 the Town has been continuing to work with the country residential subdivisions included in that annexed area.

3.6 Projected Growth

Residential

The Town of Coaldale has experienced significant growth over the last 10-year period. Residential growth within the town boundaries is expected to continue on the west side of the town (both north and south of Highway 3) and also on the east side of the town (south of Highway 3) and noted on Map 5. Lethbridge County has not had significant residential growth within the plan area and does not anticipate significant growth opportunities within the plan area except for a few parcels as noted in Map 5.

Commercial/Industrial

Industrial and commercial growth is anticipated in both the Town and the County. Within the town the north industrial park is planned to expand to the lands to the west, abutting Highway 845 and also the area along Highway 3 on the west side of the town. Within the County lands have been designated for future industrial or commercial uses around the areas abutting Highway 3 to the west of the town and also the lands surrounding the towns wastewater lagoons and industrial park on the north side of the town. Map 6 illustrates the approximate location of these areas.

No areas within the plan area have been identified for annexation to support the growth of the Town at this point in time as the lands annexed in 2018 are deemed to be sufficient for the next 20-30 years of growth for the Town of Coaldale.



PART 4 - ADMINISTRATION

4.1 Addressing Provincial Regional Planning Requirements

Intent

With the adoption of the South Saskatchewan Regional Plan (SSRP) the Town of Coaldale and Lethbridge County are under the mandate of this legislation and will need to comply with the adopted regional plan policies.

Policies

- 4.1.1 Both councils are supportive of the principle that an agreement negotiated locally between the two parties is more desirable than an agreement imposed by the province, and both municipalities will work together to cooperate on joint policy areas under the authority allowed by the province.
- 4.1.2 Both municipalities agree that they will work in a cooperative manner to address the terms and requirements imposed on them by the province through the SSRP, and any subsequent provincial regulations, and amend the Plan accordingly.
- 4.1.3 An updated Plan containing policies to address any provincial requirements will be reviewed by the Intermunicipal Committee, revised if needed, and then be prepared for municipal review.
- 4.1.4 If both councils are satisfied that the proposed amendments meet the requirements of the province, statutory public hearings can be conducted in accordance with Municipal Government Act notification and advertising requirements. The revised intermunicipal development plan may be adopted after the public hearings.

4.2 Addressing Municipal Amendments and Plan Validity

Intent

It is recognized that this Plan may require amendments from time to time to accommodate an unforeseen situation or keep the Plan up to date and relevant.

Policies

- 4.2.1 This Plan comes into effect on the date it is adopted by both the Town and the County.
- 4.2.2 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 amendments shall come into force until such time as both municipalities adopt the amending bylaw.
- 4.2.3 Requests for amendments to this Plan by parties other than the Town and the County (i.e. landowners or developers) 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.
 - When such applications are submitted, the municipality receiving an amendment shall contact and advise the other municipality of such an application as outlined in the IDP referral policies

- 4.2.4 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.
- 4.2.5 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 council for amendment to the Intermunicipal Development Plan to ensure the policies remain current and relevant and continue to meet the needs of both municipalities.
- 4.2.6 A formal review of the Plan should be undertaken every five years. The Intermunicipal Development Plan Committee shall report to the respective council regarding confirmation of validity of the Plan policies and /or may provide recommendations for: amendment(s), request for additional studies, or other matters identified by the Committee.
- 4.2.7 Either municipality may request that the Plan be repealed and replaced with a new IDP upon serving written notice to the other municipality. The dispute resolution process stipulated in Section 4.5 will be undertaken should the municipalities be unable to reach an agreement.

4.3 Intermunicipal Development Plan Committee

Intent

The implementation of this plan is intended to be an ongoing process to ensure it is maintained and remains applicable. A joint representative committee will ensure continued cooperation, as the purpose of the committee is intended to promote cooperation and resolve potential conflicts, and wherever possible, come to a consensus decision.

Policies

- 4.3.1 For the purposes of administering and monitoring the Intermunicipal Development Plan the Lethbridge County and the Town of Coaldale agree that the Intermunicipal Development Plan Committee shall be the members assigned by each respective council.
- 4.3.2 The Intermunicipal Development Plan Committee shall be established and shall be a working committee consisting of six elected officials, three from the County and three from the Town. The hosting municipality will chair committee meetings and meetings will rotate between municipalities. At least one member of the Town's and the County's administrative staff should attend all meetings of the Committee.
- 4.3.3 The Town and the County agree that the main functions of the Committee are:
 - (a) to address concerns regarding the policies of the plan;
 - (b) to address proposed amendments to the plan;
 - (c) to address changes to land use districts or other land use amendments affecting the lands in the plan;
 - (d) to address issues in relation to implementation of plan policies, comments related to subdivision and/or development proposals;
 - (e) to engage in resolving any conflicts or disputes which arise from this plan — both municipalities will equally share costs associated with using outside assistance to resolve a dispute;

(f) any other land use issues deemed appropriate not explicitly identified in the plan.

- 4.3.4 Meetings of the Committee shall be held at least twice annually or at the request of either municipality, with the first meeting to be held prior to the last day of November of each year. Committee meetings should be held as quickly as possible if any conflict arises, or if any matter is brought before it.
- 4.3.5 If a matter has been referred to the Committee for comment, the Committee shall issue written comments as soon as possible. Both councils agree that the Committee shall issue its response in the form of comments, not recommendations.
- 4.3.6 A matter may be brought before the Committee by the administrative staff of either the Town or the County, or by any other person or entity affected by the plan (i.e. government, agency, landowner, developer).
- 4.3.7 A municipality may call a meeting of the Intermunicipal Development Plan Committee at any time upon not less than five days' notice of the meeting being given to all members of the committee and all resource persons, stating the date, time, purpose, and the place of the proposed meeting. The five days' notice may be waived with 4/6 of the Committee members' agreement noted.
- 4.3.8 All six members of the IDP Committee will make their best efforts to attend each meeting. Meetings will be held as long as each party is represented by a minimum of any two of its representatives. If a member must be absent for an extended period of time, the respective council will appoint a new member to the Committee.
- 4.3.9 Any changes to the Committee format, composition, roles, responsibilities or any aspect of its existence or operation may be requested by either party.
- 4.3.10 Where a matter involving the two municipalities cannot be resolved to the satisfaction of the Committee, the Committee is authorized to initiate the conflict resolution system in this plan, Part 6, as follows.

4.4 Intermunicipal Referrals

Intent

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

Policies

General

- 4.4.1 Where an intermunicipal referral is required by the *MGA* or the policies contained in the Plan, both municipalities agree to share mailing address and property ownership information for circulation purposes with the adjacent municipality, and where applicable, the municipality's processing agency or designate

4.4.2 Where a plan or bylaw, including amendments, or application, requires notifications to be sent to a municipality that is external to this IDP, the referring municipality shall follow the referral requirements outlined in the *MGA*, and where applicable, those contained in a relevant Intermunicipal Development Plan.

4.4.3 Administrative staff or representatives, for Lethbridge County or the Town of Coaldale are encouraged to discuss with one another forthcoming Statutory Plans and Land Use Bylaws, including amendments, and other studies, projects, or proposals that may impact the Plan Area.

4.4.4 Administrative staff or representatives for the Town or the County are encouraged to discuss with one another forthcoming subdivision and development applications that may impact lands within the Plan Area.

4.4.5 The municipalities are encouraged to refer to each other for comment on major land use or planning matters that have the potential to impact the other jurisdiction, even if it involves lands that may not be in the Plan Area.



Municipal Development Plans

4.4.6 A newly proposed Municipal Development Plan or amendment, by either municipality, shall be referred to the other municipality for comment prior to a public hearing.

Other Statutory Plans

4.4.7 A newly proposed Statutory Plan or amendment within the Plan Area shall be referred to the other municipality for comment prior to a public hearing.

Land Use Bylaws

4.4.8 All Land Use Bylaw amendments (including redesignations) in either municipality that are within the Plan Area, shall be referred to the other municipality for comment prior to a public hearing.

4.4.9 A newly proposed Land Use Bylaw from either municipality shall be referred to the other for comment prior to a public hearing.

Conceptual Design Schemes and Outline Plans

4.4.10 All conceptual design schemes and Outline Plans in support of a subdivision or development within the Plan Area shall be referred to the other municipality for comment prior to Council resolution.

Subdivision and Development

4.4.11 All subdivision applications for lands within the Plan Area shall be referred to the other municipality for comment prior to a decision being rendered except for:

- a) An agricultural parcel subdivision of a quarter section that complies with the municipality's criteria for subdivision and does not take access from an adjoining road under the other municipality's control or management.
 - b) A single lot country residential subdivision that complies with the municipality's criteria for subdivision and does not take access from an adjoining road under the other municipality's control or management.
 - c) A cut-off parcel subdivision that complies with the municipality's criteria for subdivision and does not take access from an adjoining road under the other municipality's control or management.
 - d) An enlargement, reduction, or realignment of an existing separate parcel that complies with the municipality's criteria for subdivision and does not take access from an adjoining road under the other municipality's control or management, and
 - e) Subdivision application in areas with an approved Area Structure Plan where no road access is required from the adjacent municipality and the proposal conforms to the plan with no variances, different lot configuration, or servicing proposals than what was approved in the Area Structure Plan.
- 4.4.12 Each municipality shall refer all discretionary use development applications within the Plan Area to the other municipality for comment prior to a decision being rendered.
- Within Lethbridge County the lands would be those identified in Map 1 as the Plan area
 - Within the Town of Coaldale, the applicable lands would be those adjacent to the County/Town boundary
- 4.4.13 Each municipality shall refer all development applications within the Plan Area that propose to take access from an adjoining road under the control or management of the other municipality for comment prior to a decision being rendered.
- 4.4.14 Any development application for a sand or gravel pit or renewable energy project (i.e. solar, wind, water, biofuel) shall be referred to the other municipality for comment prior to a decision being rendered.

Response Timelines

- 4.4.15 The responding municipality shall, from the date of mailing, have the following timelines to review and provide comment on intermunicipal referrals:
- a) 15 calendar days for all development applications,
 - b) 19 calendar days for subdivision applications,
 - c) 15 calendar days for a redesignation application or outline plans on land where an Area Structure Plan (ASP) has been adopted and the redesignation or outline plan is consistent with the adopted ASP.
 - d) 30 calendar days for all other intermunicipal referrals (statutory plans).
- 4.4.16 In the event that either municipality does not reply within, or request an extension by, the response time for intermunicipal referrals stipulated in this Section, it is presumed that the responding municipality has no comment or objection to the referred planning application or matter.

Consideration of Responses

- 4.4.17 Comments from the responding municipality regarding proposed Municipal Development Plans, other Statutory Plans, and Land Use Bylaws, or amendments to any of these documents, shall be considered by the municipality in which the application is being proposed, prior to a decision being rendered.
- 4.4.18 Comments from the responding municipality regarding subdivision and development applications shall be considered by the municipality in which the application is being proposed, prior to a decision being rendered on the application.

4.5 Dispute Settlement

Intent

By its nature, the policies of this plan are general and make each municipality responsible for decisions made in their own jurisdiction. This suggests that different plan interpretations or actions may result in disputes that may arise from time to time. Using the following system, it is hoped the dispute can firstly be avoided, and secondly, settled locally. Only after a series of steps would the dispute go beyond the local level.

Process

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

Step 1 It is important to avoid any dispute by ensuring the plan is adhered to as adopted, including full circulation of any permit or application that may affect a municipality or as required in this plan and prompt enforcement of the policies of the plan and Land Use Bylaw.

Step 2 When an intermunicipal issue comes to the attention of either party, it will be directed to the CAOs who will review the issue and make a decision within 10 days, if it is within their authority to do so.

Step 3 If an issue is contentious or outside the scope of the CAOs' authority or at the request of the CAOs, the matter will be referred to the Intermunicipal Development Plan Committee for its review and decision or comment. Additionally, should either municipality identify an issue related to this plan that may result in a more serious dispute, that municipality should approach the Joint Planning Committee to call a meeting of the Committee to discuss the issue.

Step 4 Prior to the meeting of the Committee, each municipality through its administration, must ensure the facts of the issue have been investigated and clarified, and information is made available to both parties. Staff meetings may occur at this point to discuss possible solutions.

Step 5 The Committee should discuss the issue with the intent to seek a solution by consensus.

Step 6 Should the IDP Committee be unable to arrive at a consensus, then either municipality will contact the appropriate chief elected officer to arrange a joint meeting of the two whole councils who will discuss possible solutions.

Step 7 Should the councils be unable to reach a solution, the two parties, by agreement, shall contact a professional mediator to commence a mediation process of which the results of the mediation report will be binding on each municipality. If one or the other parties is not in agreement with this private mediation step, then either municipality may contact Alberta Municipal Affairs to commence a mediation process under the department's guidance. The cost of mediation would be split equally between the two municipalities.

Step 8 In a case where further action under the Municipal Government Act is unavailable, the results of the mediation report will be binding on each municipality.

Step 9 In the case of a dispute regarding:

- a statutory plan or amendment, or
- a land use bylaw or amendment,

a dispute under section 690(1) of the Municipal Government Act may be initiated. Using this section of the MGA is the final stage of dispute settlement, as this outlines the procedure for the municipalities to request the Municipal Government Board to intercede and resolve the issue.

In relation to Step 9 above, if by the 25th day after the passing of a bylaw or statutory plan under dispute a resolution has not yet been reached at any step in the dispute resolution process, the municipality initiating the dispute action may, without prejudice, file an appeal with the Land and Property Rights Tribunal (for statutory plan or land use bylaw issues) so that the statutory right and timeframe to file an appeal is not lost.

- This appeal may then be withdrawn, without prejudice, if a solution or agreement is reached between the two parties prior to the Land and Property Rights Tribunal 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.)*

PART 5 – INTERMUNICIPAL LAND USE POLICIES

5.1 Land Use

Intent

To create some common development practices between the two municipalities, both should request professional drafted area structure plans for new development as a standard practice.

Policies

- 5.1.1 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.
- 5.1.2 Parcels that are designated Rural Agriculture in Lethbridge County within the Plan Area will be redesignated to the Rural Urban Fringe District.
- 5.1.3 Any parcel that is zoned to districts other than the Rural Urban Fringe (RUF) may continue under those districts identified in the Lethbridge County Land Use Bylaw. New applications for subdivision and development on these lands shall be subject to any policies of this IDP.
- 5.1.4 All subdivision shall comply with the subdivision criteria found in the Lethbridge County and Town of Coaldale Land Use Bylaws for:
- agricultural uses,
 - existing and fragmented parcels,
 - residential and single lot country residential, and
 - commercial and industrial uses.
- 5.1.5 Any application submitted for redesignation shall be accompanied by a professionally prepared area structure plan or conceptual design scheme if required by the respective municipality's Municipal Development Plan.
- 5.1.6 For Area Structure Plans and Conceptual Design Schemes within Lethbridge County, applicants may be asked to provide a conceptual "shadow plan" with eventual urban sized lots illustrated, road alignments, servicing corridors, and 'building pockets' shown as to where dwellings would be located, so as not fragment, or interfere with potential urban expansion, if it were to occur.
- 5.1.7 For any development on lands that have been identified within a possible environmentally significant area (ESA) or where the municipality within which the development is proposed is of the opinion that the land may be within an ESA, the developer may be required to conduct an environmental impact assessment (EIA) and is responsible for contacting Alberta Environment and Parks.
- 5.1.8 Both municipalities recognize the regional importance of the Birds of Prey centre and agree to take into consideration the Birds of Prey existing operations and expansion plans when making long-term land use decisions in proximity to the Birds of Prey centre.
- 5.1.9 For any development on lands that may contain a historic resource value (HRV), the developer may be required to conduct a historical resource impact assessment (HRIA) and is responsible for consulting the Historical Resources Act and contacting Alberta Culture and Tourism.



- 5.1.10 Developers preparing area structure plans (ASPs) are responsible for submitting the final approved ASP to Alberta Culture for review to obtain historical resource clearance and must file a copy of any clearance approval with the respective municipality.
- 5.1.11 Each municipality is responsible for referring development applications and other land use activities within their respective jurisdictions to the appropriate provincial department to determine when an EIA or HRIA may be required.
- 5.1.12 Both municipalities should consider the provincial Wetland Policy when making land use decisions with the goal of sustaining environment and economic benefits. The developer, not the municipality, is responsible for ensuring compliance with the provincial policy and any associated regulations.
- 5.1.13 Each municipality encourages applicants of subdivision and development proposals to consult with the respective municipality, irrigation district, and provincial departments, as applicable, regarding water supply, drainage, setbacks from sensitive lands, and other planning matters relevant to the natural environment in advance of submitting a proposal.

5.2 General Development Standards

Intent

The County and the Town recognize there may be areas of mutual benefit in the provision of infrastructure and other services.

Policies

- 5.2.1 Both municipalities will require developers to prepare (at their own expense) storm water management plans, required as per the policies of this plan or a municipality's Municipal Development Plan, which must be professionally prepared by a licensed, qualified engineer.
- 5.2.2 If problems or disputes should arise between the two municipalities regarding any storm water issues, the two parties agree to consult with each other and attempt to resolve the issue locally prior to engaging Alberta Environment or other provincial authorities. If a simple resolution cannot be easily achieved, the two parties should use the dispute mechanism process as outlined in Part 4 of this plan.
- 5.2.3 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.
- 5.2.4 It is recognized that standards of development are different for the County as a rural municipality, than the Town as an urban. As such the County and the Town will endeavor to ensure as best it can that quality developments are approved, and that the standards as outlined in each municipalities Land Use Bylaw and other guiding documents are adhered to.
- 5.2.5 Any development proposal within the Town of Coaldale and land within the Lethbridge County IDP boundary shall address storm water drainage and include considerations for how it may impact the Malloy Drain and the Town of Coaldale.



5-3 Agricultural Practices

Intent

Agricultural activities can continue to operate under acceptable farming practices within the Intermunicipal Development Plan Area. The policies of this section will seek to provide the opportunity for discussion and negotiation if problems should arise. The County and the Town recognize that it is the jurisdiction of the Natural Resources Conservation Board (NRCB) to grant approvals and regulate confined feeding operations

(CFO's). However, both municipalities agree it is desirable to specifically regulate intensive agricultural operations within the defined Plan area in an attempt to minimize potential nuisance and conflict between land uses, especially residential, and CFOs with the plan area.

Policies

EXTENSIVE AGRICULTURE

- 5.3.1 Both councils recognize and acknowledge the main use of land found within the County portion of the Intermunicipal Development Plan area and some of the land within the Town is used for extensive agricultural activities (i.e. cultivation and grazing). These activities and other agricultural activities may continue to operate under acceptable farming practices and are protected under the Agricultural Operations Practices Act.
- 5.3.2 Extensive agriculture will continue to be the primary land use of the lands, until such time as 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 Rural Urban Fringe district contained within the Lethbridge County Land Use Bylaw or the Urban Reserve District within the Town of Coaldale Land Use Bylaw.
- 5.3.3 Both municipalities will attempt to work cooperatively together in supporting and encouraging 'considerate' good neighbour farming practices, such as for weed, dust, and insect control adjacent to developed areas, through good agricultural management practices and Alberta Agriculture guidelines. If problems should arise, the Lethbridge County may be notified and will consult with the landowner to emphasize, and enforce if needed, the County's Agricultural Service Board's policies.
- 5.3.4 If disputes or complaints in either municipality should arise between citizens 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.
- 5.3.5 Both councils will attempt to protect good quality agricultural land and limit their premature conversion to other uses until such time it is absolutely needed for some other use. To assist in this endeavor, both municipalities will attempt to:
 - dutifully take into consideration the location, type, and quality of agricultural land when making plan, bylaw, and subdivision decisions related to accommodating development.

INTENSIVE AGRICULTURE (CONFINED FEEDING OPERATIONS)

Intent

It is the desire of Lethbridge County and the Town of Coaldale to minimize potential conflict between residential uses and confined feeding operations within the Intermunicipal Development Plan area.

Policies

- 5.3.6 New confined feeding operations (CFOs) are prohibited to be established within the Intermunicipal Development Plan area.
- 5.3.7 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 Operations Practices Act, inclusive of the Standards and Administration Regulation.
- 5.3.8 With respect to existing confined feeding operations (CFOs), expansions shall be restricted in the plan area except in cases where the terms of policy 5.3.10 can be met.
- 5.3.9 For confined feeding operations, existing or proposed, located within the intermunicipal development plan area, the review process as outlined in the Agricultural Operation Practices Act should be followed by the Natural Resources Conservation Board (NRCB) and both municipalities must be notified in accordance with the review process.
- 5.3.10 It is recognized that the NRCB may consider allowing existing confined feeding operations to limited expansion and to upgrade and modernize within the requirements of the Agricultural Operations Practices Act and Regulations, but it is recommended to the NRCB that this review includes:
 - a) Consideration of the minimum distance separation calculation contained in the Agricultural Operation Practices Act, Standards and Administration Regulation;
 - b) Demonstrating changes will reduce negative impacts to the rural and urban residents of the area;
 - c) Additional environmental protection will be considered; and
 - d) Comments from the County and Town area received and considered.
- 5.3.11 The Natural Resources Conservation Board (NRCB) is requested to discourage the spreading of manure in the plan area due to concerns with the quality of drainage entering the Town during a storm event. However, in all cases the procedures outlined in the Agricultural Operation Practices Act, Standards and Administration Regulation or the recommendations or conditions of the Natural Resources Conservation Board (NRCB) should be strictly adhered to, with some reasonable consideration for weather conditions present.
- 5.3.12 Both municipalities support confined feeding operators with a commitment to good standards of practice. The County and Town expect operators to follow and adhere to any regulations or permit conditions as required by the NRCB.
- 5.3.13 If problems or complaints of an operator's practices should arise and are brought to either the County or Town's attention, they will notify and consult the other municipality prior to engaging provincial authorities.

- 5.3.14 For statutory plan consistency, Lethbridge County shall review its Municipal Development Plan (MDP) and update its CFO policies and designated "Confined Feeding Operations (CFO) Exclusion Areas" Map 2 (2A & 2B) to reflect Exclusionary Areas, within six (6) months of this plan being adopted.



5.4 Subdivision and Residential Uses

Intent

It is acknowledged that lands within the Intermunicipal Development Plan area are influenced by the proximity to the Town of Coaldale. The fringe area is the focus of pressure by land owners and developers for conversion of traditional agriculture lands to non-agriculture uses. The policies within this section identify a framework and criteria to manage said lands.

Policies

- 5.4.1 Development proposals should be evaluated against regional and subregional plans, as applicable, the policies of this plan, each municipality's respective Municipal Development Plan (MDP), and corresponding statutory and non-statutory plans.
- 5.4.2 Unless otherwise stipulated in this plan, subdivision of a quarter-section within the Rural Urban Fringe and IDP boundary shall generally be restricted to first parcel out, as either an isolated farmstead/country residential title, the creation of two 80-acre titles on irrigated land, or a parcel defined as a cut-off parcel under the Lethbridge County Land Use Bylaw (as per the County's subdivision policy).
- 5.4.3 Further subdivision of a quarter-section that has been previously subdivided should not be allowed except in certain areas agreed to in the plan and as specifically authorized (see policy 5.4.4).
- 5.4.4 Certain areas in the fringe may be considered suitable for further subdivision by the Lethbridge County,
- a) The proposal is well-planned and meets the County's subdivision policy;
 - b) Compatibility with adjacent land uses is a consideration; and
 - c) An acceptable Area Structure Plan is adopted.

This decision-making process should include consideration for the investment and location of Town infrastructure to ensure it is not adversely impacted.

- 5.4.5 New land uses proposed within the Town should be compatible to the existing or planned land uses within the County and should be comprehensively planned.
- 5.4.6 Any new development within the Town should be developed to urban standards and meet the density targets as set out in the Town's municipal development plan.
- 5.4.7 If an Area Structure Plan, or equivalent, is not in place then the host municipality shall evaluate applications for redesignation, subdivision, and development proposals according to the following criteria:
- a) Strategic policies outlined by the host municipality including their MDP;
 - b) The policies of this plan;

- c) Impacts on existing and planned uses in the vicinity of the proposal; and
 - d) Consideration of environmental impacts in accordance with the policies and the procedures of the municipality in which the proposal is made, and requirements of Alberta Environment.
- 5.4.8 Certain existing fragmented areas of parcels 20 acres or less in size have been identified and mapped (see Map 5). These areas may be considered for further residential subdivision with an approved conceptual design scheme or Area Structure Plan outlining the details of the subdivision and development and including a storm water management plan as a component, to be prepared at the developer's expense.
- 5.4.9 For any further subdivision proposal in conjunction with policy 5.4.8, the referral process will involve Lethbridge County referring the submitted draft conceptual design scheme or Area Structure Plan to the Town of Coaldale to review and be able to provide comment on, as per the agreed to referral policies in Part 4 of this plan.
- 5.4.10 For any multi-lot subdivision or development proposal within the IDP plan area including those within the Town, the County and the Town will require architectural controls, as approved by the municipality, to be applied and registered on title to ensure quality development. This component should be submitted by the developer as part of the required Area Structure Plan submission requirements.
- 5.4.11 Major subdivision or development proposals located on either side of the joint municipal boundary which may affect or impact the other municipality, should be circulated to the other respective municipality for consideration and commentary on the proposal.
- 5.4.12 Both municipalities will stipulate that any required reports and plans to be provided by developers for major or multi-lot subdivisions or development proposals within their jurisdiction (for lands lying on either side of the joint municipal boundary) be expertly prepared by land use planning professionals (i.e., architect, engineer, planner).
- 5.4.13 Both municipalities agree that they will strive to better communicate, cooperate, and share any information provided on storm water management plans for developments, when plans are required as outlined in this agreement.
- 5.4.14 All storm water management plans required as per the policies of this plan and as submitted to either municipality must be professionally prepared by a licensed engineer and approved by Alberta Environment.
- 5.4.15 Lethbridge County has adopted an **Engineering Guidelines and Minimum Servicing Standards** manual which shall apply as a minimum stipulation to any subdivision or development proposal on any lands within the County jurisdiction of this plan.
- 5.4.16 Both municipalities shall require, as a condition of approval, that existing standards identified in Alberta Environment's **Environmental Reference Manual** and Municipal Affairs' **Private Sewage Standards Guidelines** in relation to private septic systems are met.

5.5 Industrial and Other Non-Agricultural Uses

Intent

Both municipalities recognize the importance of industrial and commercial development within the region and particularly the agri-food/protein corridor designated around Highway 3. This section provides direction for types of land uses deemed industrial or commercial to appropriate areas within the Plan Area.

Policies

- 5.5.1 It is recognized that both municipalities have the right to commercial and industrial development within their jurisdiction as identified on Map 6.
- 5.5.2 Commercial and industrial development shall be done in manner that it is compatible with what is development/pre-planned with the adjacent municipality.
- 5.5.3 Commercial and industrial development within both jurisdictions will require the appropriate zoning and be appropriately planned in conformance with the IDP policies.
- 5.5.4 Some lands contained within the plan area are already zoned, subdivided, or developed for non-agricultural uses. It is recognized that any existing non-agricultural uses located within the plan area are permitted and may continue their operations.
- 5.5.5 Both municipalities agree that good land use practices should be followed when considering industrial development proposals, and each municipality should determine the compatibility to adjacent land uses, either existing or proposed future, and potential impact to adjacent residents.
- 5.5.6 Transition between industrial and residential should be proportionate to the level of impact between existing and planned land uses to mitigate potential health, safety, and nuisance factors.
- 5.5.7 Residential uses of any type should be discouraged by both municipalities in the northeast area of the plan boundary, as identified in Map 6, being near the Town's industrial area and sewage lagoons, and any use should be compatible and meet appropriate setbacks.
- 5.5.8 Both municipalities recognize that some types of large-scale industrial developments require adequate municipal servicing and approval will be dependent on the need and availability of servicing in relation to that use and whether they can connect to existing services and infrastructure.
- 5.5.9 Large-scale industrial development proposals that require substantial servicing may be an opportunity for both municipalities to engage in a joint venture.
- 5.5.10 For major development proposals, the Intermunicipal Development Plan Committee may meet on a request basis by either municipality for review and commentary.
- 5.5.11 When considering applications for redesignation, subdivision and/or development approval for industrial, light industrial, or commercial uses, all applications must meet or exceed the County's **Engineering Guidelines and Minimum Servicing Standards Manual**, and the Town's internal standard of the City of Lethbridge's **Design Standards**, for minimum performance standards. The County and Town may impose additional requirements and standards, as deemed necessary.
- 5.5.12 Land use proposals that do not conform or are not clearly defined within this Plan, may be discussed, and considered with agreement between the two municipalities. Such proposals must be brought before the Intermunicipal Development Plan Committee for discussion and commentary. Further to this, any major amendment to the plan must be agreed to by both municipal councils.

5.6 Urban Expansion and Annexation

Intent

The Town of Coaldale recently annexed lands from Lethbridge County in 2018 and as such there is no specific area identified for growth of the Town within this Plan. The following policies are in place to ensure the feedback of all relevant stakeholders is taken into consideration if annexation is being proposed.

Policies

- 5.6.1 As a commitment to both municipalities Municipal Development Plans, the Town and County will encourage private landowners to consider developing existing areas that can accommodate infill development and will also consider and support compact design concepts for development.
- 5.6.2 The Town of Coaldale annexed lands from Lethbridge County in 2018 based on a 25-year projected growth and land supply which Lethbridge County did not contest. If any annexation application is contemplated by the Town prior to this growth and timeline build out, the town would have to consult with the County and demonstrate the purpose and need to the County's satisfaction.
- 5.6.3 If the Town determines that annexation is necessary to accommodate growth, it will prepare and share with Lethbridge County a growth strategy or study indicating:
 - a) Necessity of the land;
 - b) Proposed uses;
 - c) Servicing implications; and
 - d) Any financial implications for both municipalities.
- 5.6.4 Annexation involves several stakeholders that need to be involved in the process, including:
 - a) Landowners directly affected by the application, who must be a part of the negotiation process;
 - b) The Town of Coaldale, who must make the detailed case for annexation and be a major participant in any negotiations;
 - c) Lethbridge County, who must evaluate the annexation application and supporting documentation for the impact on its financial status, land base and taxpayers.
- 5.6.5 The County will, as part of the negotiation with taxpayers, wish to see arrangements made by the Town regarding, but not limited to:
 - a) Property taxes of ratepayers;
 - b) Use of land continuing as agriculture until needed for development;
 - c) Ability to keep certain animals on site;
 - d) Consideration by agencies such as Alberta Transportation and Alberta Environment; and
 - e) Consideration by the Land and Property Rights Tribunal, who will evaluate the proposal and all stakeholder feedback.
- 5.6.6 Any growth strategy or study for an annexation proposal must include:
 - a) Proposed annexation boundaries based on the principle of including the outer limits of any adjacent road right-of-way boundary to demonstrate the accommodation of urban growth (i.e., parcels subject of the annexation).

- b) Accurately demonstrating that all parcels subject of the annexation will be under the control and management of the Town and the County will not be affected or responsible for any future management or maintenance as a result of the urban expansion.
 - c) A detailed description of rural municipal roads that may be affected by the annexation or the municipal boundary change.
- 5.6.7 Within 60 days of receiving a growth study or report to review, and prior to the County or the Town submitting a notice of intent to annex land with the Land and Property Rights Tribunal, the County or the Ton shall indicate in writing whether it has objections or concerns, or whether it requires additional clarification on any matters within the study or report.
- 5.6.8 With regards to policy 5.6.7, if concerns are brought forward, a meeting of the Intermunicipal Committee can be requested by either municipality 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 can be initiated in accordance with this Plan.
- 5.6.9 Notwithstanding the previous policy, the County or Town may initiate an application for annexation should the proposal be minor in nature such as a boundary adjustment to accommodate:
 - a) Existing title property line reconfigurations; or
 - b) Roads, canals, or utility rights-of-way that may be split by municipal jurisdiction boundaries.
 - c) Cases where there is agreement by the two municipalities that the annexation proposed is both minor and logical.
- 5.6.10 Proposed annexation boundaries should follow existing legal boundaries to avoid creating fragmented patterns or titles with split municipal jurisdiction.
- 5.6.11 Within six (6) months of the Land and Property Rights Tribunal approving the annexation, the Intermunicipal Development Plan boundary shall be reviewed and amended as required to reflect the municipal boundary change.
- 5.6.12 Within the same six (6) month timeframe described in the policy above, the County's Rural Urban Fringe (RUF) district boundary and the Town's respective change in zoning in their Land Use Bylaws shall also be amended to reflect the expansion and ensure all plans, boundaries and described areas are in conformity with each other.
- 5.6.13 The western boundary of the Town shall not be further expanded (through annexation) as per the Memorandum of Understanding signed between the County and the Town in September of 2016.

5.7 Transportation and Road Networks

Intent

Policies should attempt to address and deal with expected development and growth pressures and provide a forum for consultation when dealing with transportation issues that will impact both municipalities.

Policies

- 5.7.1 The County and Town should work cooperatively together to provide a cohesive and joint policy when dealing with transportation issues that will impact both municipalities.
- 5.7.2 In conjunction with any annexation study or application proposed by the Town must include identification and a detailed description of rural municipal roads that may be affected by the annexation or municipal boundary change.
- 5.7.3 Each municipality must be duly notified for 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, as blanket conditional approvals for road access should not be permitted. In relation to this policy, the referral time frames as stipulated in Part 4 of this plan should be respected.
- 5.7.4 If both municipalities agree, 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 parties agree that it is an appropriate mechanism to address a road or access issue for a particular development proposal.
- 5.7.5 Whenever possible, urban designs and Area Structure Plans within the Town should be prepared in such a way as to limit the number of entry points on roads that are either under County jurisdiction or link directly to the County Road system.
- 5.7.6 The Town and County may agree to consult and cooperate on the preparation of future Transportation Master Plans if it is determined that the plan may have implications or benefits to the other municipality, such as for road networks that transcend through each respective jurisdiction.
- 5.7.7 The two municipalities may enter discussions to create and identify standards for a hierarchy of roadways to be established between the two jurisdictions. Access control regulations should also be established to ensure major collectors and arterials are protected.
- 5.7.8 If required by Alberta Transportation or either municipality, at the time of subdivision or development, the developer shall conduct traffic studies with respect to impact and access onto Highways 3, 845, and 512 and the future Highway 4 Bypass (future CANAMEX Corridor). Any upgrading identified by such studies shall be implemented by the developer at its sole cost and to the satisfaction of the municipality and Alberta Transportation.
- 5.7.9 Any future land use impacts that may result from the Canamex highway and potential effects to Highway 3 may be evaluated and discussed by the Intermunicipal Committee as part of ongoing monitoring of this plan.
- 5.7.10 Both municipalities acknowledge that a Traffic Impact Analysis (TIA) may be required prior to any intense or large-scale major development to confirm access management standards, road cross-sections and other functional considerations, which should be provided at the expense of the developers.



5.8 Mutual Benefit and Cooperation

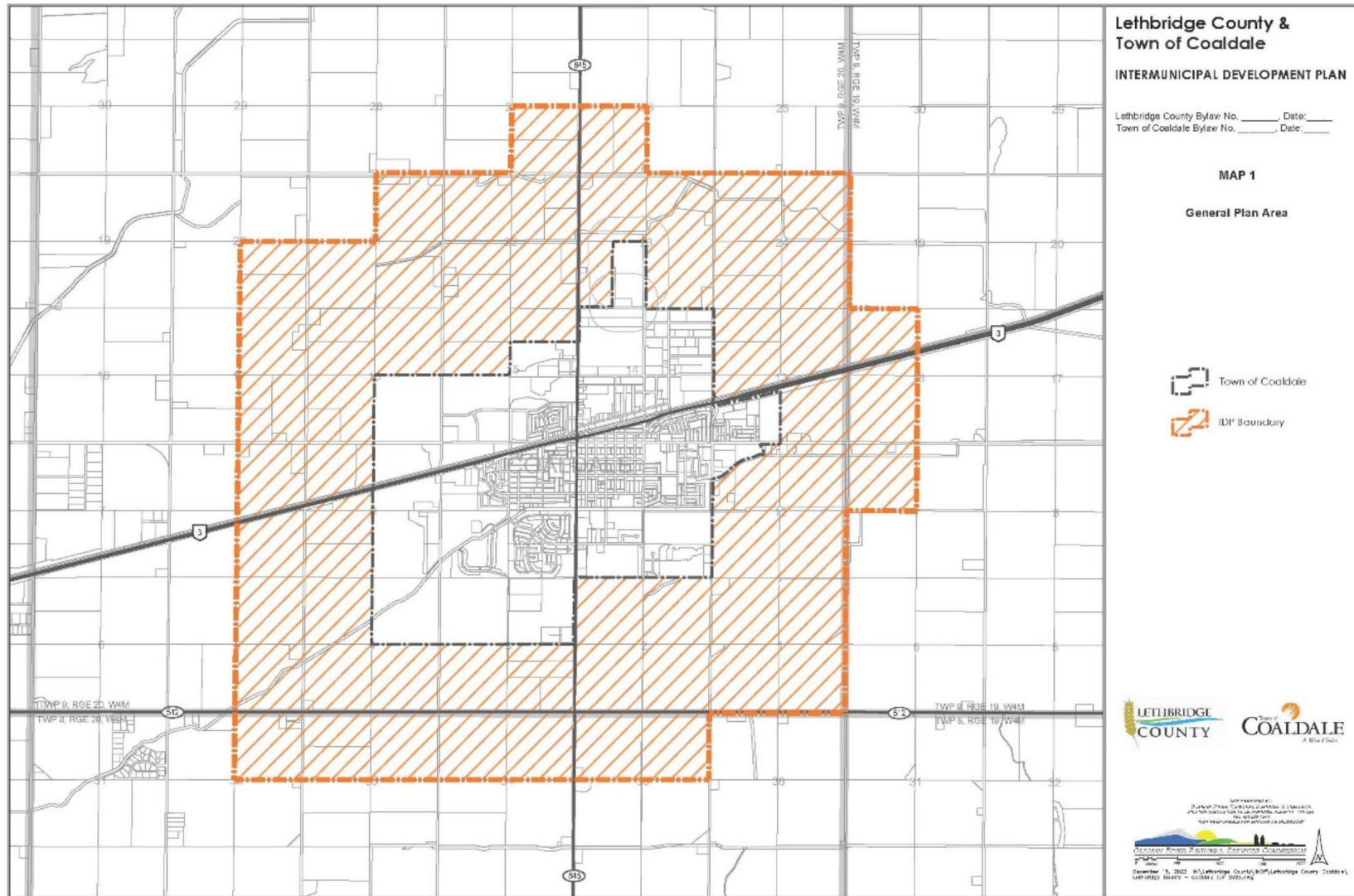
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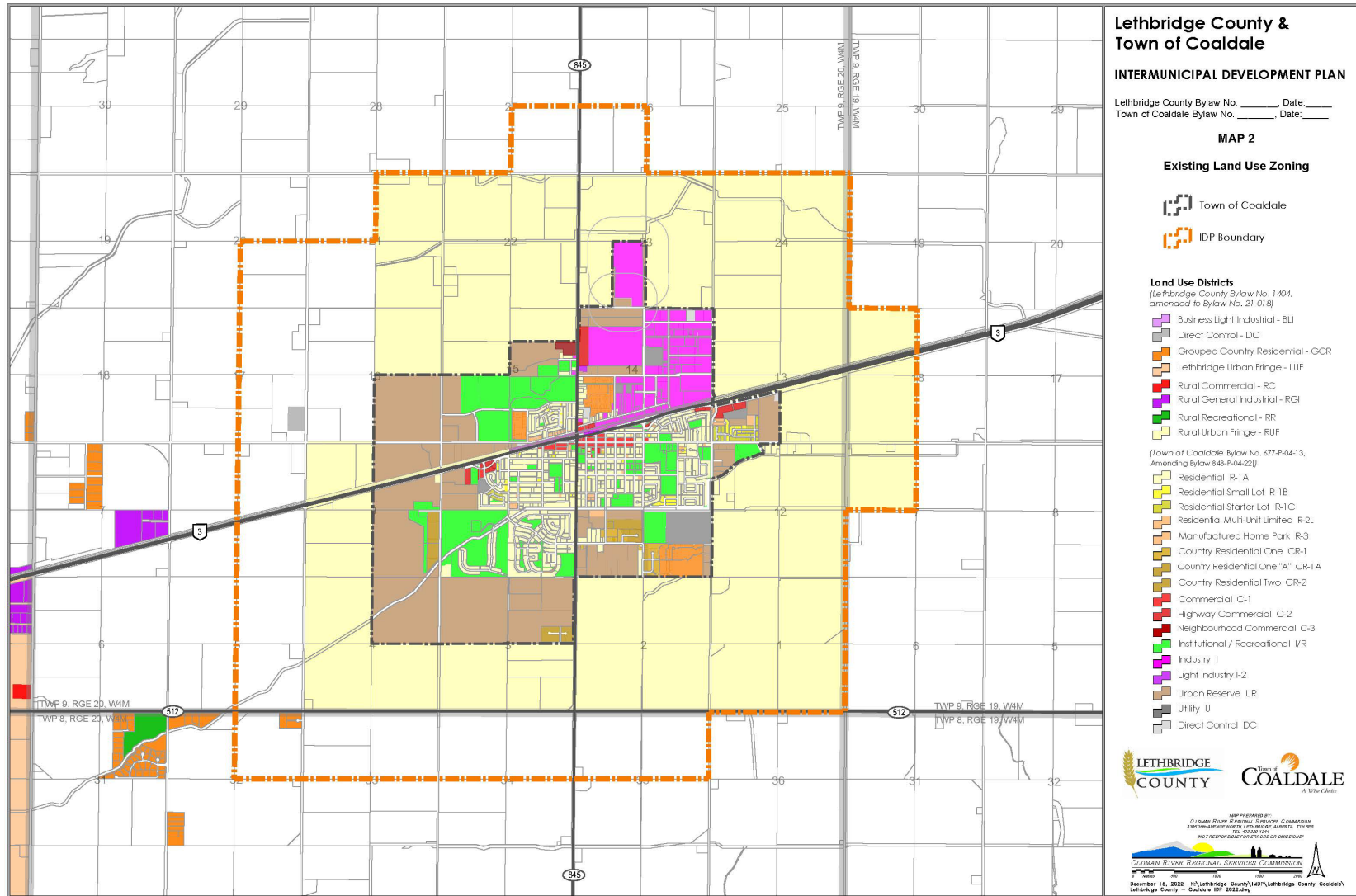
Consultation and cooperation on joint policy areas that may affect or benefit one or both parties should be encouraged and looked at by both municipalities.

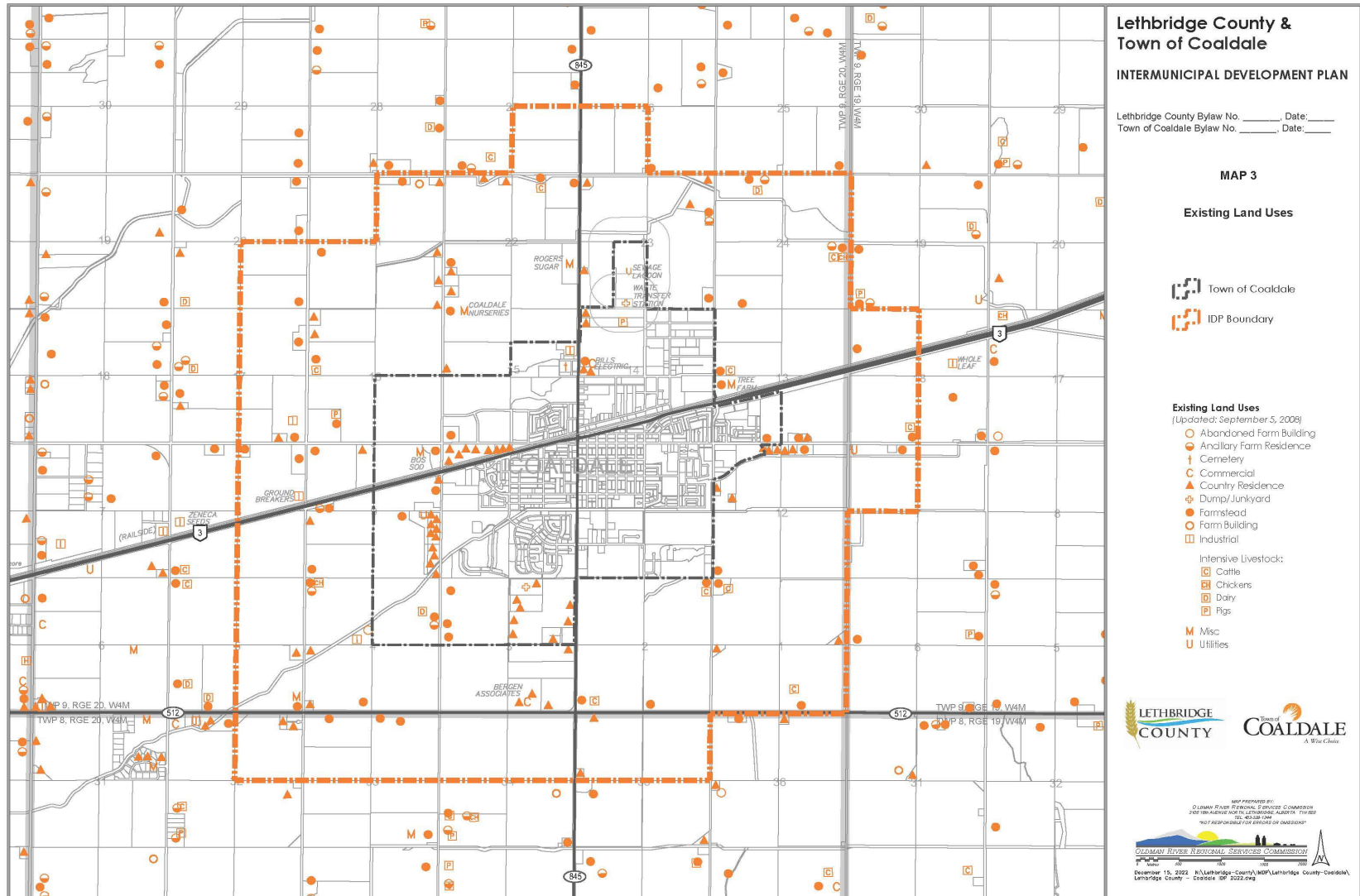
Policies

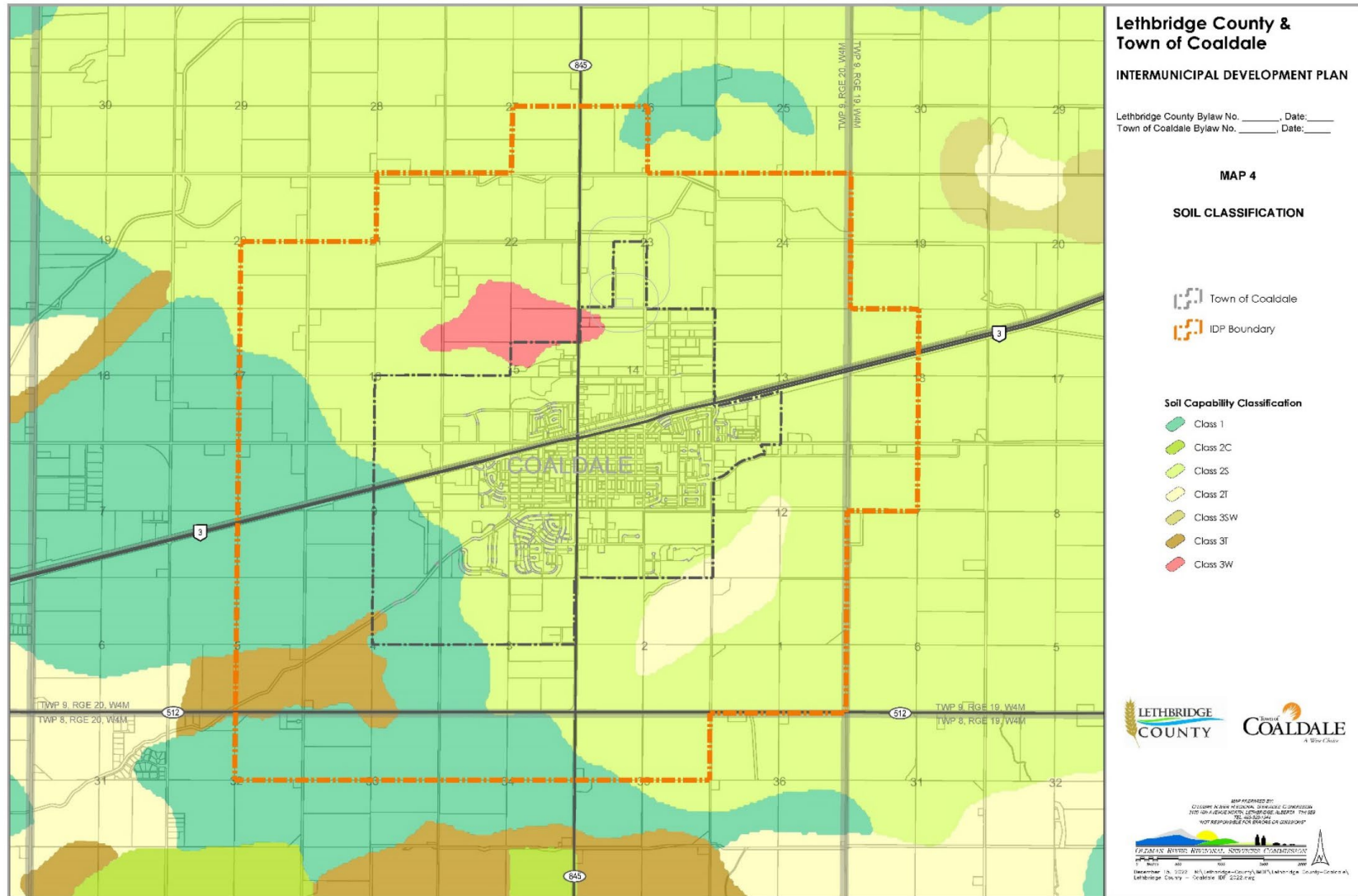
- 5.8.1 Lethbridge County and the Town of Coaldale agree to work together to try and enhance and improve the region for the benefit of both municipalities.
- 5.8.2 The County and the Town agree to continue to have an active intermunicipal committee (either as an Intermunicipal Committee or Joint Planning Committee) whose composition shall be agreed upon by both municipalities and will include representatives of Council with support from administration.
- 5.8.3 It is recognized by both municipalities that some economic or development proposals may be regionally significant or mutually beneficial to both parties and the two agree to meet to discuss such proposals when they come forward. Joint council meetings may be used as a forum to discuss and negotiate proposals.
- 5.8.4 It is recognized by both municipalities that benefits can occur through cooperation, and both may explore various intermunicipal options, such as sharing future services and / or revenues (taxes), through the development of special agreements negotiated between the County and the Town.
- 5.8.5 Any special agreements negotiated between the County and the Town should be negotiated in good faith. Both parties agree to honour the agreements reached and the agreements must be clear about what has been decided and how the agreement will be carried out.
- 5.8.6 In consideration of providing certain services to areas or proposals agreed to between the two municipalities, the County and the Town may discuss the need to create and apply off-site levies, development fees or servicing fees to the recipient or proposal as part of the agreement.
- 5.8.7 As a municipal cost saving initiative, the County and the Town may discuss and plan for the sharing of various municipal equipment, machinery, and services where feasible, practical and workable, which would be managed through separate agreements.
- 5.8.8 The County and the Town will work together on reviewing and updating the Intermunicipal Collaboration Framework, as required by the Municipal Government Act, in a cooperative spirit in an attempt to give due consideration to regional perspectives on municipal governance and community services.
- 5.8.9 The County and the Town may collaborate and investigate methods of giving various support to a variety of cultural, recreational, environmental (wetlands, parkland etc.) or heritage projects that may mutually benefit or enhance the quality of life of the citizens of both municipalities. This could be in the form of time (municipal staff), gifts in kind, materials, municipal letters of support, unified government lobbying, applications for grants, or other arrangements if both municipalities agree.

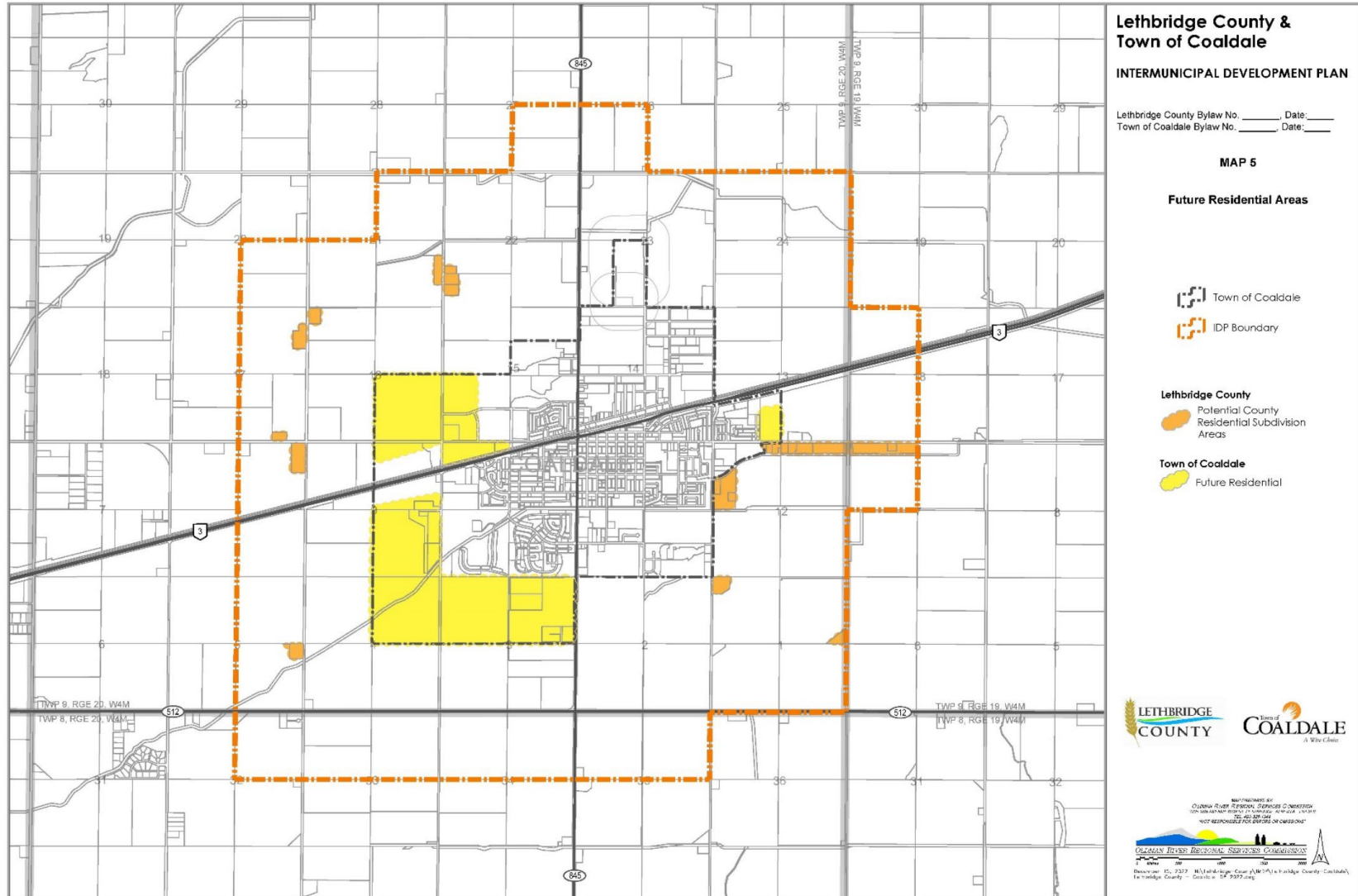
Part 6 - MAPS











Part 7 - 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 Act.

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 ensures 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 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), storm water 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.

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).

Canamex Corridor or Highway means a provincial road development as such by Ministerial Order pursuant to the Highway Traffic Act, and is the designated freeway corridor as established and gazetted by the province with the purpose of efficiently moving goods and transport between Canada and Mexico.

Commercial Establishment means a building, or part thereof, for the sale of goods or services to the general public.

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.

Committee means the Joint Planning 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 & sizes, roads, topography and general servicing information. It is usually not adopted by bylaw, but may be if the municipality desires to do so.

Confined Feeding Operation 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.

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 the Lethbridge County.

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.

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.

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 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.

Freestanding Sign means any sign or display supported by a freestanding column or structure.

Fringe or Urban Fringe means the approximate one-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.

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.

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

Intermunicipal (IDP) Plan 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.

Malloy Drain is a channel located east of Coaldale which collects irrigation spill water from laterals in the Coaldale area and carries it to the Stafford Reservoir. The Malloy Drain was developed in the 1950's to drain pockets of water within the Malloy Basin and increase production and ¾ of the Malloy Drain is owned and operated by SMRID.

Malloy Drainage Basin is described as a topographic region lying between Stafford Reservoir and the eastside of the City of Lethbridge from which the Malloy receives runoff, throughflow, and groundwater flow. The drainage basin is the area of land that contributes the water it receives as precipitation (except for losses through evaporation, transpiration from plants, incorporation into the soil, groundwater, etc.) to the Stafford reservoir.

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 boundary of the Town of Coaldale means the Coaldale Council, and within the boundary of the 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 Act, which is used by municipalities as a long-range planning tool.

Nuisance means any use, prevailing condition or activity which adversely effects 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.

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 Coaldale 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 & 800 series or Highways 1 and 36.

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.

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.

South Saskatchewan Regional Plan (SSRP) means the regional plan and regulations established by order of the Lieutenant Governor in Council pursuant to the Alberta Land Stewardship Act.

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 4 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.

Town means the Town of Coaldale.

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)

APPENDIX A - Lethbridge County and Town of Coaldale Memorandum of Understanding (MOU)

Town of Coaldale | Lethbridge County
Memorandum of Understanding for annexation and related matters



August 2016

Memorandum of Understanding for annexation and related matters
(herein referred to as the "MoU")

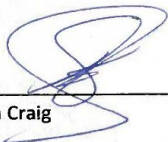
BETWEEN THE PARTIES:

The Corporation of the Town of Coaldale
(herein referred to as "the Town")

AND

The Corporation of Lethbridge County
(herein referred to as "the County")

Signed on behalf of the Town of Coaldale:



Mayor – Kim Craig

SEPT. 12, 2016
Date



CAO – Kalen Hastings

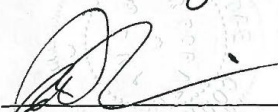
SEPT. 12, 2016
Date

Signed on behalf of Lethbridge County:



Reeve – Lorne Hickey

Sept. 6, 2016
Date



CAO – Rick Robinson

Sept. 6, 2016
Date

PREAMBLE

This Memorandum of Understanding (MoU) represents the culmination of the work completed over many meetings of the Town of Coaldale and Lethbridge County Joint Planning Committee.

The Town of Coaldale (the Town) has made clear its intentions to annex lands from Lethbridge County (the County) to accommodate future growth, and the Town and the County have met and negotiated in good faith on annexation and other related matters over the past several months.

The Town either has, or will soon file a notice of intent to annex. The lands identified for annexation as per the notice of intent to annex reflect the same lands the Town and County agreed to, in principle, at the June 21st, 2016 meeting of the Joint Planning Committee.

MATTERS OF AGREEMENT

Lands to be annexed

The County has agreed, in principle, to the annexation of the following lands by the Town:

(Please note that the letters correspond with the letters found on attached Map 1)

- A. SE 1/4 SEC. 9 TWP. 9 RGE. 20 W4M
- B. SW 1/4 SEC. 15 TWP. 9 RGE 20 W4M
- C. A portion of NW 1/4 SEC. 10 TWP. 9 RGE. 20 W4M including: Plan 731049, Block 3, Lots 1, 2, 3, 4, 5, 6 and Plan 7062JK, Block A, Lots 2, 3, 4
- D. A portion of SW 1/4 SEC. 13 TWP. 9 RGE. 20 W4M including: Plan 0811507, Block 3, Lot 1
- E. NE 1/4 SEC. 9 TWP. 9 RGE. 20 W4M
- F. NW 1/4 SEC. 3 TWP. 9 RGE. 20 W4M
- G.
- H.
- I.
- J. NW 1/4 SEC. 14 TWP. 9 RGE. 20 W4M
- K. A portion of NE 1/4 SEC. 15 TWP. 9 RGE. 20 W4M including: Plan 57JK, Blocks 1, 2, 3
- L.
- M. NE 1/4 SEC. 4 TWP. 9 RGE. 20 W4M
- N.
- O. NE 1/4 SEC. 3 TWP. 9 RGE. 20 W4M
- P.
- Q.

- R. A portion of SW 1/4 SEC. 23 TWP. 9 RGE. 20 W4M including: Plan 8610846, Block 1, Lot 1 and Plan 9010972, Block 1, Lot 2, and the lot described as All those portions of legal subdivisions 3 and 6 in the south west quarter which lies west of plan 8610846 containing 0.505 of a hectare (1.25 acres)
- S. SE 1/4 SEC. 16 TWP. 9 RGE. 20 W4M

In addition to the lands to be annexed, the roads and associated r-o-w internal to the areas of land proposed to be annexed, and the roads and associated r-o-w that are directly adjacent to areas proposed for annexation, are to be included within the future Town boundary. In addition, that portion of the road allowance directly adjacent to the east of SE ¼ SEC. 11 TWP. 9 RGE. 20 W4M (known in the Town as 8th Street) is to be in the Town's jurisdiction.

Other matters

Through the process of reaching an agreement in principle regarding lands the Town wishes to annex, the Town and the County agreed to a number of other related matters. The matters of agreement include:

- The Town will undertake proactive landowner consultations with the landowners of the lands that are within the annexation area, and those landowners that are within the current Intermunicipal Development Plan (IDP) area.
- Offers made by the Town to landowners within the annexation area, relating to matters such as municipal taxation, will be made consistently to all of the landowners, with no one landowner being offered more or less than any other landowner.
- As per policy 4.5.10 of the current IDP, an amendment to the IDP is required within six months of the Board Order approving annexation being issued by the province in order that the Town's new boundary may be reflected by the IDP. Other matters that will be considered during the amendment of the IDP include policies that effectively "freeze" the Town's western boundary, identify the NW ¼ SEC. TWP. 9 RGE. 20 W4M, that portion of the NE ¼ SEC. TWP. 9 RGE. 20 W4M that lies north of Highway 3, and that portion of the NW ¼ SEC. 9 TWP. 9 RGE. 20 W4M that lies north of Highway 3 as County growth nodes, for the purposes of non-residential development.

- The Town agrees to the extension of sanitary infrastructure to the Broxburn Business Park, in order that lands within the Highway 3 corridor between the Town and the Broxburn Business Park may make use of such infrastructure.

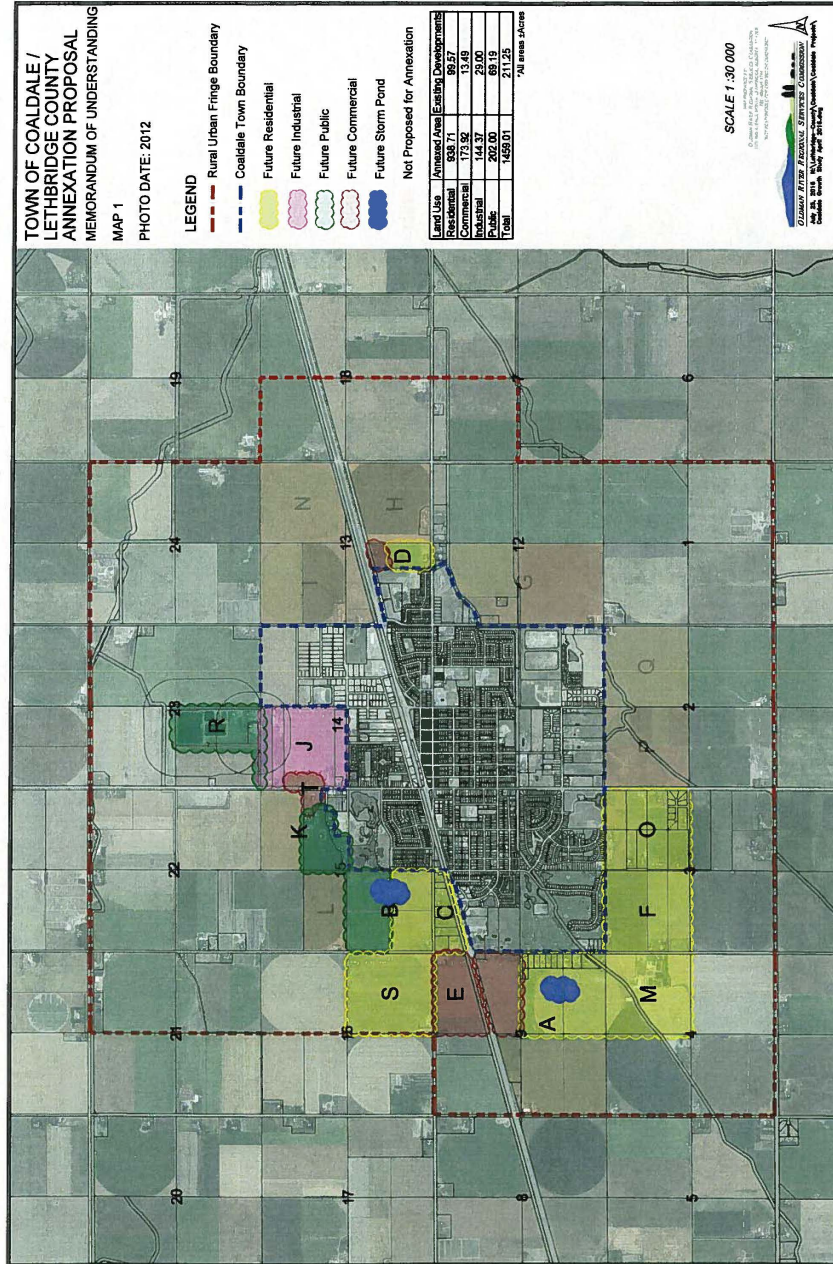
SCOPE OF THIS MEMORANDUM

The Town and County recognize that this MoU is the result of the two parties negotiating in the spirit of good faith. This MoU reflects a commitment on behalf of both parties to continue to negotiate the terms of annexation in a spirit of cooperation and good faith.

The Town and County also recognize that some of the agreements made in this MoU require further discussion to ensure all parties are in agreement regarding specifics such as but not limited to the scope of what is being agreed to, timelines, financial arrangements, and jointly adopted development regulations.

The Town and County recognize that the agreements requiring further discussion include:

- The consideration of IDP policies that effectively “freeze” the Town’s western boundary, identify the NW ¼ SEC. TWP. 9 RGE. 20 W4M, that portion of the NE ¼ SEC. TWP. 9 RGE. 20 W4M that lies north of Highway 3, and that portion of the NW ¼ SEC. 9 TWP. 9 RGE. 20 W4M that lies north of Highway 3 as County growth nodes, for the purposes of non-residential development.
- The Town’s agreement to extend sanitary infrastructure to the Broxburn Business Park, in order that lands within the Highway 3 corridor between the Town and the Broxburn Business Park may make use of such infrastructure.



AGENDA ITEM REPORT



Title: Oldman Watershed Council Funding Request
Meeting: Council Meeting - 02 Feb 2023
Department: Corporate Services
Report Author: Jennifer Place

APPROVAL(S):

Ann Mitchell, Chief Administrative Officer,

Approved - 13 Jan 2023

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

A funding request was received from the Oldman Watershed Council in the amount of \$4,866 (\$0.48 per capita).

RECOMMENDATION:

That County Council approve the funding request from the Oldman Watershed Council in the amount of \$4,866.00, based on a rate of \$0.48 cents per resident for 10,353 residents based on 2019 Municipal Affairs Population List, to be funded from the Council Operating Budget.

REASON(S) FOR RECOMMENDATION(S):

Lethbridge County has been making contributions to the Oldman Watershed Council for many years and sees the value in and supports their cause of keeping land and water healthy and safe.

PREVIOUS COUNCIL DIRECTION / POLICY:

Council has contributed to the Oldman Watershed Council since 2004. Historically these funds have been paid through the Council's Operating budget - Donations/Grants to Individuals and Organizations.

Resolution 51-2022 - MOVED that County Council approve the funding request from the Oldman Watershed Council in the amount of \$4,866.00, based on a rate of \$0.47 cents per resident for 10,353 residents based on 2019 Municipal Affairs Population List, to be funded from the Council Operating Budget.

BACKGROUND INFORMATION:

The Oldman Watershed Council is a non-profit organization whose mission is to keep water and land healthy and safe. Donations received have supported their organization in over sixty restoration

projects directly benefiting the health of land and water. More information regarding the organization and their projects are detailed in the attached letter.

Lethbridge County Council has supported the Oldman Watershed's efforts since 2004 through an annual contribution based on a per capita rate.

ALTERNATIVES / PROS / CONS:

Alternatives:

- Council could choose to no longer contribute to the Oldman Watershed Council.
- Council could choose to contribute a different amount determined by Council to the Oldman Watershed Council.

FINANCIAL IMPACT:

Contribution to Oldman Watershed Council in the amount of \$4,866 (\$0.47 per capita).

LEVEL OF PUBLIC PARTICIPATION:

☐ Inform ☐ Consult ☐ Involve ☒ Collaborate ☐ Empower

ATTACHMENTS:

[Oldman Watershed Council Funding Request](#)



Oldman Watershed Council
Unit 276, 104 13 St N
Lethbridge, Alberta T1H 2R4
info@oldmanwatershed.ca
(403) 330-1346

Reeve Tory Campbell
Lethbridge County
100, 905 - 4 Avenue South
Lethbridge Alberta T1J 4E4

Dear Reeve Tory Campbell and Council,

January 4, 2023

Thank you for your on-going support of the Oldman Watershed Council and our mission to keep our water and land—*the foundation of our economy and society*—healthy and safe. You are an essential part of the fabric of our organization and we offer our sincerest thanks for your support as a donor.

The Oldman Watershed Council is your partner and a collaborative forum for all voices. Our Board of Directors is made up of 19 seats from all sectors, where each voice is at the table and has an equal vote. Municipalities have the most seats, with 3; 1 for towns and villages, 1 for rural municipalities, and 1 for the City of Lethbridge. OWC provides updates to municipalities at the monthly Mayors and Reeves of Southwest Alberta meetings.


When contentious issues are being debated, OWC provides reliable, trustworthy information so that you can make your own informed decisions—it is vital to have an unbiased, factual, science-based voice informing the conversation. Our unique role helps depolarize debates and assist decision-makers in making efficient and effective choices. We often receive accolades from stakeholders and government officials that our non-judgmental approach and information sharing is valuable and appreciated. We are uniquely positioned to help you make the best decisions for your community by providing neutral, apolitical information.

We work alongside all levels of government, stakeholders, and First Nations partners to improve the health of the watershed. We provide information about key watershed issues and work on the ground to restore ecosystems in Southern Alberta. For example, in 2021-22, we rehabilitated 11 streambanks by staking over 2500 willows. This reinforced eroding banks, improved water quality, and now provides critical habitat for fish and wildlife. In our community, we directly engaged with 3500+ people in-person and many more through our 11,000+ social audience who engage with our blogs, videos, and other content.

Our flagship project focuses on directly supporting watershed stewardship with funding, training, and technical expertise. Whether it is First Nations land managers, agricultural producers, backcountry recreationists, or an urban homeowner, we assist everyone in their journey to adopt watershed-friendly practices and minimize their environmental impacts. We invest in grassroots restoration projects and showcase these beneficial practices to the broader community. Additionally, we ensure that the needed educational opportunities, appropriate infrastructure, and practical guidelines exist to support steward initiatives. OWC focuses on *real solutions*. I hope you will take a moment to look through our [annual report](#), which highlights some of our amazing work through photos and brief project summaries.

Your municipality is asked to help ensure this critical work continues with a **standardized rate of 48¢ per resident for the April 2022 to March 2023 fiscal year. For 10,353 residents, based on the 2019 Municipal Affairs Population List, that is a donation of \$4,866.** Thank you for your support over the years, it is making a difference. Your contribution provides critical funding which allows us to provide citizen education, habitat restoration, and be an unbiased forum for all voices in the watershed.

Sincerely,



Doug Kaupp, OWC Chair and General Manager of Water and Wastewater, City of Lethbridge

AGENDA ITEM REPORT



Title: Business Tax Penalty Waiver Request
Meeting: Council Meeting - 02 Feb 2023
Department: Corporate Services
Report Author: Jennifer Place

APPROVAL(S):

Larry Randle, Director of Community Services,

Approved - 27 Jan 2023

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

In January, Mr. Broatch contacted Lethbridge County regarding the outstanding balance on his Business Tax account and how he could get it paid off, but would like some concessions considered on the penalty portion of the balance. The account is in arrears however, in 2022 Mr. Broatch entered into a payment agreement to pay the balance off over time and eliminate further penalties from incurring. Mr. Broatch is meeting all of the payment agreement terms and continues to make monthly payments on the account, as of this report the outstanding balance is \$27,176.22.

RECOMMENDATION:

That County Council not waive penalties levied on Account #90020.

OR

That County Council waive penalties levied on Account #90020 in the amount of \$xxx.

REASON(S) FOR RECOMMENDATION(S):

Historically County Council has not waived tax penalties, however, the Municipal Government Act states the following with regards to cancellation, reduction, refund or deferral of taxes;

Section 347(1) If a council considers it equitable to do so, it may, generally or with respect to a particular taxable property or business or a class of taxable property or business, do one or more of the following, with or without conditions:

- (a) cancel or reduce tax arrears;
- (b) cancel or refund all or part of a tax;

(c) defer the collection of a tax.

PREVIOUS COUNCIL DIRECTION / POLICY:

VA business tax bylaw is passed annually by Council as per the stipulations legislated within the Municipal Government Act. Penalty on outstanding Business Tax accounts is applied as per the Tax Penalty Bylaw 1273.

BACKGROUND INFORMATION:

Alberta TC Farms has had an outstanding business tax account since 2016, however as indicated in Mr. Broatch's letter the invoices and related correspondence were going to an old address, however since the correspondence was not returned to the County assumes them to be delivered. In 2019, the Manger of Finance spoke with Mr. Broatch and had the mailing address updated and explained the Business Tax process to him. Since that time Mr. Broatch has made the annual business tax payments on the account, however the penalties levied nearly doubled the total amount owing. In 2022, the County entered into a tax payment agreement with Alberta TC Farms and have received consistent monthly payments since. Below is a summary of the amounts levied, paid and outstanding as of January 26, 2022:

Business Taxes Levied (2016 - 2022)	\$28,350.00
Penalties Levied (2016-2021)	\$22,898.05
PAYMENTS MADE TO DATE	(\$24,071.83)
Outstanding Balance	\$27,176.22

ALTERNATIVES / PROS / CONS:

Do not waive penalties

PRO - Manages precedent for future penalty waiver requests.

CON - Does not satisfy customer request.

OR

Waive all or a portion of penalties

PRO - Satisfies customer request and encourages full payment of remaining outstanding balance.

CON - Could set a precedent for future tax waiver requests.

FINANCIAL IMPACT:

Should any portion of the penalties by waived it would reduce penalty revenues earned by that amount.

LEVEL OF PUBLIC PARTICIPATION:

☒ **Inform** ☐ **Consult** ☐ **Involve** ☐ **Collaborate** ☐ **Empower**

ATTACHMENTS:

[Bylaw 22-004 - 2022 Business Tax Bylaw](#)
[Bylaw1273TaxPenaltyRateBylaw_01H48Z](#)

BYLAW NO. 22-004
OF LETHBRIDGE COUNTY
IN THE PROVINCE OF ALBERTA

2022 BUSINESS TAX BYLAW

BEING A BYLAW PROVIDING FOR THE ASSESSMENT AND TAXATION OF BUSINESSES OPERATED WITHIN LETHBRIDGE COUNTY.

WHEREAS the *Municipal Government Act* (R.S.A. 2000, c. M-26) provides that the council of a municipality may pass a business tax bylaw;

AND WHEREAS the *Municipal Government Act* further provides that a business tax bylaw can specify classes of businesses that are exempt from taxation;

NOW, THEREFORE THE COUNCIL OF LETHBRIDGE COUNTY IN THE PROVINCE OF ALBERTA ENACTS AS FOLLOWS:

Short Title

1. This Bylaw shall be known and may be cited as the “2022 Business Tax Bylaw”.

Purposes

2. The purposes of the Bylaw are as follows:
 - a) to authorize the assessment and taxation of businesses operating in Lethbridge County; and
 - b) to provide for the exemption from taxation of certain classes of businesses operating in Lethbridge County.

Interpretation

3. In this Bylaw, unless the context otherwise requires:
 - a) “Animal Units” means the number obtained by multiplying the number of animals permitted to be stored on a premises by the number of animals equivalent to one animal unit for that species of animal, as set out in Schedule “B” attached hereto;
 - b) “Business” includes those businesses in Lethbridge County as defined in Section 1(1)(a) of the *Municipal Government Act*;
 - c) “Business Tax” means the amount of business tax as set in this Bylaw, which shall be arrived at in accordance with Section 378 of the *Municipal Government Act*;
 - d) “Business Tax Assessment” means the assessment arrived at pursuant to this Bylaw, which has been entered on the business tax assessment role;
 - e) “Business Tax Assessment Roll” means the assessment roll for all businesses as defined in this Bylaw which are not exempt hereunder, as determined on an annual basis by the municipal assessor;
 - f) “Business Tax Rate Bylaw” means that Bylaw which shall be passed in every year by the municipality, setting out the business tax rate for businesses as defined in this Bylaw;
 - g) “Business Tax Year” means the period commencing January 1st and ending on December 31st in the same year;

- h) "Condominium Grain Storage Operation" means a grain storage facility consisting of condominium units located on the premises for the purposes of storing grain;
- i) "Confined Feeding Operation" means a confined feeding operation as defined by the current Lethbridge County Land Use Bylaw;
- j) "Floor Space" means the floor space of all the floors in a building and the area outside the building that is occupied for the purposes of that business;
- k) "Municipal Assessor" means the person appointed to the designated officer position of municipal assessor pursuant to section 284.2 of the Municipal Government Act and Bylaw 1439.
- l) "Municipality" means Lethbridge County, a municipal corporation of the Province of Alberta and, where the context so requires, means the area contained within the municipal boundaries of Lethbridge County;
- m) "Person" means and includes one or more persons, a partnership, or cooperative, or joint venture, or a body corporate, or one or more bodies corporate, or an association of such persons or bodies corporate, who are carrying on a business on premises in the municipality;
- n) "Premises" means the parcel of land, or contiguous parcels of land, buildings, barns, corrals, yards, shelters, pens or any space, indoors or outdoors, occupied or used by a person for the conduct of business. Notwithstanding the above, in the event a person is conducting the same business on two contiguous parcels under two different development permits, such parcels shall not be considered to be the same premises;
- o) "Property Tax Assessment" means an assessment done by the municipal assessor under Part 9 of the Municipal Government Act; and
- p) "Ranch Operation" means a business where cows, bison, llamas, horses, sheep, alpacas, ostriches, or similar animals are kept primarily for breeding purposes, and where the offspring from such animals are sold or kept for breeding.

Persons Subject to a Business Tax

- 4.1 Any person who operates a business which is not exempt, as set out in Schedule "A" attached hereto, on premises located within the municipality, shall be required to pay the municipality a business tax in an amount arrived at by multiplying the business tax rate by the business tax assessment for such premises, which appears on the business tax assessment roll for that year.
- 4.2 Notwithstanding Section 4.1, no business tax shall be assessed on any business carried on, or operated by the municipality or at a location operated by an official or employee of the municipality acting on behalf of the municipality in his or her capacity as such official or employee.
- 4.3 When a person carries on two or more businesses, at the same premises, the business tax assessments of each business shall be combined to determine the total business tax assessment for such person.
- 4.4 Notwithstanding that an exempt business is being operated on part of the premises, a person shall be required to pay business taxes for the non-exempt business or businesses.

- 4.5 No tax will be imposed in respect of a business that is exempt under Section 351, 375 or 376 of the Municipal Government Act.

Business Tax Assessment Roll

5. The municipal assessor shall prepare a business tax assessment roll annually for all businesses in the municipality which are not exempt under Schedule "A". The business tax assessment roll shall be separate and distinct from the property tax assessment roll.

Assessment and Taxation of Confined Feeding Operations and Ranch Operations

- 6.1 The storage capacity for each confined feeding operation shall be determined by using the animal storage capacity as set out in either the Development Permit or as approved by the National Resources Conservation Board (NRCB) for such premises. In the event there is no existing Development Permit, registration from the NRCB or an approval from the NRCB for such premises, then the municipal assessor shall determine the animal storage capacity in accordance with generally accepted Alberta Agriculture Source Materials and Practices.
- 6.2 The number of animal units for each confined feeding operation shall be determined by multiplying the relevant ratio as set out in Schedule "B" by the animal storage capacity as set out in either the Development Permit or the NRCB approval or as determined by the municipal assessor in accordance with generally accepted Alberta Agriculture Source Materials and Practices.
- 6.3 The animal units for each ranch operation shall be determined by multiplying the relevant ratio as set out in Schedule "B" by the number of breeding animals on the premises in the previous taxation year.
- 6.4 The business tax assessment for each confined feeding operation and ranch operation shall be arrived at by multiplying the number of animal units of storage capacity for the premises by the dollar value per animal unit of storage capacity as set out in the Business Tax Rate Bylaw.
- 6.5 In the event that there are two or more confined feeding operations, having different species of animals on the same premises, the total of the animal units for each confined feeding operation shall be used to determine the assessment for each premise.
- 6.6 For the purpose of the business tax assessment under this Bylaw, the dollar value per animal unit shall be set out in the Business Tax Rate bylaw.
- 6.7 The number of animals approved in a Development Permit or by the NRCB shall be deemed to be the storage capacity of the business on the premises.

Assessment and Taxation of Condominium Grain Storage Operations

7. The business tax assessment for condominium grain storage operations shall be arrived at by multiplying the tonnage capacity of the bin by the dollar rate per unit as set out in the Business Tax Rate Bylaw.

Assessment and Taxation of Dog Kennels and Mushroom Barns

8. The business tax assessment for dog kennels and mushroom barns shall be arrived at by multiplying the floor space by the dollar rate per unit of floor space as set out in the Business Tax Rate Bylaw.

Assessment and Taxation of Aqua Culture Operations

9. The business tax assessment for aqua culture operations shall be arrived at by multiplying the size of the pond by the dollar rate per acre of pond size as set out in the Business Tax Rate Bylaw.

Assessment and Taxation of Apiaries

10. The business tax assessment for apiaries shall be arrived at by multiplying the number of hives by the dollar rate per hive as set out in the Business Tax Rate Bylaw.

General Assessment Procedures

- 11.1 Every person who carries on a business subject to the business tax shall submit to and assist in any inspection required by the municipal assessor with respect to the business taxed or to be taxed and shall furnish to the municipal assessor all information required.
- 11.2 The business tax assessment roll shall contain the name of every person occupying, renting, or subleasing premises for the purpose of carrying on a business as defined herein and not exempted herein, and the municipal assessor shall assess such person by entering on the said roll, the assessment for the premises so occupied, rented or subleased, and the place where the business is carried on.
- 11.3 When the municipal assessor is satisfied that any person who has paid the business tax in any year, has given up, sold, or disposed of such business permanently, then the municipal assessor shall reimburse to such person the business taxes for the balance of the year on a monthly pro-rated basis.
- 11.4 Where the landowner or tenant liable to assessment in respect of any premises owned or leased by him leases or sub-lets the whole or a portion thereof, the municipal assessor in his discretion may assess either the tenant or the sub-tenant in respect of the premises or the portion of the premises leased or sub-let.
- 11.5 The occupant of any premises liable to taxation under this Bylaw shall be liable for the business tax aforesaid though he may also be the owner of the premises and as such owner be liable to taxation on the lands, buildings and improvements.
- 11.6 The municipality shall mail or cause to be delivered to each person taxable under this Bylaw, a written or printed notice showing the assessed amount pursuant to the business tax assessment roll, as well as the business tax levied against such business.
- 11.7 The business tax shall be due and payable by the deadline stated in the Lethbridge County Penalty Rate Bylaw. Balances that remain outstanding beyond the deadline shall be imposed a penalty in accordance with the Penalty Rate Bylaw. All penalties provided for by this, or the Lethbridge County Penalty Rate Bylaw, shall be added to and form part of the unpaid taxes.
- 11.8 The business tax shall be levied once during the calendar year beginning with January 1st and ending with December 31st.
- 11.9 The business tax issued under this Bylaw shall not be transferred except to a person who purchases the business or the shares in a corporation operated as a business in respect of which the business tax was issued.

Appeals

- 12.1 The person assessed for the purposes of the business tax has the right to appeal the assessment in accordance with the Municipal Government Act.
- 12.2 Any business tax owing that remains outstanding after the due process for appealing the assessment and the deadline for payment has passed shall be collected through the process outlined in accordance with Part 10 Division 9 of the Municipal Government Act (recovery of taxes not related to land).

Offences

- 13.1 A person who contravenes this Bylaw is guilty of an offence.
- 13.2 A person who is guilty of an offence is liable to a fine in an amount not less than that established in this Section, and not exceeding \$10,000, and to imprisonment for not more than 6 months for non-payment of a fine.

Coming Into Force

14. This Bylaw shall come into force and effect on the date it is passed.

GIVEN first reading this 7th day of April, 2022.



Reeve


Chief Administrative Officer

GIVEN second reading this 7th day of April, 2022.



Reeve


Chief Administrative Officer

GIVEN third reading this 7th day of April, 2022.



Reeve


Chief Administrative Officer

SCHEDULE "A"
Lethbridge County
Business Tax Bylaw 22-004
Businesses Exempt from Additional Tax through the Business Tax

All businesses whose primary business is the following:

- a) All recreational businesses, including golf courses, and riding stables.
- b) Grain and seed storage facilities, brokerages, and elevators, except for condominium grain storage operations.
- c) Grain and oil seed producers.
- d) Hay and forage grass producers.
- e) Vegetable growers.
- f) Potato, sugar beet, and root crop growers.
- g) Market gardens.
- h) Seed growers.
- i) Ranch operations having fewer than 100 animal units.
- j) Hay processing facilities.
- k) Manufacturing businesses.
- l) Research facilities.
- m) Personal service businesses.
- n) Professional and business services.
- o) Trucking and transportation businesses.
- p) Food processing businesses.
- q) Sand and gravel operations and landfill operations.
- r) Feed mills.
- s) Machine dealerships.
- t) Auto wreckers.
- u) Wholesale warehouses.
- v) Retail businesses.
- w) Summer pasture livestock operations.
- x) Auction markets.
- y) Confined feeding operations having fewer animals than the number of animals as per Schedule A-1.
- z) Dog kennels having fewer than 10,000 square feet of floor space.
- aa) Greenhouses.
- bb) Aquaculture operations having fewer than 10 acres of storage ponds.
- cc) Mushroom barns having fewer than 30,000 square feet of floor space.
- dd) Apiaries having fewer than the 500 hives.

SCHEDULE "A-1"
Lethbridge County
Business Tax Bylaw 22-004 Exemption Thresholds

Category of Livestock	Type of Livestock	Number of Animals
Beef	Cows/Finishers (900+ lbs)	150
	Feeders (450 – 900 lbs)	200
	Feeder Calves (< 550 lbs)	360
Dairy (*count lactating cows only)	Lactating cows* (Lactating cows only – associated Dries, Heifers, and Calves are not counted)	50
Swine (*count sows only)	Farrow to finish*	30
	Farrow to wean*	50
	Farrow only*	60
	Feeders/Boars	500
	Roasters	500
	Weaners	500
Poultry	Chicken – Breeders	1,000
	Chicken – Layer (includes associated pullets)	5,000
	Chicken – Pullets/Broilers	2,000
	Turkeys – Toms/Breeders	1,000
	Turkey – Hens (light)	1,000
	Turkey – Broiler	1,000
	Ducks	1,000
	Geese	1,000
Horses	PMU	100
	Feeders > 750 lbs	100
	Foals < 750 lbs	350
	Mules	100
	Donkeys	150
Sheep	Ewes/rams	300
	Ewes with Lambs	200
	Lambs	1,000
	Feeders	500
Goats	Meat/Milk	200
	Nannies/Billies	400
	Feeders	500
Bison	Bison	150
Cervid	Elk	150
	Deer	200
Wild Boar	Feeders	100
	Sow (farrowing)	50

- When Dairy Replacement Heifers are housed away from the dairy treat as Beef – Feeders
- When Dairy calves are housed away from the dairy treat as Beef – Feeder Calves

SCHEDULE "B"
Lethbridge County
Business Tax Bylaw 22-004 Animal Equivalent Units for
Confined Feeding Operations and Ranch Operations

Species of Animal	Type of Operation	No. of Animals Equivalent to 1 Animal Unit
Swine *(count sows only to calculate animal units)	Farrow to finish*	0.56
	Farrow to wean*	1.5
	Farrow only*	1.9
	Feeder/Boars	5
	Growers/Roasters	8.5
	Weaners	18.2
Beef	Cows/Finishers (900+ lbs)	1.1
	Feeders (450 – 900 lbs)	2
	Feeder Calves (<550 lbs)	3.6
Poultry	Chicken - Breeders	100
	Chicken – Layer-Liquid (includes associated pullets)	125
	Chickens – Layers (Belt Cage)	150
	Chickens – Layers (Deep Pit)	150
	Chicken – Pullet/Broilers	500
	Turkeys – Toms/Breeders	50
	Turkey – Hens (light)	75
	Turkey - Broilers	100
	Ducks	100
	Geese	50
Horses	PMU	1
	Feeders >750 lbs	1
	Foals < 750 lbs	3.3
	Mules	1
	Donkeys	1.5
Sheep	Ewes/rams	5
	Ewes with Lambs	4
	Lambs	21
	Feeders	10
Goats	Meat/Milk (per Ewe)	6
	Nannies/Billies	10
	Feeders	13
Bison	Bison	1
Cervid	Elk	1.7
	Deer	5
Wild Boar	Feeders	6
	Sow (farrowing)	1.25
Dairy *(count lactating cows only to calculate animal units)	Free Stall – Lactating Cows with all associated dries, heifers, and calves	0.5
	Free Stall – Lactating with Dry Cows only*	.6
	Free Stall – Lactating cows only	.7
	Tie Stall – Lactating cows only	.7
	Loose Housing – Lactating cows only	.7
	Dry Cow	1
	Replacement – Bred Heifers (breeding to calving)	1.15
	Replacements – Growing Heifers (350 lbs to breeding)	1.9
	Calves (<350 lbs)	5

**COUNTY OF LETHBRIDGE
IN THE PROVINCE OF ALBERTA**

BY-LAW NO. 1273


BY-LAW NO. 1273 OF THE COUNTY OF LETHBRIDGE INTRODUCED FOR THE PUPOSE OF AMENDING PENALTY RATE BY-LAW NO. 1141 AS FOLLOWS:

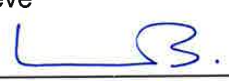
WHEREAS the Municipal Government Act provides Council of the County of Lethbridge with the authority to set the time of payment for taxes and the authority to impose penalties on unpaid taxes:

NOW THEREFORE BE IT RESOLVED that the Council of the County of Lethbridge duly assembled enacts as follows:

1. That penalty dates for this by-law shall be established as January 31st, July 31st, September 30th and November 30th.
2. That a penalty of five percent (5%) shall be imposed on the current tax levy balance remaining unpaid after the July 31st penalty date of any year.
3. That an additional penalty of five percent (5%) shall be imposed on the current tax levy balance remaining unpaid after the September 30th penalty date of any year.
4. That an additional penalty of five percent (5%) shall be imposed on the current tax levy balance remaining unpaid after the November 30th penalty date of any year.
5. That in the event of any taxes remaining unpaid as of the last day of January in any year and commencing in 2005, there shall be added thereto on the first (1) day of February of that year and in each succeeding year thereafter so long as the taxes remain unpaid, a penalty of fifteen percent (15%).
6. By-law No. 1141 is hereby rescinded.
7. This By-law becomes effective January 1, 2005.

GIVEN first reading this 2nd day of June, 2005.




Reeve


County Manager


GIVEN second reading this 2nd day of June, 2005.




Reeve


County Manager

GIVEN third reading this 2nd day of June, 2005.



Reeve


County Manager

AGENDA ITEM REPORT



Title: Speed Limit Bylaw 22-018 - Public Engagement Survey
Meeting: Council Meeting - 02 Feb 2023
Department: Municipal Services
Report Author: Jeremy Wickson

APPROVAL(S):

Larry Randle, Director of Community Services,

Approved - 25 Jan 2023

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

A Speed Limit bylaw has been developed to address the designation of speeds throughout Lethbridge County. Previously a Traffic Control Bylaw was adopted originally in 1995 with several amending bylaws and council resolutions passed in prior years.

A public engagement survey was posted to the County website to gather information regarding the speed limit considerations across the municipality.

The second largest concern we receive regarding the transportation network from the public outside of road conditions is the excessive speeds of drivers in the region.

Speed limits need to have clear parameters and to have a bylaw in place to be enforceable. A speed limit bylaw would look to bring consistency to speed limits throughout the County and give staff direction as to how they will be established moving forward.

The speed limit policy supports the bylaw and the parameters for speed designation for County roadways. County GIS data for signs as well as engineered design guidelines were reviewed and considered as part of designated speed limits.

RECOMMENDATION:

Accept the survey responses as information.

Direction to administration for speed limit changes within the existing draft bylaw.

Speed limit bylaw 22-018 to be brought back for March 2, 2023, Council meeting for considerations and potential readings.

REASON(S) FOR RECOMMENDATION(S):

To bring consistency to the speed limits throughout Lethbridge County and to have a bylaw to reinforce the enforcement through Community Peace Officers, RCMP and provincial Sheriffs.

PREVIOUS COUNCIL DIRECTION / POLICY:

Currently, there is a Traffic Control bylaw in place originally adopted in 1995.

Past County practice has been inconsistent with speed limits, hamlets have a variety of different speed limits, rural subdivisions, and random speed signs in areas. Prior direction has involved petitions from residents for speed limit changes that Council motioned on an as presented basis.

Council Meeting October 20, 2022:

When the bylaw was discussed previously by Council in the fall of 2022 a request for public engagement was given to administration. The survey was conducted for over a month with a solid response from the public.

In addition, Bylaw 22-018 was read for the first time during the October 20 session.

BACKGROUND INFORMATION:

A public survey was developed and advertised for feedback (see attachment). The survey was well received and garnered 250+ submissions. The survey had the highest number of respondents to date for public engagements conducted by the County.

Highlight results from the survey:

- Hamlet speed limit - 50km/hr - 55%, 40km/hr - 27%, 30km/hr - 18%
- Industrial parks speed limit - 50km/hr - 69%, 40km/hr - 20%, 30km/hr - 11%
- Factors in speed limit - Residential density - 64%, Industrial activity 12%, Other 24%
- Numerous comments on specific areas of concern - 143 responses

ALTERNATIVES / PROS / CONS:

The survey is the first formal public engagement on the issue. If more information is required for the assessment of speed limits, this could be reposted to gather further public responses or an open house could be conducted around the County.

FINANCIAL IMPACT:

Signage costs for any changes will be minor and assumed into normal operations activities.

Fines issued by Community Peace Officer or other provincial authority would be enforceable through the court system.

LEVEL OF PUBLIC PARTICIPATION:

☒ Inform ☒ Consult ☒ Involve ☒ Collaborate ☐ Empower

ATTACHMENTS:

[Proposed Speed Limit Bylaw Survey Responses Report](#)
[HISTORICAL - Bylaws and Resolutions Summary](#)
[SPEED LIMIT Bylaw 22-018 - DRAFT](#)

[357 Speed Limits Policy](#)

Proposed Speed Limit Bylaw Survey

SURVEY RESPONSE REPORT

20 October 2022 - 01 December 2022

PROJECT NAME:

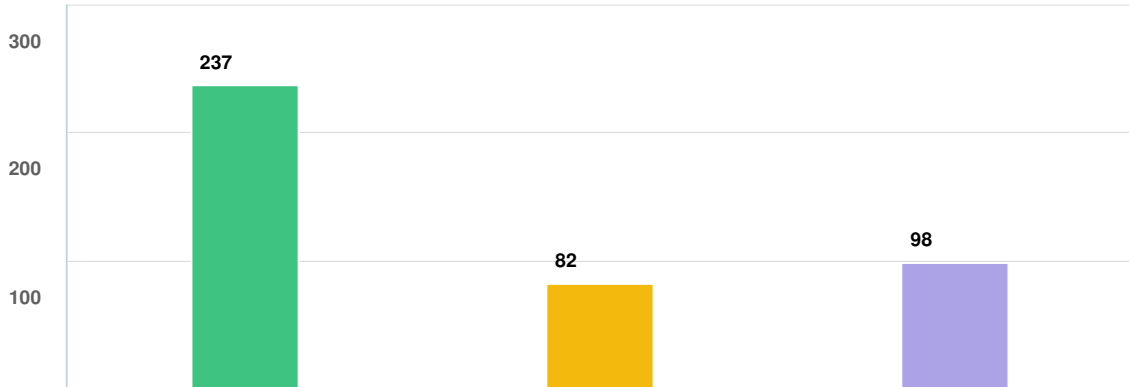
Proposed Speed Limit Bylaw





SURVEY QUESTIONS

Q1 Please check all that apply



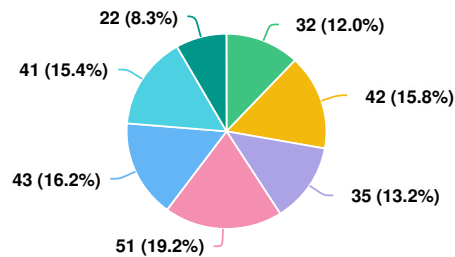
Question options

- ☒ I live in Lethbridge County
 ☒ I own a business in Lethbridge County
 ☒ I work in Lethbridge County

Mandatory Question (265 response(s))

Question type: Checkbox Question

Q2 What Division do you live/work/own a business in?Click to view map of Divisions



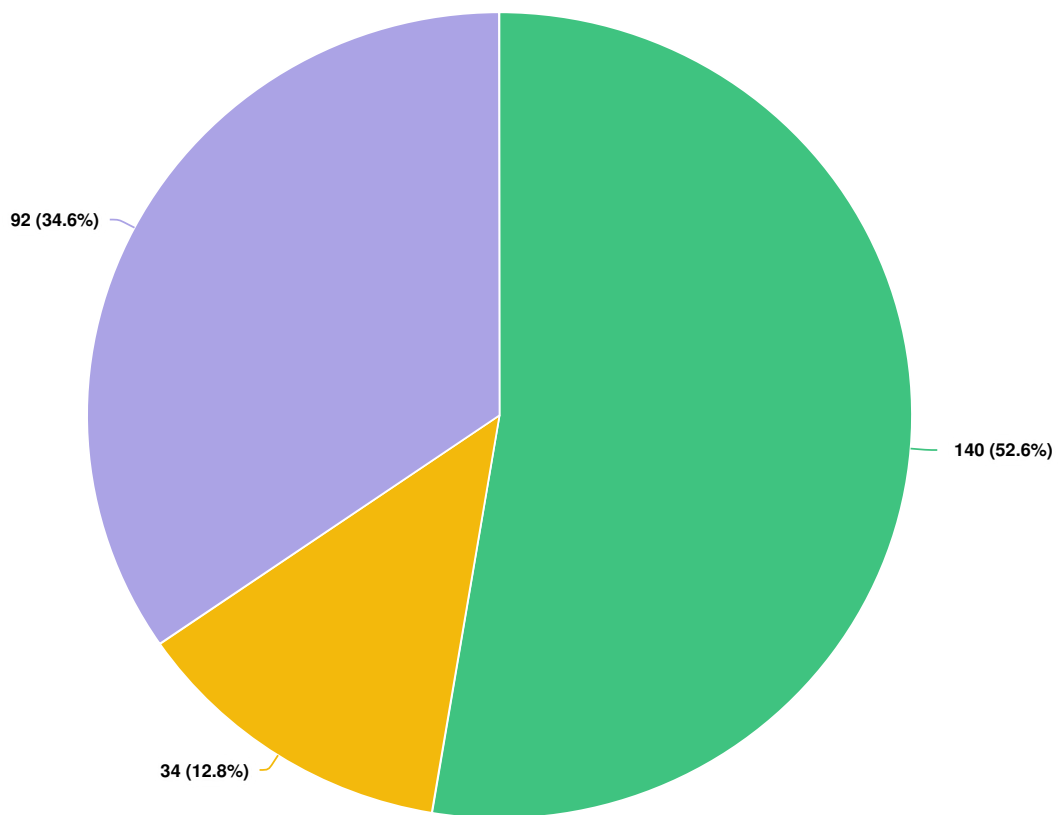
Question options

- ☒ Division 1 (represented by Councillor Lorne Hickey)
 ☒ Division 2 (represented by Reeve Tory Campbell)
 ☒ Division 3 (represented by Councillor Mark Sayers)
 ☒ Division 4 (represented by Deputy Reeve John Kuerbis)
 ☒ Division 5 (represented by Councillor Eric Van Essen)
 ☒ Division 6 (represented by Councillor Klaas VanderVeen)
 ☒ Division 7 (represented by Councillor Morris Zeinstra)

Mandatory Question (265 response(s))

Question type: Radio Button Question

Q3 Do you feel that the current posted speed limits on County roads are appropriate?
Remember that numbered highways (3, 4, 5, 23, 25, 509, 512, 519, 520, 845) are the responsibility of Alberta Transportation and Lethbridge County cannot control those...

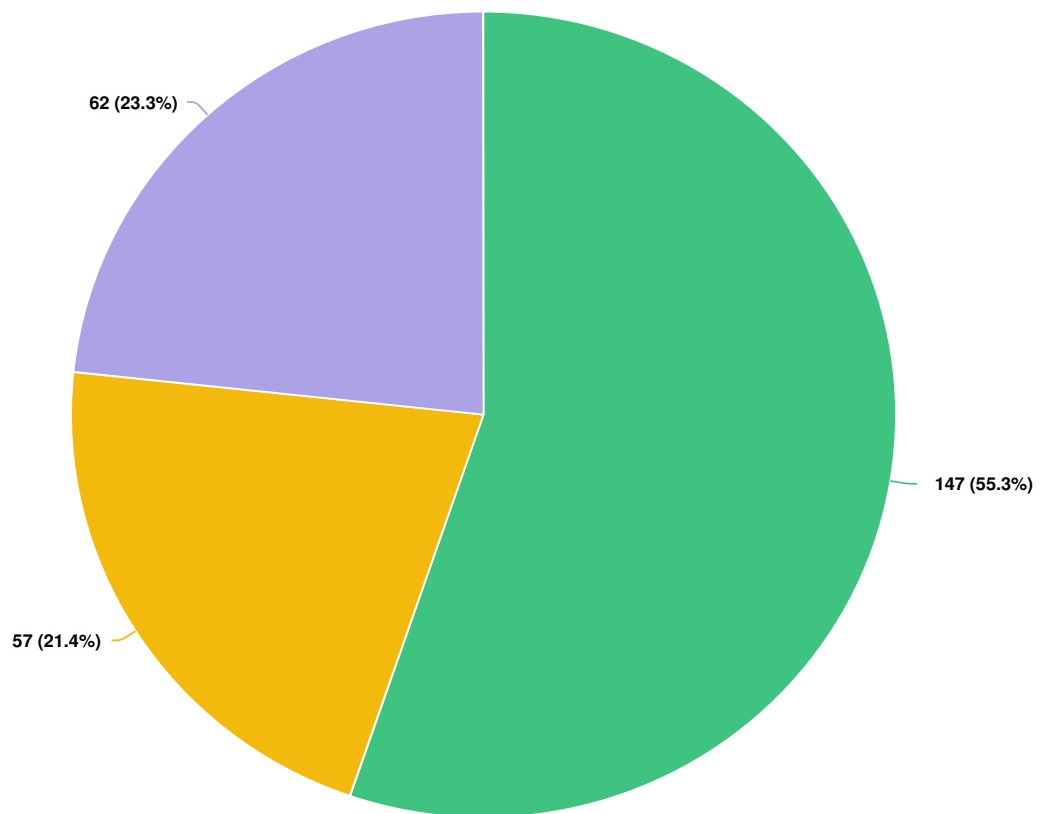


Question options

☒ Yes ☐ No ☐ Some but not all

Mandatory Question (265 response(s))
Question type: Radio Button Question

Q4 Are the number and placement of speed limit signs throughout the County sufficient?



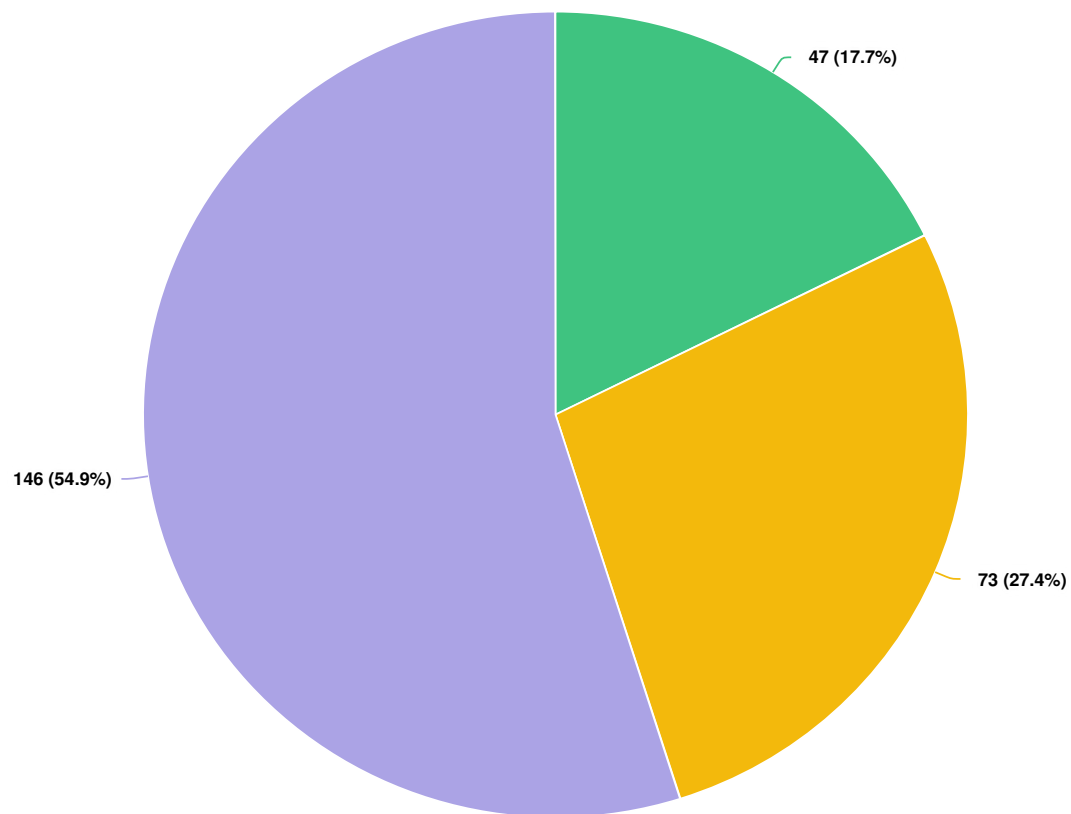
Question options

☒ Yes ☐ No ☐ Some but not all

Mandatory Question (265 response(s))

Question type: Radio Button Question

Q5 What do you think the speed limit in HAMLETS should be?



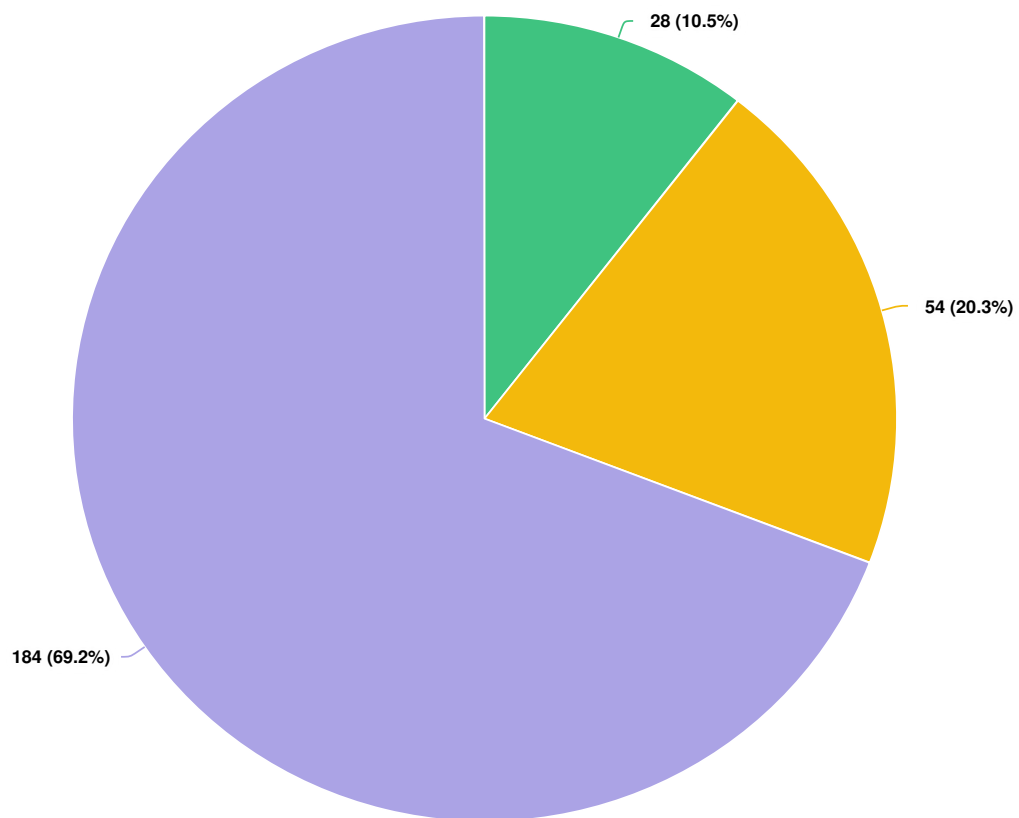
Question options

30 km/hr 40 km/hr 50 km/hr

Mandatory Question (265 response(s))

Question type: Radio Button Question

Q6 What do you think the speed limit in INDUSTRIAL PARKS should be?



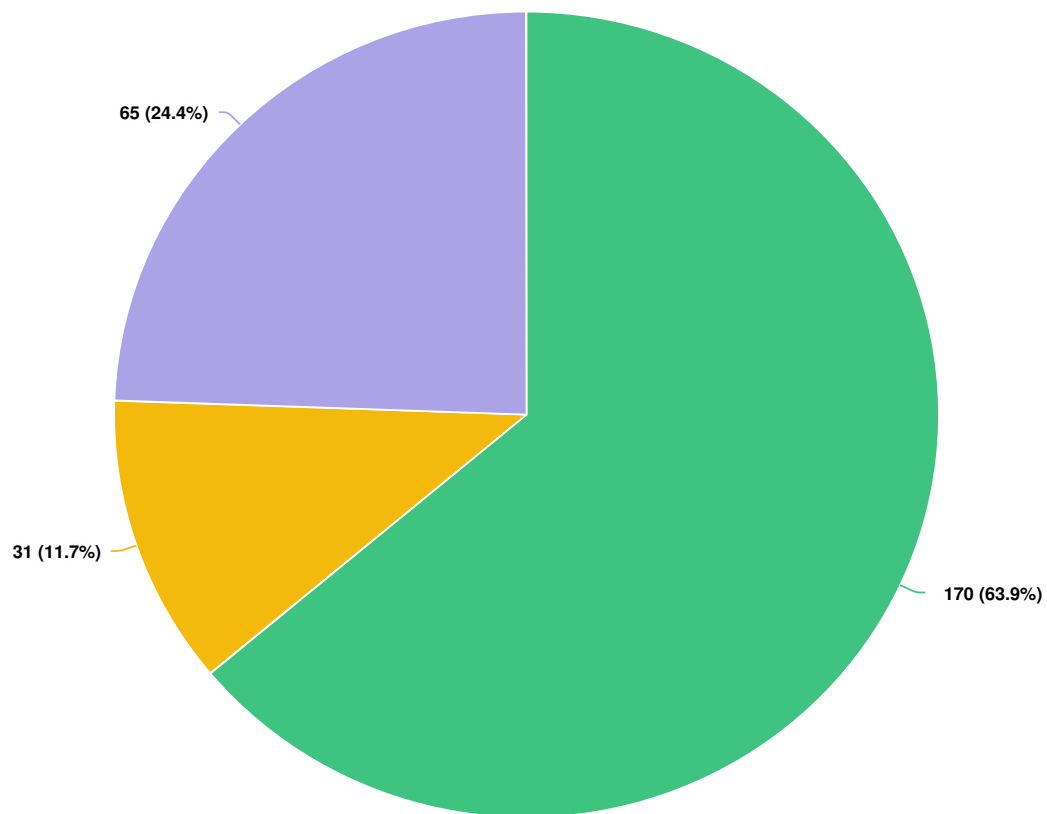
Question options

30 km/hr 40 km/hr 50 km/hr

Mandatory Question (265 response(s))

Question type: Radio Button Question

Q7 What should the County consider when setting speed limits?



Question options

☒ Residential density ☐ Industrial activity ☐ Other (please specify)

Mandatory Question (265 response(s))

Question type: Radio Button Question

Answers to “Other” option: What should the County consider when setting speed limits?

- Traffic flow, traffic needs to flow and not stand still at every intersection. Most stop signs are totally unnecessary
- Make speed limits similar to what towns and cities would have, in comparison to hamlets and industrial parks.
- all of the above - should consider residential as well as industrial activity also should consider the commuters who cut through Lethbridge County to get to the south side of Lethbridge / from the 845 hiway / from Coaldale as they speed like crazy! and don't stop at stop signs - maybe better signage or bigger?
- Most people will always drive faster than the posted limit !
- Most people drive faster than the posted limit.....
- Efficiency lost by slowing people down
- How rough the road is and the season in regards to heavy traffic
- The County should consider both residential density and industrial activity depending on geographic area.
- Road use heavy truck traffic
- Leave all as is. Speed limits are already to low. Consider raising them.
- matching the rest of the province,
- Design of roads and density of development should both be considered.
- Traffic congestion such as major areas that people turn off on
- Pedestrians, likelihood of children playing in the area
- Quality of road surface. As of today, most 'base stabilized' (dust control) are not safe to travel over 40 km/h.
- Volume of traffic and pedestrian crossings.
- Trust
- Quality of Road
- Both of the above plus volume of traffic
- Street lighting No sidewalks
- Follow best practices used in other urban areas to have consistency.
- Consider what speed is manageable in a certain setting. Some roads such as the paved road going by broxburn could be faster in my opinion, it is a nice paved 2 lane hiway. We don't want to be getting tickets in places and situations where there is absolutely no danger to anybody because there is such little traffic.
- Both
- Safety of residents
- In residential areas it should be 30km as there are no sidewalks so one has to walk on the road to get to the mail boxes or the playground. There have been many near misses between walking residents and vehicles. The speed limit is 50 and people go 80 so if it was 30 they may be only going 50. There is no monitoring of speeding or stopping at the four way stop.

- Road width, parking on the street, playground/school zones, and road type (gravel, pavement)
- Road damage and excessive dust
- Both
- Getting from point A to point B quickly.
- If there is a residence nearby, it should be down to 30
- Efficient travel of all people.
- Hospital speed limits
- Seasonal traffic and proximity to a town.
- Residential density of the area is important, but the safety of residents is crucial
- What is normal in other jurisdictions ie. cities have a 50km speed limit in residential areas.
- Na
- I think speed limits in general are too often based the least important metrics and not enough on the common sense data. e.g. In residential areas we tend to make everything 50k/mh. However, it makes a big difference if the road is narrow curvy road with cars parked on both sides or if its a wide four lane divided with seperate walking paths for pedestrians - But often they are treated the same. Same goes for the county roads. There's county roads I frequently drive that are 80km/h that most people do 60km/h because they're very busy, have lots of access point etc. There's also roads that slow down to 50km/h or 60km/h for no discernable reason. There are also those who will drive at the max posted speed regardless if its a clear calm and sunny day or if its storming at night with limited visibility!!
- 80 km/h on graveled roads is too fast in my opinion. With loose gravel and wash board in some places, it is dangerous passing someone coming towards you at those speeds. Especially large haul trucks. It is a lot more respectful and safe driving at 60km/h. Paved roads are a different story.
- I think both should be taken into consideration. We live rural but the feed lots have a lot of parked semi's on the gravel roads when loading and moving cattle.
- type of traffic, silage and manure hauling trucks should be 60 km/hr maximum in areas of a residence
- Real unbiased statistics and real logic
- Volume of traffic
- Normal traffic speeds based on roadway design, based on automated speed surveys (85th percentile speed)
- Set speed limits according to how people normally drive. Setting limits too low doesn't make roads safer, it just makes lawbreakers out of people who are driving reasonably. 50 km/h may be too low for some hamlet and industrial park roads.
- both residential density and industrial activity
- Same as other areas
- Safety and ease of use without impeding traffic.
- Safety issues are most important. Sunset acres has no walking pathways so people have to walk on roads and drivers are usually speeding, so the current 50 mph is a joke, nothing more.
- Residential density and parks nearby, as well as consistent adverse driving behaviors that affect the safety of a neighborhood.

- driving behavior and parks nearby
- We operate a farm and feedlot in the North part of the county. Reducing speed limits on gravel roads, greatly adds to our costs of operating within the county. Currently we have a feedlot tax that we have to contend with and lowering the speed limit on gravel roads makes doing business within the county more costly, essentially instituting another tax. My competition that operates in different municipalities does not have to contend with these "Lethbridge County generated problems". As per speed limits within the hamlets within the county, I am supportive of 30 k per hour around schools and playgrounds. Otherwise the 50 k speed limit is adequate.
- Zoning of local area, not necessarily based on density. Where there are a few residents in a grouped county residential area, same speed limits should apply as residential density or hamlets.
- Both
- Commutes times
- safety [too fast at 80 km on rural roads...pets killed often, damage from cars along front]
- Activity as well as density.
- Problem areas as indicated by accidents that have occurred
- dust from multi-axle trucks; Noise from large trucks braking; noise from truck loads banging over washboard
- Keep residential separate from commercial
- Both
- Not obeying speed limits
- I really think that the speed limits are very well organized and that we don't need any changes.

Q8 Are there specific roads in the County you would like to comment on?

Local only signs in Fairview could be more obvious. Hamlets tougher enforcement would help.

12/01/2022 08:06 AM

Gravel Roads are not fit for speeding more then 40 KMP

10/24/2022 10:59 AM

A lot of gravelroads, park lake road

10/24/2022 11:02 AM

Please make the road out of iron springs heading south 80km again. 50 is to slow for a rural road

10/24/2022 11:17 AM

North of 8th Street (Range Rd 201) Hwy 3 Coaldale Speeders on that road-unacceptable! Property/landowners/children/pets working or playing close to roads getting hurt, their family pets get hurt/injured/or worse- from speeders that come flying from either direction. There's no reason for this. Dust is horrible till it rains. Dust control does not last. Speed limit should be 50 km/hr or less and remain cautious and respect/Courteous when passing/driving by. Slow down people! Just a note, there are road closed barricades on the dirt path "10 Ave" between Range road 201A and Range Road 201 that should be monitored or put up more barricades beside the ones that are there. Drivers are trespassing.

10/24/2022 11:35 AM

the corner of the Howe Road and the Brown Road - terrible for vehicles running the stop sign and for "going to work" and "coming home from work" times - the commuters cutting through this corner from the 845 to South Lethbridge is TERRIBLE for speeding and dangerous when running /rolling through stop signs. Also big heavy trucks frequently don't stop at this stop sign and also don't stop at the corner of Broxburn and Brown Road stop signs either - they slow down and look then roll through the intersection on this busy haul route. They don't want to stop and start again. Also the use of jake brakes on this intersection is unnecessary if they would slow down to take the corner (residences on all 4 corners here as well).

10/24/2022 11:26 AM

Hamlet of Monarch has many children biking and walking around. Speed reduction AND ENFORCEMENT would be valuable.

10/24/2022 11:21 AM

[REDACTED]
10/24/2022 11:43 AM

Hamlet of Monarch.... far too common to see vehicles racing through our hamlet, and we have seen a huge increase in families with small children here... speed bumps would be great !!!!

[REDACTED]
10/24/2022 11:45 AM

The county portion of Walsh drive out to Mountain Meadows is a disgrace and unsafe at posted speed . Road should be brought up to standards for the number of large trucks using it.

[REDACTED]
10/24/2022 11:45 AM

Hamlet of Monarch

[REDACTED]
10/24/2022 12:45 PM

I Live in Chin . Range Road 190 is of concern to me because of the high speed that transport trucks and other vehicles use while entering and exiting the hamlet boundaries.

[REDACTED]
10/24/2022 11:56 AM

Howe Road (Range Road 211). I would like to see the speed limit lowered to 70 OR properly monitored, as this road is incredibly busy with traffic bypassing the city, and people tend to drive over 100 km an hour. Intersections with Brown and Jail road are also very dangerous.

[REDACTED]
10/24/2022 12:07 PM

RR 224 is ALWAYS a mess!! Haulers DO NOT obey any signs, especially the yield!!! Go right on through!

[REDACTED]
10/24/2022 12:33 PM

All paved roads should be 100 km

[REDACTED]
10/24/2022 01:03 PM

Only one 30kmh sign in Vista Meadows, need at least two more speed limit signs in subdivision.

[REDACTED]
10/24/2022 02:54 PM

twp rd 10.1 east of Diamond City. What is the point of putting put speed signs if no one is going to enforce them. I like the 30km/hr and 50km/hr, but people, both in personal vehicles and the semi trailers are often traveling much faster than the speed limit.

[REDACTED]
10/24/2022 04:01 PM

Grouped residential areas should be lowered to 30.

[REDACTED]

I own an acreage north of Hwy 3 on Rge Rd 201 where recently a

Proposed Speed Limit Bylaw Survey : Survey Report for 20 October 2022 to 01 December 2022

10/24/2022 05:21 PM

business down the road from me produces a large amount of heavy truck traffic (60-70 truck with trailers) that pass by daily, plus employee vehicles. The dust abatement is inadequate and only last for hardly a month and this is becoming a health issue. I think rural businesses should be required to reduce there speed to 30km/hr maximum and the County should be responsible for insuring proper dust abatement is maintained in front of these affect properties.

10/24/2022 05:06 PM

Proposed Bylaw missed Range Road 19-1 north of TWP Road 9-2 (Schedule B). Speed limit should be same as TWP Rd. 9-2 East of Hwy 512

10/24/2022 07:50 PM

Railway Ave in Monarch heading west out of the hamlet. Some Vehicles leaving and entering Monarch go at a very high rate of speed. Alot of young children and pedestrians walking on this street. Speed bumps would deter speedy drivers.

10/24/2022 10:21 PM

The Park Lake highway speed limit is ridiculous at 80. It can easily handle 100. The quality of the road improved tremendously after the repaved 10 years ago. Why was the speed limit reduced from 100 to 80?

10/24/2022 10:27 PM

Not at this time

10/25/2022 07:40 AM

Park Lake Road, Westview Road are a bit low, could be brought up to 100.

10/25/2022 09:56 AM

All the gravel roads are horribly maintained, Even after grading they still have washboards. They do not properly grade the roads, they just spread the gravel around, They need lessons from the guys in the county of 40 mile. Been here 20 years now and still can't get over the poor quality of the gravel roads even the day they are graded.

10/25/2022 10:25 AM

There are LOTS of back roads in the county that vehicles fly down. And it can be extremely unsafe for residents in the area.

10/25/2022 11:55 AM

The speed limits are fine...they just need to be enforced.

Proposed Speed Limit Bylaw Survey : Survey Report for 20 October 2022 to 01 December 2022

[REDACTED]
10/25/2022 11:58 AM

Racing on railway avenue, monarch

[REDACTED]
10/25/2022 01:04 PM

Lower Truck speed limits might be worth looking into

[REDACTED]
10/25/2022 01:20 PM

9-2, and 20-5. As a livestock farmer, (due to lack of maintenance of calcium segments) live haul is scarcely possible do to rough/pothole roads.

[REDACTED]
10/25/2022 01:21 PM

512, even though it's under Alberta Transportation the signage is inadequate between Coaldale and Lethbridge (signage should be at all intersections when turning onto 512 to confirm 100km and not 80km)

[REDACTED]
10/25/2022 02:43 PM

Iron Springs road was re-done. Outcome of road surface is embarrassing!

[REDACTED]
10/25/2022 06:09 PM

westview road badly needs to be repaved

[REDACTED]
10/25/2022 06:26 PM

iron Springs road cannot understand why that one is fifty kms

[REDACTED]
10/25/2022 06:51 PM

843 should be 100km/hr

[REDACTED]
10/25/2022 08:47 PM

Park Lake and Kipp road are not densely populated and visibility is great, which is why I don't see the need to reduce the speed on highways like this.

[REDACTED]
10/25/2022 08:47 PM

Park Lake Road. 80km on the paved road to Park Lake should be increased to 100km

[REDACTED]
10/25/2022 08:52 PM

Make the road going south of Iron springs at least 70 instead of 50

[REDACTED]
10/25/2022 08:53 PM

All well paved roads need to be 100km/hour. Anything less is a cash grab for policing.

[REDACTED]
10/25/2022 08:54 PM

Please repair the old highway

[REDACTED]
10/25/2022 09:05 PM

Please don't lower speeds for park lake road and Kipp Road. They really are straightforward roads that could safely be driven over 80 k/hr

[REDACTED]
10/25/2022 09:09 PM

Highway #843 needs maintenance! Keep or increase speed limit till maintenance is completed. Kipp Road Keep speed limit the same <80 km/hr> on the Kipp road. Gravel roads near Coalhurst need major attendance. This a secondary road into Coalhurst for its residents. It's in a shameful state.

[REDACTED]
10/25/2022 09:36 PM

Park lake

[REDACTED]
10/25/2022 09:37 PM

RR 211

[REDACTED]
10/25/2022 09:41 PM

Rr 211

[REDACTED]
10/25/2022 09:49 PM

RR 211 there are many residences on this road. Many people walking , biking and running. The speed limit should be lowered to 50 km. It was that at one time, but after it was paved it was increase to 80 km without the input of the residents that have primary residents along that road. It is a very busy road because of green haven and chinois seed treaters. Chinook utilizes larger trucks that travel on this road. A slower limit would be safer even without all the pedestrian traffic on this road

[REDACTED]
10/25/2022 09:52 PM

No

[REDACTED]
10/26/2022 06:36 AM

Jail road Secondary highways near Lethbridge

[REDACTED]
10/26/2022 07:16 AM

Biggest challenge is consistency throughout the county. While # highways are not your responsibility, it's odd that paved roads like the 519 into Nobleford have a lower speed limit than all the gravel or secondary roads leading into town. This diverts traffic flow to the

gravel roads causing more dust and requiring additional maintenance.

[REDACTED]
10/26/2022 08:21 AM

Deer Run Estates should be 30km per hour. A letter signed by the majority of homeowners was presented to council but was denied. The homeowners travel at 30 km per hour but the trades, delivery, buses and visitors do not. There are about 40 children that walk, bike, scooter, rollerblade back and forth to each other's home in this community and they need to be kept safe. This is an active walking community, also people come from surrounding area to walk here. 30 km per hour is a playground zone speed and I dare say that we have more kids out than many a playground in the city.

[REDACTED]
10/26/2022 08:16 AM

road leading into stafford lake

[REDACTED]
10/26/2022 08:52 AM

Roads within Diamond City - the park is right in the middle of Diamond City and most of the children walk/ride their bikes throughout the hamlet and to the park. The speed should be consistent throughout the hamlet taking in how the roads are used and the residential density.

[REDACTED]
10/26/2022 09:45 AM

Railway ave in the hamet of Monarch is used by vehicial entering orleaving the hamlet not slowing at all from rural road speed limit. County should consider speed bumps or ticketing. Very bad at around 5pm when peole are returning home from work.

[REDACTED]
10/26/2022 11:08 AM

Hamlet of Monarch.... No sidewalks so residents walk on the streets and there are a lot of dark sections making visibility a huge safety factor

[REDACTED]
10/26/2022 11:28 AM

I do not think 60/km/hr speed limit on gravel roads is realistic. Nobody is going to drive at that speed... 80 km/hr is reasonable.

[REDACTED]
10/26/2022 12:40 PM

9-4

[REDACTED]
10/26/2022 01:55 PM

Twp Rd 10-2 between Sunnyside and Broxburn Roads took excessive traffic this year between the gravel haul and farming. Dust control was looked after well by McNally, but the road condition really suffered in some places.(bottomed out in a 3/4 ton pickup) It should also be noted that when water is not applied to the road in dry

conditions, the dust level appears to be unsafe for passing traffic as it lingers. Dust control requested. Thank You for your time and consideration.

10/26/2022 03:25 PM

No but a lot of city drivers do not always remember gravel roads are 80 posted or not.

10/26/2022 04:30 PM

Please leave the speed limits as is.

10/26/2022 04:47 PM

School zone in front of Sunnyside School inconsistent with towns 8am - 5 pm. Also there is never after school activities so 4pm is more than sufficient. Also parents are parking on the roadway at 8 and 3 to pick up their children creating a serious hazard. They should not be allowed until after the buses have departed.

10/26/2022 06:39 PM

Any paved road in the county should be at least 80km/h. Unless there is a road within a town or hamlet limit, I don't see a need for reduced speed, we already have such a sparse population. Please enforce the speed where it is needed, but not where there are 2 cars and a gopher within a three mile radius. Thank you for the work you all do!

10/26/2022 07:17 PM

none

10/26/2022 08:45 PM

Dear council. I don't like to start with a negative remark but I would say DON'T waste your time on this project. I have been living along McKechny avenue for many years. We lobbied hard to get speed limits reduced to 30 km per hour on that road. This was granted. About a mile down the road is the Agropur milk plant. Many milk, Supply, Whey and reefer trucks come down our road. At 30 km we feel it is fairly safe to have our children live along a street like this. However 80 km per hour is no exception to the driving speeds on that road. We have on several occasions contacted the Cheese plant. Trucking companies and the authorities to look after this. The milk trucks are the most compliant. However the rest is a different story. By contacting the county and RCMP we had a few patrols done in the town. The peace officer from the county parks himself so you can see him standing from far off. No one speeds at that time. Is this a very bright thing to do from him. You judge. The rcmp showed up one night after some people got very upset with very wild driving and were called out. To late. So why would the county spend time on this while it does NOT get enforced. A other make work project by the county

administration? I think the only time we would get a reaction if one of the children that lives in town here gets killed. I know children should not be on the roadway but if any of you have children that listen all the time I want to know how you did that. I am not afraid to put my number here so you can contact me. But that also does not work because I have done that in the past.

[REDACTED]
10/26/2022 08:48 PM

A 60km/hr gravel road speed limit is ridiculous!!

[REDACTED]
10/26/2022 09:01 PM

Feedlot owners should have to pay extra taxes to maintain the gravel roads that their trucks wreck so drivers can safely drive on them.

[REDACTED]
10/27/2022 06:25 AM

All streets should have the 30 km signs and Sunset road should have a number of 30 km signs as that is the road used by children and by adults getting there mail.

[REDACTED]
10/27/2022 09:33 AM

Township road 92 has a lot of speeding traffic

[REDACTED]
10/27/2022 03:21 PM

Iron Springs Road is a mess. Should be paved the whole 4 miles

[REDACTED]
10/27/2022 04:40 PM

Please make McKeckney Ave in diamond city 50 km again

[REDACTED]
10/27/2022 06:51 PM

Traffic in Mountain Meadows

[REDACTED]
10/27/2022 05:40 PM

McKechney ave in diamond city!! It is used as a walking/ walking path. Or a childrens playground. There are a lot of semi and vehicles using this road. Having the speed limit set at 30 km/hr gives people a false sense of safety. Someone is going to get hurt on this road!!

[REDACTED]
10/27/2022 07:05 PM

I live in shaughnessy. The posted speed limit is 30km. There is 1 sign as you enter town on 1st street. Most traffic going past my house in the 300 block are doing well in excess of 50,60, and often 70 km . Well and good to post speed limits but if no one enforces them what's the point.

[REDACTED]

Haul routes. The speed limit for semis should be 80. All other traffic,

Proposed Speed Limit Bylaw Survey : Survey Report for 20 October 2022 to 01 December 2022

10/27/2022 08:35 PM

100 km/h

[REDACTED]

10/27/2022 08:37 PM

The road in Diamond city to the cheese factory. Milk haulers obey it very well. Others do not

[REDACTED]

10/27/2022 08:39 PM

Need consistency in hamlets. Example Diamond City 30km Mckechney Ave. At the corner, railway street sign posted 50km. People burst their speed for the one block there then it becomes a playground zone.

[REDACTED]

10/27/2022 08:37 PM

Make haul route speed limits higher.

[REDACTED]

10/27/2022 08:59 PM

I'm not sure on the Industrial section, as I don't know where they are. I wrote 50 KM as I was comparing it to Lethbridge city Industrial area

[REDACTED]

10/28/2022 08:39 AM

Where there are county roads that are paved the speed limit could be set at 100 k. Exceptions noted where there are parks (ie, Park Lake) the limit could be 70km. Where there are residential densities over six (6) per quarter mile (.4 Km.) That could also require a limited access road to the paved road where there would be a setback into the privately owned property allowing the six properties only one access to the paved road. The access road along highway three by Kipp and 3a could be an example. The speed limit for the graveled roads and the designated haul roads could be set at 80km. This could allow for easier understanding for the public as well as the police

[REDACTED]

10/28/2022 11:45 AM

In Lethbridge Alberta, I believe that all of mayor Magrath should have a speed limit of 65-70 km/hr

[REDACTED]

10/28/2022 12:49 PM

TWP 9-2 running East out of Coaldale all the way to Stafford Lake. Make it a haul route and MAX 60 KPH

[REDACTED]

10/28/2022 01:07 PM

Twp 8-4 Corner of brown & Howe Rd. 60km instead of 80km for brown road in my opinion. With traffic cutting across from coaldale to get to south lethbridge, it's SO busy now and people just fly past our home. Blow the stop sign. I see it almost daily. And multiple times as well. Truthfully, that intersection should be a 4- way. That would really help. It's scary. I've personally seen a child killed at that intersection. So many big trucks use it as well and they're not going 80.... I feel if we had it changed to 60, people would at least go 80 instead of 100...

A 4 way and 60km Thank you for your time. Kaela Corazza

[REDACTED]
10/28/2022 01:59 PM

Road Twp-92 east of Coaldale is very busy, a lot of vehicles driving down this road are easily going 100km +. Something needs to be done about this. The speed limit should be lowered to 60km

[REDACTED]
10/28/2022 05:00 PM

Sunset Acres

[REDACTED]
10/28/2022 07:04 PM

McKechney Ave, Diamond City Should be 40km or 50 kms. Consider a pathway or walkway for foot traffic, it's still tight even with the current lowered speed limit.

[REDACTED]
10/29/2022 12:29 PM

Haul routes should be 100 km/h

[REDACTED]
10/29/2022 08:21 PM

Township road 9-2 at Stafford lake

[REDACTED]
10/30/2022 03:03 AM

Main Street in Turin should remain at 50 kms. per hour but the rest could be dropped to 40 kms. per hour.

[REDACTED]
10/30/2022 08:42 AM

Diamond city has several children residing there and a busy park. There is stunt driving and speeding within the hamlet on a regular basis and I am concerned about citizen safety. Speed limit should be 30km in all of diamond city

[REDACTED]
10/31/2022 07:23 AM

Yes. When Stafford Park is open, Twp Rd 9-2 from Hwy 512 to Stafford Park is dangerous with inattentive drivers, unsafe vehicle speeds, large trucks pulling boats driving center of road on top of poor road condition.

[REDACTED]
10/31/2022 07:18 AM

Twp Rd 9-2 requires upgraded condition and lower speed limit from hwy 512 to Stafford Lake

[REDACTED]
10/31/2022 08:45 AM

county dust control reduces speed because they full of potholes. very dangerous please address.


[REDACTED]

Township road 9-2 between Coaldale and Stafford Lake should be 60

Proposed Speed Limit Bylaw Survey : Survey Report for 20 October 2022 to 01 December 2022

11/01/2022 08:22 AM

km/h. It is a speedway in the summer months. Haul routes that have year round dust suppression could be 80 km/h.


11/01/2022 11:41 AM


Most of the haul roads in the county are in extremely poor condition and should be maintained the same way as regular graveled roads.... the narrowing of roads has caused safety issues. Calcium chloride should not be used on roads.


11/01/2022 01:21 PM

None


11/01/2022 03:00 PM

all areas that feedlots utilize


11/01/2022 07:01 PM


Hamlet of Shaughnessy


11/02/2022 06:28 AM

no


11/02/2022 08:47 AM

A heavy use road in the summer is township 9-2. it's a scary road at the end of weekends.


11/02/2022 01:54 PM

TWP 92


11/02/2022 05:39 PM

Semis should be limited to 60 km/hr


11/02/2022 07:51 PM

Please pave Broxburn road between jail road and brown road


11/03/2022 11:30 PM

When heading north/east on 43rd, the speed limit should increase to 70 km/h once you pass the train tracks, and the larger intersection going (the Coal Dale and hwy 3 going East and North West)


11/05/2022 08:49 AM

Leave at what is set already



No

11/05/2022 09:15 AM

[REDACTED]
11/05/2022 09:28 AM

Subset Strip: with numerous small children here, 30 kph AND speed bump please!!

[REDACTED]
11/05/2022 09:50 AM

Park lake highway. The road is in better condition than it was for my first 20+ years of driving when the speed limit was 100 and now that it's safe to drive 100 on it the speed limit is reduced to 80. Just doesn't make sense to me.

[REDACTED]
11/05/2022 10:02 AM

Sunset Strip in Sunset Acres: Cars, Trucks and motorbikes speed down Sunset Strip and do wheelies in the cul-de-sac. They are stunting and speeding down this densely residential street. There are small children playing and the paved pathway from Sunset Lane to the playground crosses Sunset Strip where these vehicles speed. We need speed bumps on Sunset Strip and a 30 kph speed limit. Thanks.

[REDACTED]
11/05/2022 10:00 AM

All the roads in an around Sunset Acres need to be set to 30 mph so that we can get the actual speed driven down to 50 - 60 mph.

[REDACTED]
11/05/2022 12:14 PM

highway 512

[REDACTED]
11/05/2022 01:39 PM

Sunset Strip should have a speed bump at the crosswalk that leads to the path to the playground. Bike lanes on the county roads that lead from Lethbridge into Sunset acres and Edgemoor would also be beneficial.

[REDACTED]
11/05/2022 01:34 PM

Sunset trip should get a speed bump for the crosswalk and sunset streets should be 30 mph

[REDACTED]
11/05/2022 06:30 PM

Streets in Sunset Acres

[REDACTED]
11/06/2022 09:22 AM

Generally all gravel roads should be no lower than 80 km

[REDACTED]
11/07/2022 03:55 PM

As VRP Farms has several cattle feeding operations within Lethbridge County, I was under the impression that the "Haul Route" roads would be upgraded and resurfaced with some sort of a cold


mix to keep the road surface intact and to keep the dust down. This is not the case. Township road 120 has not been maintained to the standards that the Lethbridge County said they would be at the initiation of the feedlot tax. Over the past couple of years, Lethbridge County has not lived up to their end of the bargain in the maintenance of the "haul roads". Where is this money being spent?


11/08/2022 05:09 PM

1. Hwy 3A through Monarch. 100 kph is too fast. A maximum of 80 kph would be safer. There are 2 exits into Monarch and 1 exit into the fresh water station. There is also a school that busses many if their students to and from school during the week. Vision is obscured from oncoming traffic climbing the river bottom hill. This can make exiting or entering Monarch or the water station a risky action. Often HWY 3A traffic through Monarch travels faster than the posted 100kph speed limit. I realize Lethbridge County doesn't set the speed limit for Hwy 3A. Perhaps Lethbridge County Council could put in a letter of concern to Volker Stevin? 2. The 50 kph speed limit for the Hamlet of Monarch is too fast. There are a number of reasons: A) no sidewalks for citizens to walk on. We walk on the roadways or bail into the ditch if there is a vehicle driving "too fast". There is a lot of pedestrian traffic around Monarch. They are of all age groups. B) There are few street lights in Monarch: one on each block corner. The new LED street lights do not light the street very far past its post. C) There has been an influx of young families moving into Monarch. For example, the one block circumference of King and Edward streets, with Kipp and Victoria as the end of the block, there are 19 children. Most of them under the age of 10 years of age. Parents have taken to placing signs on street asking drivers to slow down or using physical gestures to slow down vehicles. Please lower the speed limit in the Hamlet of Monarch to 30 kph


11/09/2022 09:32 AM

RR 215A - From McKechney Avenue North, the range road is paved to the cheese plant and speed limit posted as 50 km/hr. South from there is gravel and no limit posted despite it being the access to a grouped county residential area. This should be posted as 50 km/hr as well. Also, a dead-end sign should be included with the speed limit sign. Too many vehicles treat this road as any other county gravel road and drive at excess speed where residential properties are located. Many are looking for access to Diamond City or Hiway 25, speed to the end, turn around and speed back since there is no dead-end sign or speed limit sign.


11/09/2022 11:32 AM

I would like to see paved roads such as Sunnyside and Broxburn put to 90kms/hr. Sunnyside school zone put at least to 50km.

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[REDACTED]
11/09/2022 12:55 PM

The paved portion of Broxburn Rd should go back to 90km considering the width of road compared to Jail Rd

[REDACTED]
11/09/2022 01:10 PM

no

[REDACTED]
11/11/2022 09:20 AM

County roads should stay at 80km/hr

[REDACTED]
11/11/2022 02:47 PM

10-4 haul root...during sileage there is no restraint and they go from dawn to dusk with noisy brakes

[REDACTED]
11/12/2022 08:30 PM

secondary highway -ParkLake highway hould be 100km/h, not 80 km/h.

[REDACTED]
11/13/2022 10:02 AM

I live in Monarch. Signage can be confusing. (30 & 50) should be standardized at 30. No sidewalks in hamlet. Consider speed bumps on Kipp & Railway Ave. to encourage compliance .

[REDACTED]
11/14/2022 06:43 AM

No specific roads but I do believe that the speed limit of 80 kph is sufficient. As with any laws that exist, they're only as strong as the enforcement behind it, which, in my opinion, is lacking severely.

[REDACTED]
11/14/2022 12:52 PM

50 km/h speed limit on Mountain Meadows Rd is mostly ignored.

[REDACTED]
11/15/2022 06:49 PM

Speed limits ok if people would only obey them.....more enforcement needed...

[REDACTED]
11/18/2022 02:02 PM

Highway 843 north of Picture butte should be set to 100

[REDACTED]
11/18/2022 02:19 PM

Hwy 843 north of Picture Butte should be changed to 100. No reason to have it as 80

[REDACTED]
11/18/2022 03:04 PM

Rng roads are fine at 80.

[REDACTED]
11/19/2022 12:35 PM

Haul Roads: Twp Rd 10-0 between Leth Landfill and Broxburn Rd; Range Rd 21-2 (Sunnyside Road) The last two years on this road have seen a very discouraging increase in traffic, dust, noise, and general discourtesy to the residents living along it. On days when County garbage trucks, McNally Gravel trucks, farmer's silage trucks, feedlot manure trucks, cattle liners are all using the roads, the CONSTANT dust and noise is not only beyond tolerance, but the tornadoes of dust roiled up by multi-axle trucks make visibility very dangerous on days when there is no wind to blow the dust away and oncoming traffic is very difficult to see. The washboard which is continuous from Broxburn Rd to The Landfill increases the noise markedly. This road is not like any other county road. It is the only conduit from The Landfill to County Waste Management Centers, the only route for McNally to haul Gravel to and from their site, the only route for our two large feedlots (and one small) to manage their silage, hay and manure. The days of the single axel trucks are mostly gone and the multi-axel trucks (with very heavy loads) are turning this road into a incredibly dusty, noisy mess. Within one week of any grader maintenance; within two weeks of any dust suppressant application the road, it is just as bad as ever... The County needs to recognized the need to maintain this road more frequently than other Haul Roads. And-please don't do another traffic surveys. Traffic surveys are only helpful is they are done when multiple businesses are using the same road on the same day. My impression is that the noise level on the washboard is worse than being beside a highway because of the banging of truck boxes (the loudest being the less firmly attached County waste containers which lift and bang and frequently sound like a vehicle crash) and the gearing up and down of the big trucks. On days when a perfect storm of multiple businesses are using the road, there is a vehicle passing by at a minimum of every three minutes, and it is impossible to sit outside and enjoy the day due to the dust and the noise. The pulverized dust suppressant in the air, is unlike normal dust and makes a scratchy film on our vehicles and house windows. WHAT IS THIS STUFF DOING TO OUR LUNGS when it is present in the air everyday of spring, summer, and fall? Lowering the speed limit on this road will help--if you are going to continuously monitor it- but, maintenance needs to be increased drastically. PLEASE!

[REDACTED]
11/20/2022 11:31 PM

Haul routes

[REDACTED]
11/22/2022 02:21 PM

The haul roads are in poor condition

[REDACTED]

No

Proposed Speed Limit Bylaw Survey : Survey Report for 20 October 2022 to 01 December 2022

11/23/2022 01:11 PM

[REDACTED]
11/24/2022 04:23 PM

Range Road 21-1. The posted speed limit is 80 which is fine but there is too little enforcement. There are continuous problems with people going 100+

[REDACTED]
11/24/2022 04:27 PM

Howe rd is at 80 and that's fine but there are occasional vehicles travelling far in excess of that (140-200)

[REDACTED]
11/26/2022 07:52 AM

Range Road 23-4 and Westview road on which the asphalt is deteriorating with many potholes, rough areas. These 2 roads have high traffic (especially passenger vehicles) for going to Calvin Christian School as well as Nobleford and local residents travelling to Lethbridge which want to avoid avoid the busyness of Hwy 23 as well as the traffic circle at Hwy 23 and 519.

[REDACTED]
11/30/2022 09:06 AM

Speeds in residential areas need to be lowered. More signage is needed. Many people do not adhere to speed limits in residential neighbourhoods due to the lack of enforcement.

[REDACTED]
11/30/2022 09:32 AM

The speed limit on Mountain Meadows Road is 50 km/h but, as it is a relatively longer stretch of road some people are speeding, above 80 km at times would be my guess. PLEASE, PLEASE consider speed bumps, lowering the speed limit as well as actively enforcing the speed limit. This is an area where kids ride their bikes and people are walking their dogs, it is unsafe, an accident waiting to happen. For a short while a speed warning radar/sign was put up, which was largely ignored by the speeders. We live on Mountain Meadows Rd and speeding has been an ongoing problem.

[REDACTED]
12/01/2022 08:08 AM

On gravel roads they should slow to 30 when passing, as rocked have ruined windshields

[REDACTED]
12/01/2022 08:10 AM

Residential such as Monarch should be 30 kms.

[REDACTED]
12/01/2022 08:16 AM

Would like speed bumps in Monarch

[REDACTED]
12/01/2022 08:17 AM

Road to Mountain Meadows Estates



12/01/2022 08:18 AM

I think that some roads need fixing of the surface and not the speed limit!



12/01/2022 08:21 AM

Highway 3A in Monarch intersection is very dangerous and the speed limit should be no more than 50 km/hr. The traffic is heavy from daily post office users, and from the churches on Sundays. Semis drive too fast as well. The stop sign is hit often from speeding. More enforcement is needed.



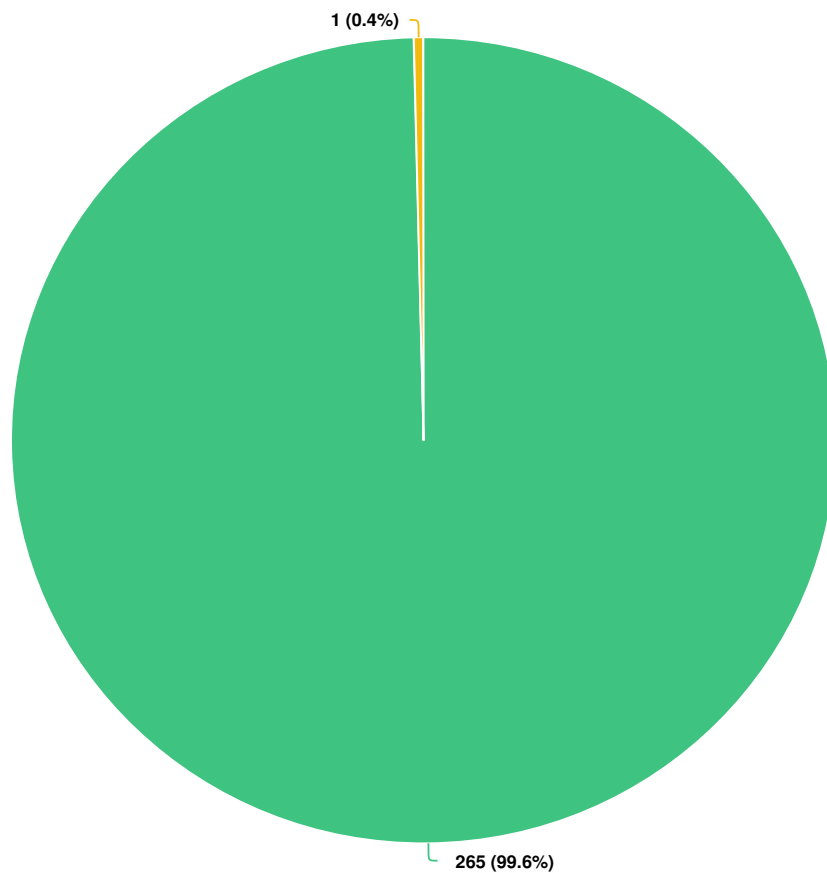
12/01/2022 08:22 AM

Highway 512 lived here for 75 years and since they did the new road it's very busy and speed should be down to 80 km. It's very noisy.

Optional question (143 response(s), 123 skipped)

Question type: Essay Question

Q9 I understand this survey is to provide feedback on Lethbridge County roads only, and not highways controlled by Alberta Transportation, or roads within the City of Lethbridge, Barons, Coaldale, Coalhurst, Nobleford, or Picture Butte.



Question options

☒ Yes ☐ No

Mandatory Question (265 response(s))
Question type: Radio Button Question

March 15, 2001

G8 SR 512 – Speed Zone, Councillor L. Hickey

168/01 J. KOLK MOVED Item G8. SR 512 – Speed Zone be brought back to the
table. CARRIED

Councillor Hickey indicated that he had received several phone calls concerning the high volume of traffic and activity by the turn off from the College driveway. Duane Climenhaga, Director of Municipal Services indicated that this area was under the jurisdiction of the County of Lethbridge, and if the County wished to change the speed limit in that area, they had the right to.

169/01 E. WAUTERS MOVED that proposed speed limit changes in the County of Lethbridge be dealt with through an amendment to the County's speed limit bylaw during a future Council meeting. CARRIED

G2. By-Law #1219 to Amend Traffic Control By-Law #1151

Duane Climenhaga, Director of Municipal Services indicated that there have been a number of concerns raised regarding the posted speed on two Secondary Highways, which are under the jurisdiction of the County of Lethbridge. They are as follows: 1) SH 512 east of the City of Lethbridge. The 60 km. speed zone stops short of an entrance to the Provincial Jail as well as two entrances to the Lethbridge Community College, and 2) SH 845 south of Highway 4. Immediately south of Highway 4 there is an entrance to the Louis Dreyfus grain-handling facility followed by a CP Rail crossing and then the entrance to the Agpro Grain facility.

It was suggested that all the playground zones in the County of Lethbridge should also be included in the By-Law.

255/01 L. HICKEY MOVED 1st reading of By-Law No. 1219 as amended.
256/01 J. KOLK MOVED 2nd reading of By-Law No. 1219 as amended.
257/01 M. OSAKA MOVED go to 3rd reading of By-Law No. 1219 as amended.
258/01 H. RUTZ MOVED 3rd reading of By-Law No. 1219 as amended. CARRIED

G5. By-Law #1227 Traffic Control Amendment to By-Law #1151

County Manager Layne Johnson reviewed By-Law #1227 Traffic Control Amendment with Council. There are some roads within the County which have oil surface for dust control purposes. These roads are subject to truck traffic and experience with the reduced speed for vehicles over 4,500 kg. has been positive. The 2001 Budget provides for oiling of three roads which are subject to significant amounts of commercial and heavy traffic. In order to preserve these roads it is proposed to implement the 50 km. speed zone for vehicles over 4,500 kg. on the roads in question through an amending by-law for By-Law 1151.

398/01	M. OSAKA	MOVED first reading of By-Law #1227 – Traffic Control Amendment to By-Law 1151.	CARRIED
399/01	E. WAUTERS	MOVED second reading of By-Law #1227 – Traffic Control Amendment to By-Law 1151.	CARRIED
400/01	H. RUTZ	MOVED go to third reading of By-Law #1227 – Traffic Control	
401/01	J. KOLK	MOVED third reading of By-Law #1227 – Traffic Control Amendment to By-Law 1151.	CARRIED
		Amendment to By-Law 1151.	CARRIED

June 3, 2002

G2. Range Road 21-2 (Research Station Road)

Director of Municipal Services Duane Climenhaga indicated that correspondence was received from a landowner who is adjacent to and using Range Road 21-2 on a regular basis. This road was not included in the AMEC Rural Road Study; however, as there is substantial traffic on this road, it was included in the County of Lethbridge Traffic Study for the past three years. There does appear to be an increase in traffic based on the 2001 count.

The issue regarding speed has been noted, and that speed on gravel roads creates dust and hazards. The proposal to have the road posted at 50 km./hour has merit as the road is generally used as access to residences, businesses, and the Research Station lands.

371/02	L. HICKEY	MOVED that Administration prepare an amendment to the Speed Control By-Law that includes the posting of 50 km./hour on Range Road 21-2 (Research Station Road).
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June 20, 2002

G5. By-Law 1237 – Amendment to Traffic Control By-Law 1151

Director of Municipal Services Duane Climenhaga stated there have been concerns expressed regarding speed and dust on the Research Station Road. Council passed a motion at the May 3, 2002 Council Meeting giving direction to have this road posted at 50 km. per hour. By-Law 1237 addresses this motion.

439/02	H. RUTZ	MOVED first reading of By-Law 1237 – Amendment to Traffic Control By-Law 1151.	CARRIED
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440/02	M. OSAKA	MOVED second reading of By-Law 1237 – Amendment to Traffic Control By-Law 1151.	CARRIED
441/02	L. HICKEY	MOVED go to third reading of By-Law 1237 – Amendment to Traffic Control By-Law 1151.	CARRIED
442/02	J. WILLMS	MOVED third reading of By-Law 1237 – Amendment to Traffic Control By-Law 1151.	CARRIED

November 5, 2009

Resolution 495/09 - MOVED that the South Iron Springs Road speed limit be set at 50 km and the road analysis for the South Iron Springs Road prepared by AMEC Engineering be brought back to Council at the end of November and further that landlocked permits be required

July 12, 2011

F1. Dust Control

354/11	H. DOEVE	MOVED that County Council authorize the 2011 Dust Control program proceed with one application of Magnesium Chloride, and that each applicant be contacted prior to starting the program to determine if they are still interested in the program; and further that speed limits be reduced to 60km an hour on gravel roads for the entire County and that the speed limit information be communicated through a Public Service Announcement.
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F2. Traffic Safety Act Speed Limit Legislation

404/11	M. ZEINSTRA	MOVED that Council rescind that portion of Resolution #354/11 pertaining to the 60 km/hr speed limit reduction.	MOTION DEFEATED
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405/11	M. ZEINSTRA	MOVED that item F2. Traffic Safety Act Speed Limit Legislation be brought back to a future Council meeting for further discussion.	CARRIED
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May 16, 2013

F1. By-Law 1394 – Amendment to Traffic Control By-Law – 60 km. Speed Limit in County

229/13	S. CAMPBELL	MOVED to table By-Law 1394 – Amendment to Traffic Control By-Law – 60 km. Speed Limit in County until such time as the 60 kilometre per hour speed zone study consultation process is complete.	MOTION DEFEATED
230/13	T. WHITE	MOVED second reading of By-Law 1394 – Amendment to Traffic Control By-Law – 60 km. Speed Limit in County.	MOTION DEFEATED

August 1, 2013

F4. By-Law 1400 – Amendment to Traffic Control Bylaw 1151 (Reduce Maximum Speed Limit on Portion of Rge Rd 20-1 from 80 to 50 kilometres per hour)

304/13	T. WHITE	MOVED first reading of By-Law 1400.	CARRIED
305/13	S. CAMPBELL	MOVED second reading of By-Law 1400.	CARRIED
306/13	K. BENSON	MOVED to proceed to third reading of By-Law 1400.	DEFEATED
307/13	H. DOEVE	MOVED that Administration be directed to put an advertisement in the Sunny South News notifying the landowners of the speed limit change, from 80 km. to 50 km., on Range Road 20-1, 8 th Street from Highway 3 north 700 metres to 12 th Avenue - Coaldale. The Town of Coaldale to be notified of the cost for the advertisement and the Town to reimburse the County for the cost of the advertisement.	CARRIED

February 4, 2016

F5. Evergreen Estates RR 20-3 Speed Limit

45/16	J. WILLMS	MOVED that County Council authorized a speed reduction to 50 km/hr for the first 1.9 km. south of Highway 3 on Range Road 20-3 (Evergreen Estates Road).
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September 15, 2016

F1. Hamlet & Grouped Country Residential Speed Reduction to 30 km/hr.

449/16	M. ZEINSTRA	MOVED that County Council approves the speed reduction in the Vista Meadows Subdivision to 30 km/hr and approves the speed reduction in the entire Hamlet of Shaughnessy to 30 km/hr. effective September 30, 2016.
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CARRIED

BYLAW NO. 22-018

A BYLAW OF LETHBRIDGE COUNTY IN THE PROVINCE OF ALBERTA FOR THE PURPOSES OF REGULATING AND CONTROLLING THE SPEED OF VEHICLES WITHIN LETHBRIDGE COUNTY AND MANAGED INFRASTRUCTURE.

WHEREAS pursuant to the Municipal Government Act, R.S.A 2000 c. M-26, as amended, (hereinafter referred to as “the Act”) a Council of a Municipality may pass bylaws for municipal purposes respecting the safety, health and welfare of people and the protection of people and property;

AND WHEREAS pursuant to the Act, a Council may pass bylaws for the regulation and control of vehicular traffic for municipal purposes respecting people, activities and things in, on or near public places or places that are open to the public;

AND WHEREAS pursuant to the Act, a Council may pass bylaws for municipal purposes respecting the enforcement of bylaws made under the Municipal Government Act or any other enactment including any or all of the matters listed therein;

AND WHEREAS pursuant to the Act, a municipality has the direction, control and management of all roads within the municipality;

AND WHEREAS the Alberta Traffic Safety Act, being Chapter T-6, Revised Statutes of Alberta, 2000 and amendments thereto, gives authority to a municipal council to pass a bylaw for the purpose of the regulation and control of vehicular traffic under its direction, control, and management;

AND WHEREAS, the Alberta Traffic Safety Act provides that a council of a municipality may by bylaw delegate to an employee of the municipality the power to impose speed controls and limits;

NOW THEREFORE the Council of Lethbridge County pursuant to the authority conferred upon it by the laws of the Province of Alberta, enact as follows:

1. This bylaw may be cited as "The Speed Control Bylaw".
2. Definitions for any term used in this bylaw are as defined in the Alberta Traffic Safety Act
 - a) "Act" means the Traffic Safety Act RSA 2000, c. T-6 and regulations made thereunder;
 - b) "Alley" means a narrow Highway intended chiefly to give access to the rear of building and parcels of land;
 - c) "CAO" means the Chief Administrative Officer of Lethbridge
 - i. County and whatever subsequent title may be conferred on that office by Council or Statute, and includes there designate;
 - d) "County" means Lethbridge County;

- e) "Driver" or "Operator" means a person who drives or who is in actual physical control of a Motor Vehicle;
 - f) "Hamlet" means and includes all lands located within the Hamlets in the County: Diamond City, Chin, Fairview, Iron Springs, Monarch, Shaughnessy, and Turin.
 - g) "Highway" means any thoroughfare, street, road, trail, avenue, parkway, driveway, viaduct, lane, alley, square, bridge, causeway, sidewalk or other place whether publicly or privately owned, any part of which the public is ordinarily entitled or permitted to use for the passage or parking of vehicles;
 - h) "Motor Vehicle" means
 - i. a vehicle propelled by any power other than muscular power, or
 - ii. a moped, but does not include a bicycle, an aircraft, a tractor, whether equipped with rubber tires or not, an implement of husbandry or a motor vehicle that runs only on rails;
 - i) "Rural Service Area" means the territory of Lethbridge County, excluding the Urban Service Area;
 - j) "Traffic Control Devices" means any sign, signal, marking or device placed, marked or erected under the authority of the Act, and/or as contained in the *Manual of Uniform Traffic Control Devices for Canada*, as amended for the purpose regulating, warning, or guiding traffic;
 - k) "Truck" means a motor vehicle designed and intended for the transport of goods or carrying loads, with a gross vehicle weight greater than 4500 kilograms and having more than two axles.
 - l) "Urban Service Area" means the territory of Lethbridge County that includes urban housing density in hamlets, rural subdivisions, and industrial parks.
3. The purpose of this bylaw is to impose speed limits within Lethbridge County for roadway infrastructure and to regulate the speed limits on roadways, to promote the safe, enjoyable and reasonable use of such roadways for the benefit of all motorists and citizens of the municipality.
4. Delegated Authority
- a) The authority to impose a speed limit or control or set the speed restrictions on a new or otherwise undesignated roadway under the direction, control and management of Lethbridge County is hereby delegated to the CAO or their designate in conjunction with Policy 357 – Speed Limits;
 - b) Any Peace Officer or Royal Canadian Mounted Police (RCMP) Officer is authorized to enforce this bylaw, Peace Officer is defined as per the Traffic Safety Act Section 1 and Peace Officer Act Part 1.
5. Traffic Control Devices or Signage
- a) The CAO, or their designate, is hereby delegated the power to prescribe where Traffic Control Devices are to be located upon any and all Highways, including Traffic Control Devices restricting the speed of vehicles and the CAO shall provide a record of all locations where Traffic Control Devices have been

erected which shall be open to the public for inspection during normal business hours.

- b) The CAO, or their designate, shall cause signs to be erected along the roadway as they consider necessary to notify person using vehicles on the roadway or bridge of the limitation or restriction.
- c) The CAO, or their designate, is hereby delegated the power to fix a maximum speed in respect of any part of a Highway under construction or repair or in a state of disrepair applicable to all Motor Vehicles or to any classes of Motor Vehicles while traveling on that part of the Highway and the CAO shall cause to be posted on the Highway or part of the Highway so designated, such Traffic Control Devices as he deems necessary to indicate the maximum speed so fixed.
- d) The CAO, or their designate, is hereby delegated the power to post Traffic Control Devices at any location on a Highway where the technical limitations of the Highway warrant a reduction in the speed of vehicles travelling on that portion of the Highway.
- e) All gravel roadways will be treated as equal unless otherwise posted.

6. Speed Limits

- a) Unless otherwise hereinafter specifically provided, the maximum rate of speed at which a Driver may operate a Motor Vehicle upon any Highway outside the Urban Service Area shall be eighty (80) kilometres per hour;
- b) Unless otherwise hereinafter specifically provided, the maximum rate of speed at which a Driver may operate a Motor Vehicle upon a Highway within the Urban Service Area shall be fifty (50) kilometres per hour;
- c) The maximum rate of speed at which a Driver may operate a Motor Vehicle in an Alley located within the County shall be twenty (20) kilometres per hour;
- d) On any day on which school is held, the maximum rate of speed at which a Driver may operate a Motor Vehicle upon a Highway located within all school zones shall be thirty (30) kilometres per hour at any time between:
 - i. 8 AM and 4:30 PM
- e) The maximum rate of speed at which a Driver may operate a Motor Vehicle upon a Highway located within all playground zones shall be thirty (30) kilometres per hour between the hours of 7:30 a.m. and one hour after sunset.
- f) Notwithstanding any other provision of this Bylaw, the maximum rate of speed at which a Driver may operate a Motor Vehicle shall be:
 - i. twenty (20) kilometres per hour on any Highway referred to in Schedule "A" attached hereto and forming part of this Bylaw;
 - ii. thirty (30) kilometres per hour on any Highway referred to in Schedule "B" attached hereto and forming part of this Bylaw;

- iii. forty (40) kilometres per hour on any Highway referred to in Schedule "C" attached hereto and forming part of this Bylaw;
- iv. fifty (50) kilometres per hour on any Highway referred to in Schedule "D" attached hereto and forming part of this Bylaw;
- v. sixty (60) kilometres per hour on any Highway referred to in Schedule "E" attached hereto and forming part of this Bylaw;
- vi. eighty (80) kilometres per hour on any Highway referred to in Schedule "F" attached hereto and forming part of this Bylaw;

7. Temporary Speed Limits

- a) Notwithstanding any maximum rate of speed established by this Bylaw, the CAO, or their designate, is hereby delegated the power to designate a higher or lower maximum rate of speed on any Highway for a temporary period of not more than twelve (12) months for the purpose of undertaking a traffic safety impact analysis.

8. Prosecutions and Penalties

- a) Any Person who contravenes any provision of this Bylaw is guilty of an offence and is liable on summary conviction to a fine as prescribed by regulation enacted by the Lieutenant Governor in Council made under the Provincial Offences Procedure Act, RSA 2000, c. P-34 and the Traffic Safety Act, RSA 2000, c. T-6 and regulations, as amended.
- b) The prosecution and specified penalty for any speed violation on any roadway under Lethbridge County direction, control and management shall proceed provincially via the provision of the Traffic Safety Act and the Provincial Offences Procedures Act and Regulation;
- c) Any Peace Officer or RCMP Officer is authorized to enforce this bylaw, notwithstanding any Sheriff, Commercial Vehicle Enforcement Officer or other authorized personnel has authority to enforce local, provincial or federal violations.

9. Severability

- a) Should any provision of this bylaw be declared invalid, void, illegal or otherwise not enforceable, it shall be considered separate and severable from the bylaw and the remainder shall remain in force and be binding as though such provision had not been invalid.

10. Repeal Previous Bylaws

- a) Lethbridge County Bylaw 1151, 1219, 1227, 1237, 1394 and 1400 are hereby repealed.

11. Enactment

- a) This bylaw shall take effect on the day of the final reading.

READ a first time this 20th day of October, 2022

READ a second time this _____ day of _____, 2023

READ a third time this _____ day of _____, 2023

Reeve

Chief Administrative Officer

Abbreviations

Highway - HWY

Range Road - RR

Township Road - TWPR

Ave - Avenue

St - Street

N - North

S - South

W - West

E - East

COLOUR LEGEND

Council Previous Motion – No Bylaw

Existing Bylaw

No Motion or Bylaw

SCHEDULE A

Road Sections with 20 km/h Speed Limits

All back alley roadways contained within the hamlets and residential subdivision.

SCHEDULE B

Road Sections with 30 km/h Speed Limits

All roadways contained within the hamlets or rural TWPR or RR that are designated for a school or playground zone as per Alberta Transportation Guideline for School and Playground Zones and Areas.

Schools:

1. Calvin Christian
2. Huntsville (Iron Springs)
3. Providence Christian
4. Sunnyside
5. Lakeside Colony
6. New York Colony
7. Wilson Colony

Playgrounds:

1. Diamond City
2. Fairview
3. Iron Springs
4. Monarch
5. Shaughnessy
6. Sunset Acres
7. Turin

Gravel Roadways:

1. TWPR 9-2 – starting 1300 meters east of HWY 512 to campground entrance (0.8 km)
2. RR 20-3A (LA Grains) – 500 meters west of HWY 845 on RR 20-3A for 300 meters (0.3 km)

SCHEDULE C

Road Sections with 40 km/h Speed Limits

All roads contained within the following hamlets: -listed as 50km/hr in Bylaw #1151

1. Chin located in NE & SE 25-9-19 W4
2. Diamond City located in NW & SW 5-10-21 W4
3. Fairview located in NW 34-8-21 W4
4. Iron Springs located in NW 21-11-20 W4
5. Monarch located in SW & SE 7-10-23 W4
6. Shaughnessy located in NW & SW 30-10-21 W4 -listed as 30km/hr in Bylaw #1151
Resolution 449/16 reduced to 30km/hr restated this
7. Turin located in SW 3-12-19 W4

Residential Subdivisions: -listed as 50km/hr in Bylaw #1151

1. Deer Run Estates located in SW 31-10-21 W4
2. Davy Subdivision located in SW 6-10-21 W4
3. Edgemoor Estates located in NW 21-8-22 W4
4. Howe Subdivision located in SE 35-9-21 W4
5. Mountain Meadows located in SW 5-9-23 W4
6. Mustang Acres located in NE 31-8-20-W4
7. Pater Subdivision located in SW 1-9-21 W4
8. Stafford Landing located in SW 13-9-19 W4
9. Sand Mary Estates located in NW 25-9-21 W4
10. Sunset Acres located in NE 20-8-22 W4
11. Vista Meadows located in NE 31-8-20 W4 Resolution 449/16 reduced to 30km/hr

Industrial Parks:

1. Broxburn located in NE 1-9-21 W4
2. Stewart Siding located in SE 23-8-21 W4
3. Duncan located in SW 10-8-21 W4
4. Rave located in NW 3 & SW 10-9-21 W4
5. Railside located in SE 7-9-20 W4

Local Oiled Roads:

1. RR 21-2A (Rudelich Road) From HWY 519 South to end of road (0.8 km)

Gravel Roadways:

1. TWPR 9-5 – west of RR 21-4A to Hudson pit (2.4 kms)
2. TWPR 10-1A/Wood Avenue/Commerce Road - west of HWY 25 to RR 22-1 (2.0 kms)

SCHEDULE D

Road Sections with 50 km/h Speed Limits

Hamlet Industrial Roadways

1. McKechney Avenue (Diamond City) from HWY 25 to RR 21-5A Resolution 449/16 reduced to 30km/hr
2. AgroPur Access Road - Range Road 21-5A north of McKechney Avenue to TWPR 10-1, TWPR 10-1 east of RR 21-5 A to RR 21-5, RR 21-5

Pavement Roadways:

1. RR 21-1 (Rec-Tec Road) Portion From HWY 3 North towards TWPR 9-2 (1.0 kms)

Local Oiled Roadways:

1. River Ridge Road From TWPR 9-2 North West to RR 22-4 (2 km)
2. RR 21-2 (Weatherup Road) From HWY 3 to HWY 512 (0.8 km)
3. TWPR 9-1A (Arnoldussen Road) From HWY 25 South then East to end of pavement (0.5 km)
4. RR 22-5A (Dominion Road) From TWPR 9-4 (Kipp Road) North West to end of pavement (1.3 km)
5. RR 21-2A (Research Station Road) From HWY 512 South to end of pavement (0.6 km)
6. RR 22-3 (Vantland Road) From TWPR 9-4 (Kipp Rd) to TWPR 9-3A (0.8 km)
7. RR 22-5 (CP Rail Road) From TWPR 9-4 to 1200 meters to the West-listed as 50km/hr in Bylaw #1227
8. RR 21-5 (Neher Haul Road) From TWPR 10-2 to 10-1 (0.8 km)-listed as 50km/hr in Bylaw #1227

Gravel Roadways:

1. RR 22-4 (Park Lake Estates subdivision) – adjacent roadway RR 22-4 south of TWPR 10-2 by 800 meters, fronting subdivision for 800 meters further south (0.8 km)
2. RR 21-2A (Research Center Road) – RR 21-2 south of HWY 512 to TWPR 8-4A (3.2 kms) -listed as 50km/hr in Bylaw #1237
3. RR 20-3A (LA Grains) – From HWY 845 west on RR 20-3A for 500 meters (0.5 km)
4. RR 22-4A (Tollestrup Haul Road) from HWY 509 for 1600 meters to the West-listed as 50km/hr in Bylaw #1227 (currently Truck Maximum)
5. TWPR 9-5 – From RR 21-4 to 21-4A Hudson pit access road (1.3 kms)

SCHEDULE E

Road Sections with 60 km/h Speed Limits

Pavement Roadways:

1. RR 21-0 (Perlich Road) South From HWY 3 for 800m (0.8 km)
2. TWPR 8-4 (Sunset Acres Road) From City of Lethbridge limits to RR 22-4 (0.8 km) - listed as 50km/hr in Bylaw #1151
3. RR 22-3 (Park Lake Road) North 300m of TWPR 10-2 and South 900m from TWPR 10-2 (1.2 kms)
4. TWPR 10-0A (Westview Road, Old HWY 3) 300 meters to the west and 300 meters to the east from RR 23-2 Intersection (Old HWY 23, 5.3 kms)

Local Oiled Roadways:

1. TWPR 9-4 – From HWY 25 east to RR 22-1- listed as 60km/hr in Bylaw #1151

Gravel Roadways:

1. McDermott subdivision – adjacent roadways TWPR 9-2 from RR 22-4 to 22-5 (1.6 kms), RR 22-4 north of TWPR 9-2 to 9-3 (0.8 km) and RR 22-5 north of TWPR 9-2 to 9-3 (0.8 km)
2. RR 22-4 (Keho Lake Campground) – Starting North of TWPR 11-4 by 400 meters

Temporary - Frequent Hauls involving Trucks

SCHEDULE F

Road Sections with 80 km/h Speed Limits

Pavement Roadways:

1. TWPR 9-2 From HWY 25 to RR 22-3 (1.6km)
2. RR 22-3 (Coalhurst Cut-off) From TWPR 9-2 to Coalhurst Limits (0.8km)
3. RR 21-2 (58th Street) From HWY 4 to TWPR 8-4 (Brown Road, 0.3km)
4. TWPR 8-4 (Brown Road) From RR 21-1 east to RR 20-4 (6.4 kms)
5. RR 21-0 (Broxburn Road) From HWY 3 North to TWPR 10-2 (11.3 kms)
6. RR 21-1 (Howe Road) From HWY 3 South to HWY 4 (6.4 kms)
7. RR 21-4 (Kedon Landfill Road) From TWPR 9-4 to RR 21-3A
8. TWPR 9-4 (Kipp Road) From TWPR 9-4 from HWY 3 to HWY 25
9. TWPR 9-4A (McCain's Road) From RR 19-0 to end of road (0.5 km)
10. RR 22-3 (North Park Lake Road) From HWY 519 to North of TWPR 10-2 by 300m (6.1 kms)
11. TWPR 9-2 (Old Coaldale Road) From 43rd St. East to RR 21-0 (4.8 kms)
12. RR 23-4 (Old HWY 23) From TWPR 10-1 to HWY 519 (8.0 kms)
13. RR 21-0 (Perlich Road) North From HWY 512 for 800 meters (0.8 km)
14. RR 21-4 (Picture Butte Shop Road) From HWY 25 South to TWPR 10-4 (0.8 km)
15. RR 21-1 (Rec-Tec Road) Portion North of HWY 3 by 1.0 km for remainder to TWPR 9-2 (1.0 kms) - **listed as 50km/hr in Bylaw #1151**
16. South Park Lake Road RR 22-2 from HWY 25 to TWPR 10-0, TWPR 10-0 from RR 22-2 to RR 22-3, and RR 22-3 from TWPR 10-0 to 900m South of TWPR 10-2 (4.8 kms)
17. RR 19-2 (Readymade Road) From HWY 512 to TWPR 8-2 (6.4 kms)
18. RR 20-0 (Sundial Road) From HWY 25 to TWPR 12-0 (0.5km)
19. RR 21-2 (Sunnyside Road) From HWY 3 to TWPR 9-4 (5.6 kms) excluding school zone
20. TWPR 10-2 (West Monarch Road) From RR 23-4 (Old HWY 23) to RR 24-0 (3.2 kms) - **listed as 50km/hr in Bylaw #1151(currently Truck Maximum)**
21. TWPR 10-0A (Westview Road, Old HWY 3) From HWY 3 to RR 23-3 (Old HWY 23, 5.3 kms) excluding 60 km/h by Calvin Christian school

Local Oiled Roadways:

1. RR 22-5 (CPR Road) From TWPR 9-4 (Kipp Road) North West to end of pavement (1.3 km)
2. RR 21-1 (McNally Road) From HWY 4 to HWY 508 (4.8 kms) - **listed as 50km/hr in Bylaw #1151(currently Truck Maximum)**
3. TWPR 9-0 (Mountain Meadows Road) From City of Lethbridge Limits to 200m west of Mountain Meadows Road (1.8 km) - **listed as 50km/hr in Bylaw #1227**
4. RR 21-5 (Neher Haul Road) From TWPR 10-2 to 10-1A

5. RR 21-5 (Picture Butte Golf Course Road) From HWY 25 south to end of pavement (1.6 kms)
6. RR 20-5 From HWY 4 to HWY 508 (2.0 kms)
7. RR 20-4 (South Iron Springs Road) From TWPR 11-2 to HWY 519 (6.4 kms) -listed as 50km/hr in Bylaw #1151 (currently Truck Maximum), Resolution 495/09 restated this
8. RR 20-0 & RR 19-5 (Sundial Road) From TWPR 12-0 to 13-0 (10 kms) -listed as 50km/hr in Bylaw #1151 (currently Truck Maximum)
9. RR 20-5 (Vista Meadows Road) From HWY 512 to end of pavement (0.8 km)
10. TWPR 9-4 (Wells Road) From HWY 25 East to RR 22-1 (1.6 kms)



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EFFECTIVE: October 22, 2022 **SECTION:** 300 **NO. 357** Page 1 of 7

APPROVED BY: County Council **SUBJECT:** Speed Limits

REVISED DATE:

PURPOSE

The purpose of this policy is to establish a framework for speed limits and parameters for the designation of speed limits within Lethbridge County. The County is responsible for the determination of speed limits on municipal roads within its boundaries.

All Municipal policies and practices will comply with Alberta Transportation (AT) regulations and other applicable legislation including the Traffic Safety Act and Regulations and Municipal Government Act as they relate to the management of roadways.

The province of Alberta has established a maximum speed limit of eight (80) kilometre per hour unless otherwise posted and the municipality has the authority to set alternate speed limits.

POLICY

Lethbridge County Council recognizes the need to provide transportation routes to promote and maintain economic diversity and growth within the County. The County shall post speed limits in accordance with Speed Limit Bylaw 22-018, or its amended bylaw revision, to allow agricultural and commercial traffic transport vehicles and equipment access along highways under the jurisdiction of the County on the condition that the party directly responsible follows established speed limits from the local road authority.

The road infrastructure in the County is intended for public use in a safe and judicious manner. The goal of this policy is to establish guidelines for speed limits with the intention of:

- a) Provide a framework for speed limits to be established.
- b) Protecting the safety of all road users.
- c) Ensuring proper road use and minimizing maintenance costs.
- d) Minimize conflict between road users.
- e) Reduce the number and severity of collisions.
- f) Provide openness and transparency.
- g) Provide consultation with effected stakeholders.



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Review of Industry Guidelines

There are two sets of industry guidelines that provide guidance as it relates to appropriate speed limits for roadways, school and playground zones that have been referenced as part of this policy. These include:

1. Canadian Guidelines for Establishing Posted Speed Limits (December 2009).
2. Guidelines for School and Playground Zones and Areas (December 2007).

The Transportation Association of Canada's (TAC) "Canadian Guidelines for Establishing Posted Speed Limits" is recognized as a national guide across the country that seeks to harmonize the application of consistent speed limits to match driver expectations given the surrounding road environment. The latest version of the "Guidelines for School and Playground Zones and Areas" was published by AT to provide consistent guidance and application in the establishment of signing and marking practices for schools and playgrounds across the province.

Lethbridge County is the designated road authority for all roadways under their jurisdiction within the municipal boundaries as per the Municipal Government Act Part 3 - Division 2 - Roads Section - 18 Control of roads.

The enforcement of the policy can be by municipal Peace Officer as defined under the Traffic Safety Act Section 87.1, Use of Highways and Rules of the Road Regulation AR 304/2002 with amendments, and Peace Officer Act Part 1.

The Director of Public Operations, or their designate, is hereby authorized to establish signage in accordance with the guidelines of the policy on behalf of Lethbridge County. All speed limits posted within County boundaries will be reviewed to ensure compliance with bylaw and policy.

DEFINITIONS

Definition of terms contained within the policy:

- a) "Agricultural" means all traffic servicing the agricultural sector.
- b) "Commercial" means all other traffic not related to agriculture.
- c) "Road Users" means any single or multiple use by vehicles or equipment.
- d) "Operator" means any road user operating a vehicle or equipment.
- e) "Truck" means a motor vehicle designed and intended for the transport of goods or carrying of loads.
- f) "Frequent Hauls" means a frequent haul is defined as more than four (4) trips per hour in any two-hour period or ten (10) or more trips per day.
- g) "Trip" means a trip is defined as a singular movement from point A to point B past a particular location on a road (residence, farmstead, school, etc.).



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SPEED LIMIT PARAMETERS

1. All pavement roadways will have posted speed limits as per engineered design guidelines or as established by Speed Limit bylaw.
2. All gravel roadways are eighty (80) kilometres per hour, unless otherwise posted and established by Speed Limit bylaw.
3. All haul routes roadways are eighty (80) kilometres per hour unless otherwise posted.
4. Industrial park roadways will have posted speed limits of forty (40) kilometres per hour.
5. Hamlet industrial roadways will have posted speed limits of fifty (50) kilometres per hour unless areas where there is a designated school or playground zone.
6. Hamlet residential roadways will have posted speed limits of forty (40) kilometres per hour unless areas where there is a designated school or playground zone.
7. Back alley roadways are twenty (20) kilometres per hour.
8. Rural subdivisions will have posted speed limits of forty (40) kilometres per hour unless areas where there is a designated playground zone.
9. All school and playground zones or areas will follow Alberta Transportation guidelines for signage and speed limits.
10. Frequent Hauls involving Trucks will have temporary posted speed limits of sixty (60) kilometres per hour. Speed limit signage will be provided through the County with specifications for placement and visibility.

GUIDELINES

Consistent Speed Limits

The objective of consistent speeds is to apply regulatory speed limits throughout a road network to better reflect the design speed and the inherent risks, as well as to increase motorist compliance, reduce speed variance and reduce collision severity. The application covers all community areas (urban and rural) as well as range of speed zones to which it is applied. The MORCOAR (Method of Reducing Collision on Alberta Roads) report discusses that the effectiveness of this improvement strongly depends on how appropriate the posted speed is for the design speed. Therefore, compliance from



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motorists may not be attained and may result in speed differentials, if posted speed limits are not appropriate for the design speed. Consistent speed limits are applicable across all speed limits in both urban and rural environments. Implementing consistent speed limits will aid in achieving driver compliance while enhancing road safety.

In terms of speed related countermeasures and human factors, consistent posted speed limits have positive implications in regard to driver expectancy and the simplicity and clarity of the countermeasure. Further, within the MORCOAR Phase 1 report, consistent speed limits are identified as being easy to implement, inexpensive, and have a potentially high collision reduction factor.

Speed Zone Length

In conjunction with TAC guidelines, an evaluation methodology to establishing appropriate speed limits based on road classification, function, physical characteristics and engineering factors that influence the level of risk associated with establishing speed limits. The following guidelines apply:

1. A minimum length of 1,000 m is recommended for speed zones at a posted speed limit of 70 km/h or higher.
2. For lower posted speed limits, a zone length of less than 500 m should be avoided.

Roadway Requirements

The methodology used to evaluate the appropriate speed limit on roadway segments considers specific factors such as land use, roadway geometry, vulnerable road users (including pedestrians), road classification, access density and traffic control. The County has applied this methodology to determine the adequacy of the posted speed limit as well as to review the roadways as a whole to determine the appropriateness of providing a consistent speed limit throughout the entire area (excluding the school zone requirements). The application of the TAC methodology seeks to confirm whether the roadway characteristics might support a revision of the current posted speed limits or provide further justification of the current limits.

Specific considerations made in the evaluation of the current posted speed limits, as per the guidelines contained in the TAC methodology, include:

- a) Tangent section of roadway – considered to be lower risk;
- b) Flat vertical alignment – considered to be lower risk;
- c) Available lane width is similar to typical roadways with this classification – considered to be medium risk;
- d) Five to nine hazards per kilometre, or continuous hazards on 25% to 50% of the segment length, on one or both sides (sign posts, guardrail, objects in the right-of-way) per kilometre – considered to be medium risk as those identified are typical for similar road classifications and environments;



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- e) Majority of the highway has negligible pedestrian demand, but also has a separated trail (pathway) where higher demand is expected near the school – considered to be lower risk;
- f) Roadway has negligible cyclist demand and has alternate facilities provided such as a parallel service road, internal community roads and a pathway that can be used instead of the highway should cyclist so require – considered to be lower risk;
- g) Pavement surface is in relatively good condition – considered to be lower risk;
- h) On-street parking is legally prohibited – considered to be not applicable in the methodology.

The guidelines consider two scenarios under which an appropriate speed limit might be recommended:

1. The road environment and the policy associated with establishing speed limits specific to the section in question. In general, the policy parameters follow any legislated requirements for the section under review, specific localized conditions that would warrant a certain speed limit to be established.
2. As a default 10 km/h below the speed considered in the design of the road.

Public Requests for Speed Limit Change

On an annual basis the County Council can review and approve based on the following procedure.

Procedure for Speed Limit Change

The following procedure will be followed when speed limit change requests are received by the County.:

1. Residents requesting a speed limit change must provide an email request (written will be accepted) with justification for the request by April 1st of each calendar year. At least 85% of the residents residing along that section of road where the request is applicable must sign a requesting petition. If there is not 85% support for the request, the Supervisor of Public Works shall send an email reply back to the original resident advising that the request shall not be considered. Requests for speed limit changes shall only be reviewed once a year. Requests received prior to April 1st shall be reviewed that calendar year. This allows municipal staff opportunity to complete a detailed and comprehensive analysis and review and provide their input before September 30th of each calendar year.
2. Approved requests (with the minimum 85% support of the local residents) will then be forwarded to the Director of Public Operations and Infrastructure Manager, so that both provide feedback.
3. Infrastructure staff will review and analyze the request taking into

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consideration road geometry, collision history, Transportation Association of Canada (TAC) guidelines, number of approaches and driveways, local agricultural operations, School Zones, sidewalk present if any, road characteristics, etc. and provide a written report to the Director of Public Operations and Infrastructure Manager, before the end of August. Infrastructure will also monitor traffic speed during the spring, summer and early fall season and provide a report on their observations.

4. To increase awareness of the request for a speed limit change, Public Works staff shall erect on opposite sides of the road at the beginning of the road section concerned, signs that the road is under consideration for a speed limit increase or reduction. Public comments must be received by August 31st in writing (email accepted) in order to be considered. These signs shall be displayed for an appropriate amount of time to give the public fair notice. In addition, municipal staff shall advertise the potential speed limit change on the website and social media and collect responses.
5. In early October the Director of Public Operations shall review the speed limit change requests with the Chief Administrative Officer or their designate and provide a written recommendation for each speed limit change request.
6. Speed limits which have been approved for change shall be provided to the Supervisor of Public Works for installation by the Sign Truck Operator and must be installed by October 31st.

Evaluation Criteria

Each request is evaluated based on the following specific criteria:

1. Speed - 24-hour logging of traffic speed to achieve an accurate 85 percentile speed calculation in both directions. This should also involve school zone or playground zone hours if those are present along the road being evaluated.
2. Volume - Average traffic volume count representing a normal 24-hour period timed to include all uses of the roadway.
3. Collisions/complaints - Review of past collisions data or public complaints in relation to traffic along the roadway being evaluated.
4. Pedestrian Safety - Review of location for existing sidewalks and type of pedestrian use.
5. Road Use - Review of the road use and the municipality's intended primary use for the road (example: truck route, farming activity, residential street).



Lethbridge County Policy Handbook

6. Community Support - Determine if residents and businesses located in the evaluation area are supportive of the proposed speed limit change.

Appeal

When an individual who has requested a speed limit change is dissatisfied by the outcome of their request, they may choose to appeal the decision. The following procedure will be followed:

1. The resident requesting an appeal to the speed limit change decision must provide a written request (email accepted) to the Director of Public Operations with justification for the appeal.
2. The appeal request will be brought before Council by Administration within 30 days of the date of receipt for Council consideration.

AGENDA ITEM REPORT



Title: Bylaw 23-006 - Lethbridge North County Potable Water Coop Loan Bylaw
Meeting: Council Meeting - 02 Feb 2023
Department: Municipal Services
Report Author: Jeremy Wickson

APPROVAL(S):

Jennifer Place, Manager of Finance & Administration
Larry Randle, Director of Community Services,

Approved - 25 Jan 2023
Approved - 27 Jan 2023

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

During a records management review, an expired loan bylaw was found between Lethbridge County and Lethbridge North County Potable Water Coop (LNCPWC). The bylaw had expired as of February 2020 and administration reviewed the fee schedule and legislation for the required next steps. The LNCPWC was asked if they wished to pay off the remainder of the high-interest loan and they were not.

Due diligence and a review of legislation have brought forward a new bylaw for the remaining term on the schedule.

In a review of the Municipal Government Act Sections 264 and 265, the bylaw is in alignment with legislation. The current bylaw is based on a previous bylaw that was approved by Council in 2011 and again in 2015.

RECOMMENDATION:

Adopt Lethbridge North County Potable Water Coop Loan Bylaw as recommended and give 1st, 2nd and 3rd readings for approval.

MOVED that Bylaw 23-006 - 2023 Lethbridge North County Potable Water Coop Loan Bylaw be read a first time.

MOVED that Bylaw 23-006 - 2023 Lethbridge North County Potable Water Coop Loan Bylaw be read a second time.

MOVED that Council consider third reading of Bylaw 23-006 - 2023 Lethbridge North County Potable Water Coop Loan Bylaw.

MOVED that Bylaw 23-006 - 2023 Lethbridge North County Potable Water Coop Loan Bylaw be read a third time.

REASON(S) FOR RECOMMENDATION(S):

The prior loan bylaw was for a capital infrastructure loan to the LNCPWC. The loan bylaw has been identified as expired and for proper process and continuity should be renewed for the remainder of the term till 2027.

PREVIOUS COUNCIL DIRECTION / POLICY:

In 2011 the first loan bylaw was passed on a 5-year term.

In 2015 the second loan bylaw was passed on a 5-year term expiring in February 2020.

BACKGROUND INFORMATION:

The Municipal Government Act under Sections 264 and 265 allows a loan and subsequent bylaw to be made for non-profit organizations defined under Section 241(f)(i).

A loan bylaw to the LNCPWC has expired and was flagged in our records management review process.

In 2011, as part of the capital component required for the LNCPWC infrastructure a loan was granted to them by the County in the amount of \$672,000.

The remaining balance of the loan as of the end of 2022 was \$268,665.54. The LNCPWC was approached to pay the remainder as a lump sum and their Board decided against the option of paying out the remainder.

ALTERNATIVES / PROS / CONS:

The alternative would be to continue without a loan bylaw in place to the LNCPWC.

Con - As per the Municipal Government Act Section 264 and 265 a loan bylaw to a non-profit needs to be in place.

FINANCIAL IMPACT:

The loan issued was from County reserves. Payment is made annually per the loan payment schedule to payback the funds reserve funds lent.

LEVEL OF PUBLIC PARTICIPATION:

☒ **Inform** ☐ **Consult** ☐ **Involve** ☐ **Collaborate** ☐ **Empower**

ATTACHMENTS:

[LNCPWC Loan Repayment Schedule 2011-2027](#)

[LNCPWC Loan Agreement 2010](#)

[Bylaw 1336 - Loan Bylaw - North County Water Coop - \\$2M](#)

[Bylaw 1440 - Lethbridge North County Potable Water Co-op Loan Bylaw](#)

[Bylaw 23-006 - LNCPWC Loan Bylaw 2023](#)

Lethbridge North County Potable Water Co-Op

13,599.40


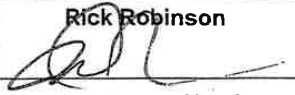
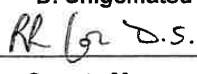
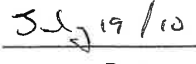
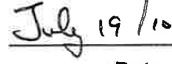
Loan Amount (**pv**) \$672,000
Interest Rate (**rate**) 5.875%
Total # of Periods (**Nper**) 17

\$ 63,563.50	per year
\$ 5,296.96	per month
800	# of users
\$ 6.62	monthly charge

Payment per Period **\$63,563.50**
Total Interest Paid \$ **408,579.51**

	Period	Payment Amount	Interest	Cumulative Interest	Principal	Principal Paid	Balance
Aug. 1							\$ 672,000.00
2011	1	63,563.50	39,480.00	39,480.00	24,083.50	24,083.50	647,916.50
2012	2	63,563.50	38,065.09	77,545.09	25,498.41	49,581.91	622,418.09
2013	3	63,563.50	36,567.06	114,112.16	26,996.44	76,578.34	595,421.66
2014	4	63,563.50	34,981.02	149,093.18	28,582.48	105,160.82	566,839.18
2015	5	63,563.50	33,301.80	182,394.98	30,261.70	135,422.52	536,577.48
2016	6	63,563.50	31,523.93	213,918.91	32,039.57	167,462.09	504,537.91
2017	7	63,563.50	29,641.60	243,560.51	33,921.90	201,383.99	470,616.01
2018	8	63,563.50	27,648.69	271,209.20	35,914.81	237,298.80	434,701.20
2019	9	63,563.50	25,538.70	296,747.90	38,024.80	275,323.61	396,676.39
2020	10	63,563.50	23,304.74	320,052.63	40,258.76	315,582.37	356,417.63
2021	11	63,563.50	20,939.54	340,992.17	42,623.96	358,206.33	313,793.67
2022	12	63,563.50	18,435.38	359,427.55	45,128.12	403,334.46	268,665.54
2023	13	63,563.50	15,784.10	375,211.65	47,779.40	451,113.86	220,886.14
2024	14	63,563.50	12,977.06	388,188.71	50,586.44	501,700.30	170,299.70
2025	15	63,563.50	10,005.11	398,193.82	53,558.39	555,258.69	116,741.31
2026	16	63,563.50	6,858.55	405,052.37	56,704.95	611,963.64	60,036.36
2027	17	63,563.50	3,527.14	408,579.51	60,036.36	672,000.00	0.00
2028		-	-	-	-	-	-
2029		-	-	-	-	-	-
2030		-	-	-	-	-	-
2031		-	-	-	-	-	-
2032		-	-	-	-	-	-
2033		-	-	-	-	-	-
2034		-	-	-	-	-	-
2035		-	-	-	-	-	-

reduce by
principal

TITLE: Loan Agreement – Lethbridge North County Potable Water Co-op (LNCPWC)				
PRESENTER: Rick Robinson			DATE: August 5, 2010	
DEPARTMENT: Corporate Services				
		ATTACHMENTS: Agreement		
Department Supervisor		Date		
APPROVALS:				
Rick Robinson  Department Head		D. Shigematsu  County Manager		
 Date		 Date		

BACKGROUND:

On March 8th, 2010 the County of Lethbridge passed third reading of the North County Potable Water Co-op Loan By-law.

For the purpose of constructing a water distribution system to service the north region of the County of Lethbridge, the County committed to:

- o Loan the Co-op up to a maximum of Two Million Dollars (\$2,000,000)
- o Interest rate on the loan set at Prime plus 1%
- o Loan to be repaid over 5 years ending February 8, 2015
- o Source of funding for the loan to come from Reserves

In consultation with the County Solicitor and the Co-op the attached loan agreement was prepared. Therefore it is now being presented for your approval and signature.

The Co-op signed the agreement on July 13, 2010.

FINANCIAL IMPLICATIONS:

The loan agreement clarifies the terms and conditions as presented in the Loan By-Law. Payment in full is to be received by February 8, 2015.

For information purposes, the balance of the indebtedness as at June 30, 2010;

Total funding we have applied to date:	\$1,612,092.59
Funding received:	\$ 758,469.23
Funding waiting on receiving:	\$ 853,613.14

RECOMMENDATION:

That County Council approves the Loan Agreement – Lethbridge North County Potable Water Co-op Ltd.

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**LOAN AGREEMENT – LETHBRIDGE NORTH COUNTY POTABLE WATER
CO-OP LTD.**

This Loan Agreement dated the ____ day of _____, 2010.

BETWEEN:

County of Lethbridge,
a Municipal Corporation incorporated under the
Municipal Government Act, RSA 2000, C. M-26
having its office located at
#100, 905 – 4th Avenue South
Lethbridge, Alberta T1J 4E4
(hereinafter called the "County")

OF THE FIRST PART

- and -

Lethbridge North County Potable Water Co-op Ltd.
A Cooperative Association incorporated under the
Rural Utilities Act, RSA 2000, C.R. 21
of P.O. Box 426
Picture Butte, Alberta T0K 1V0
(hereinafter called the "Co-op")

OF THE SECOND PART

WHEREAS the Co-op is a non-profit organization currently undertaking the North County Potable Water Line Project by which is a potable water distribution system, consisting of approximately 700 kilometers of polyethylene pipe, through the North part of the County of Lethbridge (hereinafter referred to as the "Project");

AND WHEREAS the Project will be completed in six phases, the first phase being in Turin, the second phase being in Nobleford, the third phase being in Diamond City, the fourth phase being in Monarch, and the last phase two phases being in the Picture Butte area;

AND WHEREAS the total cost of the Project is approximately **TWELVE MILLION DOLLARS (\$12,000,000.00)**, to be paid for on a shared basis between members of the Co-Op ("members") and various Government funding agencies;

AND WHEREAS each member of the Co-op who is to receive water service has, or will enter into a Water Agreement with the Co-op for **approximately EIGHT THOUSAND DOLLARS (\$8,000.00)** to be paid by way of a deposit of **TWELVE HUNDRED AND FIFTY DOLLARS \$1,250.00** upon entering into the agreement and by way of payment of the balance on the installation of the property service valve to the boundary of the member's property;

AND WHEREAS the County considers that the Project will benefit the County of Lethbridge;

AND WHEREAS the County is prepared to advance to the Co-op a sum of money not to exceed **TWO MILLION DOLLARS (\$2,000,000.00)** for the purpose of providing interim financing for the Project (the "Loan Proceeds") and has, or will pass a by-law to authorize such loan (the "Loan");

NOW THEREFORE in consideration of the mutual agreements herein contained, the Parties hereto mutually covenant and agree as follows:

PART I REPRESENTATIONS AND WARRANTIES

The Co-op represents and warrants as follows:

1.0 Status and Power of The Co-op

The Co-op is a duly incorporated cooperative association under the *Rural Utilities Act* and has all requisite corporate power and authority to undertake the installation of the Project and to carry on its business as now conducted and proposed to be conducted and to enter into this Loan Agreement. The Co-op's members are ratepayers of the County. The Co-op is a non-profit organization as defined in Section 241(f)(i) of the *Municipal Government Act*.

1.1 Status of the Contracts

Neither the Co-op or any other contracting party is in default under the terms of any their Permits and Agreements.

1.2 Budgeted Cost of Project

The budgeted cost of the Project is approximately **TWELVE MILLION DOLLARS (\$12,000,000.00)** and can be completed within those costs.

PART II TERMS OF THE LOAN

2.0 Conditions to Initial Disbursement

The County shall not be required to disburse any part of the Loan until fulfillment of the following conditions:

- (a) the Co-op shall use the Loan Proceeds for the sole purpose of the Project;
- (b) the Co-op shall, upon request, provide the County with written proof of a policy of insurance with respect to the Project, insuring its all risks, which shall be satisfactory to the County's legal counsel and the County shall be named as a first loss payable on such insurance policy;



- (c) the Co-op shall provide the County with an original copy of its Director's Resolution authorizing the terms and conditions of the within form.

2.1 General Conditions to Disbursement

The County shall not be required to disburse any part of the Loan at any time:

- (a) no funds will be disbursed by the County to the Co-op until the Co-op provides the County with an invoice prepared by the Project Engineer (MPE), with proof of payment of each such invoice;
- (b) if an Event of Default has occurred or an event which, with the lapse of time or with notice and lapse of time specified herein would become an Event of Default; and shall have occurred and be continuing; or
- (c) if in opinion of the County, there has been any material adverse change in the business, assets or financial condition of the Co-op; or
- (d) if there is any action, proceeding or investigation pending or threatened against the Co-op, which would have, in the opinion of the County, if successful, a material adverse effect on the Co-op; or
- (e) if after making the requested disbursement, the undisbursed portion of the Loan would not be sufficient, in accordance with the County's calculations, to fund the completion of the Project.
- (f) The Co-op shall not request disbursements of the Loan proceeds more frequently than once in each calendar month.

2.2 Interest

- (a) The Co-op shall pay interest to the County on all Loan Proceeds advanced under the Loan from the date of Disbursement at the Royal Bank of Canada Prime Rate as determined from time to time for commercial loans plus **ONE PERCENT (1%)** per annum, before and after default. 
- (b) Interest shall be calculated on the daily balance owing, and compounded annually. 

2.3 Prepayment

The Co-op may prepay the whole or any part of the principal amount outstanding under the Loan at any time without notice, penalty or bonus, upon payment of all interest accrued on the principal amount prepaid to the date of prepayment.

2.4 Term

Subject to clause 2.5, the term of the Loan shall be for a maximum of **FIVE (5) years**, and all principal amounts hereafter shall be repaid, with interest on or before **FEBRUARY 8, 2015**.

2.5 Payment

The Loan shall be payable, in whole or part, on demand. Until the Loan is demanded, the Co-op shall make payments in accordance with the Payment Schedule provided by the County from time to time.

PART III SECURITY

3.0 Assignment of Contracts

The Co-op hereby assigns to the County all its right, title and interest to all water agreements with the members of the Co-op as security for the Loan, and the Parties agree that upon default of the terms of the within Loan Agreement, the County can demand payment from the members of the Co-op pursuant to this assignment.

3.1 Assignment of Insurance Policy

The Co-op hereby assigns to the County any and all proceeds from any insurance policy arising out of a loss that occurs with respect to the said Project.

3.2 Waiver

The County may waive any breach of the Co-op of this Loan Agreement, or of any default by the Co-op in the observance or performance of any covenant or condition required to be observed or performed by the Co-op hereunder. No failure or delay on the part of the County to exercise any right, power or remedy given herein or by statute or law or in equity or otherwise shall operate as a waiver thereof, nor shall any single or partial exercise of any right preclude any other exercise thereof or the exercise of any other right, power or remedy, nor shall any waiver by the County be deemed to be a waiver of any subsequent similar or other event.

PART IV COVENANTS

4.0 Continuing Covenant

The Co-op covenants and agrees that, except with the prior written consent of the County, until all amounts due or to become due under this Loan Agreement have been paid in full to the County, it will perform and observe each and all of its covenants and agreements herein set forth.

4.1 Financial Statements

The Co-op will provide to the County within **TEN (10) DAYS** after the end of each quarter of each fiscal year of the Co-op, a profit and loss statement and a balance sheet of the Co-op prepared as of the close of such period together with statements of income and source and application of funds for each period and such explanations thereof as the County may require from time to time. The Co-op shall further provide the County with its annual financial statements when they are completed.

4.2 Engineering Reports

The Co-op will provide to the County monthly progress updates prepared by the Project Engineer showing the status of the Project.

4.3 Other Encumbrances

The Co-op will not create, assume or have outstanding, except to the County, any mortgage, pledge, charge, assignment or other security, whether fixed or floating, on the Project ranking or purporting to rank or capable of being enforced in priority to or pari passu with this Loan.

4.4 Insurance

The Co-op will insure and keep insured its properties against all insurance hazards specified by the County, with insurers and for such amounts approved by the County and will assign the policies of such insurance to the County. The Co-op will at all times maintain all public liability insurance in amounts specified by the County with insurers approved by the County.

4.5 Loss Payable

Loss under all policies of insurance assigned to the County pursuant to this Agreement shall be payable to the County as a First Loss Payable as its interest may appear. The Co-op shall cause all such policies to contain a provision that the policies will not be changed or amended in any way nor cancelled until **THIRTY (30) DAYS** after written notice to the County. Certified copies of all such policies of insurance, including renewals, shall be lodged with the County. The Co-op shall pay all premiums as they become due and payable in respect of such insurance.

4.6 Use of Loan Proceeds

The Co-op will use the proceeds of this Loan solely for the purpose of completion of the Project.

4.7 Permits and Approvals

The Co-op will obtain and comply with all environmental, building and other municipal permits required to construct the Project. The Co-op will forthwith advise the County of the receipt by the Co-op or its agents of any notification of the refusal, variation, rescission or cancellation of any of the approval, permits or licences herein.

4.8 Holdbacks

The Co-op will withhold all holdbacks required by any applicable builder's lien or legislation with respect to the construction of the Project or the provision of any supplies or services therefore.

4.9 Assignment of Project Instruments

The Co-op acknowledges that all plans, specifications, licences, consents, warranties, contracts and agreements relating to the Project and held by the Co-op or to which it is a party either directly or by way of assignment, are for all purposes to be considered part of the Co-op's property charged under this Loan Agreement and the Co-op in the event that the County commences proceedings to realize upon this Loan Agreement, immediately upon request by the County, shall assign and deliver to the County all such plans, specifications, licences, consents, warranties, contracts and agreements.

4.10 Changes to Project

The Co-op will not alter the design or any specifications for the Project other than set out in the plans and specifications approved by the County or permit any amendments without prior written consent of the County.

PART V PAYMENT OF SALE PROCEEDS

5.0 Payment under the Water Agreements

The Co-op hereby agrees to pay to the County monies collected and received from the contribution commitments paid by the members (as per Co-op Water Agreement – approximately \$8,000.00 per unit, more or less) until all monies due to the County of Lethbridge have been repaid.

PART VI EVENTS OF DEFAULT AND REMEDIES

6.0 Events of Default

Any one or more of the following events shall constitute as Event of Default:

- (a) the failure by the Co-op to make any payment to the County within **FIVE (5) DAYS** after its due date.

- (b) the failure by the Co-op to perform or observe any of the covenants, conditions or agreements to be performed or observed by the Co-op hereunder;
- (c) the default by the Co-op under the terms of this Loan Agreement, which default shall continue unremedied for a period of **TEN (10) DAYS** after written notice thereof by the County to the Co-op;
- (d) the making of any representation or warranty by the Co-op herein or in any document or certificate furnished to the County in connection herewith or pursuant hereto which shall prove at any time to be materially incorrect, as of the date made;
- (e) the making of an order or the passage of a resolution for the liquidation or winding-up of the Co-op;
- (f) the making by the Co-op of a proposal or general assignment for the benefit of its creditors or other acknowledgement of its insolvency;
- (g) the appointment of a receiver, receiver-manager or receiver and manager of the Co-op or any part of its property or assets;
- (h) the enforceability of any execution or any other process of any Court against the Co-op or a levy of distress or analogous process upon its property or assets or any part thereof.

6.1 Remedies Upon Default

Upon the occurrence of any Event of Default and at any time thereafter, provided that the Co-op has not thereafter remedied all outstanding Events of Default, the County may, in its discretion, by notice to the Co-op, declare this Loan Agreement to be in default. At any time thereafter, while the Co-op shall not have remedied all outstanding Events of Default, the County may, in its discretion and subject to compliance with any mandatory requirements of applicable law then in effect:

- (a) terminate any of its obligations hereunder to make any further disbursements of the Loan;
- (b) declare the then outstanding balance of the Loan, interest, costs and all monies owing by the Co-op and any liabilities of the Co-op under this Loan Agreement to be immediately due and payable and such monies and liabilities shall forthwith become due and payable without further demand, and any notice of any kind to the Co-op, is hereby expressly waived; and
- (c) demand payment under the Loan Agreement and exercise any or all its remedies under the Loan Agreement and any other security received by the County from the Co-op.

- (d) assess members for any outstanding amounts by levy of a special tax, or utility connection fee, or by any other means available under its bylaws as passed from time to time, or under the *Municipal Government Act*.

PART VII MISCELLANEOUS

7.0 Notices

Any notice, direction or other instrument required or permitted to be given under this Loan Agreement by the County to the Co-op or by the Co-op to the County shall be in writing and may be given by delivering same or mailing same by registered mail or sending the same by fax to the following address:

If to the Co-op:

P.O. Box 426
Picture Butte, Alberta
T0K 0V0

If to the County:

#100, 905 – 4th Avenue South
Lethbridge, Alberta
T1J 4E4

7.1 Set-Off or Counterclaim

The obligation of the Co-op to make all payments hereunder shall be absolute and unconditional and shall not be affected by any circumstance, including without limitation:

- (a) any set-off, compensation, counterclaim, defence or other right which the Co-op may have against the County, or anyone else for any reason whatsoever.
- (b) to any insolvency, bankruptcy, reorganization or similar proceedings by or against the Co-op.

7.2 Assignment

The Co-op will not, without the prior written consent of the County, assign any of its rights hereunder.

7.3 Entire Agreement

This Loan Agreement embodies the entire agreement and understanding between the parties hereto and supersedes all prior agreements and undertakings whether oral or written relative to the subject matter herein.

IN WITNESS WHEREOF the parties hereto have hereunto affixed their hands and seals this ____ day of _____, 2010.

County of Lethbridge

per: _____

per: _____

**Lethbridge North County Potable Water
Co-op Ltd.**

per:  _____

per:  _____

**COUNTY OF LETHBRIDGE
IN THE PROVINCE OF ALBERTA
BY-LAW NO. 1336**

North County Potable Water Co-op Loan By-Law

For Financing the Construction and Development of Constructing a Water
Distribution System for the North County of Lethbridge Region for the North
County Potable Water Co-op

Purpose:

1. The purpose of this By-Law is to authorize the Council of the County of Lethbridge to incur indebtedness by the issuance of a loan to the North County Potable Water Co-op for the purpose of constructing a water distribution system for the North County of Lethbridge region.

Interpretation:

2. In this By-Law,

- (a) "County" means The County of Lethbridge, a municipal corporation in the Province of Alberta;
- (b) "Loans" means the loans made between the County of Lethbridge lenders to the North County Potable Water Co-op for financing the construction and development of constructing a water distribution system for the North County of Lethbridge region;
- (c) "North County Potable Water Co-op", a non profit organization as defined in the Municipal Government Act Section 241(f)(i).

WHEREAS:

The Council of the County of Lethbridge has decided to issue a By-Law pursuant to Sections 264 and 265 of the Municipal Government Act to authorize a loan to provide bridge (supplementary) financing to the North County Potable Water Co-op (NCPWC) while the NCPWC collects the costs of construction from its Co-op members.

The NCPWC will repay the indebtedness to the County of Lethbridge over a period of Five (5) years with interest at Prime plus 1%.

THE MUNICIPAL COUNCIL OF THE COUNTY OF LETHBRIDGE DULY ASSEMBLED ENACTS THE FOLLOWING:

1. That for the purpose of constructing a water distribution system to service the north region of the County of Lethbridge, the County of Lethbridge will loan to the NCPWC up to a maximum of Two Million Dollars (\$2,000,000.00);
2. The interest rate on the loan to the NCPWC will be at a rate of Prime plus 1%;
3. The indebtedness will be repaid over a Five (5) year period ending February 8, 2015.
4. The source of the loan will come from Reserves of the County of Lethbridge.
5. This By-Law shall take effect on the day of the final passing thereof.

GIVEN first reading this 8TH day February, 2010



Reeve


County Manager

GIVEN second reading this 8th day of March 2010.

Deputy 

Reeve


County Manager

GIVEN third reading this 8th day of March 2010.

Deputy 

Reeve


County Manager

**LETHBRIDGE COUNTY
IN THE PROVINCE OF ALBERTA
BY-LAW NO. 1440**

Lethbridge North County Potable Water Co-op Loan By-Law
For Financing the Construction and Development of Constructing a Water
Distribution System for the North Lethbridge County Region for the North County
Potable Water Co-op

Purpose:

1. The purpose of this By-Law is to authorize the Council of Lethbridge County to incur indebtedness by the issuance of a loan to the Lethbridge North County Potable Water Co-op for the purpose of constructing a water distribution system for the North Lethbridge County region.

Interpretation:

2. In this By-Law,
 - (a) "County" means Lethbridge County, a municipal corporation in the Province of Alberta;
 - (b) "Loans" means the loans made between Lethbridge County lenders to the Lethbridge North County Potable Water Co-op for financing the construction and development of constructing a water distribution system for the North Lethbridge County region;
 - (c) "Lethbridge North County Potable Water Co-op", a non profit organization as defined in the Municipal Government Act Section 241(f)(i).

WHEREAS:


The Council of Lethbridge County has decided to issue a By-Law pursuant to Sections 264 and 265 of the Municipal Government Act to authorize a loan to provide bridge (supplementary) financing to the Lethbridge North County Potable Water Co-op (LNCPWC) while the LNCPWC collects the costs of construction from its Co-op members.

The LNCPWC will repay the indebtedness to Lethbridge County over a period of Five (5) years with interest at Prime plus 1%.

**THE MUNICIPAL COUNCIL OF LETHBRIDGE COUNTY DULY ASSEMBLED
ENACTS THE FOLLOWING:**

1. That for the purpose of constructing a water distribution system to service the north region of Lethbridge County, Lethbridge County will loan to the LNCPWC up to a maximum of Five Hundred Thousand Dollars (\$500,000.00);
2. The interest rate on the loan to the LNCPWC will be at a rate of Prime plus 1%;
3. The indebtedness will be repaid over a Five (5) year period ending February 8, 2020.
4. The source of the loan will come from Reserves of Lethbridge County.
5. This By-Law shall take effect on the day of the final passing thereof.

GIVEN first reading this 5th day February, 2015



Reeve



Chief Administrative Officer

GIVEN second reading this 5th day of March 2015.




Reeve

Acting 

Chief Administrative Officer

GIVEN third reading this 5th day of March 2015.



Reeve

Acting 

Chief Administrative Officer

**LETHBRIDGE COUNTY
IN THE PROVINCE OF ALBERTA
BYLAW 23-006**

Lethbridge North County Potable Water Co-op Loan Bylaw
For Financing the Construction and Development of a Water Distribution System
for the Lethbridge North County Potable Water Co-op

Purpose:

1. The purpose of this bylaw is to authorize the Council of Lethbridge County to incur indebtedness by the issuance of a loan to the Lethbridge North County Potable Water Co-op for the purpose of constructing a water distribution system for the North Lethbridge County region.

Interpretation:

2. In this bylaw,
 - (a) "County" means Lethbridge County, a municipal corporation in the Province of Alberta;
 - (b) "Loans" means the loans made between Lethbridge County lenders to the Lethbridge North County Potable Water Co-op for financing the construction and development of a water distribution system for the North Lethbridge County region;
 - (c) "Lethbridge North County Potable Water Co-op", a non profit organization as defined in the Municipal Government Act Section 241(f)(i).

WHEREAS:

The Council of Lethbridge County has decided to issue a bylaw pursuant to Sections 264 and 265 of the Municipal Government Act to authorize a loan to provide bridge (supplementary) financing to the Lethbridge North County Potable Water Co-op (LNCPWC) while the LNCPWC collects the costs of construction from its Co-op members.

The LNCPWC will repay the indebtedness to Lethbridge County over a period of Five (5) years.

**THE MUNICIPAL COUNCIL OF LETHBRIDGE COUNTY DULY ASSEMBLED
ENACTS THE FOLLOWING:**

1. That for the purpose of constructing a water distribution system to service the north region of Lethbridge County, Lethbridge County will loan to the LNCPWC up to a maximum of Three Hundred Thousand Dollars (\$300,000.00);
2. The rate of interest will be 5.875% as per Appendix A: Loan Repayment Schedule.
3. The indebtedness will be repaid at a rate of \$63,563.50 on an annual basis over a Five (5) year period ending in 2027 as per Appendix A: Loan Repayment Schedule.
4. The source of the loan is from Reserves of Lethbridge County.
5. This bylaw shall take effect on the day of the final passing thereof.

GIVEN first reading this_____2nd_____day __February_____, 2023

Reeve

Chief Administrative Officer

GIVEN second reading this_____2nd_____day __February_____, 2023

Reeve

Chief Administrative Officer

GIVEN third reading this_____2nd_____day __February_____, 2023

Reeve

Chief Administrative Officer

AGENDA ITEM REPORT



Title: Sponsorship Request - Picture Butte Chamber of Commerce - Best of Butte Awards
Meeting: Council Meeting - 02 Feb 2023
Department: Administration
Report Author: Mattie Watson

APPROVAL(S):

Hilary Janzen, Supervisor of Planning & Development
Larry Randle, Director of Community Services,

Approved - 20 Jan 2023
Approved - 20 Jan 2023

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

A request has been received from the Picture Butte & District Chamber of Commerce to provide sponsorship for their 2023 Best of Butte Awards on February 11.

RECOMMENDATION:

That Council determine if sponsorship should be provided for the Picture Butte & District Chamber of Commerce Best of Butte Awards on February 11, 2023.

REASON(S) FOR RECOMMENDATION(S):

Council may decide to use the Council Discretionary Reserve to provide a sponsorship for the event.

PREVIOUS COUNCIL DIRECTION / POLICY:

In 2022, Council provided a \$200 Gold Sponsorship for the event.

BACKGROUND INFORMATION:

The Picture Butte & District Chamber of Commerce is hosting the 2023 Best of Butte Awards on February 11, 2023 at the Coyote Flats Pioneer Village. Awards for businesses and the Citizen of the Year will be presented.

Tickets are available for purchase for \$45. Gold and Silver sponsorships include one or two dinner tickets, the Bronze level does not. Sponsors will be recognized at the event (sponsor poster, table placemats), and in the Sunny South News following the event.

ALTERNATIVES / PROS / CONS:

Council may choose not to sponsor the event.

Pro: no financial impact to Lethbridge County.

Con: does not support a recognition event for businesses in the area.

FINANCIAL IMPACT:

Sponsorship levels:

Gold: \$200, includes two dinner tickets

Silver: \$100, includes one dinner ticket

Bronze: \$50

LEVEL OF PUBLIC PARTICIPATION:



Inform



Consult



Involve



Collaborate



Empower

ATTACHMENTS:

[Sponsorship Request - Picture Butte and District Chamber of Commerce - Best of Butte Awards](#)

[Picture Butte and District Chamber of Commerce - Best of Butte Awards Night - Poster](#)

From: Picture Butte Chamber <chamber@picturebutte.ca>
Sent: Thursday, January 12, 2023 1:37 PM
Subject: Best of Butte Awards

It's that time of year again - the countdown to the Picture Butte and District Chamber of Commerce Best of Butte Awards. This year's event will be held on Feb. 11th At Coyote Flats – Kleeman Hall. Awards will be presented to seven award winners and Citizen of the Year Justin Chronik!

The Chamber is looking for sponsors for this evening. All those who participate in supporting the dinner will be recognized on a sponsor poster, on placemats at the tables, as well as being mentioned in the Sunny South News following the event.

Sponsorship levels are as follows:

Gold: \$200 - includes 2 dinner tickets

Silver: \$100 - includes 1 dinner ticket

Bronze: \$50

If you wish to sponsor our Best of Butte Awards night, please **reply to this email** or Contact Eva Penner at Co-operators before Feb. 4th.

I will send an invoice if requested and a receipt will be issued following payment.

Thank you in advance for your support - we couldn't do this without you!

The awards will take place Feb. 11 at Coyote Flats – Kleeman Hall, cocktails 6:00 followed by supper at 6:30. See the attached poster.

Regular tickets are available at Flare 'n Flowers and Uptown Café.

Hope to see you there!

Rita Palawaga
Office Administrator
Picture Butte and District Chamber of Commerce
Box 517
Picture Butte, AB T0K 1V0
Phone- 587-821-8544



Picture Butte & District Chamber of Commerce

BEST OF BUTTE

BUSINESS AWARDS & CITIZEN OF THE YEAR

February 11th, 2023

Kleeman Hall, Coyote Flats

Cocktails 6:00

Supper 6:30

TICKETS \$45

Tickets available at :

Flare 'n Flowers & Uptown Convenience

Call 587-821-8544

Email- chamber@picturebutte.ca



Made with PosterMyWall.com

January 6, 2022

Tory Campbell
Reeve - Lethbridge County
Lethbridge County
#100, 905 – 4th Avenue South
Lethbridge, AB T1J 4E4

Re: Link Pathway Approval

Dear Reeve Campbell,

On behalf of Coaldale Town Council, I am writing in support of the Cor Van Raay LINK Pathway Project and to request that Lethbridge County Council approve the revised/updated Memorandum of Understanding (MOU) between the Cor Van Raay LINK Pathway Committee, the Saint Mary River Irrigation District (SMRID), and Lethbridge County.


As you may know, the Town of Coaldale – working in conjunction with the LINK Pathway Committee – has thus far secured \$215,000 in matching funds from Alberta Transportation to begin construction of the LINK Pathway. More recently, Coaldale Town Council unanimously approved \$100,000 of additional matching funds to build and integrate this pathway into Coaldale's existing pathway system. These funds were approved for the following reasons:

1. the LINK Pathway will provide a safe avenue for pedestrian and non-motor vehicle commuters travelling through the County between Lethbridge and Coaldale;
2. the LINK Pathway will increase tourism in the region by attracting avid recreational cyclists from throughout Alberta and beyond;
3. all parties whose respective lands will be directly impacted by the construction of the LINK Pathway (6 parties in total) have consented, in principle, to the pathway's construction;
4. there remain no legal impediments preventing the construction of the LINK Pathway on either SMRID or Lethbridge County land; and
5. the LINK Pathway Committee is committed to working with route-adjacent landowners to address any outstanding concerns they may have and – at its own cost – will offer these landowners customized route-design mitigations to allay those concerns.

For these same reasons, I am requesting that Lethbridge County Council approve the aforementioned MOU and, in so doing, approve the full proposed route of the LINK Pathway. As a Council, we could not be more excited about the opportunities that the construction of this pathway will bring to the region, and we look forward to putting Lethbridge, Lethbridge County, SMRID, and Coaldale on the map for coming together to create a unique greenway that southern Albertans can enjoy for decades to come. The LINK Pathway will not only provide users with safe access to an idyllic landscape, but also, a chance to learn about the region and local economy as they travel through some of the most productive agricultural land in the country. We firmly believe that travelling along this pathway will become a “must do” for tourists in the region and a regular recreational activity for Lethbridge, County, and Coaldale residents alike.

We thank you for your consideration and we look forward to working with the County on this and many other exciting regional initiatives in the future.

Sincerely,



Jack Van Rijn
Mayor

THANK YOU

FOR YOUR GENEROUS DONATION

Thank
You

**Please accept this receipt for your donation
towards our 2022 Boiler replacement Project.
The Shaughnessy Community Association**

PO Box 22, Shaughnessy AB T0K 2A0 403 381-8156

Nov 13 2022 Received From: County of Lethbridge Community Grant

The Sum Of: Ten Thousand Dollars, \$10,000.00

Received by: H. Zillman / Treasurer

AGENDA ITEM REPORT



Title: Lethbridge County Council Attendance Update - December 2022
Meeting: Council Meeting - 02 Feb 2023
Department: Administration
Report Author: Candice Robison

APPROVAL(S):

Ann Mitchell, Chief Administrative Officer,

Approved - 11 Jan 2023

STRATEGIC ALIGNMENT:



Governance



Relationships



Region



Prosperity

EXECUTIVE SUMMARY:

To remain transparent to its citizens. Lethbridge County Council report on their activities and events attended throughout the month.

RECOMMENDATION:

No motion required.

REASON(S) FOR RECOMMENDATION(S):

To remain transparent to the citizens of Lethbridge County.

PREVIOUS COUNCIL DIRECTION / POLICY:

A County Council update is provided monthly.

BACKGROUND INFORMATION:

Lethbridge County Council in order to remain transparent to its citizens, provides a monthly report on their activities and events for the prior month.

ALTERNATIVES / PROS / CONS:

By not reporting activities and events attended by members of Council, citizens are unaware of the events occurring within the region and are unaware of the participation of Council with regards to Community events.

FINANCIAL IMPACT:

None at this time.

LEVEL OF PUBLIC PARTICIPATION:



Inform



Consult



Involve



Collaborate



Empower

ATTACHMENTS:

[Lethbridge County Council Attendance - December 2022](#)

**Lethbridge County Council Attendance
December 2022**

Division 1

Councillor Lorne Hickey

December 1	Lethbridge County Council Meeting
December 2	Budget Deliberations
December 2	Blackrock Terrace Christmas Party
December 6	Piyami Lodge Christmas Party
December 7	FCSS Board Meeting
December 13	Lethbridge County/Town of Coaldale Christmas Supper
December 14	Green Acres Board Christmas Party
December 15	Lethbridge County Council Meeting

Division 2

Reeve Tory Campbell

December 1	Lethbridge County Council Meeting
December 1	Chinook Arch Library Board Meeting
December 2	Budget Deliberations
December 5	Meeting with Town of Coaldale CAO & Mayor
December 6-8	Team Lethbridge Mission to Edmonton
December 9	CAO/Reeve Meeting
December 13	Lethbridge County/Town of Coaldale IDP Meeting
December 13	Lethbridge County/Town of Coaldale Christmas Supper
December 14	EDL Board Meeting
December 14	Exhibition Park Board Meeting
December 15	Lethbridge County Council Meeting
December 15	Community Foundation Committee of Nominators
December 22	Lethbridge County Christmas BBQ

Division 3

Councillor Mark Sayers

December 1	Lethbridge County Council Meeting
December 2	Budget Deliberations
December 7	Regional Water Commission Meeting
December 13	Lethbridge County/Town of Coaldale IDP Meeting
December 13	Lethbridge County/Town of Coaldale Christmas Supper
December 15	Lethbridge County Council Meeting

Division 4**Deputy Reeve John Kuerbis**

December 1	Lethbridge County Council Meeting
December 2	Budget Deliberations
December 5	Lethbridge Regional Waste Meeting
December 7	Regional Water Commission Meeting
December 13	Lethbridge County/Town of Coaldale Christmas Supper
December 14	Community Futures Monthly Board Meeting
December 15	Lethbridge County Council Meeting
December 22	Lethbridge County Christmas BBQ

Division 5**Councillor Eric Van Essen**

December 1	Lethbridge County Council Meeting
December 2	Budget Deliberations
December 13	Lethbridge County/Town of Coaldale Christmas Supper
December 15	Lethbridge County Council Meeting

Division 6**Councillor Klaas VanderVeen**

December 1	Lethbridge County Council Meeting
December 2	Budget Deliberations
December 5	Lethbridge Regional Waste Meeting
December 13	Lethbridge County/Town of Coaldale Christmas Supper
December 15	Lethbridge County Council Meeting
December 22	Lethbridge County Christmas BBQ

Division 7**Councillor Morris Zeinstra**

December 1	Lethbridge County Council Meeting
December 2	Budget Deliberations
December 8	County Co-op Seed Cleaning Plant Meeting
December 13	Lethbridge County/Town of Coaldale Christmas Supper
December 15	Lethbridge County Council Meeting
December 22	Lethbridge County Christmas BBQ