

BACKGROUND REPORT

to the Intermunicipal Development Plan



COUNTY OF NEWELL &
CITY OF BROOKS



OLDMAN RIVER REGIONAL SERVICES COMMISSION

June 2008

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INTRODUCTION

County of Newell & City of Brooks

BACKGROUND REPORT

to the Intermunicipal Development Plan

1.0 INTRODUCTION

The County of Newell No. 4, located in the short grass region of Alberta on the TransCanada Highway 1 halfway between the cities of Medicine Hat and Calgary, and City of Brooks, the largest urban community in the County of Newell, have experienced a significant amount of growth over the past several years (see Map 1). As both municipalities are closely related in terms of economic and social connections, it seems logical for them to coordinate land use as well. An Intermunicipal Development Plan recognizes that the fringe area of an urban municipality is subject to different problems and opportunities than that of a strictly urban or rural setting.

It has become increasingly clear that municipalities cannot make fringe area land use decisions in isolation. Therefore, municipalities are encouraged to undertake the preparation of an Intermunicipal Development Plan in order to help avoid future land use conflicts. By implementing a plan that contains both dispute mechanisms and guidelines for future uses, urban and rural municipalities can reach an agreement on fringe area issues and avoid a confrontational atmosphere, which has occurred in other jurisdictions.

Benefits of an agreement are apparent for both municipalities. The City of Brooks (City) will benefit by having input on the types of uses, development standards and subdivision that can occur in the fringe area. This can provide some protection to land that the urban municipality has expressed an interest in. As land in the fringe area is outside their jurisdiction, the urban area may have an interest in shielding certain lands from being developed into conflicting non-urban uses which may impact future growth.

On the other hand, The County of Newell No. 4 (County) can benefit by gaining an understanding of what the urban expansion strategies of the City might be. This can provide the County ratepayers an understanding of the scope and scale of development that would be acceptable in the fringe area.

1.1 Purpose

The Joint Shared Services Committee, with members from both municipalities, has engaged the Oldman River Regional Services Commission to prepare a new Intermunicipal Development Plan (IMDP). As an initial step in the larger process, the creation of this report will serve as a background document for the purpose of reviewing the current situation and determining if the goals, objectives, and implementation of the existing Intermunicipal Development Plan are still relevant under existing circumstances. The Background Report will:

- provide an analysis of the existing circumstances,
- attempt to identify issues and opportunities that have emerged from the analysis of the preliminary information, and
- act as an agenda for future discussions by the Joint Shared Services Committee.

Data has been collected and summarized for a defined Study Area encompassing those lands within the current Intermunicipal Development Plan boundary. Although the final Intermunicipal Plan boundary may be smaller, the impacts of certain land uses have more far-reaching influences and it is important to understand the landscape at a greater scale. This information may be utilized, in part, in the preparation of an updated Intermunicipal Development Plan.

1.2 Legislative Requirements

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

1. include policies regarding coordination of land use, future growth patterns and other infrastructure with adjacent municipalities in their Municipal Development Plans (Section 632(3)(iii)) if no Intermunicipal Development Plan exists with respect to those matters;
2. complete and adopt an Intermunicipal Development Plan with adjacent municipalities to address the above matters.

Specifically, the MGA states:

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

(2) *An intermunicipal development plan*

(a) may provide for

- (i) the future land use within the area,*
- (ii) the manner of and the proposals for future development in the area, and*
- (iii) any other matter relating to the physical, social or economic development of the area that the councils consider necessary,*

and

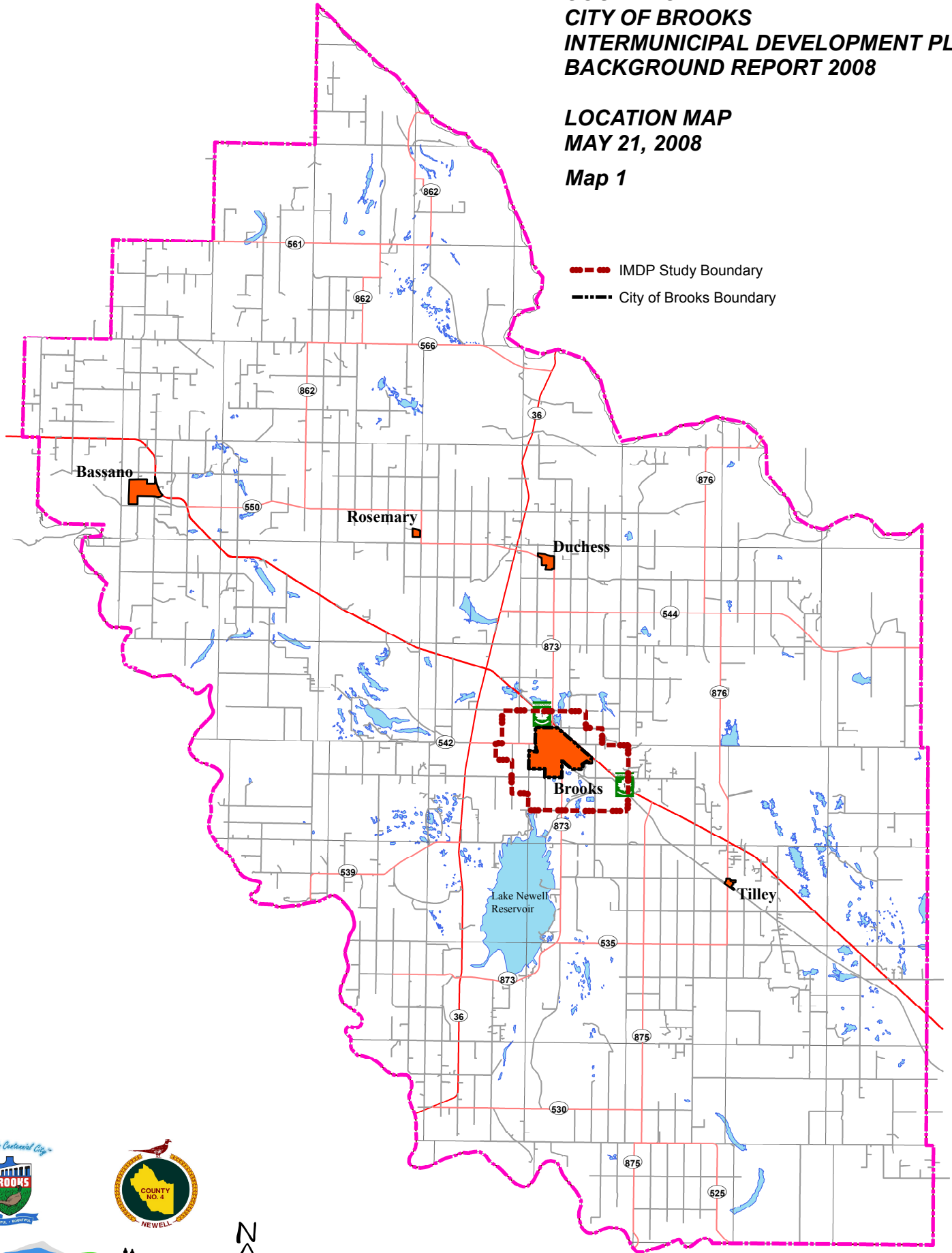
(b) must include

- (i) a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the plan,*
- (ii) a procedure to be used, by one or more municipalities, to amend or repeal the plan, and*
- (iii) provisions relating to the administration of the plan.*

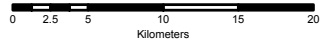
**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

**LOCATION MAP
MAY 21, 2008**

Map 1



- IMDP Study Boundary
- City of Brooks Boundary



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In addition to the MGA, Provincial Land Use Policies are in place to assist municipalities in harmonizing provincial and municipal policy initiatives at the local level. Every municipality in the province is expected to incorporate these policies into its planning decisions, practices and statutory documents as a requirement of the MGA, section 622(3):

622(3) *Every statutory plan, land use bylaw and action undertaken pursuant to this Part by a municipality, municipal planning commission, subdivision authority, development authority or subdivision and development appeal board or the Municipal Government Board must be consistent with the land use policies.*

The Provincial Land Use Policies are divided into sections that relate to different municipal planning responsibilities. Section 3 contains policies that relate to a municipality's general approach to planning and its interaction with its residents, neighbouring municipalities, provincial and federal agencies and other jurisdictions:

3.0 Planning Cooperation

Goal

To foster cooperation and coordination between neighbouring municipalities and between municipalities and provincial departments and other jurisdictions in addressing planning issues and in implementing plans and strategies.

Policies

- 3.1 *Municipalities are encouraged to expand intermunicipal planning efforts to address common planning issues, especially where valued natural features are of interest to more than one municipality and where the possible effect of development transcends municipal boundaries.*
- 3.2 *In particular, adjoining municipalities are encouraged to cooperate in the planning of future land uses in the vicinity of their adjoining municipal boundaries (fringe areas) respecting the interests of both municipalities and in a manner which does not inhibit or preclude appropriate long term use nor unduly interfere with the continuation of existing issues. Adjoining municipalities are encouraged to jointly prepare and adopt intermunicipal development plans for critical fringe areas; these plans may involve lands which are in both of the adjoining municipalities.*

The above excerpts from the Provincial Land Use Policies are relevant to intermunicipal cooperation as they support a cooperative approach to land use planning between neighbouring municipalities. As of June, 2008 a draft of a new Provincial Land Use Framework has been released which may have a bearing on future intermunicipal cooperation and the final plan proposed for the municipalities.



OVERVIEW OF THE 2004 INTERMUNICIPAL DEVELOPMENT PLAN

2.0 OVERVIEW OF THE 2004 INTERMUNICIPAL DEVELOPMENT PLAN

The Town* of Brooks (Town) and the County of Newell (County) Councils adopted the *Town of Brooks/County of Newell Intermunicipal Development Plan (IDP)* on October 4, 2004, Bylaw No. 04/19 and Bylaw No. 1480-04, respectively. A Joint Planning Committee, consisting of representatives from both the County of Newell and the City of Brooks, was created as an administrative body for the Plan.

(*Note: for the purposes of this section the City of Brooks will be referred to as the Town. The 2004 IDP predates the incorporation of Brooks as a city.)

2.1 Focus and Purpose

The document sets out two general guiding principles. Firstly, the focus of the *“Plan is on reciprocity, communications, understanding and long-term co-operation.”* Secondly, the purpose *“is to ensure that the future development in the Plan Area is planned in order to minimize potential land use conflicts and to ensure the economical and efficient development of land.”*

2.2 Administration of the 2004 Intermunicipal Development Plan

Section 1.2 provides the administration parameters of the plan:

“This Plan requires that each municipality will be responsible for administering the provisions within their municipal jurisdiction in accordance with Part 17 of the Municipal Government Act.

Issues of interpretation, clarification, and discussion as they related to the Plan were dealt initially with the Joint Planning Committee. No action was to be taken by either municipality until the Joint Planning Committee had made a recommendation to each Council as required by the relevant policy.

Approvals for planning and development applications granted by each municipality prior to the adoption of the Plan were honoured, as if the Plan was not adopted – this provision also applied to applications which were received prior to the adoption of the Plan. When inconsistencies or ambiguities arose between statutory plans adopted by either municipality and the Plan, the Plan was deemed to govern.”

More specifically in reference to the Referral Area Boundaries (see Map 2), the Committee would make recommendations to either jurisdiction on the following:

1. all proposed statutory plans and amendments;
2. all proposed concept plans, outline plans and amendments;
3. all proposed land use bylaw redesignations and amendments;
4. all proposed subdivisions;
5. all dedication or disposition of environmental, municipal and/or school reserves, public utility lots or road allowances;
6. all non-residential development permit applications; and
7. all annexations.

In making their recommendations to either the Town or the County, *“There is no obligation on either municipality to act on the comments made by the other, only to consider the comments when making the ultimate decision.”*

Further, the Plan identifies the administration processes for amendment to the Plan, dispute resolution, and repeal of the Plan. Beyond the case-by-case review of proposed plans or development within the boundaries of the Plan, the Committee was to do a thorough review of the Plan every three years to ensure its relevance to current trends (policy 1.3.7). This review is coupled with a yearly review by planning staff on behalf of each jurisdiction.

2.3 Land Use Policies

The Plan outlines land use policies for residential, commercial, industrial, transportation, confined feeding operations, municipal infrastructure, and agricultural uses.

Residential development policies outline the development of grouped country residential, farmstead separation, and manufactured homes, all within the context of rural scenarios. Some regard is given to the provision of fire suppression, town roadway standards and utility servicing being developed at a town standard for future connection. Area structure plan requirements are also referenced in the context of the creation of 10 or more lots.

Commercial and industrial development policies include:

- roads that are built to Town road standards within 1 mile of the town boundary;
- water and sewer servicing compatibility with Town standards within 1 mile of the town boundary;
- adequate access and coordination with Alberta Transportation;
- restriction of noxious or hazardous industry within 1 mile of the town boundary;
- aesthetics control measures for setbacks, architectural control, landscaping and screening and dust control in parking and storage areas.

Transportation policies include:

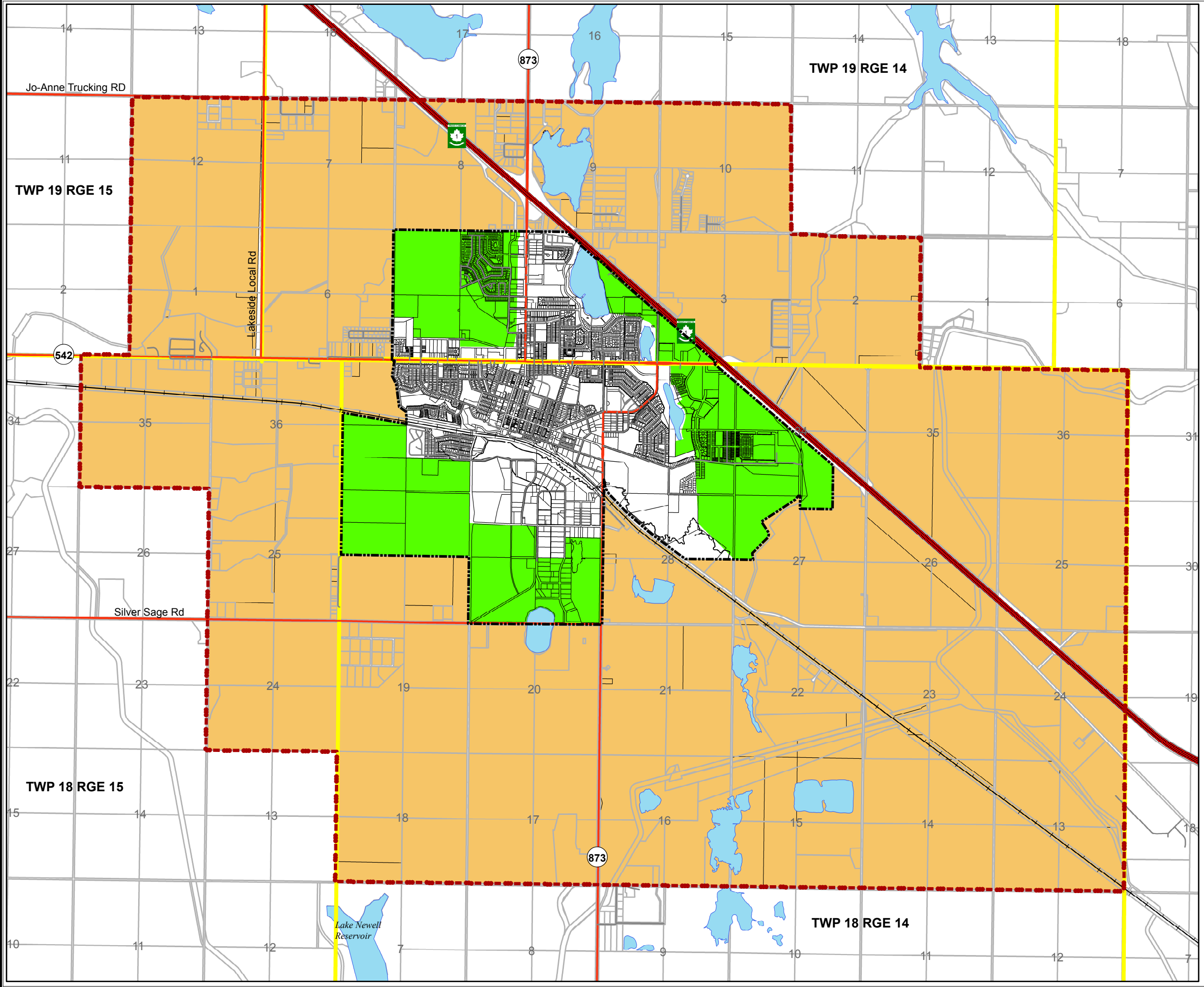
- the protection of existing and future highway facilities,
- enhancement of intermunicipal entranceways,
- access management and arterial collector planning,
- intermunicipal road development permitting, and
- development control near important intersections and railway crossings.

The Plan defines a confined feeding operation (CFO) Exclusionary Area which completely encompasses the study area. The Exclusionary Area prohibits any new CFOs from developing near the Town, and encourages any expansion to an existing CFO to occur on the side of the property that is furthest from the Town boundary, such that any expansion will be developed away from the Town. The final decisions on all CFOs are made by the applicable provincial authority.

**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

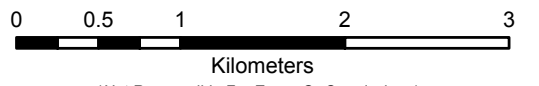
**2004 REFERRAL AREA BOUNDARIES
MAY 21, 2008**

MAP 2

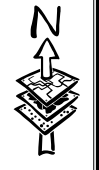


Legend

- IMDP Study Boundary
- City of Brooks Boundary
- Rural Referral Area**
- Rural Referral Area
- Urban Referral Area**
- Urban Referral Area
- Transportation**
- Trans Canada HWY
- Arterial Roads
- Local Roads
- Railway
- Water Bodies**
- Water Bodies
- Township Lines**
- Township Lines



Not Responsible For Errors Or Omissions



The existing municipal infrastructure, such as the regional landfill, the Town of Brooks sewage lagoons, Brooks Airport, One Tree Reservoir, the abandoned landfill site, and the reclaimed landfill site are identified in the Plan. The Plan outlines restrictive policies for development in close proximity to the existing municipal infrastructure.

Agricultural uses are encouraged in the IDP, and each municipality was to promote the retention of agricultural land in large productive units. Both municipalities recognize that there may be a need in the future to identify lands in the County that will need to be annexed into the Town in order to accommodate future growth.

2.4 Future Urban Growth

The policies for future urban expansion consist of two statements. The first *“...supports town policies that promote the intensification of urban development within current Town boundaries”* with an agreement to consult each other on statutory plans, plan amendments, subdivision or development within the Plan area.

The second statement acknowledges the need for future annexation, but caveats this with a town requirement to maximize development within town boundaries. The County *“will endeavour to ensure future subdivision and development”* within the county proceeds without creating many barriers to future urban expansion.

2.5 Conclusion

In general the policies of the 2004 Intermunicipal Development Plan were valid and reflective of the situation during the time period for which it was written. However, the current IDP lacks many fundamental components of a modern IMDP, including:

- goals and objectives of both municipalities as guiding parameters for policy,
- the use of an urban fringe district,
- strategic visioning, and
- tools for implementation and enforcement.

Without criteria of achievable goals and objectives, the policies lack the necessary parameters for proper review and decision making. The County and the City end up making subdivision and development decisions in isolation, which compromises the intent of the existing IDP.



**INTERMUNICIPAL DEVELOPMENT PLAN
QUESTIONNAIRE 2008**

3.0 INTERMUNICIPAL DEVELOPMENT PLAN QUESTIONNAIRE 2008

In order to gain input from affected landowners, a questionnaire was designed by the planning advisors for the County and the City and refined with input from the Joint Shared Services Committee. The questionnaire itself was four pages in length and included a map of the study area as well as an addressed, postage paid return envelope.

The questionnaire was mailed directly to 469 County landowners within the study area as well as 73 City ratepayers who owned property that bordered the study area. A questionnaire was also mailed to eight (8) stakeholder groups for input for a total of 550 questionnaires. The original intention was to analyze the data submitted based on the responses by County landowners, City landowners and stakeholder groups. Due to an error, identical surveys were sent to all respondents which made the separation of each group's comments unachievable. This oversight does not diminish the validity of the input received, but makes the results more community focused.

3.1 Summary of Questionnaire Responses

A total of 80 questionnaires were returned which represents a 14.6% response rate. Of the total respondents, 61.3% were male, 26.3% were female, and 12.5% did not indicate their sex. As well, 16.3% of the respondents were under 39 years of age, 68.8% were between 40 and 69 years of age, and nearly 6.3% of respondents were 70 year old and older. The average length of property ownership was approximately 16 years, and over 64% of the respondents indicated the main use of their property was for their personal residence.

Respondents were asked to specify what they like best and least about the City of Brooks and responded as follows:

Best:

- the recreational facilities,
- green spaces,
- *Communities in Bloom* program, and
- the people.

Least:

- road infrastructure and maintenance,
- lack of commercial centres and restaurants, and
- the high level of crime.

Respondents were asked to specify what they like best and least about the County of Newell and responded as follows:

Best:

- recreational areas,
- preservation of agriculture,
- lifestyle, and
- the road infrastructure and maintenance.

Least:

- the road infrastructure and maintenance,
- the smell from feedlots,
- bylaw enforcement, and
- development and subdivision policies.

Respondents indicated they felt that future residential, commercial, industrial, and recreational development should occur in both the City and the County. Public and institutional developments should occur only in Brooks, while agricultural developments should only occur in the County. The City should continue to increase density and grow within the existing City boundaries.

If growth was to occur outside of the City, respondents indicated that such growth should occur to the south or east of the City first, followed by development to the west, and lastly to the north. Residents felt that the ideal city size for Brooks would be between 16,000 - 30,000 people, and nearly 60% of respondents feel that the road network currently within the City is not adequate.

Finally, the results indicated the three most important issues that need to be addressed in the IMDP are:

- servicing (water, sanitary sewer, and storm water),
- road infrastructure and maintenance, and
- long-range planning for a mixture of different uses.

For a complete set of results and a copy of the questionnaire, see Appendix 1.



STUDY AREA ANALYSIS

4.0 STUDY AREA ANALYSIS

In consultation with the Joint Shared Services Committee, the size of the area to be studied for the Background Report was determined by utilizing the existing 2004 Intermunicipal Development Plan boundary, which is approximately 19,793 acres (8,010 ha) in size and encompasses nearly 22 sections of land. For the purpose of this analysis, it was considered reasonable to survey land use patterns and activities on a large scale to capture any geographic characteristics and soil capabilities that may have the potential to influence land use activities in either the urban or rural areas. The boundary of the study area is illustrated on Map 3.

4.1 Physical Characteristics

The study area is located in the short-grass region of Alberta on the southern part of the Alberta Plain. Also called the Third Prairie Level, the Alberta Plain lies east of the foothills and varies in elevation from 2,000 to 4,000 feet (600 to 1,200 metres) above sea level. The southern part of the Alberta Plain is a treeless, grass-covered, rolling prairie characterized by soils that are deficient in nitrogen and phosphorus. Precipitation from snow and rain averages less than 13 inches (330 mm) per year and yearly precipitation amounts vary because of severe droughts that occur every few seasons.

4.2 Soil Productivity

The Canada Land Inventory (CLI) identifies the soil potential of specific areas according to the Soil Capability Classification for Agriculture, which is based on the characteristics of the soil as determined by soil surveys. The soils are grouped into seven categories according to the potential of each soil for the production of field crops, where a Class 1 rating is the highest and a Class 7 rating is the lowest (Table A2.1, in Appendix 2 describes each of the categories of soil capability).

The following table shows the total amount of land in acres of each soil class as well as the percentage of each soil type found within the study area.

Table 4.1
County of Newell & City of Brooks Background Report to the IMDP
Soil Inventory in the Study Area

Soil Class	Total Acreage of each Soil Class	Percent of Study Area
Class 1	1,616.85	8.0%
Class 2	5,878.58	28.0%
Class 3	1,486.91	7.0%
Class 4	2,414.89	12.0%
Class 5	8,075.65	39.0%
Class 6	1,197.12	6.0%
Class 7	0	0

Within the study area, all soil classes are found with the exception of Class 7 (see Map 4). 57% of the soils within the Study Area are Class 4, 5 and 6. These soils have severe limitations for agricultural production and higher classes may have limitations so severe that the soils are not capable of producing annual field crops. The soils may sustain native or tame species of perennial forage plants and may not be improved with the use of farm machinery and technology. These soils are generally located south of the City towards Lake Newell, east of the City, and north and south of Highway 1 along the boundary of the Study Area.

The remaining 43% of Study Area contains soil classes that are supportive of agricultural production. The soils are deep, hold moisture well, and can be managed and cropped with little difficulty. Under good management the soils are moderately high to high in productivity, supporting a fairly wide range of crops. These soils are located north of the City along Highway 1, and east of the City adjacent to the City boundary.

4.3 Current Land Use Districts and Potential for Development

Land within the study area is under the jurisdiction of the County of Newell and as such is regulated by the current land use districts found in the County of Newell No. 4 Land Use Bylaw 1626-07. Current zoning of land within the Study Area is illustrated on Map 5.

Table 4.2
County of Newell & City of Brooks Background Report to the IMDP
Existing Land Use Zoning within the Study Area

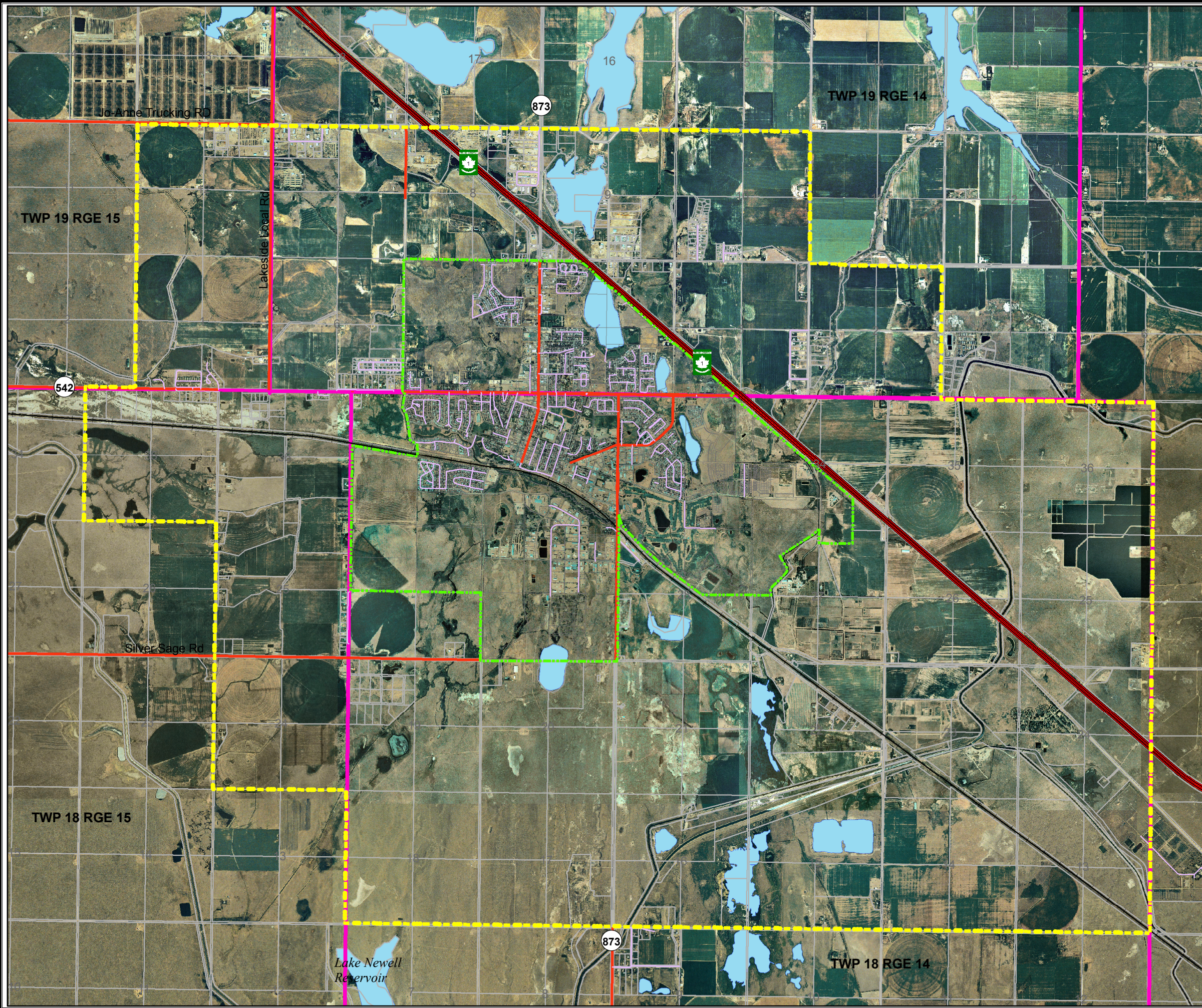
County of Newell - Study Area Only	Total (acres)	Total (ha)	Total Area (%)
A: Agricultural	12,593.56	5,096.43	63.62
UF: Urban Fringe	3,801.02	1,538.22	19.2
DC: Direct Control	11.34	4.59	0.06
CR: Country Residential	1,083.83	438.61	5.48
MHP: Manufactured Home Park	55.11	22.30	0.28
C: Commercial	421.67	170.64	2.13
I: Industrial	1,592.79	644.58	8.05
LI: Light Industrial	233.85	94.64	1.18
TOTAL	19,793.47	8,010.13	100.00%

Agriculture land is still the predominant land use with nearly 82% of the land zoned either Agricultural - A or Urban Fringe - UF. There is a significant amount of land zoned for industrial purposes, nearly 9.23%, and for country residential, nearly 5.48%. This can be a concern as industrial, residential, and traditional agriculture uses may not be compatible or may have negative impacts on neighbouring uses.









**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
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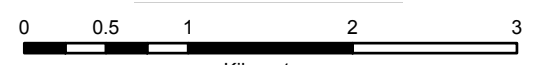
**STUDY AREA MAP
MAY 21, 2008**

MAP 3



Legend

-  IMDP Study Boundary
-  City of Brooks Boundary
- Transportation**
-  Trans Canada HWY
-  Arterial Roads
-  Local Roads
-  Railway
- Water Bodies**
- 
- Township Lines**
- 



Kilometers
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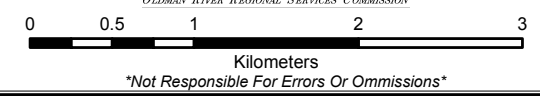
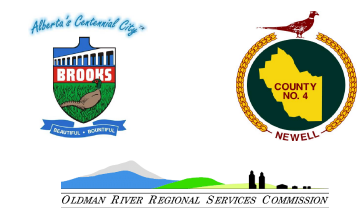
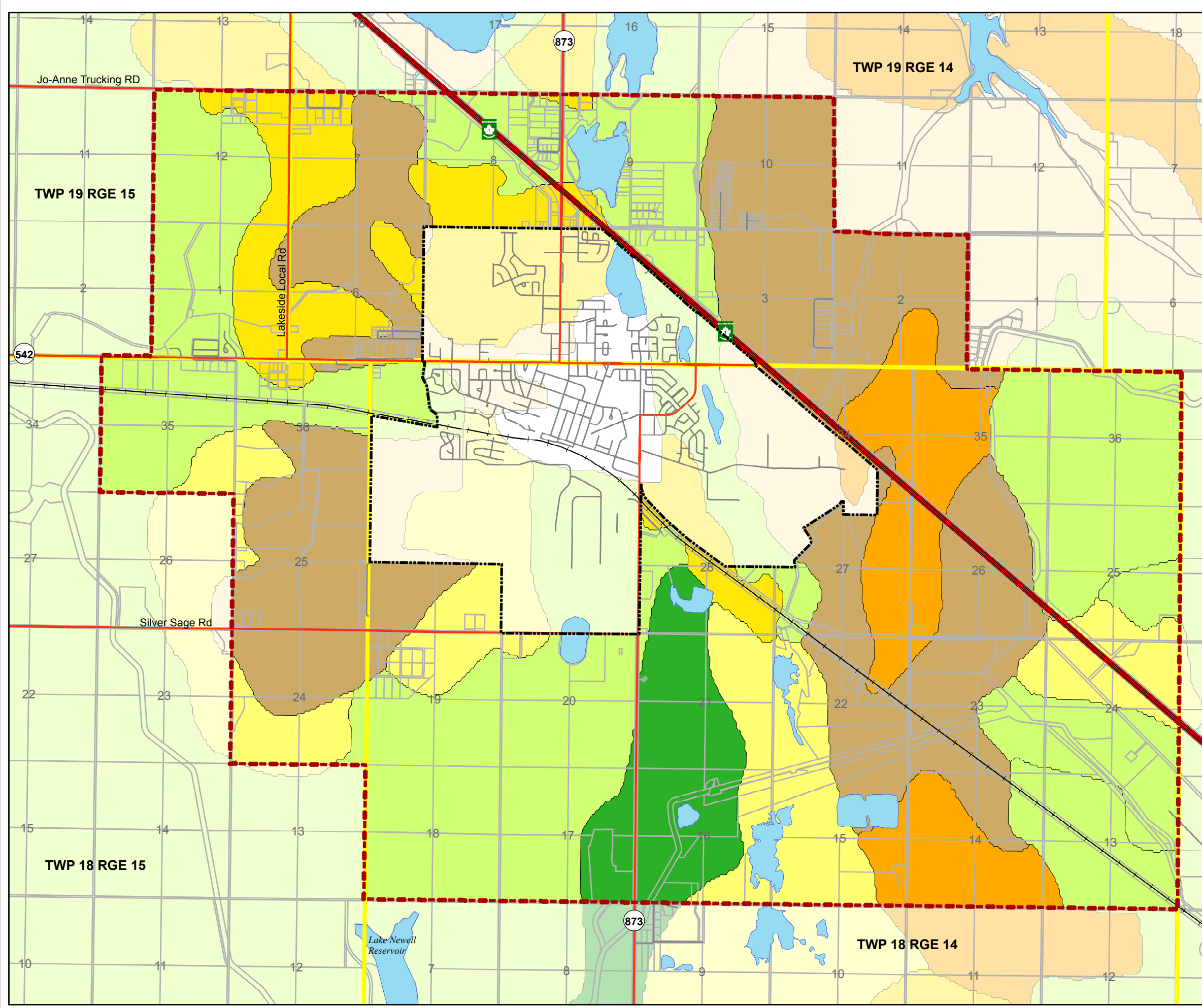
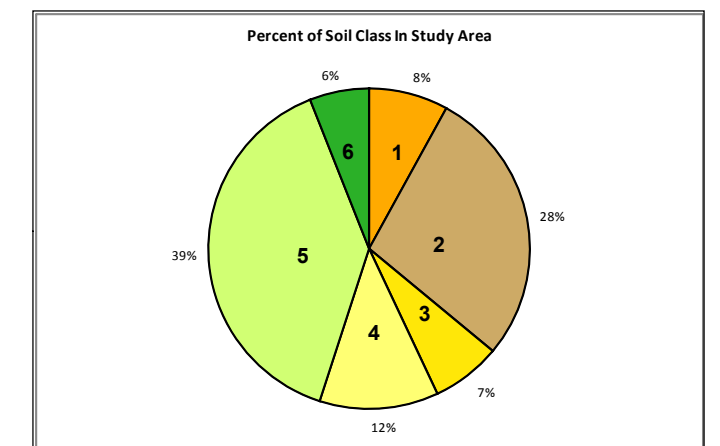
**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

**SOIL CAPABILITY FOR AGRICULTURE
INDEXED BY CANADA LAND INVENTORY
MAY 21, 2008**

MAP 4

Legend

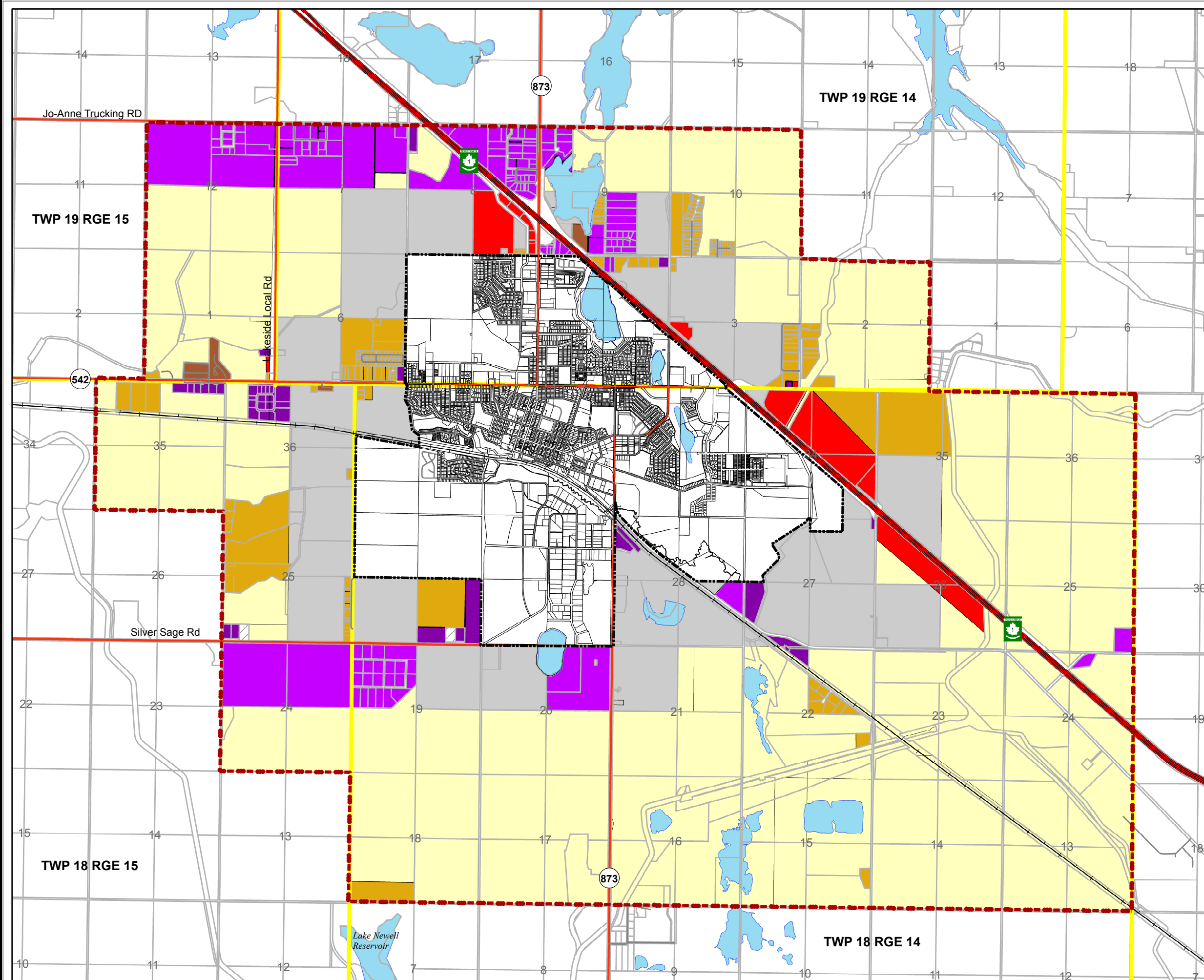
- IMDP Study Boundary
- City of Brooks Boundary
- Soil Class**
- 1 - Moderately High to High Productivity, No Crop Limitations
- 2 - Moderately High to High Productivity, Moderate Crop Limitations
- 3 - Moderately High Productivity, Moderately Severe Crop Limitations
- 4 - Low to Fair Productivity, Severe Crop Limitations
- 5 - No Annual Field Crops, Severe Limitations
- 6 - Perennial Forage Crops Only
- 8 - Urban Area
- Transportation**
- Trans Canada HWY
- Arterial Roads
- Local Roads
- Railway
- Water Bodies**
-
- Township Lines**
-



**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

**LAND USE DISTRICT MAP:
COUNTY OF NEWELL
MAY 21, 2008**

MAP 5



Legend

- IMDP Study Boundary
- City of Brooks Boundary
- County of Newell (Study Area) LUD**
 - Agricultural "A"
 - Commercial "C"
 - Country Residential "CR"
 - Direct Control "DC"
 - Industrial "I"
 - Light Industrial "LI"
 - Manufactured Home Park "MHP"
 - Urban Fringe "UF"
- Transportation**
 - Trans Canada HWY
 - Arterial Roads
 - Local Roads
 - Railway
- Water Bodies**
 -
- Township Lines**
 -



Not Responsible For Errors Or Omissions



4.4 Existing Land Use

While land use zoning classification indicates what the land may and can be used for, it is important to analyze what types of development currently exist on the landscape as uses may or may not conform to the current land use district. An existing land use review was completed by referencing existing aerial photographs (dating August 2007) and by site inspections (March through May of 2008). The results are illustrated on Map 6 and found in Table 4.3. The *Type of Land Use* was classified based on the use of the principal building on each parcel. When two or more buildings were present on the same parcel, the use was recorded based on the use of the dominant building only.

An analysis of the data reveals that residential dwellings make up 59.76% of all land use developments in the study area. Country residences account for 54.35% of all existing buildings, which are defined as a single dwelling on a parcel that may not support agriculture. These country residential dwellings are located throughout the study area in clustered multi-lot subdivisions, such as Johnson Estates and Westland Acres, or as isolated acreages. Manufactured home parks account for approximately 0.71% of the existing residential land use and are located on only 0.02% of the total land. Finally, there are also 20 farmsteads in the study area. It is interesting to note that while residential development represents the majority of the existing uses, it only utilizes approximately 5.5% of the total land base. As well, Map 6 indicates that most of the clustered residential development has occurred within one mile of the City boundary, in areas located west, north and east of the City.

Non-residential development, comprised of industrial and commercial uses, represents the second largest existing use within the study area with 135 miscellaneous industrial/commercial uses identified, ranging from small-scale light operations to large-scale heavy industrial operations. The non-residential uses have developed in a similar way as the residential uses, with both clustered multi-lot subdivisions and as isolated uses. The clustered uses have located near transportation corridors, such as Highway 1, Silver Sage Road and Jo-Anne Trucking Road and have concentrated north of the City.

There are also a significant number of recreational (8) and institutional (13) uses that have been identified. Recreational uses include campgrounds, rifle and hunting ranges, the multi-use arena, and the National/Provincial Aqueduct historical site. All of these uses are located south, west and east of the City. In addition to the recreational uses, institutional uses are also located with the study area and include the City lagoons, landfill sites, a church, and a significant amount of land under production of the Provincial Crop Diversification Center South. Again, the majority of these uses have developed south and east of the City, with the exception of the church which is located adjacent to the City north boundary along Highway 873.

Additionally, utility installations and oil and gas activity can be found with the study area and are located randomly.

Table 4.3
County of Newell & City of Brooks Background Report to the IDMP
Study Area Existing Land Use Summary 2008

Type of Land Use		Number of Uses	Percent of Total Uses
Residential:	Country Residence	231	54.35
	Manufactured Home Parks	3	0.71
	Farmstead	20	4.70
	Residence Total	254	59.76
Utility:	Towers	3	0.71
	Landfills	2	0.47
	Sewage Lagoons	1	0.23
	Utility Total	6	1.41
Industrial:		114	26.82
Commercial:		21	4.94
Recreational:		8	1.88
Institutional:		13	3.06
Oil & Gas:		9	2.12
TOTAL		425	100.00

4.5 Subdivision Activity

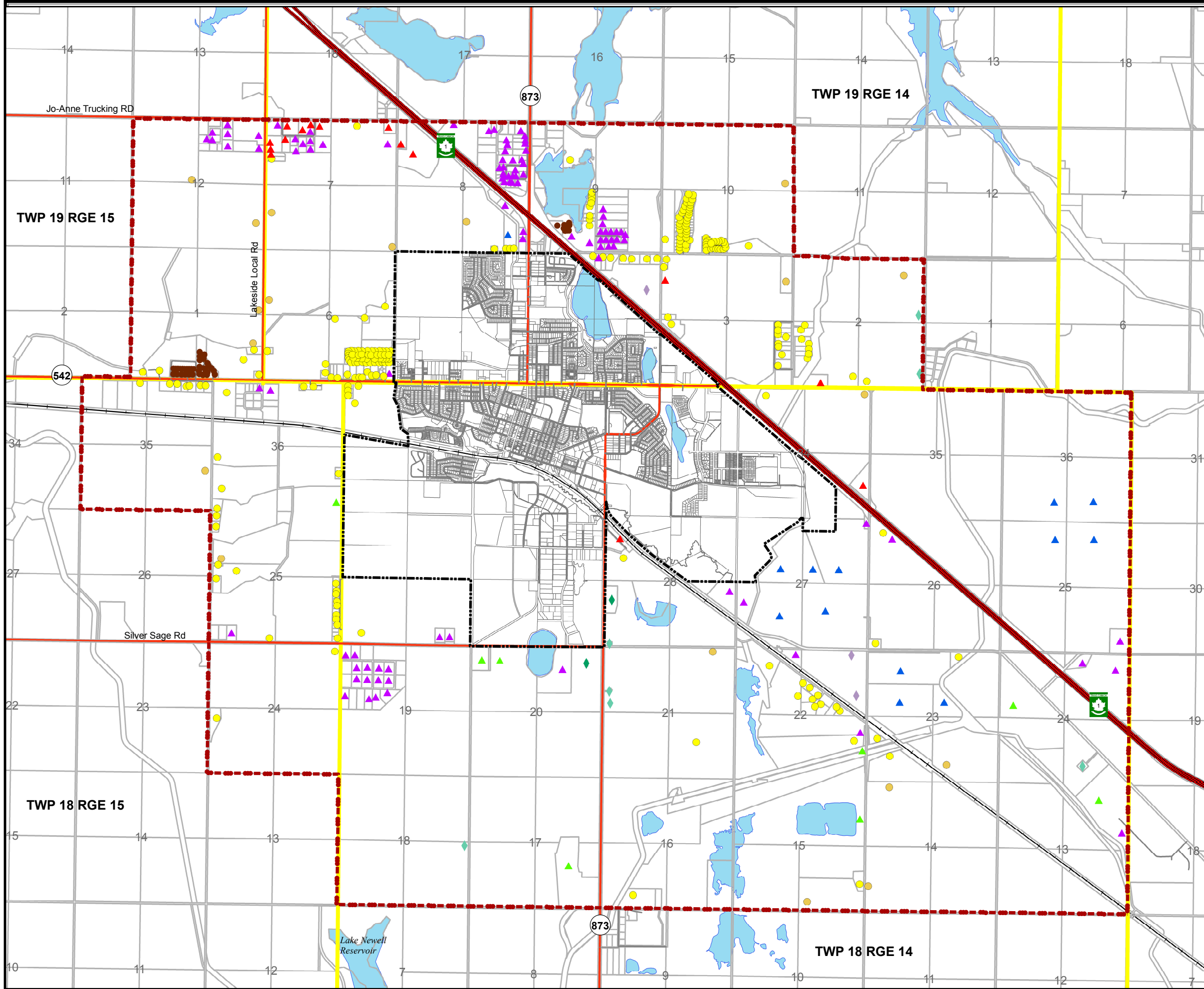
Between 1995 and 2007 there were a total of 61 subdivision applications within the Study Area (Table 4.4). In the nine years prior to the adoption of the IDP, 37 applications were submitted. In the four years since the adoption of the IDP, 24 applications were submitted, which is a significant increase in subdivision activity within the fringe area.

Of the 37 applications for subdivision between 1995 and 2003, approximately 62% of the applications created country residential lots and 30% of the applications created industrial / commercial lots. After 2004, the types of subdivisions dramatically shifted to nearly 60% for industrial lots, while country residential applications fell to 33%.

**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

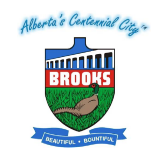
**EXISTING LANDUSE
MAY 21, 2008**

MAP 6



Legend

- - - IMDP Study Boundary
- - - City of Brooks Boundary
- Existing Land Use**
 - Country Residential
 - Farmstead
 - Mobile Home Park
 - ▲ Commercial
 - ▲ Industrial
 - ▲ Institutional
 - ▲ Recreational
 - ◆ Oil / Gas
 - ◆ Tower
 - ◆ Utilities
- Transportation**
 - Trans Canada HWY
 - Arterial Roads
 - Local Roads
 - Railway
- Water Bodies**
 -
- Township Lines**
 -



Not Responsible For Errors Or Omissions



Table 4.4
County of Newell & City of Brooks Background Report to the IMDP
Subdivision Activity in the Study Area 1995-2007

Years	No. of Applications	Type of Application				
		Agricultural	Country Residential	Mobile Home Park	Industrial	Public
1995	5	2	3			
1996	7		5	1	1	
1997	3		2		1	
1998	2		1		1	
1999	6		3	1	2	
2000	5		3		2	
2001	2		1		1	
2002	3		1		2	
2003	4		3		1	
2004	6		1		5	
2005	7		2		5	
2006	4		1		3	
2007	7	1	4		1	1
Total	61	3	30	2	24	1
% of Total	100%	4.9%	49.2%	3.3%	39.3%	1.6%

4.6 Planning Challenges

Historic land use development, existing confined feeding operations, transportation corridors, and oil and gas development all represent certain challenges to planning future development within the Study Area. Map 7 illustrates the types of development and corresponding buffers that may be required, subject to other provincial legislation, such as:

- the Agricultural Operation Protection Act (AOPA),
- Energy Resource Conservation Board (ERCB),
- the Subdivision and Development Regulation, and/or
- the County of Newell No. 4 Land Use Bylaw

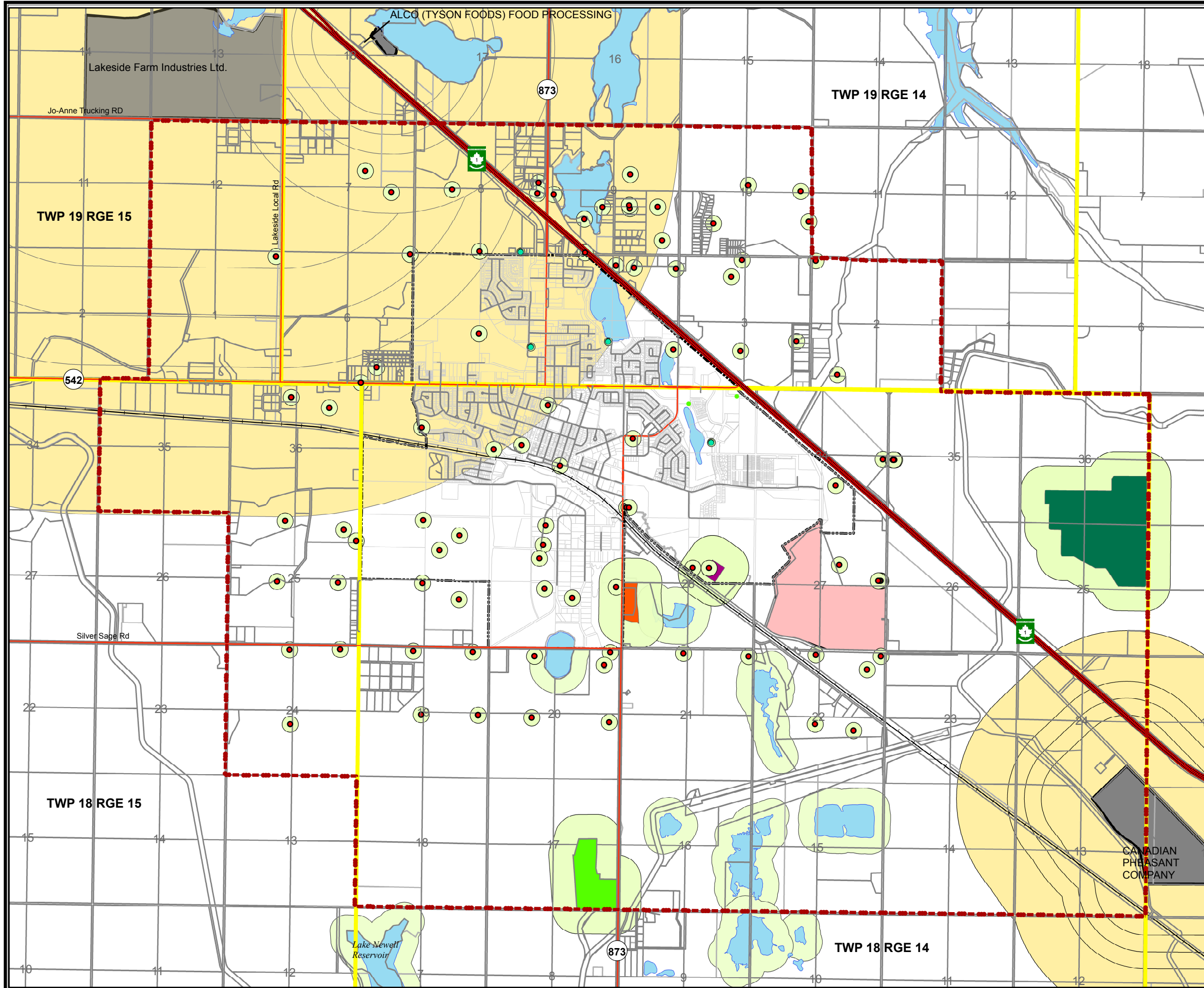
Historic land use development can pose a challenge to planning future development as it is necessary to ensure that impacts of both new and existing development can be balanced and impact neutral to each use. The analysis of the study area reveals that several existing uses have legislated requirements for buffers which limit development in close proximity to the use. As well, uses such as the Provincial Crop Diversification Center, while not protected by provincial legislation, may require special consideration. In addition, the effects of the confined feeding operations located adjacent to Highway 1, both north and south of the City, represent a significant barrier to residential and institutional development both within the City and the County, but may represent an opportunity for additional future industrial development.

Finally, the 164- and 328-foot (50- and 100-metre) buffers around well sites are representative of the requirements of the ERCB to ensure that proper safety setbacks are in place regarding oil and gas development. It is interesting to note that well development has occurred both within the built-up urban area of the City as well as in the agricultural lands of the County.

When contemplating all of the potential constraints, it can be concluded that future development will need to be coordinated in order to ensure that both the City and the County can continue to grow. A corridor in available land for development appears to exist stretching from the southwest corner of the study area to the northeast corner; but the transportation corridors, highway and railway, are located exactly opposite from the southeast corner to the northwest corner, which represents a unique planning challenge.

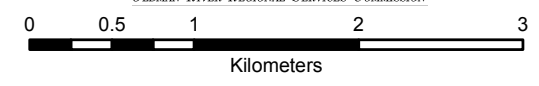
**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

**GROWTH CONSTRAINTS
MAY 21, 2008
MAP 7**



Legend

- IMDP Study Boundary
- City of Brooks Boundary
- Feedlot Buffer**
- Feedlot Buffer
- Landfills**
- Abandoned Landfill
- Reclaimed Landfill
- Lagoons**
- City of Brooks Lagoons
- Overflow Lagoon
- Wells**
- Wells With 50 m Buffer
- Wells with 100m Buffer
- Abandoned Wells
- Agriculture Center**
- Agriculture Center
- Transportation**
- Trans Canada HWY
- Arterial Roads
- Local Roads
- Railway
- Water Bodies**
- Water Bodies
- Township Lines**
- Township Lines



Not Responsible For Errors Or Omissions





CITY OF BROOKS

5.0 CITY OF BROOKS

5.1 Population

The rate of growth in the City of Brooks as displayed in Table 5.1 has fluctuated over the past 45 years. The highest rate of growth occurred in the late 1970s. This demographic is consistent with other Alberta communities that are influenced by the oil and gas industry. In 1973, the Arab Oil Embargo was put into place and as result the domestic oil and gas sector in Canada grew at record rates, especially in Alberta where most of the oil was being produced. Cities and towns in Alberta with oil and gas centred economies grew at unprecedented rates. However, the implementation of the National Energy Program in 1980 resulted in the decline of the Canadian oil and gas sector, and many Alberta cities and towns felt the effects of a recession. Many of Alberta's communities, including Brooks, experienced a loss of population in the 1980s. In the mid-1990s, the population of Brooks began to increase at an annual rate of 6.54 people/year. This is due in part to a nationwide trend of urbanization of a traditionally rural population as well as the establishment of a more diverse economy in the region. Statistics Canada estimates the 2006 population of the City of Brooks to be 12,498.

Table 5.1
County of Newell & City of Brooks Background Report to the IMDP
The City of Brooks Historic Population 1961 – 2006

Year	Population	Five year rate of change	Average change per annum
1961	2,827	n/a	n/a
1966	3,354	15.71	3.14
1971	3,986	15.86	3.17
1976	6,339	37.12	7.42
1981	9,481	33.14	6.63
1991	9,433	- 0.51 *	-0.05
1996	10,093	6.54	1.31
2001	11,604	13.02	2.6
2006	12,498	7.15	1.43

* Denotes ten year rate of change
(Source: Statistics Canada, 2006 Community Profiles)

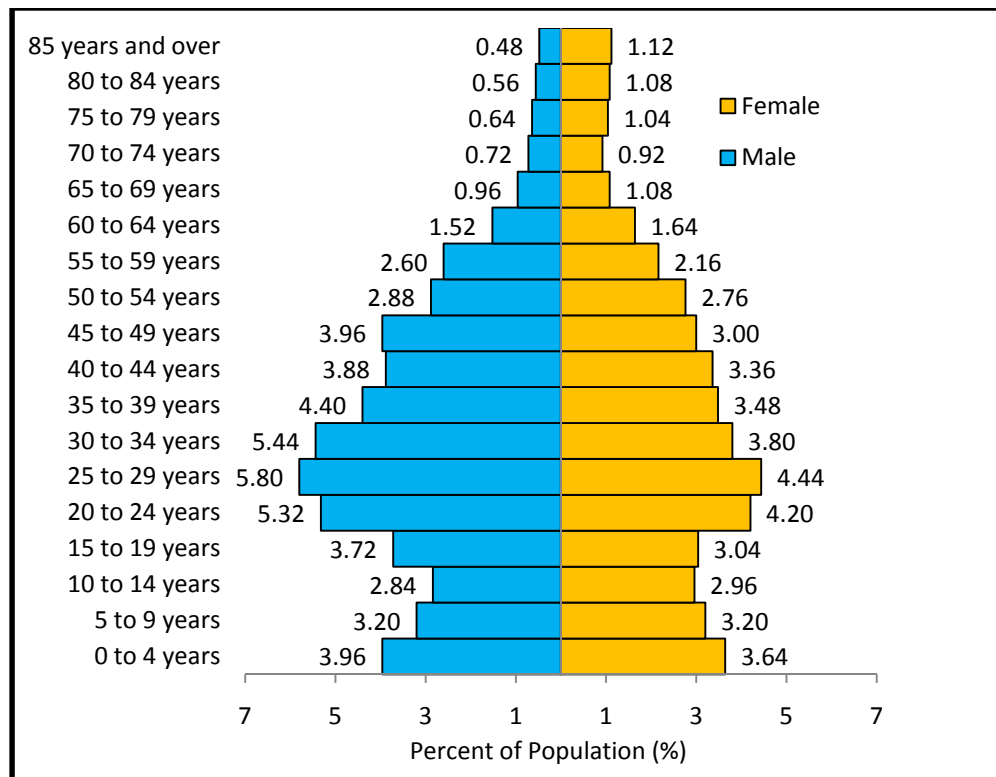
In 2006, Census Canada changed the process for collecting census information. For the 2006 census, 98.0% of households were enumerated using self-enumeration. Canada Post delivered a census questionnaire to about 70.0% of households, with the remaining 30.0% receiving their questionnaire from a census enumerator. Householders were asked to complete the questionnaire for themselves and for members of their household and return it either online or in the pre-paid yellow envelope. Only 2.0% of households were enumerated using the canvasser method. This new method may have affected the results of the census, and as a result, many municipalities are completing their own census counts.

The City conducted their own census in June of 2007 because there was speculation that Census Canada population counts did not correlate with the amount of development in the City. The census found the 2007 population of Brooks to be 13,581 people.

5.2 Age Structure

Population pyramid, in Figure 5.1, illustrates the distribution of a given population by age and sex. In any community, the working population supports the non-working population. Residents under 15 years of age and over 65 years of age are known as the dependency load, and must be supported by the working population. The City of Brooks' population pyramid demonstrates an unusual population structure because there is a very small dependency load on the working population. There are few people over the age of 65 or under the age of 15. The largest group on the pyramid, males and females 25-29 years of age, make up the group of residents most likely to have children in the near future. Males and females aged 20-24 are the second largest age cohort, and will also likely have children in the future. This will result in an increase in males and females aged 0-4, increasing the dependency load. Currently, the population pyramid shows a decrease in birthrate and a long life expectancy. Generally speaking, the population of Brooks is considered young on a national scale.

Figure 5.1
County of Newell & City of Brooks Background Report to the IMDP
The City of Brooks 2006 Population Pyramid



(Source: Statistics Canada, 2006 Community Profiles)

5.3 Population Projections

The population projections depicted in Table 5.2 are provided courtesy of three data sources. One methodology uses the City of Brooks 2007 Census data (the 2006 Canada Census Data is acknowledged, but not used for projection analysis) and a straight linear method for three different growth rates, slow (1%), moderate (3%), and high (5%). This method predicts the future population based on a desired growth rate, offering an indication of what each growth rate will look like. This method of analysis cannot take into consideration external factors that will also contribute to the population of the City. In the past, external factors that have affected the population include the opening and expanding of Lakeside Packers and the establishment of the Brooks Campus of Medicine Hat College. As previously mentioned, the oil and gas industry can have an effect on the population of the City as well. It is plausible to assume that Brooks will continue to grow at a moderate or high rate, due to the strong economy and the influence of the oil and gas industry.

The second methodology, provided in Table 5.2, is from the population projections from the Town of Brooks Municipal Development Plan (MDP) (2001). It uses three Canada Mortgage and Housing Corporation (CMHC) methodologies. The CMHC methodology was used in the MDP as a means of assessing future land requirements. MDP method 1 is a straight projection using CMHC data. MDP method 2 is the CMHC data plus historical 40% migration data. MDP method 3 is CMHC data 'plus an additional 40% migrant population, experiencing natural population growth'.

Lastly, the population projection from the 2003 Brooks Growth Study prepared by UMA Engineering is provided as another methodology that reaffirms the projections provided by the other methodologies. This methodology assumes the current average annual growth rate of 3% for the 2001-2006 timelines. It then adjusts downward to 2% annually for the period of 2007-2021 and down to 1% annually for the 2022-2031 timeline.

Table 5.2
County of Newell & City of Brooks Background Report to the IMDP
City of Brooks Population Projection 2006-2031

YEAR	Straight Linear Method			Town of Brooks MDP			Town of Brooks Growth Study
	1% Growth Rate	3% Growth Rate	5% Growth Rate	Projection Method 1	Projection Method 2	Projection Method 3	Projected Population
1996				10095			
2001				10663	14765	14765	11816
2006	12498 *	12498 *	12498 *	11179	15503	16816	13698
2007	13581 **	13581 **	13581 **	n/a	n/a	n/a	n/a
2011	14852	15285	16507	11662	16189	17417	15123
2016	15609	17719	21067	12136	16856	18060	16697
2021	16405	20541	26884	12629	17541	18794	18435
2026	17241	23812	34315	13143	18254	19557	19335
2031	18120	27604	43795	13677	18996	20352	20400

* Statistics Canada 2006 Community Profile ** 2007 Town of Brooks Census

5.4 Employment Information

In 2006, the three most common occupations (as determined by a person's kind of work and the description of the main activities in their job) in the City of Brooks were:

- 19.5% - sales and service occupations,
- 17.8% - manufacturing and processing, and
- 17.1% - trades, transport and equipment operators and related occupations.

In 2006, the three most common industries (the general nature of the business carried out in the establishment where the person worked) in the City of Brooks include:

- 20.5% - agriculture and other resource-based industries,
- 19.7% - manufacturing, and
- 15.2% - other services.

See Appendix 2 for a complete list of all occupations and places of employment in the City of Brooks for 2006.

5.5 Subdivision and Development Records

The amount and type of new lots created through Subdivision applications helps to identify growth trends in a community. When reviewing the city subdivision applications for the past 12 years (see Table 5.3), several trends are evident.

The creation of residential lots in the City has followed a cyclical supply and demand model. The supply of residential lots increased due the subdivision of large parcels into a new community development. When the supply is great, the lots take longer to sell, and there is less pressure to create additional lots. When the supply of lots is low, as in the year 2000, there is a greater incentive for developers to subdivide their property, or for County landholders to apply for annexation. As a result, the supply increases again. The number of industrial lots is influenced by the creation of large industrial parks in the City's southwest sector. The creation of new commercial lots has remained consistent and indicates that enough commercial property is available for development or redevelopment.

Table 5.3
County of Newell & City of Brooks Background Report to the IMDP
City of Brooks Subdivision Records 1995 - 2007

City of Brooks	Subdivisions Applications	Lots Created by Use			
		Residential	Commercial	Industrial	TOTAL
1995	22	119	6	3	128
1996	25	155	7	4	166
1997	21	105	0	0	105
1998	14	135	0	13	148
1999	7	0	3	4	7
2000	8	2	0	0	2
2001	15	53	2	22	77
2002	14	142	6	1	149
2003	10	171	3	0	174
2004	11	342	0	10	352
2005	8	51	8	0	59
2006	10	4	3	14	21
2007	10	158	4	1	163
TOTAL	175	1,437	42	72	1,551

5.6 Land Use Districts and Inventory

The City of Brooks has 25 land use district classifications. The detailed breakdown of these land types are shown in Table 5.4. Generally, the City is zoned:

- 6.2% Commercial,
- 46.1% Direct Control,
- 12.4% Industrial,
- 13.3% Public, and
- 22.0% Residential.

This generalization is depicted on Map 8.

There is an adequate land supply within the City for development within the near future. A majority of the Direct Control zoned land is currently undeveloped and will likely be rezoned when future development occurs. All Direct Control lands have either approved or proposed area structure plans or outline plans in place (Map 10).

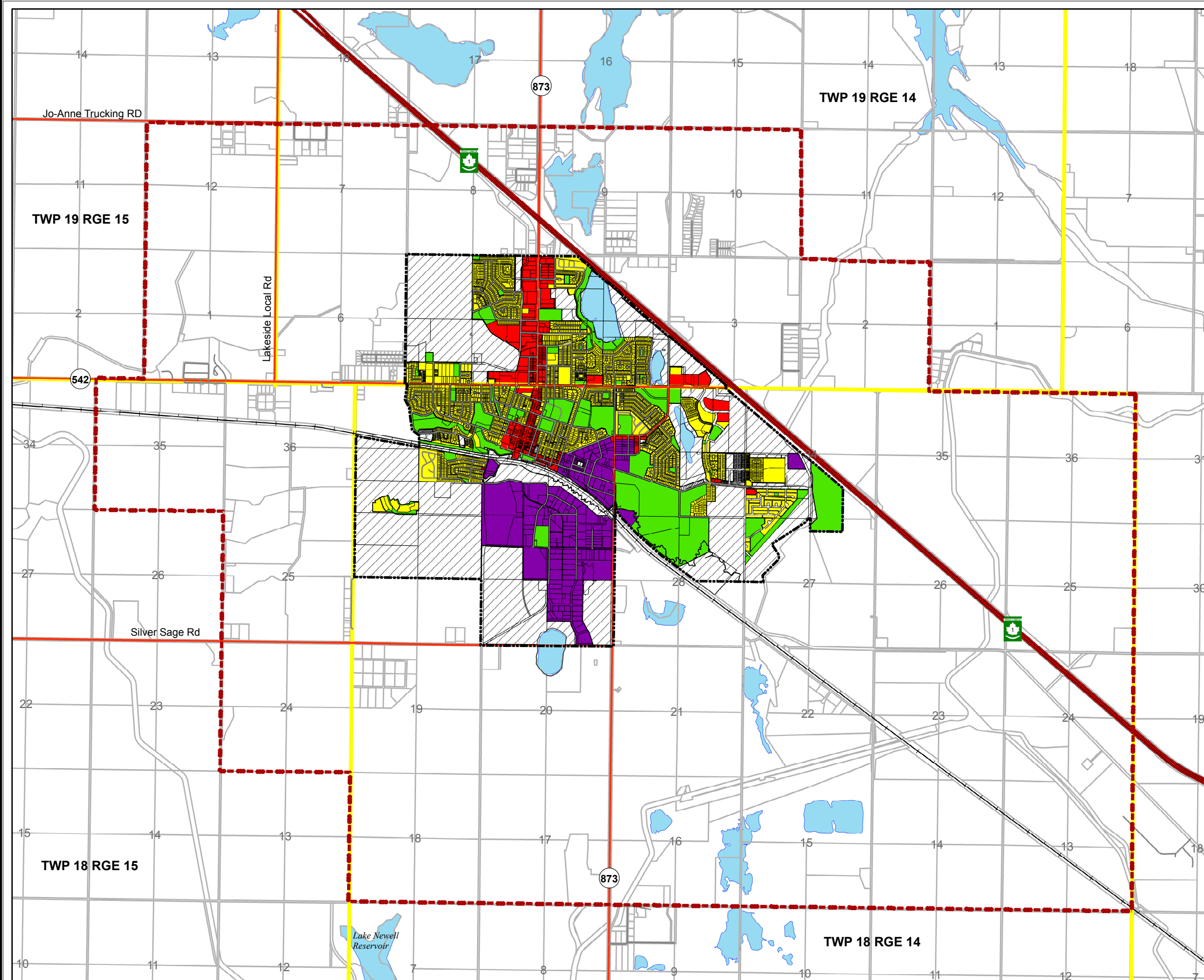
Table 5.4
County of Newell & City of Brooks Background Report to the IMDP
The 2007 City of Brooks Land Supply by Land Use District

City of Brooks Land Use Districts	Total (Acres)	Percent of City (%)
C-1: Central Commercial	49.76	1.05
C-2: General Commercial	196.24	4.15
C-3: Local Neighbourhood Commercial	4.82	0.1
C-4: Highway Commercial	36.17	0.77
C-5: Professional Centre commercial	6.75	0.14
Total Commercial	293.74	6.21
DC: Direct Control	2,152.65	45.54
DC-R7: Direct Control Residential Narrow Lot	25.57	0.54
DC-R: Direct Control Residential	2.06	0.04
Total Direct Control	2,180.28	46.12
M-1: Special Light Industrial	203.37	4.3
M-2: General Light Industrial	295.39	6.25
M-3: General Heavy Industrial	87.62	1.85
Total Industrial	586.38	12.4
P-1: Public and Quasi-Public Service	249.36	5.28
P-2: Public Park and Open Space	379.23	8.02
Total Public	628.59	13.3
R-1: Residential Single Detached	676.13	14.3
R-1A: Residential Single Detached Dwelling Small Lot	27.66	0.59
R-2: Residential Low Density	57.58	1.22
R-2A: Residential Low Density Multi-unit	15.61	0.33
R-3: Residential High Density Multi-unit	129.4	2.74
R-4: Residential Manufactured Home	17.17	0.36
R-5: Manufactured Home Park	55.98	1.18
R-5A: Residential Manufactured Home Community	34.13	0.72
R-6: Special Duplex Residential	7.27	0.15
R-7: Residential Narrow Lot Single Detached	9.09	0.19
R-8: Suburban Estate Residential	8.15	0.17
Total Residential	1,038.17	21.96
TOTAL	4,727.16	100.00%

**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

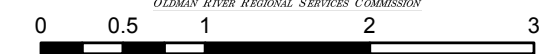
**LAND USE DISTRICT MAP:
CITY OF BROOKS
MAY 21, 2008**

MAP 8



Legend

- IMDP Study Boundary
- City of Brooks Boundary
- City of Brooks LUD**
- Commercial Use
- Direct Control
- Industrial Use
- Public Use
- Residential Use
- Transportation**
- Trans Canada HWY
- Arterial Roads
- Local Roads
- Railway
- Water Bodies**
- Water Bodies
- Township Lines**
- Township Lines



Kilometers
Not Responsible For Errors Or Omissions



5.7 Housing Types and Supply

The type and availability of housing is important to attract a wide range of population to the City and will influence future growth. Typically, rented dwellings are more affordable, and allow lower income residents to live comfortably within a community. According to the 2006 census data provided in Table 5.5, the City of Brooks has a diverse set of dwelling types, with 38.8% of all units being rentable, more than 12.0% higher than the provincial average. This is due in part to the increase in the cost of living as well as the influx of primary industry workers who recently migrated to the City.

Table 5.5
County of Newell & City of Brooks Background Report to the IMDP
2006 City of Brooks Households

Total Private Dwellings Occupied by Residents	Count	Percent
Number of owned dwellings	2,955	61.18
Number of rented dwellings	1,875	38.82
Number of dwellings constructed before 1986	3,030	62.73
Number of dwellings constructed between 1986 and 2006	1,800	37.27
TOTAL	4,830	100.00%
Percent of Total Occupied Private Dwellings		Percent
Single-detached houses		56.2
Semi-detached houses		6.7
Row houses		10.6
Apartments, duplex		2.8
Apartments in buildings with fewer than five storeys		19.6
Apartments in buildings with five or more storeys		0
Other dwellings		4
TOTAL		100.00%

(Source: Statistics Canada, 2006 Community Profiles)

5.8 Road Network

The City of Brooks is located on the TransCanada Highway 1, approximately six kilometres west of Highway 36. Two secondary Highways 542 and 873 service the City and form part of the City Truck Route. The main east-west arterial in the City is Cassils Road (Highway 542) and the main north-south arterials are 7th Street East and 2nd Street West (Highway 873). See Map 9 for Road Network details.

There are currently two flyover interchanges on the TransCanada Highway 1 that service the City of Brooks located at Highway 542/Cassils Road/Township Road 190 and 2nd Street West/Highway 873. Alberta Transportation (AT) have identified two suggested future interchanges at Highway 36 and Highway 875 across the TransCanada Highway 1 to service the City. Additionally, AT has identified two potential future interchange locations at Range Road 162 and Range Road 150.

The City of Brooks Municipal Development Plan (MDP) has identified the following roads as existing arterial roads:

- 2nd Street West,
- Cassils Road,
- 7th Street East,
- Secondary Highway 873.

The MDP has also identified the need for the following infrastructure improvements:

- a new proposed arterial along 12th Street West;
- a new collector road system linking Uplands Boulevard with Cassils Road and 12th Street West;
- construction/upgrade of Lake Staffed Drive – extension of Lake Stafford Drive east to Sutherland Drive, and down to Cassils Road;
- future development of Range Road 150 linking Cassils Road and the existing West Industrial Bypass;
- future development of an east industrial bypass.

The future development of new controlled accesses to TransCanada Highway 1, along with improvements to existing collectors and arterials will help improve the flow of traffic within the City. Future development will require new arterial roads to alleviate the pressures currently in place on 2nd Street West and Cassils Road. All north-south traffic must utilize one of three railway crossings, which causes increased traffic on the three main roads. Further consideration of railway crossings and Highway 1 interchanges is needed in any future growth strategy plans.

5.9 Overview of the City of Brooks Statutory and Non-Statutory Plans

A brief summary of all statutory and non-statutory plans is provided below.

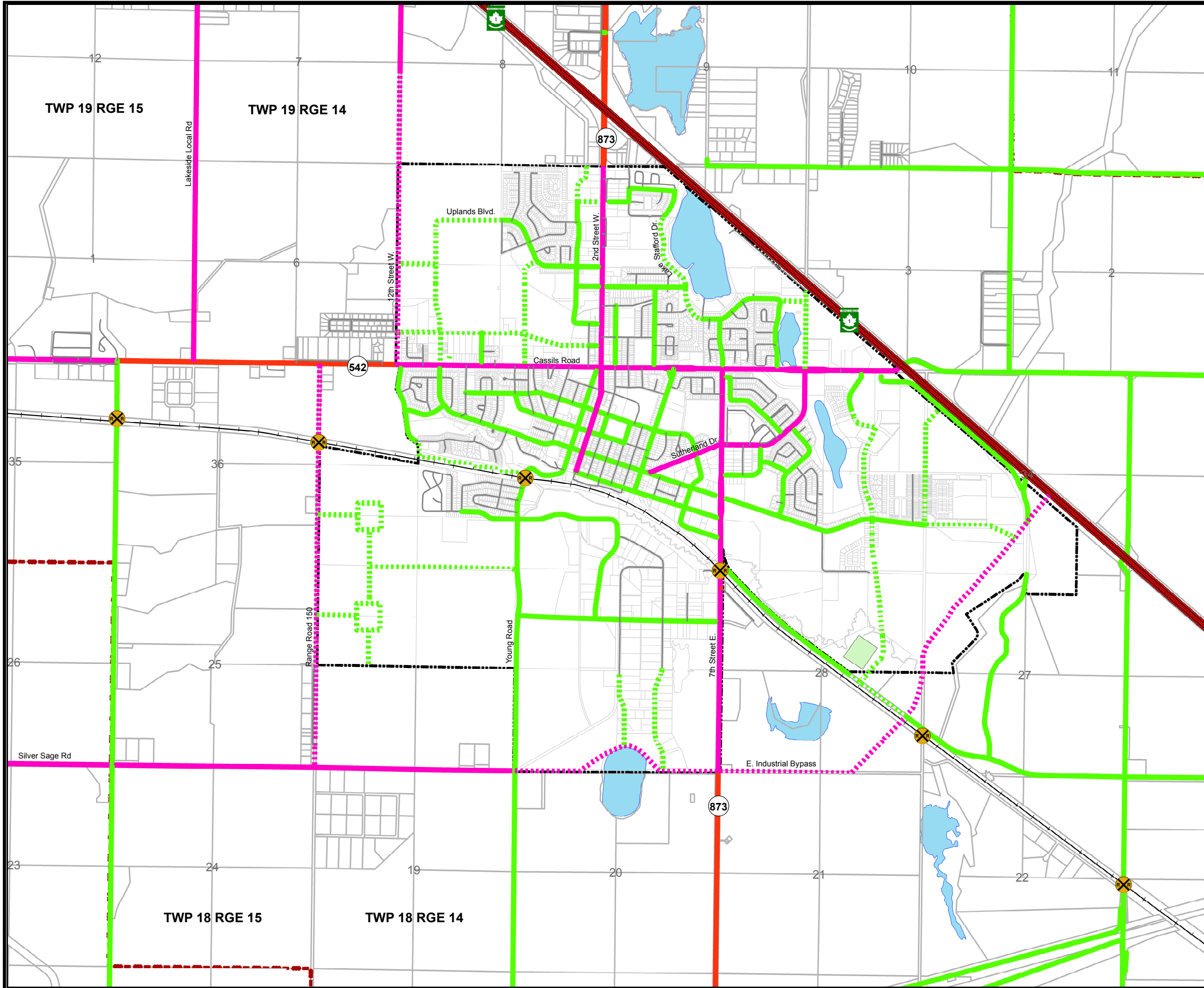
Land Use Bylaw No. 03/30

The purpose of the Land Use Bylaw (LUB) is to regulate and control the use and development of land and buildings within the City of Brooks in accordance with provisions of the MGA. The LUB outlines the administrative duties and responsibilities of Council, development authorities, staff, residents, and developers when making land use planning decisions. It also lists all regulations for any development or subdivision in the City, and outlines the requirements for all 25 land use districts (see Table 5.4). The City of Brooks LUB was adopted on February 2, 2004. See Map 8 for generalized land use district information.

**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

**ROAD HIERARCHY AND TRANSPORTATION
MAY 21, 2008**

MAP 9



Legend

- IMDP Study Boundary
- City of Brooks Boundary
- Road Hierarchy**
 - Expressway-Highway
 - Secondary Highway
 - Arterial Roads
 - Proposed Arterial Roads
 - Collector Roads
 - Proposed Collector Roads
 - Local Roads - City of Brooks
- Rail Crossings**
 - Railway
- Water Bodies**
 -

0 0.3 0.6 1.2
Kilometers
Not Responsible For Errors Or Omissions



Municipal Development Plan Bylaw No. 00/19

The role of the Municipal Development Plan (MDP) is to provide policies that will direct future growth and development in the City of Brooks. The MDP defines for Council, administration, developers, residents, and adjacent municipalities the types and location of development acceptable to the City.

The scope of the MDP is comprehensive in its approach and utilizes the flexibility offered by the MGA to address issues beyond land use including economic and social development and the natural environment. The City of Brooks MDP was adopted on March 19, 2001.

Section 12 of the MDP entitled 'Intermunicipal Cooperation' predates the existence of the 2004 IDP. It contains many of the founding principles for the 2004 plan and should be updated to reflect the new plan and its policies. Further, to that update the MDP policies should in general be reviewed with consideration of the IMDP as required by Section 638 of the MGA.

AREA STRUCTURE PLANS

Map 10 identifies the boundary of all of the City of Brooks statutory and non-statutory area structure plans that have been adopted. The alpha numbering coincides with the alpha labelling on the map. The following is a list of those ASP and Outline Plans:

A. Westside Park Outline Plan

This Outline Plan was prepared on behalf of Royal Investment Corporation in support of a phased residential subdivision and development in the W½ of Sec. 31-38-14-W4M. The plan area is completely contained within the Southwest Sector ASP and the concepts conform with the 2004 amendment to that Plan. The six-phase subdivision plan provided for the creation of the following lot count and land use districts:

- 145 – lots zoned Residential Single Detached R-1,
- 369 – lots zoned Residential Single Detached Dwelling Small Lot R-1A,
- 117 – lots zoned Residential High density Multi-unit R-3,
- 43 – lots zoned Suburban Estate Residential R08,
- 1 – lot zoned Local Neighbourhood Commercial C-3,
- 12 – parcels zoned Public Park and Open Space P-2, and
- 1 – parcel zoned Public and Quasi-Public P-1.

The Westside Park Outline Plan was adopted on January 17, 2005.

B. Southwest Sector Area Structure Plan Bylaw No. 99/34

The Southwest Sector Area Structure Plan (ASP) is located in the southwest corner of the City of Brooks, and consists of the lands within the NW¼ of Sec. 31-19-14-W4M lying south of the southerly limit of the railway right-of-way on Plan RY11; lands located within the S½ of Sec. 31-18-14-W4M with the exception of the Wildrose and Sunnylea Subdivisions; and the lands making up N½ of Sec. 30-18-14-W4M, containing 579.11 acres (234.36 ha). The land uses for the plan area vary from starter to estate

residential, with various forms of dwelling units. The easterly half of the ASP defines empty lands as future residential areas. The future residential areas provide for a mix of residential housing from low to medium density. The Southwest Sector ASP was adopted on October 4, 2004.

C. Eastern Irrigation District Outline Plan

The Eastern Irrigation District (EID) Outline Plan is a general planning document which has been adopted by Council but is not a statutory plan and it is not subject to the provisions of the MGA. The plan area is known as the South Industrial Park. The boundaries of the plan area are Young Road to the west, Industrial Road to the north, and an EID pipeline and canal to the east and north. The plan is intended to guide the subdivision and development of the industrial land in the South Industrial Park. The Eastern Irrigation Outline Plan was adopted by resolution by Council on January 22, 2007.

D. South Industrial Area Structure Plan

The South Industrial ASP is a document that established the conceptual framework for future planning. The plan provided a policy framework to support the existing development in the South industrial Park and to ensure the orderly development and effective integration of future development with the existing land use. The plan area is bounded by the CPR right-of-way, Silver Sage Road, Young Road, and Highway 873. The plan repeals Bylaw No. 87/614, being the previous area structure plan for this area. The plan was adopted by on September 15, 2004.

E. Southeast Sector Area Structure Plan Bylaw No. 02/19

The purpose of the Plan is to provide a policy framework to support the existing development in the Southeast Sector and to ensure the orderly development of those portions of the plan area that are underdeveloped. The Plan area lies east of 7th Street East, north of Old #1 Highway, south of the TransCanada Highway 1 and Cassils Road. The Plan was adopted by Council on January 19, 2004 and serves as a statutory plan.

F. City of Brooks – Hutch Retail Ltd. Outline Plan

The plan is a general planning document that is intended to guide subdivisions and development in a portion of the Southwest Sector between 4th Avenue East and the Cassils/TransCanada Highway interchange. The plan is not a statutory document and was adopted by resolution on December 20, 2004.

G. Northeast Sector Area Structure Plan Bylaw

The ASP was created in 1980 as a guide to develop future growth in the northeast area in the City of Brooks. The plan area is bounded by Cassils Road West to the south, 2nd Street West to the east, and the City boundary on the east and north. The amended original plan was adopted by Council on February 11, 1985. There have been several amendments to the plan since its adoption.














The City of Brooks is currently reviewing a new Northeast Sector Area Structure Plan, which will repeal the aforementioned plan when Council adopts the new plan by bylaw.

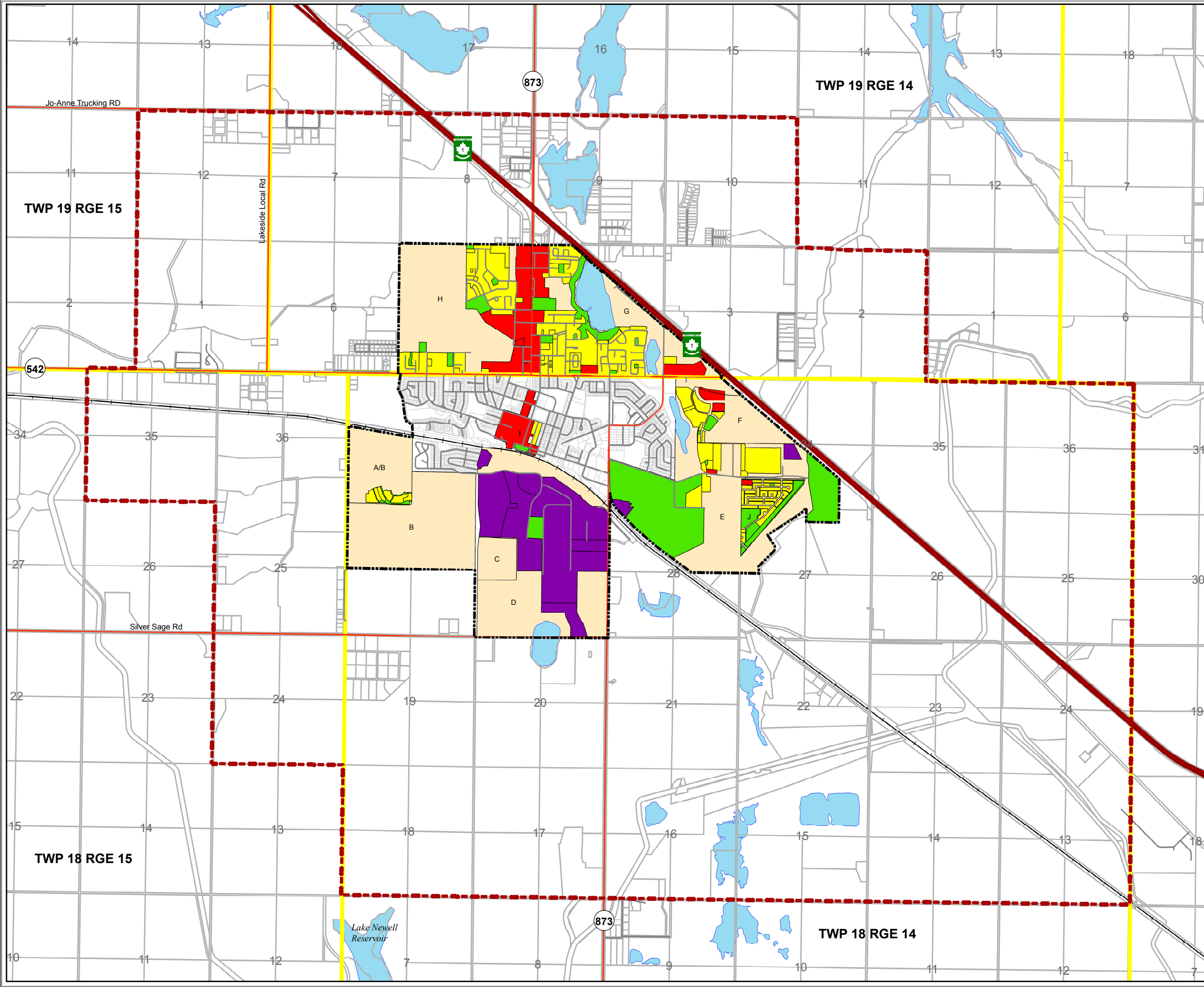
**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

**AREA STRUCTURE PLAN LANDUSE CONCEPTS:
CITY OF BROOKS
MAY 21, 2008**

MAP 10

Legend

-  IMDP Study Boundary
-  City of Brooks Boundary
- City of Brooks Area Structure Plans**
 - A, Westside Park
 - B, Southwest Sector ASP
 - C, Eastern Irrigation District Outline Plan
 - D, South Industrial Area ASP
 - E, Southeast Sector ASP
 - F, Hutch Retail Area Outline Plan
 - G, Northeast Sector ASP
 - H, Northwest Sector ASP
 - I, Downtown Business District ARP
 - J, Ward Outline Plan
- Brooks ASP Landuse Districts**
 -  Commercial Use
 -  Direct Control
 -  Industrial Use
 -  Public Use
 -  Residential Use
- Transportation**
 -  Trans Canada HWY
 -  Arterial Roads
 -  Local Roads
 -  Railway
- Water Bodies**
 -  Water Bodies
- Township Lines**
 -  Township Lines



Not Responsible For Errors Or Omissions



H. Northwest Sector Area Structure Plan Bylaw

The Northwest Sector of the City of Brooks includes the area north of Cassils Road and east of 2nd Street West. It is a large triangular area bounded on its third side by the TransCanada Highway 1. The total area of the plan area is 565 acres (228 ha). The purpose of the plan is to provide for the effective development of the vacant and in-fill sites in this sector in a manner which is consistent with the existing residential and commercial land uses. The Plan, as revised by Focus Intec (from the original plan dated in 1980), was adopted by Council in July 2, 2002.

The City of Brooks is currently reviewing a new Northwest Area Structure Plan and will repeal the aforementioned plan when Council adopts the new plan by bylaw.

I. Central Business District Area Redevelopment Plan

The Central Business District Area Redevelopment Plan is a document that was prepared under the provisions of the MGA to guide growth and development over the next 20 years within the central business district in an orderly, efficient, and beneficial manner. The plan area boundaries are the CPR right-of-way to the south, 4th Street West and 2A Street West to the west, 1st Avenue and 5th Avenue to the north, as well as 2A Street East and Centre Street to the east. The plan is currently in circulation status, and has not been adopted by Council.

J. Ward Outline Plan – September 4, 2007

The outline plan provides a policy framework to support the existing development in the Southwest Sector and to ensure the orderly development of those portions of the plan area that are undeveloped. The outline plan provides a link between the general and broader based planning documents of the City of Brooks MDP and the LUB. The boundaries of the plan are the proposed 2nd Avenue extension to the north, the proposed 17th Street extension to the west, and the utility corridor to the south and east. The Ward Outline Plan is not a statutory document, and was adopted by resolution on September 4, 2007.

5.10 Servicing Agreements

City of Brooks policy prohibits extending any servicing to any parcel outside of the City boundary. Currently, the City has entered into an agreement to provide municipal water and sewer to Lake Newell Resort, which is a hamlet in the County of Newell. This agreement was made due to special circumstance, and is not precedent setting. The City of Brooks encourages landowners to apply for annexation if they wish to have their parcel provided with municipal services such as sewer and water.

5.11 Annexation

The following is a summary of the historic and proposed future annexations for the City of Brooks. Map 11 illustrates areas affected by each historic and proposed annexation.

Historic Annexation

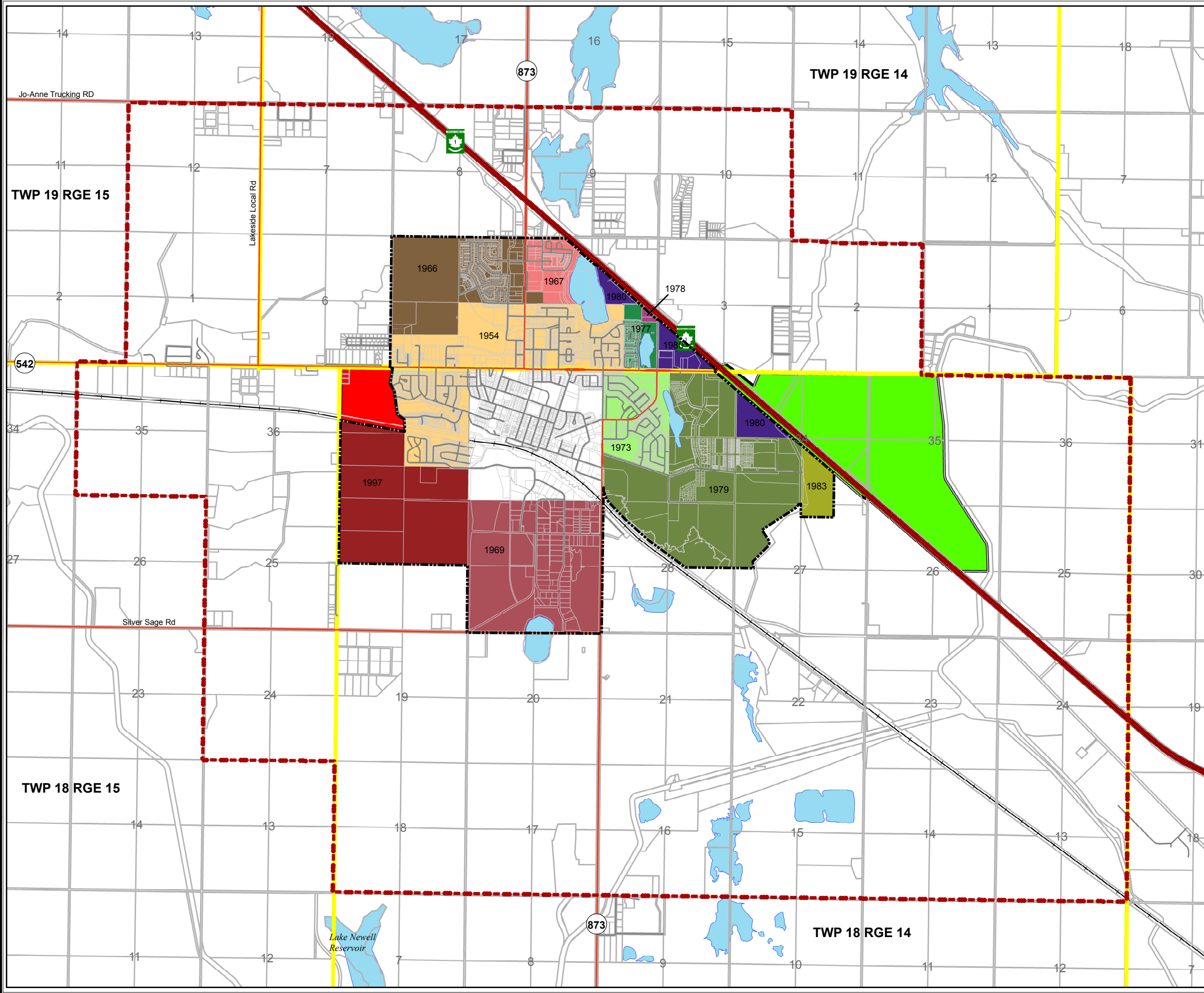
The County of Newell has granted 11 annexations to the City of Brooks over the years.

- The 1954 annexation contained approximately 750.73 acres north and west of the original town footprint. The majority of this land has been developed except for portions of the SE¼ of Sec. 5 19-14-W4M. Land West of 2nd Street West falls within the Northwest Sector ASP and east of 2nd Street West falls within the Northeast Sector ASP.
- The 1966 annexation contained approximately 418.27 acres north of the 1954 annexation and west of 2nd Street West. Approximately 2/5 of the land is developed; the remainder is identified in the MDP for residential use and falls within the Northwest Sector ASP.
- The 1967 annexation contained approximately 140.99 acres north of the 1954 annexation and east of 2nd Street West. Approximately 90% of the land is developed and the remaining is identified in the MDP for residential use and falls within the Northeast Sector ASP.
- The 1969 annexation contained approximately 667.82 acres south of the original town footprint. Approximately 2/3 has been developed and the remaining is identified in the MDP for industrial use and falls within the South Industrial ASP and the Eastern Irrigation District Outline Plan.
- The 1973 annexation contained approximately 230.91 acres east of the original Town footprint. The majority of this land has been developed to its fullest extent.
- The 1977 annexation contained approximately 69.77 acres east of the 1954 annexation. Approximately 75% of the land is developed and the remaining is identified in the MDP for either highway commercial or residential use and falls within the Northeast Sector ASP.
- The 1978 annexation contained approximately 5.42 acres northeast of the 1977 annexation. The land is developed as residential acreages and is identified in the MDP for either highway commercial or residential use and falls within the Northwest Sector ASP.
- The 1979 annexation contained approximately 874.13 acres south and east of the 1973 annexation. The majority of this land has not been developed to its fullest extent and falls within the Southeast Sector ASP, Ward Outline Plan and Hutch Retail Outline Plan.
- The 1980 annexation contained approximately 152.43 acres in three triangular pieces against the TransCanada Highway. The majority of this land remains undeveloped but is identified in the MDP as highway commercial. The piece to the north may alternatively be developed as residential according to the MDP. This land falls within the Northeast Sector ASP and the southerly portion under the Hutch Retail Outline Plan.
- The 1983 annexation contained approximately 70.77 acres east of the 1979 annexation. Portions of this land have not been developed but are intended for future institutional development and falls within the Southeast Sector ASP.
- The 1997 annexation contained approximately 566.33 acres south of the 1954 annexation and west of the 1969 annexation. The majority of this land has not been developed to its fullest extent and is identified in the MDP for residential use and falls within the Southwest Sector ASP and Westside Park Outline Plan.

**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

**HISTORICAL AND PROPOSED
ANNEXATION AREAS
MAY 21, 2008**

MAP 11



Legend

- IMDP Study Boundary
- City of Brooks Boundary
- City of Brooks Historical Annexations By Year**
- 1954 (750.53 ac)
- 1966 (418.27 ac)
- 1967 (140.99 ac)
- 1969 (667.82 ac)
- 1973 (230.91 ac)
- 1977 (69.77 ac)
- 1978 (5.42 ac)
- 1979 (874.13 ac)
- 1980 (152.43 ac)
- 1983 (70.77 ac)
- 1997 (566.33 ac)
- Proposed Annexation Areas**
- Before the Municipal Government Board (MGB) (121.85 ac)
- Proposed: No Formal Application (896.65 ac)
- Transportation**
- Trans Canada HWY
- Arterial Roads
- Local Roads
- Railway
- Water Bodies**
- Water Bodies
- Township Lines**
- Township Lines



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Future Annexation

The City of Brooks is currently bringing forward two annexation requests. First, the land owner of NW¼ of Sec. 31-18-14-W4M filed an application for annexation in order to gain water and sewer servicing from the City of Brooks. The proposed lands for annexation are bounded by the CPR right-of-way and City boundary to the south, Range Road 150 to the west, Highway 542 to the north, and the existing City boundary to the east. There are five parcels within the proposed annexation area with a total size of 127.27 acres (51.71 ha). The application is filed as AN07/ROO/C-01 and is currently being reviewed by the Municipal Government Board.

The second application for annexation was filed by a conglomerate of landowners and includes the property legally known as NW¼ Sec. 34-18-14-W4M, SE¼ Sec. 34-18-14-W4M, NE¼ and E½ Sec. 34-18-14-W4M, Plan 791 0693, Block A, NW¼ Sec. 35-18-14-W4M, NE¼ Sec. 35-18-14-W4M, and Plan 961 0862, Block 1. The subject land area is bordered by TransCanada Highway 1 and the City boundary to the south, Highway 542 to the north, and a canal right-of-way to the east. There are eight parcels included in the proposed area for annexation, owned by four different land owners. The application has been put on hold by the City, pending the satisfaction of several condition requested by the County of Newell, including an update of the current IMDP.

5.12 Brooks Growth Study

The City of Brooks commissioned UMA Engineering Ltd. to prepare a growth study for current lands within the then Town boundaries with consideration for specific service areas within the County of Newell. The study was built upon the Town of Brooks MDP and the draft Newell-Brooks IDP. The May 2003 study outlines a 50-year growth horizon to a population of 24,000 within the current municipal boundary. A portion of that growth projection appear in Table 5.2.

The study indicates that Brooks has sufficient land within its boundaries for growth to the projected population. It also indicates that the distribution of land use is adequate and compatible with other communities of its size with a small deficit of industrial land.

Further, the study examined the requirements for sewer, water and transportation infrastructure within the corporate limits. An examination of servicing to adjacent county land and developments was studied within the context that the services, if provided, would be a benefit to the City.



COUNTY OF NEWELL

6.0 COUNTY OF NEWELL

The County of Newell No. 4 is located in the short grass region of Alberta on the TransCanada Highway 1 halfway between the cities of Medicine Hat and Calgary, and has a population of 6,862. The County encompasses approximately 1.5 million acres (607,050 ha) of agriculture land with nearly 282,000 acres (11 413 ha) served by the Eastern Irrigation District through a system of canals and pipelines that are fed by water diverted from the Bow River at the Bassano Dam. Approximately 165,000 acres of land is cultivated dry land and nearly 930,000 acres of native pasture exists, which supports the viable cattle ranching industry. There are over 30,000 oil and gas wells within the municipal boundaries. The strong activity in the oil and gas sectors provides a large tax base to the County.

The County is home to two World Heritage sites, Dinosaur Provincial Park on the Red Deer River, and the Aqueduct, located just outside the City of Brooks. There are two large irrigation reservoirs within the County, Crawling Valley Reservoir and Lake Newell, which provide water for irrigation and an optimal place for recreational activities including fishing, camping, and water sports. There are five urban municipalities located within the County, including; the City of Brooks, Town of Bassano, and the Villages of Duchess, Rosemary, and Tilley. In additions, there are several urbanized areas in the County in the form of hamlets.

6.1 Population

The County of Newell has historically experienced a moderate population growth, with the exception of the early 2000s in which the population grew by over 10%. Between the 1961 and 1971 census periods, the County experienced an 8.0% loss in its population. Generally, most of southern Alberta also lost population during this same period, largely attributed to a declining birthrate and increased out-migration to urban areas. However, between 1976 and 2001, while most of the rural areas in the region

Table 6.1
County of Newell & City of Brooks Background Report to the IMDP
County of Newell's Historic Population 1961-2006

YEAR	POPULATION	FIVE YEAR RATE of CHANGE	AVERAGE CHANGE PER ANNUM
1961	6,038	n/a	n/a
1966	5,898	-2.37	-0.47
1971	5,562	-5.70	-1.13
1976	5,828	4.56	0.91
1981	6,195	5.92	1.18
1991	6,014	-3.01 *	-0.3
1996	6,421	6.34	1.27
2001	7,137	10.03	2.01
2006	6,862	-4.01	-0.8

* Denotes ten year rate of change

(Source: Statistics Canada, 2006 Community Profiles at www.statcan.ca)

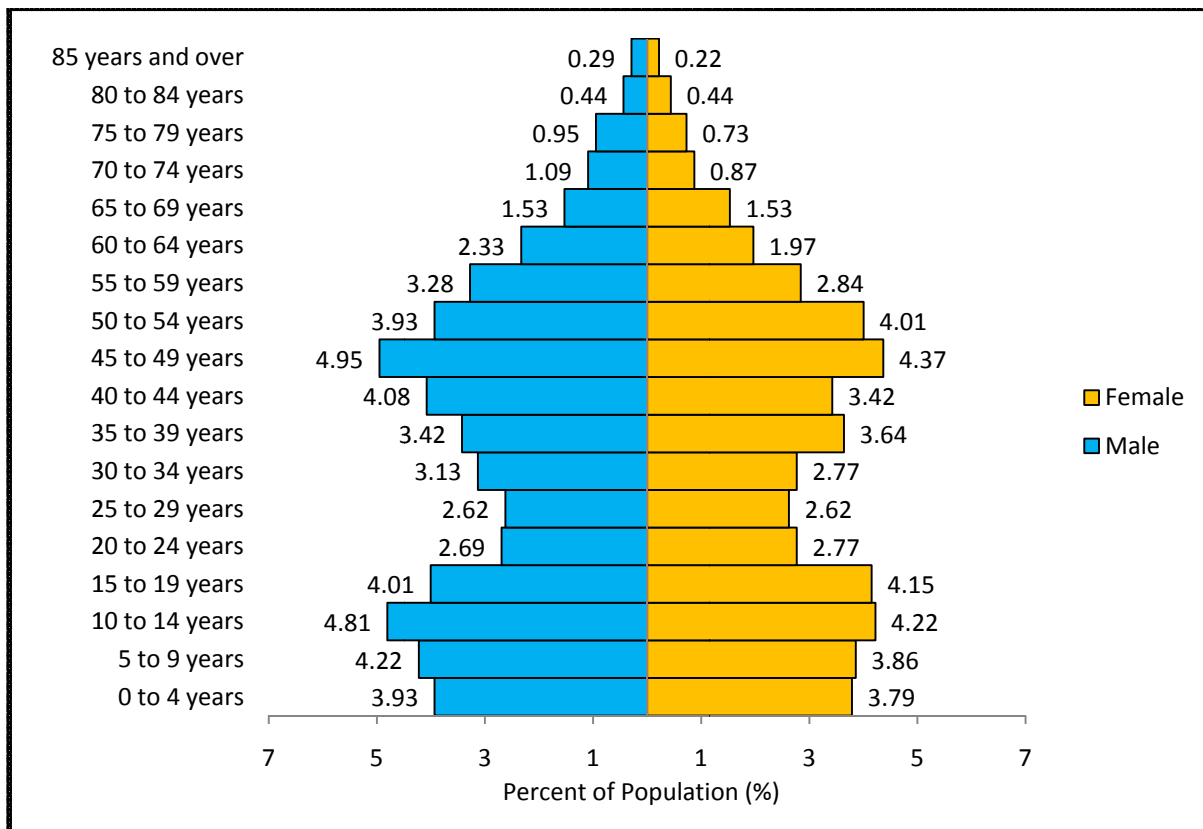
continued to lose people, the County continued to grow. During this time, the County experienced nearly an 18.3% increase in growth.

Over the most recent census period (2001-2006), the County’s population has experienced a decrease in population by losing nearly 275 people. This decrease in population does not keep pace with the provincial growth average, as Alberta’s growth rate during the last 5-year period was 10.6%, or just under 2.1% annually. By comparison, Canada’s overall population grew at an annual average rate of 1.0% annually over the same time period. It is perceivable to assume that the loss of population in the 2006 census year may be attributed to the new census survey methods used by Census Canada. Unlike the City, the County has not initiated a municipal census in 2008.

6.2 Age Structure

A population pyramid illustrates the distribution of a given population by age and sex. The 2006 population pyramid for the County of Newell is typical for a community with a slow growth rate that experienced the baby boom phenomenon.

Figure 6.2
County of Newell & City of Brooks Background Report to the IMDP
The County of Newell 2006 Population Pyramid



(Source: Statistics Canada, 2006 Community Profiles at www.statcan.ca)

There was a spike in birthrates in the 1960s, and as a result the 45-49 year age category represents a majority of the population. Their children’s generation, population aged 10-14, are the second largest age cohorts. It is presumable that the birthrates in 20-25 years will be high, as the baby boomer’s children have their own children. This pattern is likely to repeat if the rate of growth does not increase or decrease drastically. The County is experiencing a moderate birth rate and long life expectancy, which is typical for rural communities.

6.3 Population Projections

The population projections were calculated using the straight linear method for three different growth rates, slow (1%), moderate (1.5%), and high (2%). This method predicts the future population based on a desired growth rate. The straight linear method can offer an indication of potential population growth. It should be noted that this method of analysis cannot take into consideration external factors, such as economic influences, growth of urban centres, or any potential annexation of County land into another municipality, which may affect the County’s population. Due to the rural nature of the County and the migration of the rural population to urban centres, it is unlikely the County’s growth rate will drastically differ over the next 25 years.

**Table 6.3
County of Newell & City of Brooks Background Report to the IMDP
The County of Newell Population Projection 2006-2031**

YEAR	Actual Population	Straight Linear Method		
		1% Growth Rate	1.5% Growth Rate	2% Growth Rate
2006	6,862	--	--	--
2011		7,212	7,248	7,283
2016		7,580	7,617	7,655
2021		7,967	8,006	8,126
2026		8,373	8,414	8,456
2031		8,800	8,844	8,887

The selected population projections indicate that in 2011 the probable population could range between 7,212 and 7,248 persons (1% growth rate), fluctuating each year until 2031 when the population could range from a low of 8,800 to a high of 8,844 (1.5% growth rate). The 2.0% growth rate was used at the top end of the projection range, as this growth rate is slightly higher than the growth rate that County has averaged since 1961. However, if the local economy strengthens and oil and gas development continues to grow within the region, a more positive growth scenario may evolve. Thus, in 2031 a population of 8,887 may be reached if the population was to grow at an annual rate of 2.0% per year.

6.4 Housing Types and Supply

Due to the agricultural nature of the County, the majority of housing within the County consists of single-detached dwellings. Nearly 87.6% of the dwelling units are owned and 12.4% of the units are rented.

Table 6.4
County of Newell & City of Brooks Background Report to the IMDP
2006 County of Newell Private Dwelling Analysis

Total Private Dwellings Occupied by Residents	Count	Percent (%)
Number of owned dwellings	1,905	87.59
Number of rented dwellings	270	12.41
Number of dwellings constructed before 1986	1,460	67.13
Number of dwellings constructed between 1986 and 2006	720	33.10

Source: Statistics Canada, 2006 Community Profiles at www.statcan.ca

6.5 Employment Information

In 2006, the three most common occupations, as determined by a person's kind of work and the description of the main activities in their job, within the County are:

- 32.1% - primary industry (processing, manufacturing),
- 20.1% - trades, transport and equipment operators and related occupations, and
- 13.5% - business, finance and administration occupations.

During the same period, the three most common industries defined by the general nature of the business carried out in the establishment where the person worked, within the County were:

- 47.3% - agriculture and other resource-based industries,
- 11.3% - business services, and
- 10.5% - other services.

6.6 Land Use District and Inventory

The County of Newell Land Use Bylaw identifies 15 land use district classifications. Nearly all of the land, 98.76%, within the County has been zoned Agricultural – A, which is expected for a rural municipality. The remaining 1.24% is a total of all residential, commercial, industrial and resort uses.

Table 6.5
County of Newell & City of Brooks Background Report to the IMDP
2008 County of Newell Land Supply by Land Use District

County of Newell Land Use Districts	Total Acres	Total Hectares	Percent of County
Agricultural "A"	1,470,220	594,998.0	98.76
Small Holdings "SH"	90	36.4	0.01
Urban Fringe "UF"	11,181	4,524.9	0.75
Country Residential "CR"	2,823	1142.5	0.19
Hamlet Residential "HR"	78	31.6	0.01
Manufactured Home Park "MHP"	114	46.1	0.01
Resort Multi-Family Residential "RR2"	208	84.2	0.01
Resort Residential "RR1"	28	11.3	0
Commercial "C"	526	212.9	0.04
Hamlet Commercial "HC"	28	11.3	0
Resort Commercial "RC"	410	165.9	0.03
Direct Control "DC"	112	45.3	0.01
Light Industrial "LI"	538	217.7	0.04
Industrial "I"	1,837	743.4	0.12
Public Service "PS"	512	207.2	0.03
Total	1,488,705	602,247.7	100.00

6.7 Overview of the County of Newell Statutory Plans

Land Use Bylaw No. 1626-07

The purpose of the Land Use Bylaw (LUB) is to regulate and control the use and development of land and buildings within the County of Newell in accordance with provisions of the MGA. The LUB outlines the administrative duties and responsibilities of Council, development authorities, staff, residents, and developers when making land use planning decisions. It also lists all regulations for any development or subdivision in the City, and outlines the requirements for all 15 land use districts (see Table 6.5). The County of Newell LUB was adopted on September 20, 2007.

Municipal Development Plan Bylaw No. 1442-03

The role of the Municipal Development Plan (MDP) is to provide policies that will direct future growth and development in the County of Newell. The MDP defines for Council, administration, developers, residents, and adjacent municipalities the types and location of development acceptable to the County. The scope of the MDP is comprehensive in its approach and utilizes the flexibility offered by the MGA to address issues beyond land use including economic and social development and the natural environment. The County of Newell MDP was adopted on November 27, 2003 and amended up to May 5, 2005.

Section 6 of the MDP entitled 'Intermunicipal Planning and Cooperation' predates the existence of the 2004 IDP. It contains many of the founding principles of the 2004 plan and should be updated to reflect the new plan and its policies. Further, to that update the MDP policies should in general be reviewed with consideration of the IMDP as required by Section 638 of the MGA.

Area Structure Plans

The Municipal Planning Commission (MPC) may request an area structure plan for any development in the County where the density or design for a subdivision has intensified above what the proposed property was designated. Developers must submit an ASP with their subdivision application in order to be considered. There are six existing private developer ASPs which are in or are located close to the study areas, which include:

- Evergreen Industrial Area Structure Plan,
- Weiss Area Structure Plan,
- Johnson Farms Area Structure Plan,
- Timko Industrial Area Structure Plan,
- Martin Area Structure Plan, and
- Mar Industrial Area Structure Plan.

In 2008, as the review of the IDP had commenced, County Council made the decision to rescind six County-prepared ASPs within the study area in order to facilitate the preparation of the new IMDP. The following plans have been rescinded and no longer have statutory standing, although Council considers the context of the each as guidelines for future development:

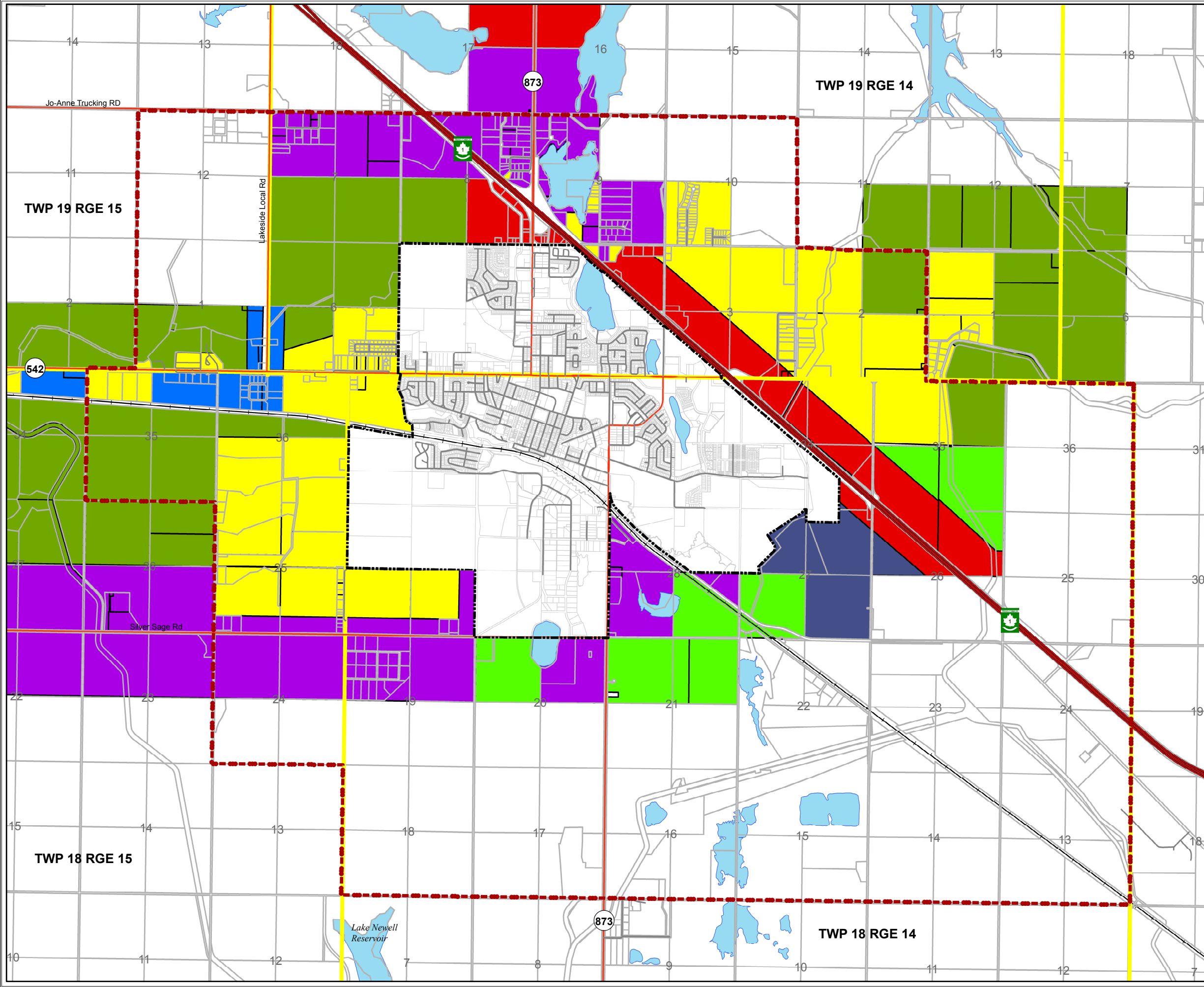
- East Silver Sage Road Area Structure Plan Bylaw 1452-04,
- John Ware Area Structure Plan Bylaw 1449-04,
- One Tree Road Area Structure Plan Bylaw 1379-02,
- Young Road Area Structure Plan Bylaw 1378-02,
- Highway 542 Area Structure Plan Bylaw 1450-04, and
- North of the Town of Brooks Area Structure Plan Bylaw 1451-04.

Map 12 illustrates the proposed land use concepts which were planned for the area immediately surrounding the City.

**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

**AREA STRUCTURE PLAN LANDUSE CONCEPTS:
COUNTY OF NEWELL
MAY 21, 2008**

MAP 12



Legend

- IMDP Study Boundary
- City of Brooks Boundary
- Proposed Land Use Within ASP**
- Institutional Use
- Commercial Use
- Commercial / Light Industrial Use
- PO - Public / Semi Public Open Space
- Agricultural Use
- Residential Use
- Industrial Use
- Agricultural / Recreational Use
- Transportation**
- Trans Canada HWY
- Arterial Roads
- Local Roads
- Railway
- Water Bodies**
- Water Bodies
- Township Lines**
- Township Lines



Not Responsible For Errors Or Omissions



**IDENTIFICATION OF
ADDITIONAL INFLUENCES
ON THE STUDY AREA**

7.0 IDENTIFICATION OF ADDITIONAL INFLUENCES ON THE STUDY AREA

The analysis of the study area has identified existing development, barriers to growth and proposed land use patterns that will exert influence on the future growth of the fringe area. For the purpose of the analysis, it was considered reasonable to survey land use patterns and activities within the defined study area to capture any geographic characteristics and soil capabilities that may have the potential to influence land use activities in either the urban or rural areas. Several other significant influences on growth have been identified which lie outside of the study area, but have the potential to exert pressure. These influences should be evaluated for the potential constraints and opportunities they pose.

7.1 Hamlet of Lake Newell Resort

Lake Newell Resort is a newly-formed hamlet within the County of Newell, located approximately 14 kilometers south of the City of Brooks on the shores of Lake Newell. Lake Newell, named for T.H. Newell, a landowner and irrigation expert, has 40 miles (65 km) of undeveloped shoreline, and is over 17,000 acres (6,879.6 ha) in size. The man-made reservoir was filled in 1914, through the construction of the Bassano Dam, and covers a surface of 25.6 square miles (66.4 km²) with a drainage basin of 32.6 square miles (84.6 km²). The shallow lake has an average depth of 16 feet (4.8 metres) and reaches a maximum depth of 65 feet (19.8 metres). It empties into the Bow River after flowing through Rolling Hills Lake, an extension of the lake, filled when the dam was raised in 1939. Irrigation canals are built between the lake and the Bow River, as well as in the agricultural areas north and east of the lake.

Currently, the City of Brooks provides municipal waste water servicing and the County will provide water via the proposed regional waterline, by the Fall of 2008. The existing servicing has a predetermined lifespan and there is a lack of infrastructure in place. If the area continues to develop, long-range plans must be made in order to properly accommodate the influx of development and population. The 2003 Brooks Growth Study set the 2001 population at 202 people and estimates with proper servicing the population may grow to 1,700 people by 2031. The Hamlet of Lake Newell Resort can continue to benefit and enhance the surrounding region, but it must be developed with long-term objectives which are identified at the forefront.

7.2 TransCanada Highway 1

Highway 1 is part of federal-provincial highway system that joins all ten provinces of Canada. The City of Brooks is located on the TransCanada, approximately six kilometres west of Highway 36. Within Alberta, the highway links Brooks to the City of Calgary and the City of Medicine Hat and as a major trade corridor, provides an economic benefit to both the County and City. The system was approved by the Trans-Canada Highway Act of 1948 and construction commenced in 1950, officially opening in 1962, and finally completed in 1971.

The highway serves as an economic link for the County and the City with the international market, making both municipalities attractive to future business and industrial investors. It also allows greater access for residents to other areas in the province and is a major route for travellers, which opens the tourism market for both municipalities.

The location of the TransCanada Highway is a potential barrier for expansion to the north of the City, as access across the highway is limited. There are currently two flyover interchanges that serve the City of Brooks located at insertions of Highway 542/Cassils Road/Township Road 190 and 2nd Street West/Highway 873. As part of the *Highway 1 Calgary to Saskatchewan Border Freeway Corridor Management Study* prepared for Alberta Transportation in 2006 by McElhanney Consulting Services Ltd., two additional future interchanges as well as two suggested potential future interchanges located along the highway within the County have been identified. The Municipal Government Board Annexation Bulletin No. 2-2008 entitled '*Annexation Crossing Primary (Provincial) Highways*' should be reviewed prior to any annexation application across the highway.

7.3 Confined Feeding Operations

There are no confined feeding operations (CFOs) located within the study area. However, there are several intensive agriculture activities in close proximity to the study area that have the potential to adversely affect neighbouring land uses. The Natural Resources Conservation Board (NRCB) has issued approvals for the following intensive agricultural operations:

1. Lakeside Farm Industries (SE-13-19-15-W4M, SW-13-19-15-W4M)
2. Alco Feed Processing (NE-26-19-14-W4M, NE-35-19-17-W4M)
3. The Canadian Pheasant Company (NE-18-18-13-W4M, NW-18-18-13-W4M)

Minimum Distance Separation (MDS) is a calculation system that is used to determine the required distance between a livestock facility and another land use. The objective is to prevent land use conflicts and minimize nuisance complaints due to odour. MDS does not account for noise, dust, or wind direction and will vary according to the type and amount of animals, type of manure system used, and the form of development present or proposed.

NRCB approval officers consider four categories of land zoning and residential types in the calculation of MDS:

- **Category 1** – residences on land zoned for agricultural purposes(e.g. farmstead, acreage residences),
- **Category 2** – residences on land zoned for non-agricultural purposes (e.g. country residential, rural commercial businesses),
- **Category 3** – residences on land zoned for high use recreational or commercial purposes, and
- **Category 4** – residences on land zoned for large-scale country residential, rural hamlet, village, town or city.

The three identified CFOs near the study area have MDS buffers that overlap the study area and are listed in Table 7.1 and illustrated on Map 13. In some cases, the buffers overlap the City of Brooks boundary. These MDS buffers will have an influence on the way that the affected lands are developed in the future.

Table 7.1
County of Newell & City of Brooks Background Report to the IMDP
Confined Feeding Operations

Lakeside Farm Industries Ltd. 75,000 Beef Finishers	Category	Minimum Distance		
		Feet	Metres	
		1	6,033	1,839
	2	8,045	2,452	
	3	10,056	3,065	
	4	16,089	4,904	
Alco Feed Processing 6,000 Beef Finishers	Category	Minimum Distance		
		Feet	Metres	
		1	2,400	731
	2	3,200	975	
	3	4,000	1,219	
	4	6,400	1,951	
The Canadian Pheasant Company 100,000 Pheasants	Liquid Manure			
	Category	Minimum Distance		
		Feet	Metres	
		1	2,060	628
		2	2,746	837
		3	3,433	1,046
		4	5,493	1,674
	Solid Manure			
	Category	Distance		
		Feet	Metres	
	1	1,746	532	
	2	2,329	710	
	3	2,911	887	
	4	4,657	1,420	

(Source: NRCB, 2008)

Lakeside Packers is located northwest of the City of the Brooks. Lakeside is the area's largest employer and is owned by Tyson Food Inc. Last year, Lakeside slaughtered over 1.1 million cattle, which accounts for one-third of the 2007 Canadian total. Lakeside operates a 5,000-acre feeding facility with 75,000 cattle, a cattle slaughtering and processing facility, as well as a retail fertilizer processes facility. The MDS buffer overlaps the study area, and the City of Brooks boundary.

The Canadian Pheasant Company is western Canada's largest federally-inspected pheasant production facility. The Canadian Pheasant Company is located southwest of the City of Brooks. The NRCB has issued a permit for 100,000 pheasants and the MDS buffer overlaps the study area.

Alco Feed Processing is located north of the City of Brooks. The NRCB has issued a permit for 6,000 beef finishers. Alco Feed Processing is located within the MDS buffer of Lakeside Packers, and its own MDS buffer overlaps the study area.

CFOs are a major employer in the region and are vital for the economic viability of both municipalities. Lakeside Packers and the Canadian Pheasant Company are unique operations which draw in economic gains from across the country. The CFOs create spinoff jobs and have major impacts on the local economy. The preservation of the agricultural lifestyle is promoted and maintained with these industries. The potential barriers caused by CFOs can be mitigated through long-range planning so that the surrounding communities can still enjoy the benefits of the industries, without the nuisance that is associated with them.

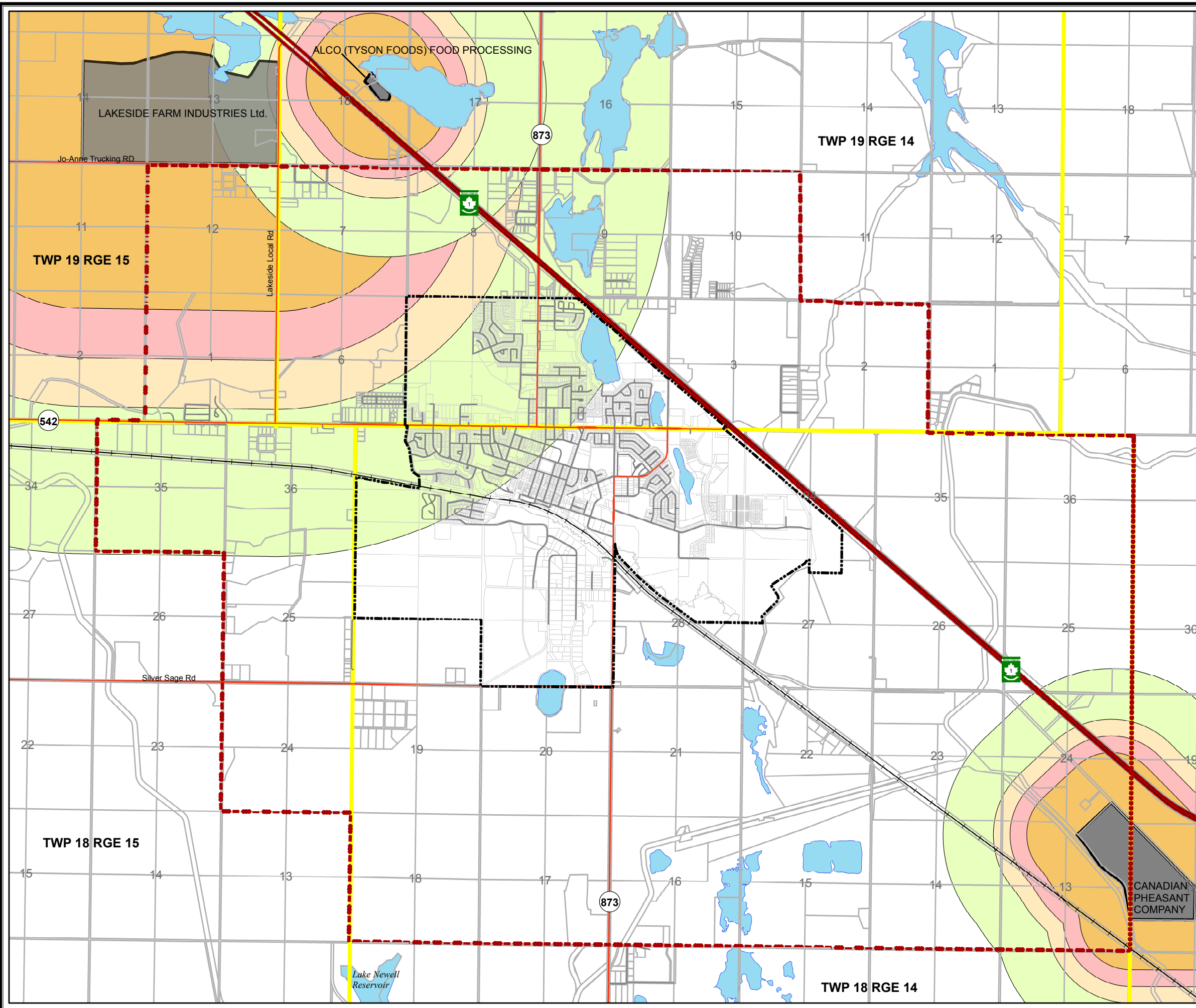
7.4 Energy Corridors and Canal Right-of-Way

Linear properties such as irrigation canals and energy corridors can create challenges for future development in the study area. The Eastern Irrigation District (EID) is the Alberta Irrigation District that operates in the study area. The EID owns 5,344 parcels of land with a total land area of 633,869.59 acres (256,523 ha), which is more than 40.0% of the total land area in the County of Newell. The land is leased to farmers for irrigated agricultural operations. There is little development on these lands because farmers do not want to invest money on land that they do not own. As a result, a large portion of land in the County is not desirable to develop. EID has water policies that regulate water quality and quantity, allocation, and density. In some circumstances, EID may require a water use agreement, registrable easement to allow conveyance of water from the EID's works to the affected parcels, or may require all costs associated with the conveyance of water to the affected parcel be the responsibility of a subdivision applicant.

There are utility corridors, utility rights-of-way, and oil and gas wells in the study area. The utility corridors and rights-of-way have registered easements which must be maintained, prohibiting any development on the affected lands. Oil and gas wells in the City and County have a 328-foot (100-metre) buffer, which further limits the development in these areas. The existing oil and gas wells and their respective buffers can be found on Map 7. These constraints cause fragmented development and increase urban sprawl, which leads to an increase in infrastructure costs.

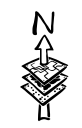
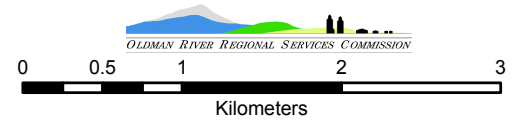
**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

**CONFINED FEEDING OPERATIONS LOCATIONS
AND MINIMUM DISTANCE SEPARATION BUFFERS
MAY 21, 2008
MAP 13**



Legend

- IMDP Study Boundary
- City of Brooks Boundary
- Alco (Tyson Foods) Category Buffer**
 - Category 1: 731m
 - Category 2: 975m
 - Category 3: 1219m
 - Category 4: 1951m
- Lakeside Category Buffer**
 - Category 1: 1839m
 - Category 2: 2452m
 - Category 3: 3065m
 - Category 4: 4904m
- Pheasant Company Category Buffer**
 - Category 1: 628m
 - Category 2: 837m
 - Category 3: 1046m
 - Category 4: 1674m
- Transportation**
 - Trans Canada HWY
 - Arterial Roads
 - Local Roads
 - Railway
- Water Bodies**
 - Water Bodies
- Township Lines**
 - Township Lines



Not Responsible For Errors Or Omissions

7.5 Railway

Similar to highways, energy corridors and canal rights-of-way, railways can create a physical barrier to cohesive community connectivity and future subdivision and development. The Canadian Pacific Railway mainline bisects the City of Brooks and the County of Newell. There are three crossings within the study area. There are currently three rail crossings within the City of Brooks: Range Road 150, Young Road, and 7th Street West. All six are depicted on Map 9. The limited number and the nature of at-grade crossings create a linear barrier that cuts through the middle of the City discouraging community connectivity. Freight trains create noise pollution, pedestrian safety issues, and delays in vehicular traffic flow.

The railway is an economic driver attracting more business to the area due to the connectivity with the global market. Many railways have been removed from other Alberta communities, making it more of a commodity for those municipalities that still have access to the rail system. The flexibility of having road and rail transport makes the City and the County an ideal place for future highway and railway associated development.

7.6 Agriculture Lands

Agriculture has been identified as a major contributor to the economy of the region. It has also been identified in the questionnaire responses as one of the most appreciated aspects of the County of Newell. The soils in the study area are split between good soils (Class 3) that are valuable for agricultural operations and lands which present challenges for agricultural operations (Class 7). The lands northeast of the city within the study area have been identified as prime agricultural lands. Map 2 clearly shows an investment in irrigation for these lands which will continue to make these lands viable as prime agriculture well into the future.

Development within the County has historically been driven by private landowners that wish to develop their own land. Consideration should be given to the protection of the higher-class soils that are irrigable and future growth should be directed to land that is less productive and perhaps more suitable to the conversion to non-agricultural uses. As well, future CFO development and expansion should be directed to those areas of the County that would be less negatively affected by the nuisances that are sometimes related.



IDENTIFICATION OF PLANNING SCOPE

8.0 IDENTIFICATION OF PLANNING SCOPE

The County of Newell and the City of Brooks will continue to grow and evolve into diverse places. An update to the IMDP, including the formation of implementation and enforcement tools will strengthen the municipal partnership between the County and the City, and further direct future development in the study area.

In general, the policies of the 2004 Intermunicipal Development Plan were valid and reflective of the situation during the time period for which it was written. However, the current IDP lacks many fundamental components of a modern IMDP, including:

- clear goals and objectives of both municipalities as guiding parameters for policy,
- the use of an urban fringe district,
- balanced and collective strategic visioning, and
- policy for implementation and enforcement of objectives.

When adopted, the new plan will serve as a basis for decision-making and guide development toward both communities' desired future. It will provide both municipalities with a long-term regional strategic policy framework for guiding growth and development in the fringe area, while having regard for protecting prime agricultural land and outlining a regional structure that manages future growth within the urban-rural interface in the most effective and efficient manner.

8.1 Goals and Objectives

Without establishing achievable goals and objectives, the policies lack the necessary parameters for proper review and decision making. The County and the City end up making subdivision and development decisions in isolation, which compromises the intent of the existing IDP. These isolated efforts were not helped by either jurisdiction's MDPs or LUBs, which had not been updated to reinforce the policies of the IDP as required by Section 638 of the MGA.

Goals

1. To provide an intermunicipal policy framework to guide future land use decisions within the Plan boundaries.
2. To address requirements of the Municipal Government Act with respect to intermunicipal conflict resolution procedures, plan administration, and plan amendment or repeal procedures.
3. To establish principles whereby both municipalities may consistently apply planning policies and land use bylaws with their respective jurisdictions.
4. To protect future servicing and transportation corridors and infrastructure facilities.
5. To address any significant issues that may be identified in the public participation process.
6. To protect prime agricultural lands in the fringe area.

7. To coordinate the future development of the plan area between the County of Newell and the City of Brooks.
8. To re-establish and strengthen the working relationship between the County of Newell and the City of Brooks.

Objectives

1. The Plan must be strategic in nature, setting broad, high-level, long-term policy directions for the plan area and incorporating the strategic objectives of the County of Newell and the City of Brooks.
2. The Plan must add value to the planning and development process in the County of Newell and the City of Brooks, whereas the Plan must not duplicate or infringe on area municipal planning efforts and must have a distinct, complementary and productive role.

8.2. Urban Fringe

An urban fringe land use district has a unique role in intermunicipal planning efforts. The fringe area is under the jurisdiction of the rural municipality, where all of the control lies with regards to development, while the urban centre and all its amenities attract the development. This is evident in the case of the City and the County, especially along major transportation routes such as Highways 1, 542 and 873. Map 6 illustrates the point as residential and non-residential development has clustered along the corridors leading into the city.

The urban fringe district is meant to control growth on the edges of the City, leaving the land in primary agriculture until such time as the land is converted to a more dense and urban use in a logical and systematic approach. In the fringe of Brooks and in the lands beyond, it is evident that the effectiveness of controlling non-agricultural uses by an urban fringe district is questionable (see Map 6). In fact, a planning phenomenon known as *“leap-frogging”* is quite evident around the City boundary. This is where new development does not radiate contiguously from the City boundary, leaving parcels of agriculture land locked between other non-agricultural uses. In addition, there has been several incidences where incompatible uses, such as grouped country residential and industrial uses, have been approved adjacent to each other. The update of the IMDP should address the function of the urban fringe and provide solutions to its effectiveness.

8.3 Strategic Visioning

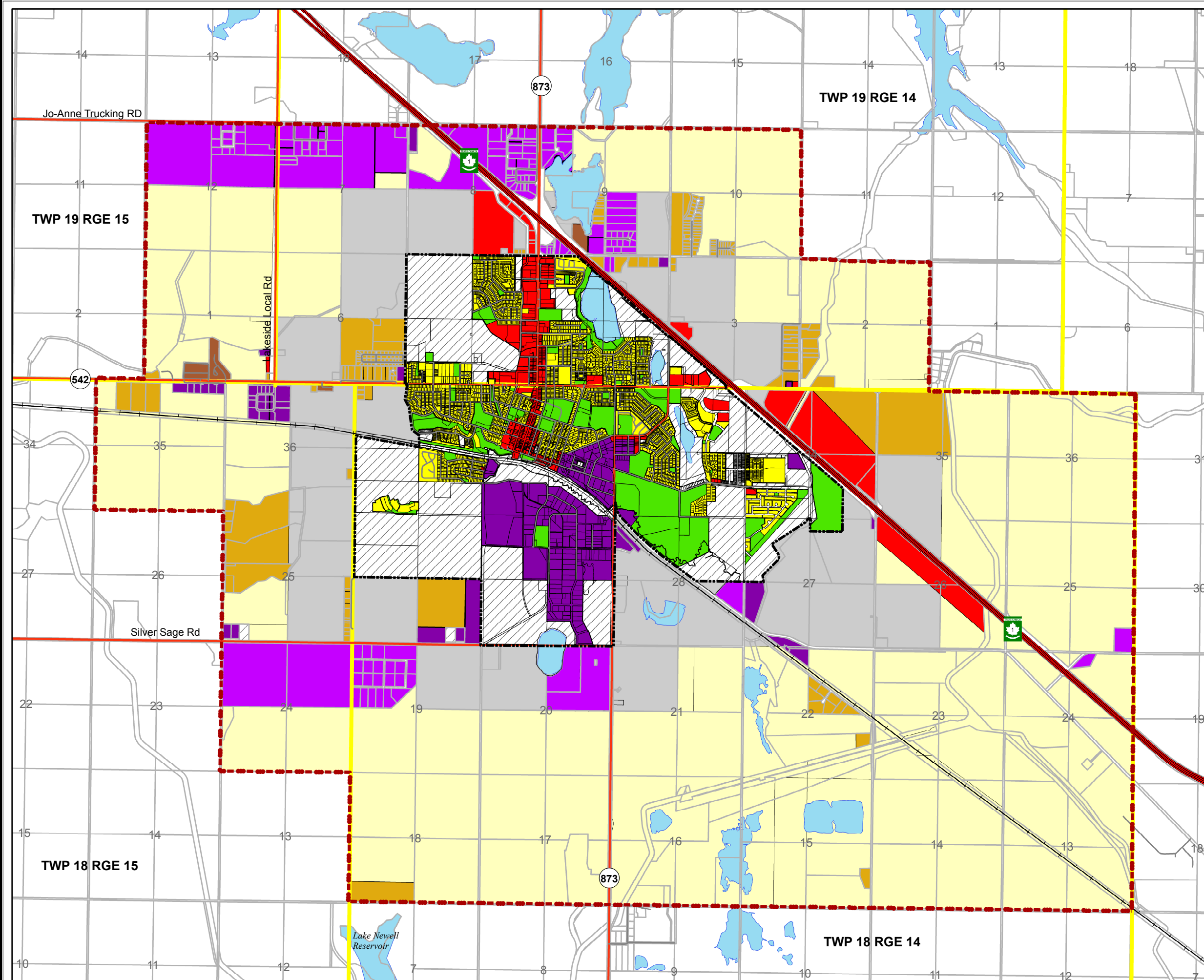
The County of Newell and City of Brooks are undeniably linked economically and attracting more business to the region is not a mutually exclusive exercise. The decision of one jurisdiction will immediately affect the other in terms of housing, social impact, infrastructure usage, natural resource consumption and the ever-changing sense of place and community.

Map 14 combines the land use districts of both jurisdictions to illustrate the combined vision of each individual municipality. A distinct line between urban development and rural agriculture development is hard to discern. The large tracts of annexation land (zoned Direct Control with the City) were acquired during the last several land annexation orders and Brooks, for the time being, has enough land to grow

**COUNTY OF NEWELL
CITY OF BROOKS
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2008**

**LAND USE DISTRICT MAP: STUDY AREA
MAY 21, 2008**

MAP 14



Legend

- IMDP Study Boundary
- City of Brooks Boundary
- County of Newell (Study Area) LUD**
 - Agricultural "A"
 - Commercial "C"
 - Country Residential "CR"
 - Direct Control "DC"
 - Industrial "I"
 - Light Industrial "LI"
 - Manufactured Home Park "MHP"
 - Urban Fringe "UF"
- City of Brooks LUD**
 - Commercial Use
 - Direct Control
 - Industrial Use
 - Public Use
 - Residential Use
- Transportation**
 - Trans Canada HWY
 - Arterial Roads
 - Local Roads
 - Railway
- Water Bodies**
 - Water Bodies
- Township Lines**
 - Township Lines



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within its corporate boundary. That, however, does not remove the need for both municipalities to define a compatible growth strategy that ensures the City can continue to move beyond their current boundary.

A clear direction on the type and level of servicing to be required in the urban fringe area should also be considered in the development of the strategic vision. Currently, there is a mix of municipal water and sanitary servicing, including City sanitary and water servicing plus the new regional water system, and private servicing consisting of septic fields and domestic water from the EID. A clear idea of the size and complexity of development which will require communal servicing should be determined to limit liability to either municipality in future.

Finally, major transportation corridors should be a primary strategic visioning concern. Attention should be paid to the approach and entrances into the City of Brooks. The first impression of these entrances can be influential in the potential draw of economic investment in the region. Currently, enhancements of this nature have not been pursued by either jurisdiction.

8.4 Implementation

The County of Newell and the City of Brooks will continue to grow and evolve into diverse places. An update to the IMDP, including the formation of the implementation and enforcement tools will strengthen the municipal partnership between the County and the City, and further direct future development in the study area. The following should be considered:

- Each jurisdiction must embed policies from the IMDP in their other planning documents including their respective MDPs and LUBs. Each plan in support of the other will lower the potential for planning decisions in the referral areas that are contrary to the agreed upon common goals of each municipality.
- The IMDP plan boundary should be reduced from the boundary defined in the old plan. A reduction would make the new plan more manageable and focused.
- As part of the policy development of the IMDP, the proposed uses indicated on Map 14 may need to be revised to ensure that growth corridors are not hindered by incompatible land uses. Once defined, the Joint Shared Services Committee should maintain a land use map and a future growth map that combines the districts and planning of both municipalities as a means of decision making within the IMDP plan boundary.
- Revisit the current referral system in order to strengthen the IMDP. It is true that each municipality strives to maintain its local autonomy, but in the context of regional and provincial planning this autonomy must be set aside for the plan to have the highest and best results on the regions hub community. Each municipality must recognize this and refer all development within the urban or rural referral areas to the Joint Services Committee as the first step of review.

8.5 Conclusion

The intent of this report was to provide a comprehensive summary of the existing information regarding the study area, to identify issues relating to the fringe area and to provide a basis for discussion between the two municipalities. As an agenda for discussion, the Background Report may assist in the effort to discover common ground on which to create a new intermunicipal development plan which is acceptable to both municipalities and defines the common vision for the region. The report should offer a starting point from which the Joint Shared Services Committee can begin to address the issues and opportunities that have been identified by this process.



APPENDIX 1



The County of Newell and City of Brooks

Intermunicipal Development Plan

Questionnaire Response Report

May 2008

Prepared by the



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INTRODUCTION

INTRODUCTION

The Joint Shared Services Committee, on behalf of the County of Newell and City of Brooks, have retained the Oldman River Regional Services Commission to undertake an update to the *Town of Brooks and County of Newell 2004 Intermunicipal Development Plan*.

An IMDP is a statutory document that serves as a basis for decision-making and guides development toward both communities' desired future. In order to ensure good planning in the interest of the City of Brooks and the County of Newell, the Plan will be based upon a shared vision of a future growth framework and reflects the mutual agreement on growth areas for both municipalities. The IMDP will be a legal document that contains goals, objectives, and policies that manage and direct physical change and its effect on the social, economic, and natural environment in the region.

A questionnaire was developed and circulated to the affected landowners to obtain public input for the background report. A questionnaire was sent to landowners in the County within the study area boundary as well as City residents whose property borders the edge of the City. The questionnaire was also sent to stakeholder groups who had been identified by the City staff. A total of 550 questionnaires were mailed out to 469 county residents, 73 city residents, and 8 stakeholder groups. The original intention was to compare the results based on the type of respondent, being a city resident, county resident, or stakeholder. Instead, identical surveys were sent to all respondents, and the results will be considered collectively.

The questionnaires were distributed by direct mail to all recipients. Each recipient received a 4 page questionnaire, a map of the study area, as well as an addressed, postage paid return envelope. The questionnaire was designed by the planning advisors for the County and the City and refined with input from the Joint Shared Services Committee.

This report contains the accumulated results of the 80 returned surveys. The most popular answers are highlighted with **bold text**. *Count* means the total number of times that response was recorded. The % (percent) column is based on the total number of responses received for each question, and is not always based on the total number of questionnaires. Some responses were grouped into categories for calculation purposes. The comments are presented verbatim from the surveys.

HIGHLIGHTS OF QUESTIONNAIRE RESULTS

SURVEY HIGHLIGHTS

RESPONDENT PROFILE

- 80 of 550 questionnaires were returned, yielding a response rate of 14.55%
- Gender: 61.25% male, 26.25% female, 12.50% no response
- Age: 25.00% 50-59 years old, 23.75% 40-49 years old, 20.00% 60-69 years olds
- Average length of property ownership: 15.90 years
- Use of Property: 63.75% Personal Residence
- Size of Parcel: 35.00% 1-9 acres, 28.75% less than 1 acre

LOCATION OF FUTURE DEVELOPMENT TYPES

- County and City: Residential, Commercial, Industrial, Recreational
- Brooks Only: Public and institutional
- County Only: Agricultural

WHERE SHOULD THE CITY GROW?

- Firstly within City boundary, secondly south or east of the city, thirdly to the west, and lastly to the north.
- The City should be 16,000-30,000
- 58.75% think there is NOT an adequate road network in place

WHAT ARE THE THREE MOST IMPORTANT ISSUES THAT NEED TO BE IN THE NEW IMDP?

- Servicing – water, sanitary sewer, storm water
- Road Infrastructure and Maintenance
- Long-range planning for mixing of different land uses

MAJOR LIKES ABOUT BROOKS

- Recreational facilities
- Green Spaces
- Communities in Bloom Program
- People

MAJOR LIKES ABOUT NEWELL

- Recreational Areas
- Preservation of Agriculture
- Lifestyle
- Road Infrastructure and Maintenance

MAJOR DISLIKES ABOUT BROOKS

- Road Infrastructure and Maintenance
- Lack of commercial centres/restaurants
- Crime

MAJOR DISLIKES ABOUT NEWELL

- Road Infrastructure and Maintenance
- Smell from feedlots
- By-law Enforcement
- Development/Subdivision Policies

QUESTIONNAIRE RESULTS

QUESTION 1

PLEASE ANSWER THE FOLLOWING ABOUT YOURSELF (AGE AND GENDER)

Count		%
49	Male	61.25
21	Female	26.25
10	No Response	12.50
80		100.00

Count		%
0	Under 20	0.00
2	20-29	2.50
11	30-39	13.75
19	40-49	23.75
20	50-59	25.00
16	60-69	20.00
3	70-79	3.75
2	80 and over	2.50
7	No Response	8.75
80		100.00

QUESTION 2

HOW LONG HAVE YOU OWNED YOUR PROPERTY?

The average length of property ownership is 15.90 years.

QUESTION 3

WHAT IS THE MAIN USE OF YOUR LAND?

Count		%
51	Personal Residence	63.75
2	Rental Property	2.50
5	Commercial Property	6.25
3	Industrial Property	3.75
18	Agriculture	22.50
1	Other	1.25
80		100.00

QUESTION 4

GENERALLY, WHAT IS TOTAL SIZE OF THE LAND PARCEL YOU OWN?

Count		%
23	Less than 1 acre	28.75
28	1-9 acres	35.00
6	10-34 acres	7.50
5	35-79 acres	6.25
4	80-159 acres	5.00
13	160 acres or more	16.25
1	No Response	1.25
80		100.00

QUESTION 5

WHAT MUNICIPALITY DO YOU CURRENTLY WORK IN?

Count		%
20	City of Brooks	25.00
43	County of Newell	53.75
14	Other	17.50
3	No Response	3.75
80		100.00

QUESTION 6

WHAT THREE THINGS DO YOU LIKE MOST ABOUT THE CITY OF BROOKS AND DO NOT WANT TO SEE CHANGED?

Count		%
13	Recreational facilities	15.48
11	Green Spaces	13.10
11	Communities in Bloom Program	13.10
11	People	13.10
9	Economic Opportunities	10.71
7	Public Services	8.33
7	Road infrastructure	8.33
5	Shopping/Comercial Facilities	5.95
4	City Administration/Council/Mayor	4.76
2	Shared Services w/ County	2.38
1	Affordable City	1.19
1	Clean City	1.19
1	CPR tracks and train whistle	1.19
1	Taxes	1.19
84		100.00

QUESTION 7

WHAT THREE THINGS DO YOU LIKE MOST ABOUT THE COUNTY OF NEWELL AND DO NOT WANT TO SEE CHANGED?

Count		%
27	Recreational areas	29.35
13	Preservation of Agriculture	14.13
12	Lifestyle	13.04
12	Road Infrastructure and Maintenance	13.04
8	EID	8.70
7	Tax rates	7.61
5	Country Residential Developments	5.43
3	County administration/Council/Reeve	3.26
2	Economic Opportunities	2.17
1	Emerson Bridge	1.09
1	Mositiqo control	1.09
1	Regional landfill	1.09
92		100.00

QUESTION 8

WHAT THREE THINGS DO YOU DISLIKE MOST ABOUT THE CITY OF BROOKS AND WANT TO SEE CHANGED?

Count		%
31	Road Infrastructure and Maintenance	22.63
15	Lack of commercial centres/restaurants	10.95
12	Crime	8.76
10	Lack of recreational/community facilities	7.30
9	Smell from feedlots	6.57
9	Mix of land use districts	6.57
9	Location of public services	6.57
7	Lack of Public Services	5.11
6	Drugs	4.38
6	Lack of Planning	4.38
5	City Administration/Council/Mayor	3.65
5	Lack of affordable/senior housing	3.65
5	Servicing/Development	3.65
4	Lack of City and County cooperation	2.92
3	Traffic	2.19
1	Lake Newell Resort	0.73
137		100.00

QUESTION 9

WHAT THREE THINGS DO YOU DISLIKE MOST ABOUT THE COUNTY OF NEWELL AND WANT TO SEE CHANGED?

Count		%
32	Road Infrastructure and Maintenance	30.48
10	Smell from feedlots	9.52
9	By-law Enforcement	8.57
9	Development/Subdivision Policies	8.57
8	Subdivision of agricultural lands	7.62
6	Lack of cooperation with City	5.71
6	County administration/Council/Reeve	5.71
5	Lack of services (water, sewer, gabrage)	4.76
4	Tax rate	3.81
4	Lake Newell development	3.81
3	Annexations	2.86
3	Lack of recreation	2.86
2	EID	1.90
2	Mix of land use districts	1.90
2	Wildlife/insect control	1.90
105		100.00

QUESTION 10

DO ANY OF THE FOLLOWING HAVE AN IMPACT ON THE WAY YOU USE YOUR PROPERTY?

LAKE NEWELL

Count		%
0	Negative Impact	0.00
56	No Impact	70.00
20	Positive Impact	25.00
2	No Opinion	2.50
2	No Response	2.50
80		100

TRANSCANADA HIGHWAY 1

Count		%
11	Negative Impact	13.75
34	No Impact	42.50
27	Positive Impact	33.75
6	No Opinion	7.50
2	No Response	2.50
80		100

COMMERCIAL OR INDUSTRIAL USES

Count		%
22	Negative Impact	27.50
29	No Impact	36.25
19	Positive Impact	23.75
7	No Opinion	8.75
3	No Response	3.75
80		100

BROOKS SEWAGE LAGOONS

Count		%
6	Negative Impact	7.50
58	No Impact	72.50
2	Positive Impact	2.50
10	No Opinion	12.50
4	No Response	5.00
80		100

ONE TREE RESERVOIR

Count		%
1	Negative Impact	1.25
63	No Impact	78.75
6	Positive Impact	7.50
6	No Opinion	7.50
4	No Response	5.00
80		100

BROOKS AIRPORT

Count		%
2	Negative Impact	2.50
55	No Impact	68.75
14	Positive Impact	17.50
7	No Opinion	8.75
2	No Response	2.50
80		100

RAILWAY

Count		%
13	Negative Impact	16.25
51	No Impact	63.75
7	Positive Impact	8.75
6	No Opinion	7.50
3	No Response	3.75
80		100

EXISTING OIL AND GAS WELLS

Count		%
11	Negative Impact	13.75
48	No Impact	60.00
11	Positive Impact	13.75
8	No Opinion	10.00
2	No Response	2.50
80		100

REGIONAL LANDFILL

Count		%
4	Negative Impact	5.00
57	No Impact	71.25
11	Positive Impact	13.75
5	No Opinion	6.25
3	No Response	3.75
80		100

RECLAIMED LANDFILL

Count		%
0	Negative Impact	0.00
69	No Impact	86.25
0	Positive Impact	0.00
8	No Opinion	10.00
3	No Response	3.75
80		100

ABANDONED LANDFILL

Count		%
2	Negative Impact	2.50
66	No Impact	82.50
0	Positive Impact	0.00
9	No Opinion	11.25
3	No Response	3.75
80		100

COMMENTS FROM QUESTION 10

- HWY 36 and Cassils Road are very deceiving
- Commercial areas at the north of the Town make the Town look like a dump. Smell and smoke from landfill directly up wind of Town
- Finally new overpass at HWY 1
- Car wash business and rental properties
- We are on the really smelly side of Town in winter
- Train runs by my home. Makes loud and sometimes earth trembling noises. Deters new home owners and property value.
- The County has been permitting the establishing of sandblasting operations in agricultural areas south of Brooks
- If highway commercial or industrial goes directly north, would have serious negative impact on lifestyle and land values. Also, makes no sense to displace farmland
- Appearance of light industrial activity in close proximity leads to a lower environmental appeal in the area. Also leads to increased truck traffic, and potential for more noise.
- Commercial/Industrial areas need to construct high walls - their yards tend to be an eye sore
- The highway is a barrier between my place and town. To get to town, I have to follow a by-pass road and then, very often, have to wait to get across highway 873. I really dislike this intersection!
- House is built close to tracks on the west end of Brooks with nothing built on grasslands across the road.

QUESTION 11

WHERE DO YOU THINK THE FOLLOWING TYPES OF DEVELOPMENT SHOULD PRIMARILY OCCUR?

RESIDENTIAL

Count		%
25	Brooks	31.25
0	County	0.00
53	Both	66.25
2	No Opinion	2.50
0	No Response	0.00
80		100

COMMERCIAL

Count		%
20	Brooks	25.00
5	County	6.25
52	Both	65.00
2	No Opinion	2.50
1	No Response	1.25
80		100

INDUSTRIAL

Count		%
8	Brooks	10.00
18	County	22.50
52	Both	65.00
2	No Opinion	2.50
0	No Response	0.00
80		100

RECREATIONAL

Count		%
15	Brooks	18.75
5	County	6.25
57	Both	71.25
3	No Opinion	3.75
0	No Response	0.00
80		100

PUBLIC AND INSTITUTIONAL

Count		%
40	Brooks	50.00
0	County	0.00
34	Both	42.50
6	No Opinion	7.50
0	No Response	0.00
80		100

AGRICULTURAL OPERATIONS

Count		%
0	Brooks	0.00
66	County	82.50
8	Both	10.00
5	No Opinion	6.25
1	No Response	1.25
80		100

QUESTION 12

PLEASE RANK IN ORDER OF PRIORITY WHERE THE CITY OF BROOK'S FUTURE GROWTH SHOULD OCCUR.

WITHIN EXISTING CITY BOUNDARIES

Count		%
45	First	56.25
4	Second	5.00
7	Third	8.75
7	Fourth	8.75
7	Last	8.75
10	No Response	12.50
80		100

NORTH OF THE CITY

Count		%
4	First	5.00
14	Second	17.50
8	Third	10.00
11	Fourth	13.75
29	Last	36.25
14	No Response	17.50
80		100

SOUTH OF THE CITY

Count		%
17	First	21.25
21	Second	26.25
19	Third	23.75
10	Fourth	12.50
5	Last	6.25
8	No Response	10.00
80		100

EAST OF THE CITY

Count		%
8	First	10.00
24	Second	30.00
20	Third	25.00
9	Fourth	11.25
10	Last	12.50
9	No Response	11.25
80		100

WEST OF THE CITY

Count		%
16	First	20.00
15	Second	18.75
8	Third	10.00
18	Fourth	22.50
15	Last	18.75
8	No Response	10.00
80		100

COMMENTS FROM QUESTION 12

- Adamantly opposed to growth North. We need to preserve farmland, northern growth will have a negative impact on business in Brooks
- Almost need HWY access and long-term vision
- Areas already annexed should be developed first. Some areas will be difficult to develop due to terrain and businesses occupying some areas.
- Build on existing property first.
- Difficult to determine - the substantial lack of planning in the past has left a complete mess - this issue must be addressed.
- Don't expand east yet - it is good agricultural land
- Expand when needed.
- Future growth should occur first within the City boundaries in order to maximize the tax base, with the lowest cost of infrastructure. The ASP should be designed to allow for orderly expansion of the city, and required to take into account the needs of both.
- Growth to the south and west use the least amount of agricultural land. Also everything drains from the south to the north and to the east.
- Higher residential density within the existing City structure makes economic sense. Expansion in any direction makes no difference - Prairie is Prairie.

- Highway, central.
- HWY 1 is north of the City - should try and keep most industrial. Housing, commercial south of it.
- I live on the west end - I would like to have no houses built across from me.
- Industrial area should be contained to one area instead of surrounding the whole Town. Truck routes should not go through school and playground zones like they currently are.
- Industrial areas are already north and south, so residential could go east and west.
- Most of the development is north of the city already and the tax base would contribute positively to the City of Brooks. Plus we live north of Brooks and would like to be part of the City and be able to access city water, sewer, garbage removal, paved roads.
- No preference - but not west. Also we have land sitting idle inside City limits that should be utilized - it has been empty for over a decade
- Industrial growth should be south. Residential growth should be west and secondly east.
- Residential in NW limited due to lakeside. Possible industrial with access to HWY 36 and HWY 1. It is natural to expect growth within boundaries to maximize services. However there will be consistent pressures to build adjacent to the City.
- South - great for industrial, east - too good for farmland, west - residential
- South - railway a problem - bad. West of City higher ground. South towards lake good. North high water table.
- South makes sense - lots of lands not being used as farmland
- South side of the City would be a good place to develop with all the new areas being built there. West of the City is already re-zoned so why not develop in that direction as well?
- Stay away from the smell.
- The City's growth should be on land that is not very productive for agriculture. There is a lot of land west and south of the City that would be good for the City's growth.
- The planning commission should (a long time ago) and still plan businesses of the same type in a strategic area, upper class residential in one area, trailer parks similarly. Instead we put them here, there, and anywhere with no obvious reason or plan.
- There are many businesses and residences north of the highway that could boost tax revenue for the City. They also should benefit from City services. My ranking considers other directions according to the number of businesses or residences involved.
- There is so much room in the north end. The west end is almost to the boundaries. South and east have a lot of room
- To build within the city not enough room. North and west Lakeside the smell! And oil and gas plants too close for healthy living. East there is some space as well as the south.
- Use land within City limits to full potential.
- West - nothing there. East - fill towards the college. South - nice to go to Lake but industrial park is in the way. North - why bother? Within the City - nice to have green space.
- Who built a packing plant/feedlot on the west side of Town? Hello, which way does the wind blow?

QUESTION 13

WHAT DO YOU THINK THE IDEAL POPULATION OF THE CITY OF BROOKS SHOULD BE?

Count		%
18	Less than 15,000	22.50
39	16,000 - 30,000	48.75
5	31,000 - 45,000	6.25
4	46,000 - 60,000	5.00
0	61,000 - 75,000	0.00
2	Greater than 76,000	2.50
12	No Response	15.00
80		100.00

QUESTION 14

DO YOU THINK THERE IS AN ADEQUATE ROAD NETWORK IN PLACE IN THE CITY OF BROOKS?

Count		%
21	Yes	26.25
47	No	58.75
12	No Response	15.00
80		100.00

COMMENTS FROM QUESTION 14

- A truck route around City to the south makes sense to me.
- Barely adequate for it's size. We need to build wider main roads through the City so that as we grow we can increase the limits on them.
- Continue work on majors.
- Existing roads badly in need of repair. Road past the Silver Sage to Lake Newell roads needs paving and lake road to Kinbrook needs re-paving. The main drag or 2nd street into town is a disgrace.

- I can drive across Red Deer faster
- If Town ever grows then we need more adequate road networks.
- Infrastructure is currently in very poor state.
- Main streets are getting pretty rough looking. Sidewalks and streets not getting enough attention in the winter time.
- Maintenance is pathetic at best.
- Must connect areas with better planning if City population grows. Better planning.
- Need a road from West Cassils to Wal-Mart.
- Need at least 3 north-south roads to Cassils Road.
- Need ring road.
- Needs improvement by Safeway and Wal-Mart.
- No, and what roads there are, they are very poorly maintained, especially since the since the City took back control of road maintenance.
- Not enough developed north-south through streets. 2nd Street W has to take 95% of the traffic.
- Planning should be put in place to create for exit roads out of the City. Like a ring road NW of HWY 1 connecting SE of HWY 1.
- Second avenue is in poor shape. Lots of potholes. It sees lots of use and may be overtaxed as a result.
- Second street cannot handle it's volume of traffic.
- Should develop back road below slope on west side of Lake Stafford.
- Speed limit on Cassils Road west of Brooks should be lowered in view of the increased traffic and the new development.
- The main north-south and east-west roads must be improved and enhanced.
- The road network in Brooks is the worst I have ever seen or encountered.
- The turning lanes that have just put in are unsafe and confusing.
- There are bottleneck areas, confusing lanes. IGA intersection heading east, main road north-south - brutal condition.
- There has been a large increase in traffic over the years and the road network hasn't kept up.
- There seems to be an adequate road network existing in Brooks. However I think we are definitely lacking in the improvements/upgrades and snow removal activities. What is the use in having adequate infrastructure if it is not even being maintained?
- There should be plans in place for future growth.
- Thoroughfares too congested. Road from Safeway to Wal-Mart needs to get done!
- Too many of the main roads pass through school and playground zones. Several roads are in poor conditions especially going out to the College (old HWY 1).
- Too much traffic is funneled through City centre streets. In order to access destination areas, industrial traffic should not have to pass through residential or industrial areas in order to access the highway.

- Wal-Mart area confusing. Better access from downtown. Advance left turn arrow at Wendy's please.
- With current plans for plans for 2nd street, should be adequate
- Yes but they require a much higher degree of maintenance and we need bike/walk paths through the City
- Yes provided you continue with left turning lanes and extend the road through from Cassils to Wal-Mart.

QUESTION 15

DO YOU THINK THAT THE 2004 INTERMUNICIPAL DEVELOPMENT PLAN STUDY AREA IS APPROPRIATE?

Count		%
37	Yes	46.25
13	No	16.25
30	No Response	37.50
80		100.00

COMMENTS FROM QUESTION 15

- Area includes highest population with most acreage and small land owners.
- If it incorporates the Petro-Canada retail highway site, it is appropriate.
- Includes industrial uses in the County.
- It covers areas in which development has already occurred and which lie adjacent to the current City boundary.
- It covers the most populated areas.
- It is barely adequate as it does not encompass some areas that already have significant development on them.
- It should be expanded to HWY 36 to the west, to the park entrance at the Lake and north to the Patricia highway. Think 20 years down the road.
- Lake Newell should be included.
- Leave directly north alone. There is farmland/residential which would be negatively impacted.
- Maybe should consider including the development areas on the north end of Lake Newell.
- No I think that you should include Lake Newell residences as Brooks is their main centre.
- No- north needs to be preserved as is across highway - no highway commercial.
- No wide enough.
- No, expansion over HWY 1 will cause traffic problems. There are only 2 overpasses; additional overpasses are expensive to develop.
- Perhaps should be extended south to include the Lake Newell Resort.
- The 2004 IMDP should be modified to permit further industrial growth on the perimeters of the City especially to the west (in the urban referral area).
- Too much industrial/commercial.
- Use HWY 1 as a boundary.
- Yes, it covers all future growth for 30 years, could go a little more north.
- Yes. It is important that any development in the county which borders the City of Brooks and has an impact on the City (attitudes, appearances, safety) is planned together.

QUESTION 16

WHAT DO YOU THINK ARE THE THREE MOST IMPORTANT ISSUES THAT NEED TO BE ADDRESSED IN THE NEW INTERMUNICIPAL DEVELOPMENT PLAN?

Count		%
23	Servicing - water, sanitary and storm sewer	18.40
20	Road Infrastructure and Maintenance	16.00
17	Long-range planning for mixing of different land uses	13.60
12	Fair and equal by-law enforcement and adherence	9.60
12	Work together - Brooks and County	9.60
9	Preservation of agricultural land	7.20
8	Economic development	6.40
6	Public Spaces	4.80
4	New truck route	3.20
4	Location of existing and new CFOs	3.20
3	Promotion - Tourist attraction/Image of Brooks	2.40
2	No development north of HWY 1	1.60
2	Railway	1.60
1	Attracting new commercial/shopping opportunities	0.80
1	EID	0.80
1	Transit opportunities	0.80
125		100.00

ADDITIONAL COMMENTS

- Agricultural operations on prime farmland should be maintained. Class 1 land should not be used for commercial, industrial, or residential uses where possible. Where commercial and industrial uses are designated, roads should be upgraded to handle heavy trucks. The same applies to rural roads leading to and from oil and gas batteries, major tourist sites (tillbrook campsite, aqueduct historic site, Rolling Hills Reservoir, etc). I hope that a comprehensive development plan can be created that governing bodies can stick to and not change on a whim. People need to know what the limits to development are. Mixing residential with commercial, industrial, and agricultural probably won't work very well.
- Also, our taxes are plenty high without becoming part of the City.
- Appreciate what you are attempting to do.
- As a College, the biggest issue is the lack of a paved bicycle or walk-way path for students who need to walk to our campus, or choose to walk to our campus.
- Brooks and urban fringe area growing rapidly and need to connect more roads in this area and improve existing roads. Imagine where Brooks will be in 20 years and start adapting now so you have pro-active approaches not re-active ones.
- Can you spray for mosquitoes on Blue Heron Road at the Lake? Near mailboxes.
- City and County - work together! Nobody wins if one or the other does not work to solve mutual problems and the taxpayers just keep on paying.
- City streets that need to be re-paved, and have needed doing for the last five years. What is the problem? Taxes are increasing every year - do something!
- County - We see Lake Newell gets paved roads and sewage removal and places like Westland Acres gets ignored. We all pay taxes. Too much political pull and politicians doing things to benefit themselves and their friends and not for the good of the taxpayer.
- Either way, I am opposed to northern expansion, south makes much more sense.
- Farming, gas, and oil has taken over a lot of free spaces. Even though they are a major part of our economy our city and county is handcuffed and limited to the amount of public lands it can use as well as for our citizen's to hunt, or just walk.
- For the City of Brooks to be looked at as a great place to live and work, to raise a family, the City of Brooks will have to overcome the saying I hear all the time "stinky town" which projects the image of a dump! Which Brooks is not, garbage piles around apartment buildings and commercial also some residential homes. As a resident that have been here for 8 months I see a lot of potential for Brooks. But not at current state. Thank you.
- Get rid of drugs
- Good job, keep it up.
- Good to previous plan is being looked at. It reflects the interests of few over what is best for most. I am not against controlled development, well planned growth but believe we need to look at expansion where land has not been used for agricultural purposes and

need to be ever diligent about increasing need for farms/agriculture as our populations grow.

- I am very opposed to any plan to expand to the north area over the Trans Canada. We need to be diligent in preserving farmland. Also, as a residential acreage landowner, there is no benefit to either having the City annex out land nor to highway commercial development to the north. This would increase taxes and destroy our county-style lifestyle.
- I don't want the City of Brooks involved with planning my land in the County.
- I think it is time for both communities to get their thinking out "this is mine-don't tell me what to do" mode and play nice in the sandbox.
- I travel extensively for my job. I have to say that next to Nisku, Brooks is the ugliest community. There is nothing special that is promoted. You are in the middle of a world heritage site as well as Lake Newell. Unless you lived here, you wouldn't know it.
- I would like to be able to join on the Brooks water system.
- If Brooks is to grow into a bigger city, much consideration should be given to zoning, construction, businesses, and services. We should be attracting better and bigger industries to help with the taxes, bring in more people, build more housing.
- If we are to be an economically viable and vibrant region/municipality, we, as residents of the both the County and the City of Brooks, have to embrace the fact that we must work together to forge ahead with common goals and ideas, and really work hard to get out of our "small town" mentality and look at Brooks as a "City" which is located within the County, which could be poised for an awesome future. We must not lose sight of our history and heritage, but both City and County must look ahead for our children's sake, and work to make this area the best place to live and work in all of Alberta! We have to start building an attitude that this region can really be an example for other municipalities as we venture further into the 21st century!
- It would be important to me to be part of a task force to assist in understanding zoning, taxation, pros and cons of becoming part of the City, etc. At the moment we own and manage a mobile home park in this area and would like to understand the implications of this land and perhaps becoming city property. For example we own 14 acres. Would we be able to afford to the city taxes for these 14 acres? How would the city view this situation? How can I get involved to be a learner and also assist in the discerning process of the City and the County.
- Joint sharing of services could be a look into the future of municipal management.
- Lake Newell Study area should be included in the study area.
- Need growth – good use of land not being used as farmland
- Please publish information about solar and wind power for the homeowner. Will we be penalized for generating our own power supplement?
- Stop commercial and industrial development on every side of Brooks. Keep them together. Brooks' council procrastinates. Talks about improvements, takes forever.
- Such as service roads in subdivisions, Kinbrook Islands roads - more than twice a year.

- Taxes continue to go up on a yearly basis with in the City of Brooks and County of Newell, perhaps we as tax payers could, and should see something positive as a result of these higher taxes.
- The biggest issue that appears to me individually as a relatively new resident (3 years) is the apparent lack of land use planning, and seemingly haphazard development - both in the City and in the County (certainly the area adjacent to the City).
- The City and County should form a joint task force on alternative energy for our area. Solar/wind/bio-fuels etc. We would be a leader in our Province.
- The entrance off HWY 1 to Brooks isn't inviting looking and hasn't changed for years and years. Second Street appeal also could improve. One business does a good job, the next one does not even keep the weeds down - thought they were penalized if they don't. Communities in Blooms tries really hard to get them to cooperate but if the Town doesn't support them - it doesn't do Brooks proud. If Lakeside would do more about their fly problem the restaurants would have more appeal. There is more flies in the restaurants every year. They carry a lot of germs and are very annoying when you go out for a meal.
- The Town of Brooks is way behind in annexing industrial land to make it feasible and affordable in the City of Brooks.
- Think. Consider. Plan.
- This should have been done 10 years ago.
- Town of Brooks new recreation centre. I am a person who sees the need for recreation, wonders why the decision to build the new complex at the Agriplex versus the existing rodeo grounds area. Has anyone deciding this considered the cost factor of the distance to the Agriplex from uptown will mean every child has to be driven to and picked up from the Agriplex area. Plus one likely would have to wait for trains at the railway crossings possibly even both ways. The safety of crossing the tracks increases many thousands of times over if the new Rec Centre were built at the Rodeo Grounds area.
- When away from home and people ask where you are from. The response is "Ah Brooks, the stinky place. How can you stand it?" People smell it as they pass on HWY # 1.
- Work to promote Lake Newell and further housing development around the lake - additional camping facility.
- Yes, it would be much to difficult to move Lakeside or Brooks.

APPENDIX 1

INTERMUNICIPAL DEVELOPMENT PLAN QUESTIONNAIRE



The County of Newell and City of Brooks



Intermunicipal Development Plan Questionnaire

The City of Brooks and the County of Newell have experienced a significant amount of growth over the past several years. The Joint Shared Services Committee has engaged the Oldman River Regional Services Commission to prepare a new Intermunicipal Development Plan. This plan is a statutory document that serves as a basis for decision-making and guides development toward both communities' desired future.

Your opinions are essential in helping the Joint Shared Services Committee establish goals, objectives and policies that will be adopted in the new plan.

Please take some time to fill out this important survey and return it in the enclosed stamped, self-addressed envelope or drop it off at either the County of Newell Administrative Office or the City of Brooks Municipal Office.

PLEASE RETURN THE SURVEY PRIOR TO: **MARCH 15, 2008**

ABOUT YOU

This first set of questions will provide the Joint Shared Services Committee with a better understanding of the different needs of individuals and how different groups view future of both municipalities. Please be assured all responses are anonymous.

1. Please answer the following question about yourself:

Gender:

- Male
- Female

Age:

- Under 20
- 20-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70-79
- 80 and over

2. How long have you owned your property? _____ years _____ months

3. What is the main use of your land?

- Personal Residence
- Rental Property
- Commercial Property
- Industrial Property
- Agricultural
- Other _____

4. Generally, what is total size of the land parcel you own?

- Less than 1 acre
- 1-9 acres
- 10-34 acres
- 35-79 acres
- 80-159 acres
- 160 acres or more

5. What Municipality do you currently work in?

- City of Brooks
- County of Newell
- Other _____



ABOUT YOUR REGION

This set of questions will provide the Joint Shared Services Committee with a better understanding of your likes and dislikes within the City of Brooks and the County of Newell.

6. What three things do you like most about the City of Brooks and do not want to see changed?

1. _____

2. _____

3. _____

7. What three things do you like most about the County of Newell and do not want to see changed?

1. _____

2. _____

3. _____

8. What three things do you dislike most about the City of Brooks and want to see changed?

1. _____

2. _____

3. _____

9. What three things do you dislike most about the County of Newell and want to see changed?

1. _____

2. _____

3. _____

10. Do any of the following have an impact on the way you use your property? (Check one for each topic).
You may wish to refer to the map to locate some of the following items.

	Negative Impact	No Impact	Positive Impact	No Opinion
Lake Newell	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TransCanada Highway 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial or Industrial Uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brooks Sewage Lagoons	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
One Tree Reservoir	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brooks Airport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Railway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Existing Oil and Gas Wells	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regional Landfill, HWY 36 @ HWY 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reclaimed Landfill, TWN Rd 182 @ HWY 873	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Abandoned Landfill, 7 St. E @ Old HWY 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please explain:

ABOUT GROWTH

This set of questions will provide the Joint Shared Services Committee with a better understanding of your ideas on growth patterns within the City of Brooks and the County of Newell.

11. Where do you think the following types of development should primarily occur?

	Brooks	County	Both	No Opinion
Residential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Industrial	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recreational	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public and Institutional	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Agricultural Operations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

12. Please rank in order of priority where the City of Brook’s future growth should occur.
(rank 1-5 with 1 = should occur first, 5 = should occur last)

	Should Occur:				
	First	Second	Third	Fourth	Last
Within the Existing City Boundaries	1	2	3	4	5
North of the City	1	2	3	4	5
South of the City	1	2	3	4	5
East of the City	1	2	3	4	5
West of the City	1	2	3	4	5

Please explain:

13. What do you think the ideal population of the City of Brooks should be?

- | | | |
|---|--|--|
| <input type="checkbox"/> Less than 15,000 | <input type="checkbox"/> 16,000 - 30,000 | <input type="checkbox"/> 31,000 - 45,000 |
| <input type="checkbox"/> 46,000 - 60,000 | <input type="checkbox"/> 61,000 – 75,000 | <input type="checkbox"/> Greater than 76,000 |

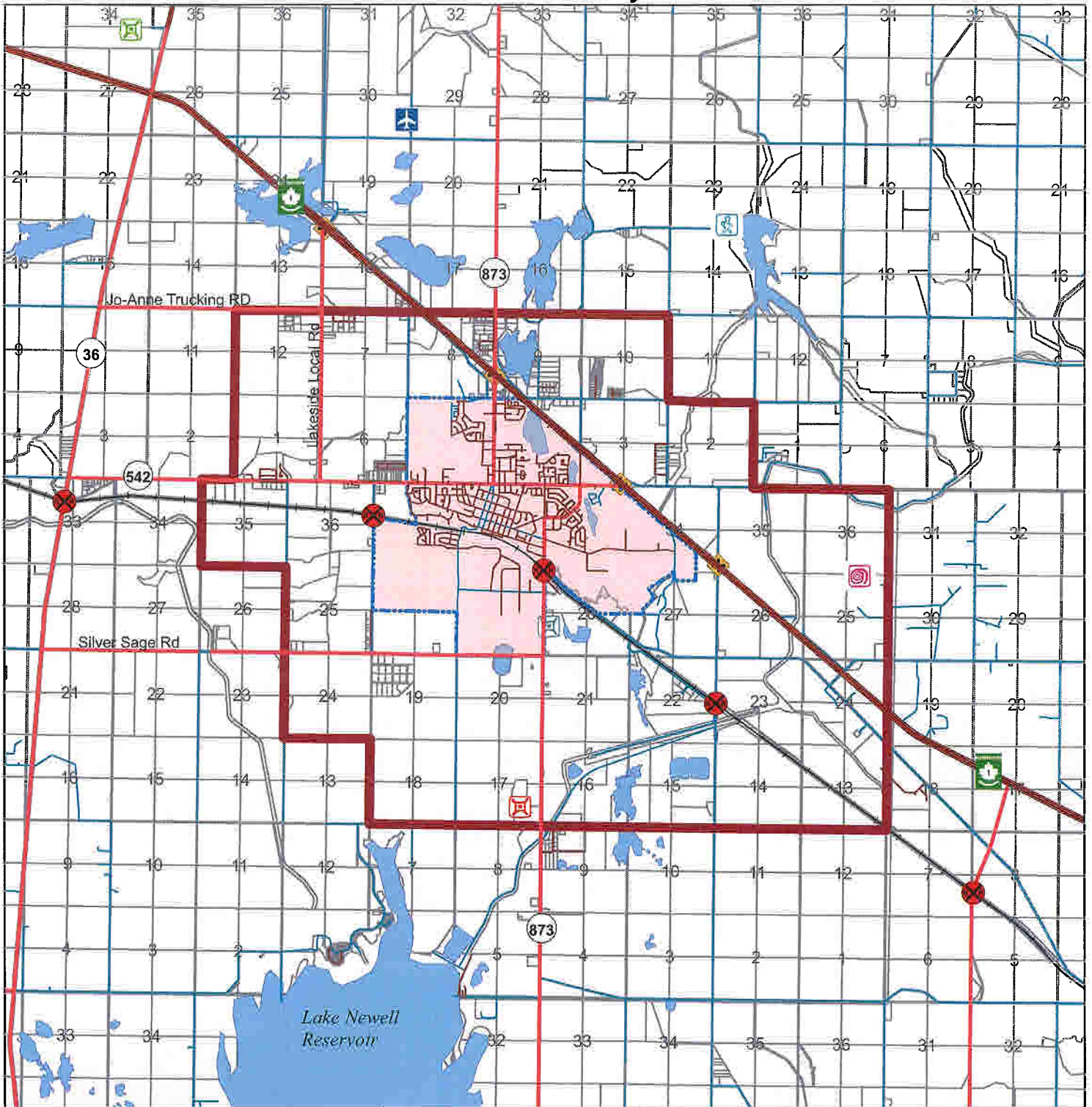
14. Do you think there is an adequate road network in place in the City of Brooks?

APPENDIX 2

QUESTIONNAIRE MAP

County of Newell and City of Brooks

2004 IMDP Study Area



Legend

IMDP Study Boundary	City of Brooks Boundary	Infrastructure Facilities:
Trans Canada HWY	Arterial Roads	Abandoned Landfill
Local Roads	Railway	Reclaimed Landfill
Rail Crossing	Major Intersections	Regional Landfill
		Brooks Sewage Lagoons
		One Tree Reservoir
		Brooks Airport

OLDMAN RIVER REGIONAL SERVICES COMMISSION

 0 0.5 1 2 3 4
 Kilometers

February 7, 2008



APPENDIX 2

APPENDIX 2 Tables and Charts

Table A2.1
County of Newell & City of Brooks Background Report to the IMDP
Canada Land Inventory Soil Capability for Agriculture

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.
Class 4	Soils in this class have severe limitations that restrict the range of crops or require special conservation practices.
Class 5	Soils in this class have very severe limitations that restrict their capability in producing perennial forage crops, and improvement practices are feasible.
Class 6	Soils in this class are capable only of producing perennial forage crops, and improvement practices are not feasible.
Class 7	Soils in this class have no capacity for arable culture or permanent pasture.
Class 0	Organic Soils (not placed in capability classes).

(Source: <http://nlwis-snite1.agr.gc.ca/cli-itc/index.phtml>)

Table A2.2
County of Newell & City of Brooks Background Report to the IMDP
County of Newell Study Area Historic Subdivision Information 1995-2007

File Number	Use	Lots	Legal Description
95 SE 15	Country Residential	15	NE¼ 6-19-14 W4M
95 SE 25	Country Residential	6	SW¼ 10-19-14 W4M
95 SE 44	Agricultural	1	SW¼ 36-18-15 W4M
95 SE 56	Agricultural	1	SW¼ 9-19-14 W4M
95 SE 58	Country Residential	6	SE¼ 6-19-14 W4M
96 NL 004	Country Residential	15	SW & NW¼ 10 & 3-19-14 W4M
96 NL 006	Country Residential	1	SE¼ 25-18-15 W4M
96 NL 018	Mobile Home Park	1	SE¼ 1-19-15 W4M
96 NL 021	Country Residential	1	N½ 9-19-14 W4M
96 NL 030	Industrial	-	NE¼ 12-19-15 W4M
96 NL 032	Country Residential	1	SW¼ 26-18-14 W4M
96 NL 035	Country Residential	-	SW¼ 10-19-14 W4M
97 NL 006	Industrial	3	NW¼ 23-18-14 W4M
97 NL 017	Country Residential	1	SW¼ 24-18-15 W4M
97 NL 031	Country Residential	1	NE¼ 23-18-14 W4M
98 NL 001	Industrial	-	NW¼ 9-19-14 W4M
98 NL 011	Country Residential	1	SW¼ 9-19-14 W4M

99 NL 006	Country Residential	1	NE¼ 23-18-14 W4M
99 NL 012	Industrial	1	NE¼ 8-19-14 W4M
99 NL 013	Mobile Home Park	1	SW¼ 1-19-15 W4M
99 NL 022	Country Residential	1	SW¼ 8-19-14 W4M
99 NL 023	Country Residential	-	SW¼ 10-19-14 W4M
99 NL 030	Industrial	-	NE¼ 8-19-14 W4M
00 NL 001	Industrial	-	NE¼ 7-19-14 W4M
00 NL 005	Country Residential	-	SW¼ 10-19-14 W4M
00 NL 028	Country Residential	1	NW¼ 22-18-14 W4M
00 NL 030	Country Residential	1	SW¼ 6-19-14 W4M
00 NL 032	Industrial	1	NW¼ 28-18-14 W4M
01 NL 028	Country Residential	9	SW¼ 10-19-14 W4M
01 NL 033	Industrial	1	SW¼ 25-18-15 W4M
02 NL 002	Industrial	2	SW¼ 9-19-14 W4M
02 NL 018	Country Residential	9	SW¼ 10-19-14 W4M
02 NL 029	Industrial	9	NW¼ 19-18-14 W4M
03 NL 005	Country Residential	1	SE¼ 6-19-14 W4M
03 NL 006	Country Residential	1	SW¼ 2-19-14 W4M
03 NL 016	Industrial	1	NE¼ 8-19-14 W4M
03 NL 017	Country Residential	1	SE¼ 25-18-15 W4M
04 NL 002	Industrial	6	NW¼ 9-19-14 W4M
04 NL 003	Industrial	1	SE¼ & NE¼ 34 & 27-18-14 W4M
04 NL 005	Industrial	1	NE¼ 20-18-14 W4M
04 NL 018	Industrial	1	SW¼ 25-18-15 W4M
04 NL 023	Country Residential	1	SE¼ 6-19-14 W4M
04 NL 024	Industrial	-	NW¼ 7-19-14
05 NL 001	Industrial	12	NW¼ 19-18-14
05 NL 008	Industrial	2	NE¼ 12-19-15
05 NL 009	Industrial	3	NE¼ 35-18-15
05 NL 018	Country Residential	1	SW¼ 2-19-14
05 NL 019	Country Residential	3	NW¼ & SW¼ 25 & 336-18-15
05 NL 024	Industrial	16	NW¼ 36-18-15
05 NL 026	Industrial	3	NE¼ 8-19-14
06 NL 002	Industrial	-	N½ & SE¼ 34-18-14
06 NL 004	Country Residential	9	SW¼ 10-19-14
06 NL 011	Country Residential	2	SW¼ 18-18-14
2007-0-077	Industrial	1	NE¼ 7-19-14
2007-0-108	Public	1	NW¼ 20-18-14
2007-0-200	Country Residential	1	SE¼ 6-19-14
2007-0-288	Country Residential	32	SE¼ 6-19-14
2007-0-366	Country Residential	1	SE¼ 6-19-14
2007-0-431	Country Residential	1	SE¼ 15-18-14
2007-0-474	Agriculture	1	SW¼ 21-18-14

- Denotes information not available

Table A2.3
County of Newell & City of Brooks Background Report to the IMDP
Subdivisions in the County of Newell

County of Newell	Subdivision Applications	Lots Created by Use					
		Residential	Agricultural	Public	Other	Industrial	TOTAL
1995	32	26	5	2	6	1	40
1996	31	22	10	0	3	10	45
1997	41	9	33	1	7	4	54
1998	22	7	11	0	5	1	24
1999	26	128	4	0	5	2	139
2000	32	29	4	0	4	2	39
2001	37	28	13	0	4	1	46
2002	28	16	3	0	10	9	38
2003	4	12	3	0	4	3	22
2004	24	23	9	0	4	7	43
2005	24	40	4	0	7	25	76
2006	21	2	0	0	1	2	5
2007	38	169	10	0	4	1	184
TOTAL	360	511	109	3	64	68	755

Table A2.4
County of Newell & City of Brooks Background Report to the IMDP
2006 OCCUPATION AND INDUSTRY IN THE CITY OF BROOKS

	Total	%	Male	%	Female	%
Total experienced labour force aged 15 years and over	7,790	100.00	4,590	100.00	3,200	100.00
Management occupations	565	7.25	360	7.84	205	6.41
Business, finance and administration occupations	1,055	13.54	230	5.01	825	25.78
Natural and applied sciences and related occupations	245	3.15	180	3.92	65	2.03
Health occupations	270	3.47	50	1.09	220	6.88
Occupations in social science, education, government service and religion	355	4.56	90	1.96	260	8.13
Occupations in art, culture, recreation and sport	100	1.28	35	0.76	65	2.03
Sales and service occupations	1,525	19.58	490	10.68	1,040	32.50
Trades, transport and equipment operators and related occupations	1,335	17.14	1,240	27.02	95	2.97
Occupations unique to primary industry	945	12.13	905	19.72	45	1.41
Occupations unique to processing, manufacturing and utilities	1,390	17.84	1,010	22.00	375	11.72
Total experienced labour force aged 15 years and over	7,790	100.00	4,590	100.00	3,200	100.00
Agriculture and other resource-based industries	1,600	20.54	1,455	31.70	145	4.53
Construction industries	440	5.65	320	6.97	115	3.59
Manufacturing industries	1,535	19.70	1,075	23.42	460	14.38
Wholesale trade	300	3.85	240	5.23	60	1.88
Retail trade	765	9.82	250	5.45	515	16.09
Finance and real estate	325	4.17	135	2.94	185	5.78
Health care and social services	495	6.35	45	0.98	445	13.91
Educational services	345	4.43	125	2.72	220	6.88
Business services	810	10.40	480	10.46	330	10.31
Other services	1,180	15.15	460	10.02	720	22.50

Table A2.5
County of Newell & City of Brooks Background Report to the IMDP
2006 OCCUPATION AND INDUSTRY IN THE COUNTY OF NEWELL

	Total	%	Male	%	Female	%
Total experienced labour force aged 15 years and over	4,200	100.00	2,425	100.00	1,775	100.00
Management occupations	335	7.98	240	9.90	95	5.35
Business, finance and administration occupations	565	13.45	80	3.30	480	27.04
Natural and applied sciences and related occupations	85	2.02	60	2.47	30	1.69
Health occupations	105	2.50	20	0.82	85	4.79
Occupations in social science, education, government service and religion	120	2.86	20	0.82	100	5.63
Occupations in art, culture, recreation and sport	65	1.55	15	0.62	50	2.82
Sales and service occupations	495	11.79	110	4.54	385	21.69
Trades, transport and equipment operators and related occupations	880	20.95	785	32.37	90	5.07
Occupations unique to primary industry	1,350	32.14	950	39.18	395	22.25
Occupations unique to processing, manufacturing and utilities	190	4.52	135	5.57	60	3.38
Total experienced labour force aged 15 years and over	4,200	100.00	2,425	100.00	1,770	100.00
Agriculture and other resource-based industries	1,985	47.26	1,370	56.49	615	34.65
Construction industries	280	6.67	235	9.69	40	2.25
Manufacturing industries	175	4.17	75	3.09	95	5.35
Wholesale trade	145	3.45	90	3.71	55	3.10
Retail trade	200	4.76	95	3.92	105	5.92
Finance and real estate	90	2.14	25	1.03	60	3.38
Health care and social services	195	4.64	15	0.62	180	10.14
Educational services	210	5.00	35	1.44	180	10.14
Business services	475	11.31	255	10.52	220	12.39
Other services	440	10.48	225	9.28	220	12.39

COUNTY OF NEWELL & CITY OF BROOKS
BACKGROUND REPORT

to the Intermunicipal Development Plan

