



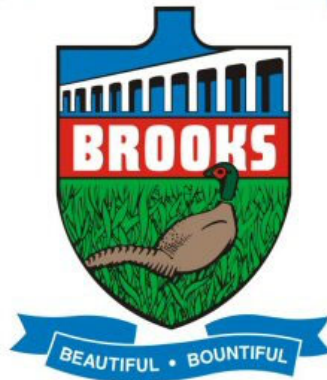
# City of Brooks



# Municipal Development Plan



*Alberta's Centennial City™*



## **BYLAW NO. 19/03**

**February 2019**



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Prepared for the City of Brooks**

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CITY OF BROOKS

BYLAW NO. 19/03

**A BYLAW OF THE CITY OF BROOKS IN THE PROVINCE OF ALBERTA TO ADOPT A MUNICIPAL DEVELOPMENT PLAN.**

**WHEREAS** the City of Brooks wishes to replace existing Bylaw No. 00/19 being the Town of Brooks Municipal Development Plan;

**WHEREAS** the purpose of Bylaw No. 19/03 is to provide a comprehensive land use plan pursuant to the provisions outlined in the *Municipal Government Act*, RSA 2000, Chapter M-26, as amended;

**WHEREAS** Council has requested the preparation of a Municipal Development Plan to fulfill the requirements of the *Municipal Government Act*, RSA 2000, Chapter M-26, as amended and provide for its consideration at a Public Hearing;

**WHEREAS** a Public Hearing, as required by Section 692 of the *Municipal Government Act*, RSA 2000, Chapter M-26, will be held prior to second reading of this Bylaw;

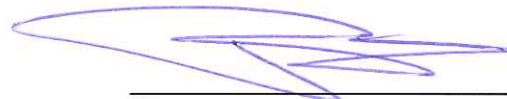
**NOW THEREFORE**, the Council of the City of Brooks duly assembled, enacts as follows:

1. Bylaw No. 19/03, being the City of Brooks Municipal Development Plan Bylaw is hereby adopted.
2. Bylaw No. 00/19, being the Town of Brooks Municipal Development Plan and any amendments thereto are hereby repealed.
3. That this Bylaw shall take effect upon final passing thereof.

Read a first time this 21<sup>st</sup> day of January, 2019.

Read a second time this 4<sup>th</sup> day of February, 2019.

Read a third time and finally passed this 4<sup>th</sup> day of February, 2019.



Mayor



Chief Administrative Officer



# Contents

<b>PART 1: INTRODUCTION &amp; FRAMEWORK</b>	<b>1</b>
1.0 Introduction	1
2.0 History and Location	1
3.0 Vision and Guiding Principles	3
4.0 Purpose and Context	4
4.1 Purpose	4
4.2 How the MDP Relates to Other Documents	4
5.0 Community Profile	7
5.1 People	7
5.2 Economy	10
5.3 Community Needs	10
5.4 Built Environment	12
5.5 Growth Direction and Annexation	15
5.6 Transportation	17
5.7 Natural Environment	19
5.8 Municipal Services & Facilities	22
5.9 Sour Gas Facilities	25
5.10 Governance	25
5.11 Assets and Challenges	26
6.0 Preparing the MDP	28
6.1 Community Engagement and Input	28
6.2 Technical Review	30
6.3 Integration of Other Documents	30
<b>PART 2: PLAN POLICIES</b>	<b>33</b>
1.0 People	33
2.0 Community Needs	34
3.0 Economy	35
4.0 Built Environment	36
5.0 Growth Direction and Annexation	42
6.0 Transportation	43

7.0	Natural Environment	45
8.0	Land Dedication	46
9.0	Parks and Open Space	47
10.0	Municipal Services & Facilities	48
11.0	Oil & Gas	49
12.0	Governance	50
PART 3: ADMINISTRATION AND IMPLEMENTATION		53
PART 4: REFERENCES		55
PART 5: GLOSSARY OF TERMS		57

## Appendices

APPENDIX A: AREA STRUCTURE PLANS

APPENDIX B: SOUTH SASKATCHEWAN REGIONAL PLAN REVIEW

# List of Figures

<b>FIGURE 1-1</b>	Location Map	2
<b>FIGURE 1-2</b>	MDP Relationship to Planning Documents	6
<b>FIGURE 1-3</b>	Population Projections	8
<b>FIGURE 1-4</b>	Population Pyramid	9
<b>FIGURE 1-5</b>	Block Patterns	14
<b>FIGURE 1-6</b>	Growth Areas	16
<b>FIGURE 1-7</b>	Road Classification	18
<b>FIGURE 1-8</b>	Pathways and Green Space	20
<b>FIGURE 1-9</b>	Sanitary Sewer System	23
<b>FIGURE 1-10</b>	Water System	24
<b>FIGURE 1-11</b>	Assets and Challenges	27
<b>FIGURE 1-12</b>	Preparing the MDP	29
<b>FIGURE 1-13</b>	Six Key Elements	31
<b>FIGURE 2-1</b>	Business Revitalization Zone (BRZ)	40







# Part 1: Introduction & Framework



# Part 1: Introduction & Framework

## 1.0 Introduction

The *City of Brooks Municipal Development Plan* was developed by a stakeholder group, public input and City staff. The plan describes the vision and hopes of the City regarding future growth and development. The plan outlines strategies to assist the City to become recognized as a centre of economic and cultural excellence in southern Alberta.

## 2.0 History and Location

The City of Brooks is part of the area once used by the Blackfoot and Crow peoples as buffalo hunting grounds. Some of the lands transitioned to farming as homesteaders moved into the area following the execution of Treaty 7 in 1887. The construction of the first Canadian Pacific Railway route was the next influential factor contributing to the settlement of today's City of Brooks.

The Village of Brooks was first incorporated July 14, 1910 and quickly became a town the following year. Growth of the Brooks area occurred primarily due to the investment in railways and other infrastructure initiated by the Canadian Pacific Railway coupled with the burgeoning cattle industry in western Canada. By 1914, CPR had constructed the Bassano Dam, which provided a much needed irrigation network across much of the southeastern portion of the province. This irrigation system assisted Brooks in its growth as a recognized service centre for livestock, grain and vegetable production. In more recent times, growth in Brooks has been greatly influenced by oil and gas industries. Although this sector has experienced a downturn, the industry and services required to support the sector has a strong presence in Brooks. On September 5, 2005, Brooks officially became the City of Brooks "Alberta's Centennial City" with a proud citizenry that looks forward to a bright and prosperous future.

From its inception, Brooks has grown and changed primarily due to agriculture and resource-based industries that has resulted in Brooks becoming a regional hub for the provision of a variety of community needs and services. Considered a comfortable traveling distance from three major urban centres, Medicine Hat, Calgary and Lethbridge (Figure 1-1), Brooks has a major role in a region where approximately 25,000 people work, play, and live.

FIGURE 1-1

# County of Newell



## 3.0 Vision and Guiding Principles

The result of the City of Brooks Municipal Development Plan is a vision of what type of community residents of the City desire. The vision captures the values of who and what the City is as a people and place. The vision will be managed by an established set of guiding principles.

### ***VISION***

The City of Brooks has a vision for a City with:

- Many cultures, beliefs and backgrounds that are embraced and celebrated by an engaged citizenry;
- Strong local commerce that is built on a variety of investment opportunities, the stability of the region's core sectors and businesses, and the support of emerging industries;
- Living environments that offer a broad variety of housing choices and, where appropriate, complementary commercial uses that meet the needs of all tenures, incomes, and life stages;
- Many paths, trails, and interconnected open spaces offering a 'green oasis' that encourages healthy and active living; and
- Public spaces inviting year-round activities and events that promote a strong sense of safety, inclusiveness and civic pride.

### ***GUIDING PRINCIPLES***

In making the decisions that will achieve the vision of this MDP, City Council, its boards and committees, administration and designated staff will:

- Promote social and economic wellbeing;
- Advocate for the efficient use of land and development of complete communities;
- Encourage quality housing options for all interests, incomes and life stages;
- Champion the protection, enhancement, and integration of the natural environment;
- Provide inclusive and accessible community services that support the needs of all; and
- Support regional cooperation and collaboration.

## 4.0 Purpose and Context

### 4.1 Purpose

The City of Brooks Municipal Development Plan (MDP) serves multiple purposes. The MDP is a statutory document required by the Province of Alberta's *Municipal Government Act*. Specifically, the MDP must address the City's future land use and development, the provision of transportation systems, and municipal services and facilities. The *Municipal Government Act* also provides a great deal of flexibility regarding other elements of the City and the MDP may address; financing and programming infrastructure, the coordination of municipal programs relating to the physical, social and economic development of the City, environmental matters, economic development, and issues of importance to a municipality.

Beyond meeting legislative requirements, the MDP is the guide to the City's future growth and development, and is reflective of the needs and desires of the community.

Therefore, this MDP is intended to:

- a. provide a roadmap that lays out the community's aspirations for future growth and change,
- b. identify the most suitable tools and mechanisms available that will deliver the growth and change the community desires.

### 4.2 How the MDP Relates to Planning Documents

The MDP holds a prominent spot in the context of legislated and non-legislated documents that govern and regulate the different aspects of land use in Brooks. A thorough understanding of the application and effectiveness of the MDP will provide a basis to help understand the relationship the MDP has to planning documents at the provincial, regional, and local levels (Figure 1-2).

The Municipal Development Plan is the overarching statutory planning document for a municipality, consequently all other local planning documents must align with the Municipal Development Plan. However, to protect provincial interest, the adoption of the MDP is subject to review for compliance with the South Saskatchewan Regional Plan.

#### ***The South Saskatchewan Regional Plan (2014)***

The provincially developed ***South Saskatchewan Regional Plan (2014)*** (SSRP) identifies a number of key desired outcomes and strategic directions relating to the region's economy, people, environment, and resources. All statutory plans and relevant documents must comply with the SSRP by no later than September 1, 2019 (see Appendix B). As a result the 2018 updating of the MDP provides an opportunity for the City of Brooks to align its highest level statutory planning document with the SSRP. Compliance is finalized by the City filing a statutory declaration declaring compliance with the province.

### ***The Municipal Sustainability Plan (2010)***

The Municipal Sustainability Plan (MSP), adopted in 2010, is a long-range planning approach to the sustainability of the City of Brooks. The distinguishing difference between a sustainability plan versus a municipal development plan is the emphasis on future generations — what we can do today that will enhance their future, the environment they live in, and the opportunities they have to live meaningful and fulfilled lives. The MSP provides guidance and direction in the development of planning documents. The MSP was a requirement identified under *A New Deal for Cities and Communities* initiative for consideration of grants in support of municipal projects. The plan established sustainability priorities and key strategies to achieve community sustainability.

### ***Land Use Bylaw***

A Land Use Bylaw (LUB) is the key implementation tool for the MDP. The LUB effectuates the Municipal Development Plan and provides for its day-to-day administration. A Land Use Bylaw:

- Implements the objectives and policies of the MDP;
- Provides a legal way of managing land use and future development and establishing subdivision and design standards; and
- Supports the MDP in protecting land uses from conflicting and incompatible land uses.

The LUB also serves to implement Area Redevelopment Plans and Area Structure Plans that apply to specific areas within the City.

### ***Area Structure Plans/Area Redevelopment Plans***

A list of the current Area Structure Plans (ASP) is provided in Section 5.5 Growth Areas. The City does not currently have an Area Redevelopment Plan (ARP).

### ***Intermunicipal Development Plan***

The *County of Newell and City of Brooks Intermunicipal Development Plan (2009)* outlines policies that apply to lands both in the urban fringe and within the City which are to be used as a framework for decision making in each municipality with input and cooperation of the other jurisdiction.

Other documents considered in the preparation of this document are listed as Integration of Other Documents on page 30.

FIGURE 1-2





## 5.0 Community Profile

### 5.1 People

Historically, growth in the City of Brooks has been steady and positive, averaging approximately 5.5 percent per year increases from the City's incorporation to the early 1980s. With a population of 9,421 according to the 1981 Federal Census, growth slowed somewhat over the 30 years between 1981 and 2011. The last Federal Census (2016) showed a population of 14,451, which is slightly higher than the latest municipal census (2015) of 14,185. The last three decades represent an average yearly increase of 1.5 percent based on Federal Census data, and the municipal census indicates that growth continues to be fairly consistent up to 2015. For the sake of consistency and accuracy, the federal census numbers have been used exclusively during the preparation of population projections.

Using past census numbers and related growth trends to project future population increases, it is estimated that the City of Brooks will grow by between 2,504 and 6,545 people in the next 20 years, depending on the method of projection used.

As shown in Figure 1-3, population projections have been calculated using three distinct methods. The arithmetic and logarithmic methods are relatively unsophisticated, and focus exclusively on the use of past growth trends to predict future increases. While useful for very short periods (5 years) or very long periods (50 years or more) of growth, arithmetic and logarithmic methods do not adequately account for the effects of factors such as fertility, mortality, and migration rates. Both inward and outward migration strongly influence population in Brooks because many employment opportunities requires transient or manual labour.

In contrast to arithmetic and logarithmic methods of projection, the cohort component method does account for the above mentioned factors. This method is considered the most reliable of the available methods of population projection as it accounts for the greatest number of elements of a population. Population projections using the cohort method have been determined based on the last 5, 10 and 20 years of population growth, to account for variations in growth rates during those periods of time. The results of the cohort component method (using the averaged growth based on all three time periods) indicate that most likely the City will see an increase in population of approximately 4,201 people over the next 20 years. This is representative of an annual increase of 1.46 percent.

Ultimately, the accuracy of population projections can only be measured once the future dates and populations have been realized. Nonetheless, they are a valuable tool for estimating the amount of land, infrastructure, services, and financial responsibility a municipality will likely need to plan for in the coming years.

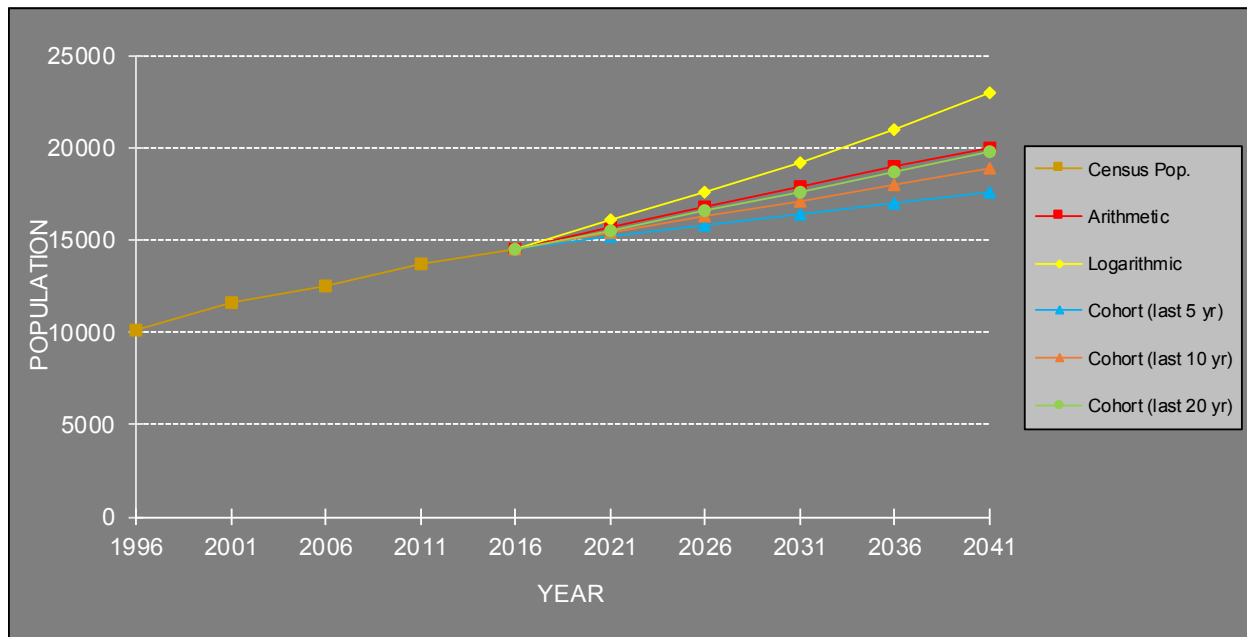
Population data describes the great diversity for the City of Brooks. Approximately 20 percent of the City's population is made up of visible minorities, representing almost double the provincial average, and approximately a quarter more than the national average. The statistics support the colloquial term "the City of 100 hellos"; Brooks is home to many different languages and dialects, with only 73 percent of residents speaking English regularly. According to the 2011 National Household Survey (NHS) data, new Canadians primarily represent African, Asian, European, and South American nations. While the upward

trend of visible minorities emerged due to the employment opportunities in the meat processing sector, many minority groups now represent different employment sectors across the region. The visible minorities in Brooks continue to become more and more rooted in the community and are represented across all age cohorts and tenures of the City’s population.

**FIGURE 1-3**

**BROOKS**

Year	Census Pop.	Arithmetic	Logarithmic	Cohort (last 5 yr)	Cohort (last 10 yr)	Cohort (last 20 yr)
1996	10093					
2001	11604					
2006	12498					
2011	13676					
2016	14451	14451	14451	14451	14451	14451
2021		15701	16114	15149	15387	15537
2026		16780	17600	15762	16248	16568
2031		17858	19223	16338	17075	17588
2036		18937	20996	16955	17945	18652
2041		20016	22932	17611	18874	19756



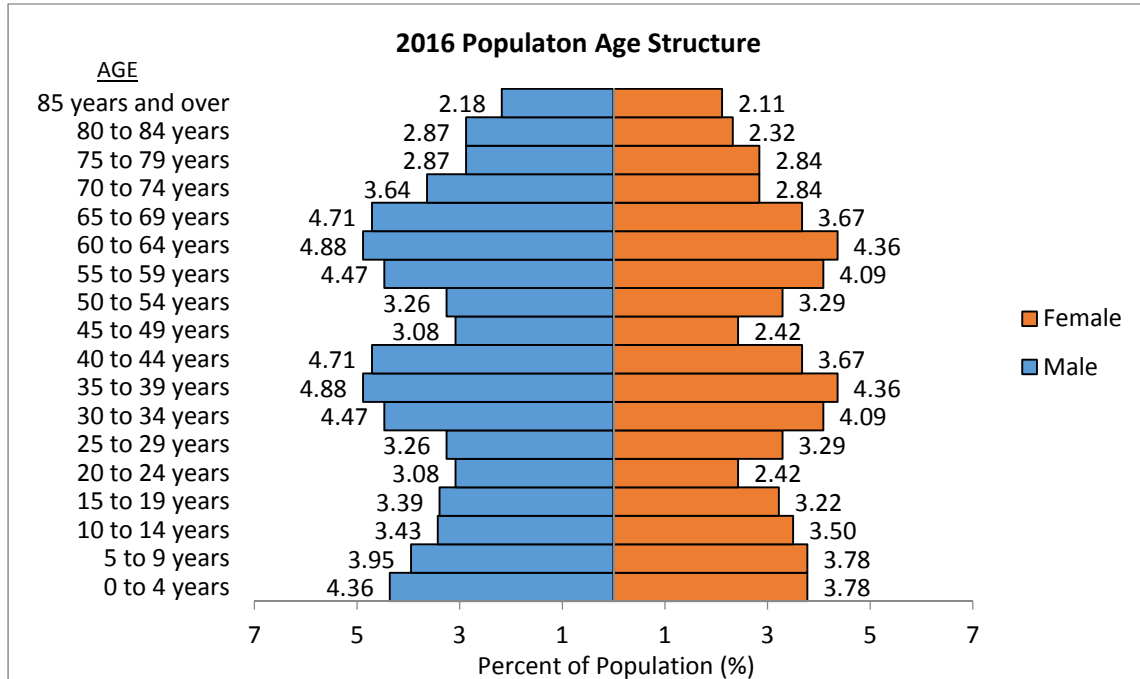
**Educational Attainment**

Forty-three (43) percent of Brooks’ residents 15 years of age and older have obtained a post-secondary certificate, diploma or degree, with the majority of those being trades certificates or diplomas, and college diplomas. The provincial and national averages for postsecondary schooling is 55 and 54 percent respectively.

**Age Characteristics**

The people of Brooks are relatively young, with citizens under the age of 19 representing 29.4 percent of all people in Brooks, and those ages 20 to 44 making up another 38.2 percent (see Figure 1-4).

**FIGURE 1-4**



**Labour Force Statistics<sup>1</sup>**

The majority of residents 15 years of age and older are employed in the sales and service, trades, transport and equipment operators, and manufacturing and utilities sectors, making up a combined 53 percent of the total labour force. Other notable sectors include business, finance and administration, education, law and social, community and government services, and natural resources, agriculture and related production-based occupations. The City’s unemployment rate has been low in the recent past, both relative to the provincial average, and in absolute terms.

<sup>1</sup> Other demographic factors such as educational attainment and labour force statistics have become increasingly difficult to obtain due to the federal government’s decision to abandon the requirement for the long-form census. Alternatively, the Government of Canada chose to implement the voluntary National Household Survey (NHS), with data collection beginning in parallel with the 2016 census. While the NHS dataset is less representative than the previous long-form census dataset due to its voluntary nature, demographic information may still be useful in characterizing local, regional and national data regarding matters such as labour force, education, employment, language and spiritual belief statistics.

## 5.2 Economy

The City of Brooks benefits from economic activity across many sectors, with a select few sectors being accepted as major employers. The natural resource extraction and processing sectors represent a significant part of the local economic output, and have contributed significantly to the growth of the City and the region.

The regional economy is focused around the agricultural, natural resource extraction and processing sectors, with a strong sales and service sector presence in and around Brooks to meet the needs of the area's approximate 25,000 residents. The City and the region benefit from a strong agricultural and meat processing industry, with potential to accommodate a diverse manufacturing sector related to this industry.

Oil and gas exploration and extraction have been significantly affected by the significant drop in the price of these commodities since early 2015. Beyond the City and the region, the province and the country have undoubtedly felt the negative effects of depressed market prices. While a rebound would be welcome, there is no definite timeline for which oil and gas prices may come back to pre-2015 levels. Under such circumstances, the area is fortunate to have a diverse economy allowing an economic shift toward other sectors of the economy.

## 5.3 Community Needs

The City of Brooks is a young and diverse community with a broad range of needs. Beyond Brooks' borders, the region depends on many of the services and opportunities that are available in and around the City proper. To ensure that a healthy and well-served community is a reality, the City and many government and non-government organizations provide recreational, cultural, educational, worship and social opportunities, medical and family support, and protective services.

### ***Recreation***

The City recently completed a major renovation/expansion of the JBS Canada Centre, which offers a variety of fun and fitness related facilities: water slide/wave pool, lane swimming, sauna, steam room, field house, fitness centre, combatant's room, gymnasium, ice arena and six sheets of curling ice.

Just beyond the City's borders is the Centennial Regional Arena (CRA), a 74,000 square foot facility that provides multiple recreational and space for concerts and other community events. Adjacent to the CRA is the Silver Sage Community Corral, operated by the Silver Sage Agricultural Society, which provides multi-purpose agricultural grounds and an indoor riding and rodeo facility.

Recreational programs and facilities in Brooks are made possible through many partnerships with organizations and associations. The County of Newell is one integral partner who over the years has provided funding for capital projects along with annual operational funding levied from residents in Divisions 5 and 10.

The outdoor infrastructure consists of 9.8 km of asphalt trails, 3.2 km of shale trails, Brooks Regional Ballpark, seven soccer fields, two football fields, a spray park, six basketball courts, one outdoor track, four tennis courts, two ice rinks, 28 playgrounds and a skateboard park. Almost 81 hectares (200 acres) of formalized and naturalized green spaces are interspersed throughout Brooks, and are generally accessible by linear pathway networks.

### ***Social and Cultural***

While the social and cultural elements of a community can be realized through daily activities, a key component of a supportive and inclusive environment is the ability to celebrate all citizens' unique cultural and social backgrounds without fear of prejudice.

The City of Brooks values the diversity of its residents and staff and is committed to providing high quality services, inclusive facilities and programs, and creating an overall diversity-friendly and inclusive community. The *Welcoming and Inclusive Communities Partnership Plan 2017-2020* describes the City of Brooks is committed to building a welcoming and inclusive community and workplace that helps sustain a mixed cultural atmosphere that all residents can enjoy. This document is focused on ensuring the City is not only an inclusive and welcoming workplace, but also that the facilities, services, programs and events offered in the City are managed with the same openness.

Beyond the City's formal recognition of and ongoing work towards ensuring a welcoming and inclusive community, many informal and formal clubs and organizations exist that provide a place to celebrate the shared cultural heritages of Brooks' citizens.

Other elements of the social and cultural fabric of the City include a new arts and culture centre, art installations and events, ethnic restaurants and worship facilities.

### ***Education***

The City of Brooks is home to five public schools (Grasslands Public School District), one francophone school (Southern Public Francophone Education Region No.4), three catholic schools (Christ the Redeemer Catholic School Division) and alternate learning schools St. Luke (Catholic) and Sunrise (Grasslands). Additionally, the Brooks Campus of Medicine Hat College provides a number of post-secondary courses and programs and the commercial schools provide opportunities for trade and skill training. Outside of grade-based and collegiate programming, various service providers offer language training for English and a variety of other languages.

### ***Medical***

The Brooks Health Centre (Alberta Health Services) provides a range of healthcare services including a 24/7 emergency department and acute continuing care facilities. In addition, the City has six medical practices and many independent medical professionals such as specialized medicine, dental, optometrist and other services are also available.

### ***Family and Community Support Services***

The City of Brooks has a variety of services that delivers social programming to the Brooks region. These services are an intermunicipal partnership between the City, the County, and the Villages of Duchess and Rosemary.

With a key focus on community feedback to determine needs, these services deliver programs focused on education and training, with the goal of building capacities in organizations through ongoing engagement activities. A sampling of programs delivered in part or in whole by these services includes meals on wheels, senior's home cleaning, youth volunteer opportunities, and the recognition of citizens in the region that honours local citizens for significant community contributions.

### ***Protective Services***

Protective services can generally be described as those that maintain and enhance the safety of a community. The City of Brooks benefits from the delivery of policing by the Royal Canadian Mounted Police (RCMP), while fire protection services are provided by a combination of the City's paid and volunteer firefighters. Municipal enforcement is tasked with enforcing local laws.

The Emergency Medical Service (EMS) is located in the City of Brooks and is operated by the Alberta Health Services.

## **5.4 Built Environment**

Throughout the years, the City of Brooks has experienced relatively consistent growth in the residential, commercial and industrial sectors. Infrastructure and servicing has been coordinated between established and newer areas of the community, with a recent focus on understanding and acting on the efficiencies of intermunicipal and inter-organizational collaboration.

Historic development forms have evolved much in the same way as many other municipalities in southern Alberta. Starting from a compact grid system established by the CPR, the patterns of the community have evolved with the increased dependence on the personal vehicle since the early to mid-nineteenth century. This is evidenced in the relatively high density residential development focused around the original downtown, which itself is made up of small lots characterized by minimal or no front setbacks, and high percentages of lot coverage with little to no off-street parking contemplated. Over time, commercial development has been concentrated in a linear fashion along major routes through the City; Cassils Road and 2<sup>nd</sup> Street West. Industrial development has progressed in a similar fashion, with lot sizes and layouts adapting to the larger albeit relatively more maneuverable transportation and heavy equipment now used.

Public and institutional development has in the past made use of the City's parks and trails system, connecting to the active modes network through the siting of such uses in or along linear green spaces. Recently and in part due to the combination of needing to provide adequate parking and making use of cooperative efficiencies, developments such as the Centennial Regional Arena have been sited on the periphery of the urban areas of the community.

At the streets and blocks scale, the eventual loss of the gridded street network is obvious by examining the procession of development from the historic centre of the community. As newer areas have been developed, the use of crescents and cul-de-sacs have increased (see Figure 1-5).

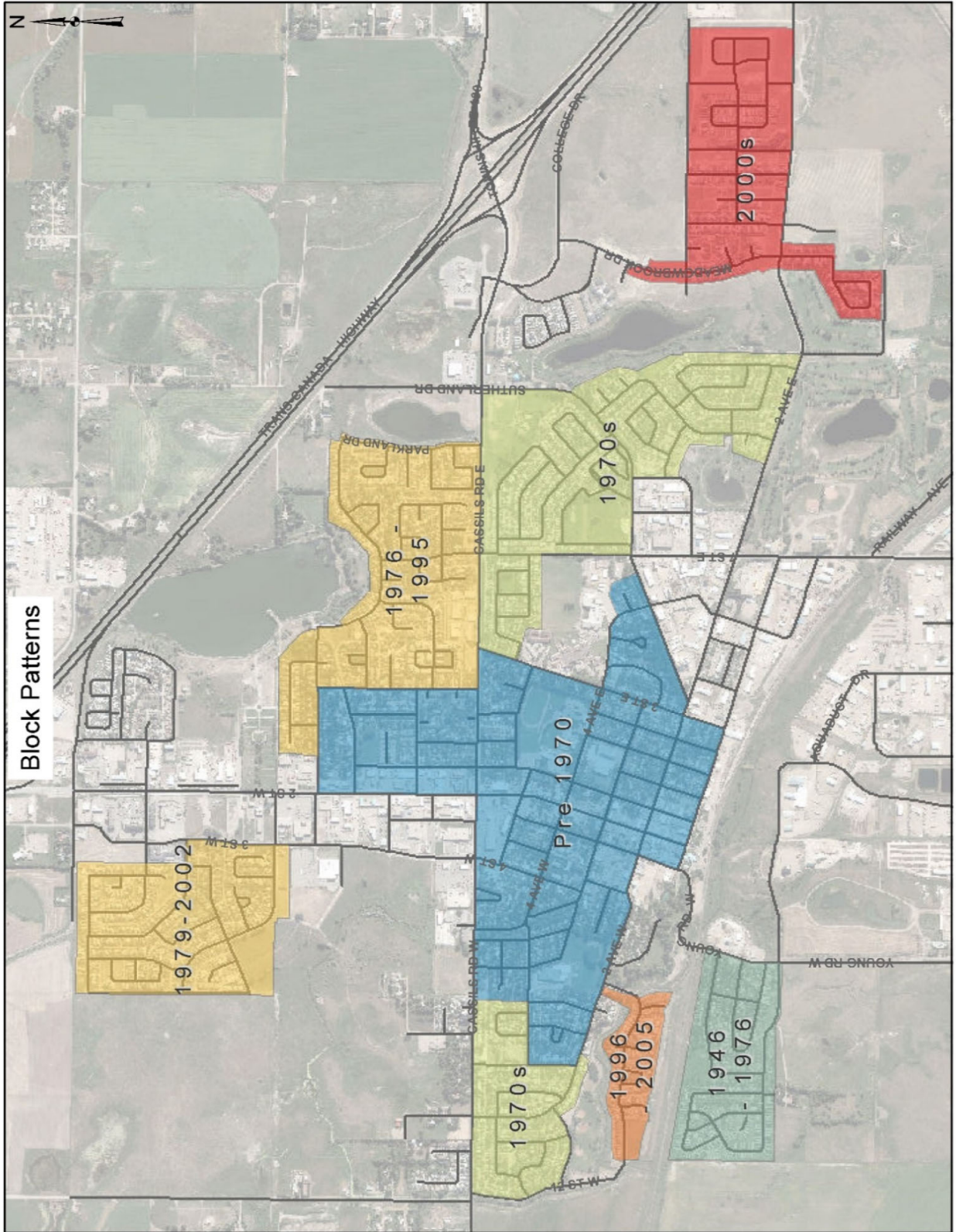
The City's infrastructure and servicing capacities, opportunities for growth and challenges due to the same are well understood, with a focus on reducing known and potential risks and increasing needed redundancies and making use of new and innovative methods of serving Brooks. This knowledge is kept current through the ongoing technical study, review and updating of the City's infrastructure and services.

Direction from the province has been clear, through the enactment of the South Saskatchewan Regional Plan that urban development needs to occur in such a way that the potential negative impacts of dispersed patterns of development are avoided. The City maintains the regulatory and guiding documents that govern the development of Brooks' built environment, which must align with provincial legislation. A major step forward to ensuring alignment with the regional plan, and generally the benefits of development that is logical, efficient and in keeping with the character of the community was taken in 2014, with the passing of a revised and updated Land Use Bylaw.

With the knowledge of the components of Brooks' past and present built environment, the City is well poised to ensure development continues in a logical and efficient manner, and makes use of new and innovative design elements from the building and lot right to the street, block and living environment scales.

There are many places of historic significance throughout the County. A historic place is a structure, building, group of buildings, district, landscape or archaeological site that has been formally recognized for its heritage value by an appropriate authority. The Government of Alberta recognizes historic places through the Alberta Historical Resources Foundation, there are two designated properties, the CP Rail Engineers House and 1910 Union Bank of Canada. Although the Brooks Aqueduct is outside the City limits, the site is a renowned historic property. Also a short drive northeast of Brooks is Dinosaur Provincial Park which is a designated World Heritage Site. Local organizations in Brooks have also recognized several properties and buildings that have served a role in the development and heritage of the community. Formal recognition of these spaces can be achieved through the Designating Municipal Historic Resources process.

FIGURE 1-5





## 5.5 Growth Direction and Annexation

Identifying new development and redevelopment areas as part of future growth provides a framework for sound decision and orderly development. This framework provides an element of certainty and consistency for residents, developers, businesses, and industry.

The City has acquired a significant amount of land as part of past annexations providing ample opportunities for the City to grow and expand. The acquired lands are described in more detail in the adopted Area Structured Plans (ASP). Unfortunately, the majority of lands within the adopted ASP are not serviced. Therefore, the biggest challenge regarding growth is extending infrastructure and not the acquisition of land. The City has sufficient lands available to accommodate 15 – 20 years of growth based on growth projections. As a result, the City is not considering any further annexations unless deemed necessary. Given these circumstances, annexation proposals will need to be initiated by Newell County residents or Newell County.

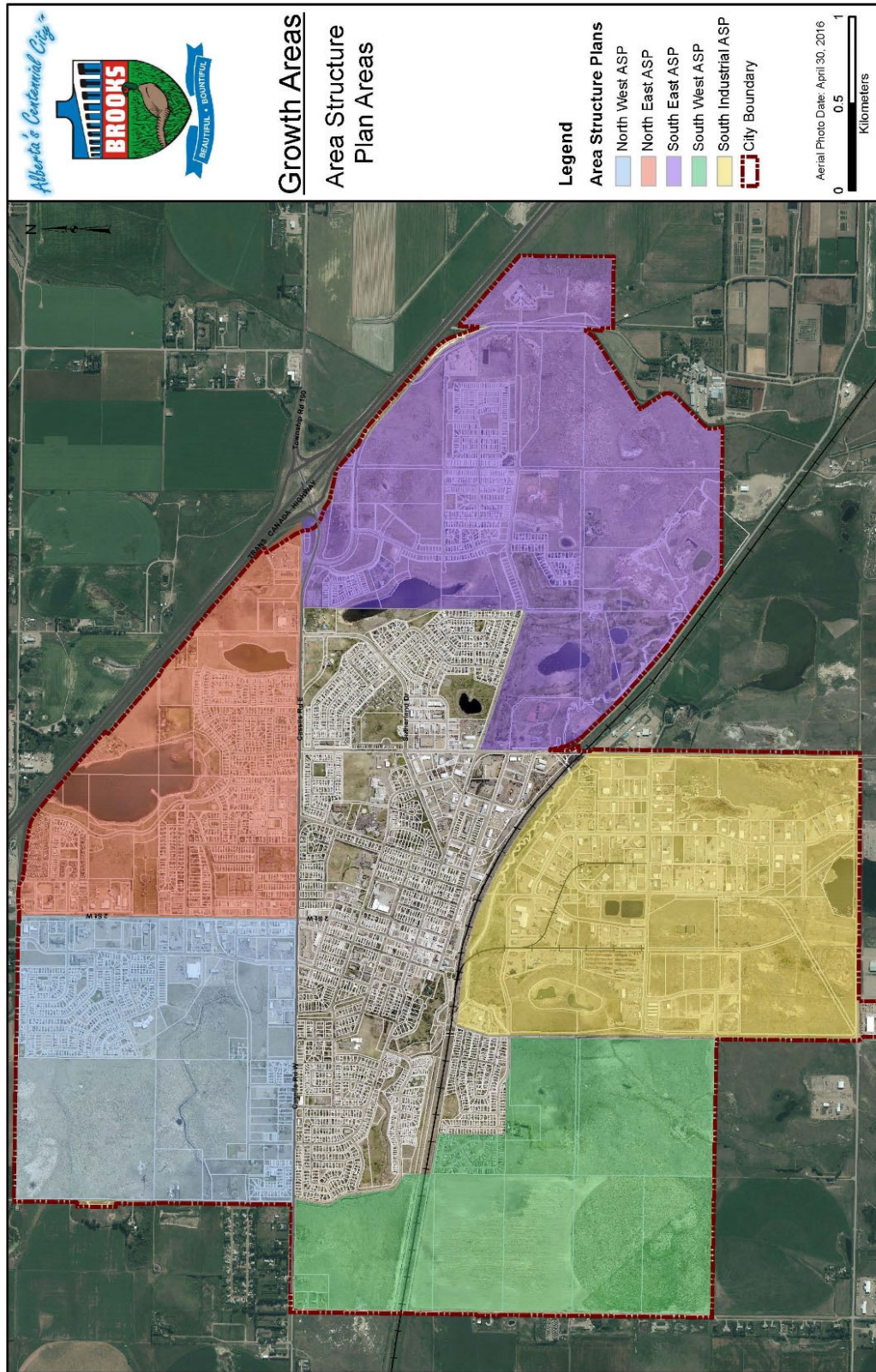
An Area Structure Plan (ASP) is used to refine and implement the City's broad planning objectives and policies of the local planning documents by encouraging logical, compatible, and sustainable development. An ASP guides and directs specific land use, subdivision, and development decisions that collectively determine the character of the plan area. The process for preparing and adopting an Area Structure Plan is outlined in Appendix A.

There are currently five Area Structure Plans describing the growth areas in City of Brooks:

- Northwest Sector,
- Northeast Sector,
- Southeast Sector,
- Southwest Sector, and
- South Industrial.

Based on these plans and priorities which were established by the City, potential growth areas can be determined (Figure 1-6). The Area Structure Plans (ASP) propose land uses within each plan. The amount of growth and location will be determined by development opportunities and market conditions. Any future development must comply with an adopted ASP or require an amendment to the ASP.

FIGURE 1-6



## 5.6 Transportation

Just as there is a need to consider the ecological footprint when considering the natural environment, similar considerations apply when planning for sustainability and the role of transportation. Transportation continues to attract increased attention with respect to its role in the creation of a sustainable environment.

Traditional transportation planning concentrated on the movement of people and goods in a convenient and efficient manner. This approach focused on roads, parking, suburban residential and commercial strip development.

Land use planning now recognizes the interaction between land use and transportation. As a result, communities are pursuing development patterns that reduce automobile dependency and provide transportation options. Changes in the approach to land development include:

- Increased density,
- Greater mix of uses,
- Expanded walking and cycling connections, and
- Flexible parking requirements.

Because there is a direct link between land use planning and transportation, strengthening this relationship will support desired growth patterns and the quality of the developed environment.

The primary modes of transportation in Brooks are rail and automotive vehicles. Both have contributed significantly in the development of the City.

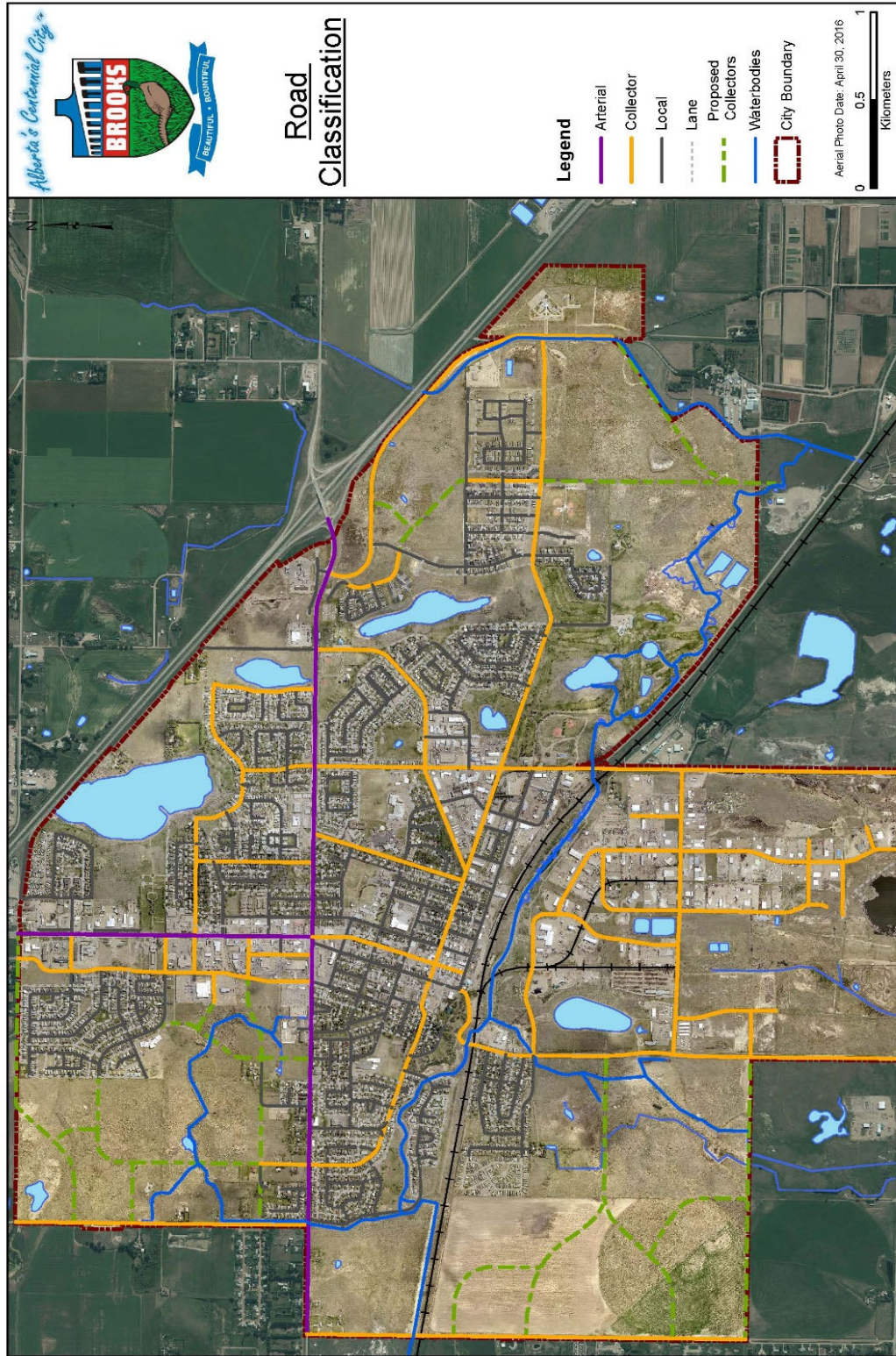
Rail transportation was introduced in Brooks as part of the first Canadian Pacific Railway (CPR) project. It continues to provide opportunities for local businesses to ship and receive freight.

Street networks serve a variety of roles in the City. In addition to the movement of people and goods, they provide rights-of-way for utilities and emergency vehicles. Accordingly, improving and maintaining streets is foundational in the development of a balanced transportation system. The majority of streets in Brooks are local roads with the exception of Provincial Highways 1, 873 and 542. The Road Classification for the City of Brooks is defined by the hierarchy and layout provided by Figure 1-7.

Access to civic life by people with disabilities has become a fundamental goal of land use planners. The focus of access is both in building design and outside mobility. In Alberta, requirements for the safe design of accessible and barrier-free environments is regulated under the *Safety Codes Act*. A Barrier-Free Design Guide is available to provide interpretation and understanding of accessibility requirements established under the *Alberta Building Code*. The City of Brooks provides a Handibus Specialized Transit Service. The focus of the ridership is seniors and people with disabilities.

The City of Brooks has an airport located in the County of Newell north of the City limits. The Airport Commission is responsible for the management and everyday operations of the airport. The Commission is comprised of representatives from the City, County and at large member. The airport focuses on private and minor commercial aircraft.

FIGURE 1-7



## 5.7 Natural Environment

The emergence of sustainable development introduces a different approach for protecting the environment. Central to this approach is improvement to the overall quality of life, protection of natural resources and increased concerns for future generations. Achieving sustainability requires long-term planning, training and investment. In the spirit of sustainability, the City of Brooks will improve the community's understanding of its role as stewards of the natural environment for future generations. Accordingly, the City will minimize its ecological footprint while maximizing access to nature and greenspaces. Applying the principles of sustainability to each aspect of the natural environment will collectively work towards achieving Brooks' sustainability.

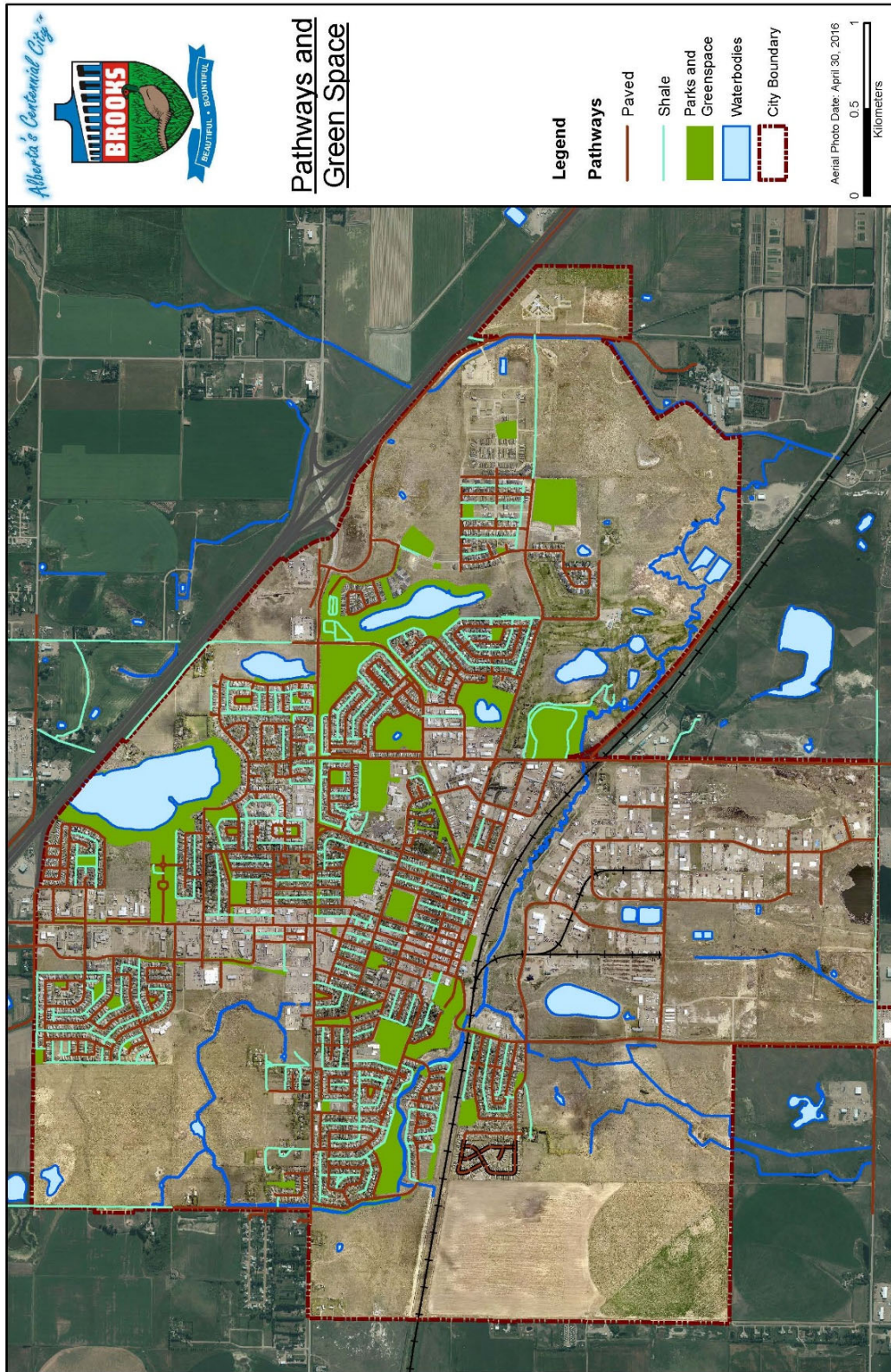
In 2010, City staff, in partnership with the citizen-based EcoBrooks Committee, crafted the *Municipal Sustainability Plan (MSP)*. While the Municipal Development Plan is technically the highest-level piece of legislation passed at a local municipal level, the fact that the City has chosen to recognize the MSP as a keystone legislative document for Brooks indicates that the City is focused on preserving, protecting and enhancing the natural environment, among other things.

Notable areas of focus highlighted by the MSP and the ongoing work of the City's Environmental Advisory (EcoBrooks) Committee include:

- Reduce waste and enable recycling and composting;
- Create natural and sustainable open spaces and habitats;
- Conserve water and reduce consumption;
- Create a built environment in the City that is environmentally friendly and more energy, land and resource efficient;
- Create opportunities for active transportation throughout the City; and
- Encourage the use of renewable energy sources.

By continuing to focus on the above matters, the City is well positioned to attain a highly functional and thriving natural environment into the future. Those elements of the community that exist as truly natural, and those that are layered into the built environment, are inventoried on Figure 1-8, and provide a point of reference for the goals, objectives and policies in this Municipal Development Plan that are focused on the preservation, protection and enhancement of the City's natural environment.

FIGURE 1-8



## ***Reserves and Land Dedication***

Land dedication is a legislated planning tool that allows municipalities to acquire land for a variety of uses. Common land uses resulting from land dedication as a condition of subdivision or development approval are school sites, community facilities and passive recreation. The subdivision authority can agree to cash in lieu as part or all of the land dedication.

## ***Environmental and Municipal Reserve Dedication***

The *Municipal Government Act* (the Act) identifies different types of reserve land that a municipality can require an owner to provide at the time of subdivision of a parcel. Reserve lands are generally classified into three types: environmental reserve, municipal reserve, and school reserve. Required reserve land will be identified as part of the review of a subdivision application, and in most cases, how those reserves will be assigned will be identified as a requirement of subdivision approval.

According to the Act, portions of land may be designated environmental reserve if they meet criteria established by the Act. Lands that can be defined as environmental reserve under the parameters outlined in the Act should not be designated as municipal or school reserve land. The Act also provides the opportunity for an area of the lands being subdivided to be designated as an environmental easement instead of reserve land.

Pursuant to the Act, portions of land as part of the subdivision may be required as municipal reserve or school reserve. Lands designated as municipal reserve are typically used for public parks, sports fields, or for other public recreation purposes. Whereas lands for school reserves are lands set aside for use by public school authorities for school facilities. The total area of lands to be designated as municipal or school reserve as part of a subdivision of a parcel cannot exceed 10% of the original parcel area, less any lands to be designated for environmental reserve.

## ***Parks and Open Space***

Parks and leisure areas provide places of formal and informal gathering as well as active and passive recreation. Open space is recognized for its contribution to a community's quality of life by providing people with the greatest and most immediate contact with nature. Parks are a public good and a necessary ingredient of any community. Parks and open spaces range in sizes and scope of uses and activities. In order to meet the needs of the community, parks and leisure areas should:

- Be accessible and cognizant of the accessibility needs of disabled persons;
- Be sufficient in size, shape and quantity;
- Contribute to the connectivity of neighborhoods;
- Contain both active and passive recreation; and
- Contain landscape amenities.

Currently there is a wide variety of active and passive parks throughout the City.

Communities carefully plan the development and maintenance of their infrastructure to support day-to-day activity and future growth. In the same way, communities need to preserve and enhance open space to enrich the quality of life. Open space is important because of its contribution to clean air, water and can be a means for recreation.

There is a significant range in the variety of benefits from open space. Some benefits of open space include:

- Contribution to health and maintenance of ecosystem and people,
- Contribute to biodiversity,
- Provide areas of leisure retreat and recreation, and
- Contribute to clean air.

A network of open space and protected areas improves environmental quality and can provide recreational opportunities.

## 5.8 Municipal Services & Facilities

The responsibilities of the public works department is far reaching. Their responsibilities include management and maintenance of public parks, roads, sidewalks, storm water, water distribution, sewage systems and solid waste.

Source water for the City of Brooks is the Bow River which is part of the South Saskatchewan River Basin. The total approved extraction of water for the City of Brooks is 7,928,295 m<sup>3</sup> per year for potable water and irrigation water uses. In 2018, the City of Brooks utilizes 3,100,000 m<sup>3</sup> per year. This water source is adequate until a population growth of approximately 38,000 people. The Newell Regional Service Corporation (NRSC) currently treats and provides the water for the City of Brooks, County of Newell acreages and hamlets, the Town of Bassano, and the Villages of Duchess and Rosemary. In 2006, the entire Bow River basin was closed to any new licenses for water extraction for municipal purposes.

The City of Brooks provides separate sanitary sewer and storm water systems. The sanitary sewage from homes and businesses is collected in the City and transferred to a lagoon system outside the City limits. The treated wastewater is discharged twice per year into the One Tree Canal where it eventually drains into the Red Deer River. Land drainage (rainwater and snowmelt) is collected separately in a system of detention and retention ponds. The water in the interconnected ponds flows to Marshal Drain and One Tree Canal and eventually to the Red Deer River.

The management of solid waste is important to the health, safety, and welfare of the City. Improper disposal of solid and hazardous material can expose residents to dangerous health risks. The City of Brooks is responsible for the collection and transporting of solid waste.

The sanitary sewer system and potable water distribution system are depicted in Figures 1-9 and 1-10. Information regarding the current status of these systems should be obtained from the City's Works and Utilities department.



FIGURE 1-9

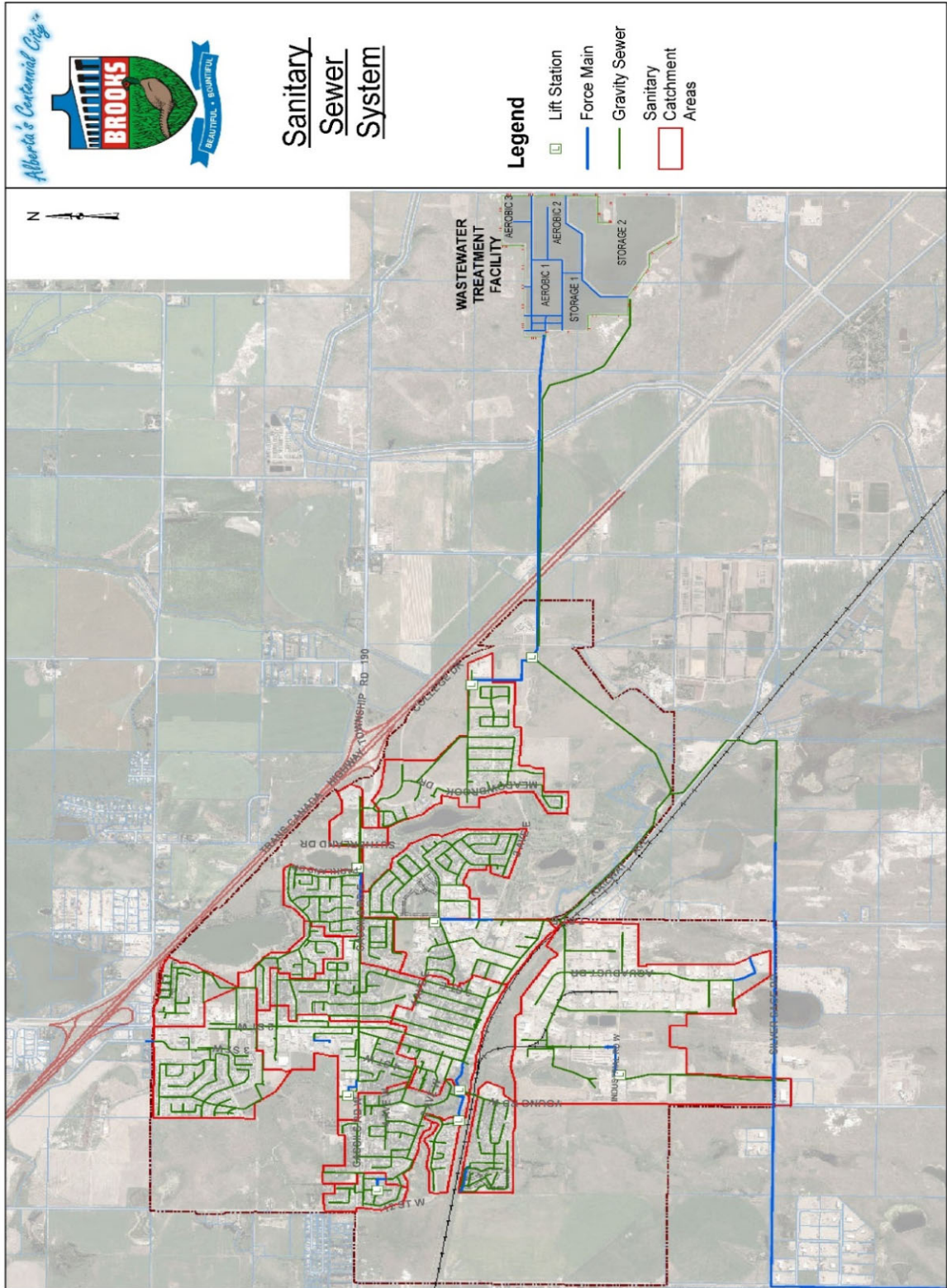
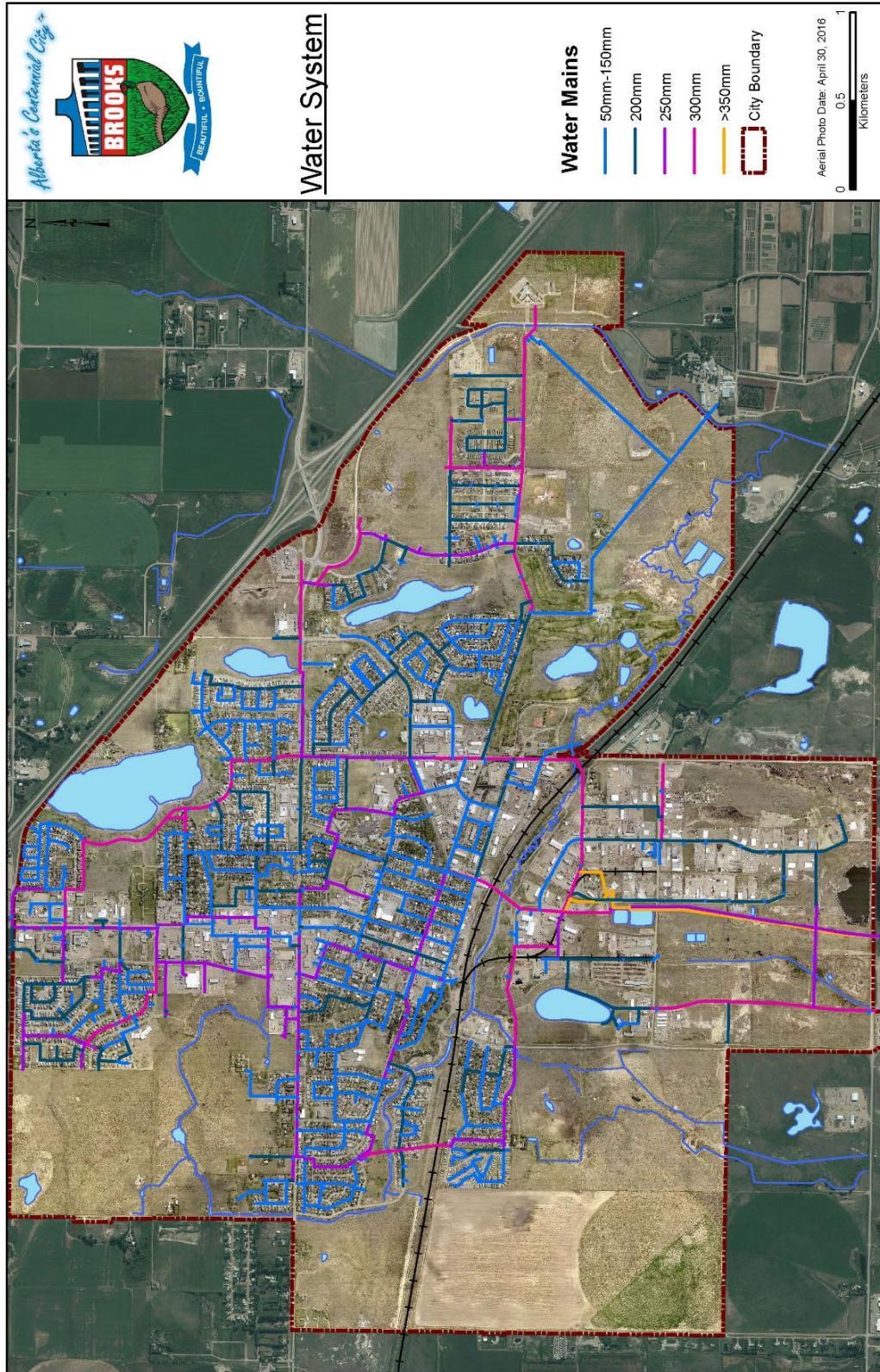


FIGURE 1-10



## 5.9 Sour Gas Facilities

Provincial regulations provide guidance with respect to land use and development standards for development located in close proximity to sour gas facilities. The setback requirements for subdivision or development in close proximity to sour gas facilities are provided in of the Subdivision and Development Regulations. Generally, oil and sour gas facility developments are not permitted in close proximity to populated urban areas.

Currently there are no sour gas facilities within the City of Brooks or its fringe area. If such facilities were to be established in the future, compliance with the applicable development standards outlined in the Subdivision and Development Regulations is required.

## 5.10 Governance

Governance in the local governments' context is the government's ability to make and enforce rules with input from stakeholders and deliver services to the people of the municipality. In a local government context, governance framework is established by various statutes. The statutory authority and responsibilities guide elected officials and municipal staff with the delivery of efficient and effective services to the municipality.

A requirement for good governance is a clear definition of the roles and responsibilities of the elected officials, municipal staff and the corporate body. It is common for elected officials to prepare a strategic plan at the beginning of each term with the assistance of City staff, and knowledge of the needs and wants of the community. The Strategic Planning Committee identifies and provides specific actionable goals for eleven key focus areas. Each of the focus areas relates to a set of overarching goals, and specific action items attached to each. All focus areas relate to and are reflected in the direction provided by the MDP. Administrative Staff is led by a Chief Administrative Officer who oversees the functions of all the municipal departments.

An essential element of municipal governance is the engagement of stakeholders and the community with respect to initiatives and programs intended to improve the City. To ensure an inclusive partnership between government and the public, opportunities must be developed to: (a) ensure wide representation from all areas of the community, and (b) encourage community voices to be brought forward to the local government and ensure their concerns are acknowledged. This legitimizes public voice within the governance system.

Council creatively and carefully manages development that is consistent with community values identified through the preparation of the MDP and will endeavor to make wise choices for effective resource use. Council, through administration, will deliver infrastructure, municipal and recreational services within the City's financial capacity to all residents. Council will continue to work cooperatively with neighbouring municipalities, stakeholders and government partners to continue to advance the vision of the community.

## 5.11 Assets and Challenges

The City of Brooks is made up of a highly dynamic set of elements (Figure 1-13); people, economy, community needs, built environment, natural environment, and governance. While the goal is to ensure excellence is reflected in each of these elements, the reality is that there is always work to do, and areas to improve upon.

Each element is not exclusive of any other, and it is typical for one element to be linked directly or indirectly to one or more of the other elements. For instance, the people that make up Brooks shape the built environment through the community's shared preferences for the variety of shapes and sizes of buildings, lots, civic spaces, and transportation networks. The built environment shapes how people move through the City, and on a smaller scale, how they socialize with one another. Community needs and governance are informed by the various backgrounds and cultural needs of Brooks' citizens, and these services are in turn partially funded by the assessment and taxation of the City's land and buildings. As the natural environment is altered and adapts to the built environment, it provides people with essential recreational opportunities, and geophysical benefits including the filtering of pollutants (vegetation) and flood mitigation (rainwater conveyance and catchment).

With the interconnectedness of the City's elements in mind, it is imperative that those elements that function well are considered "assets" and are identified. Beyond identification, an understanding of why and how an element is an asset informs the understanding of elements that may be considered "challenges" or in need of improvement.

### ***Assets/Challenges***

Assets and challenges are divided into those that are based on quantitative and objective measures such as technical studies (Hard), and those that are based on qualitative and subjective data, such as community feedback (Soft). The following chart provides a list of the hard and soft assets and challenges identified for the City of Brooks (Figure 1-11). Although it is meant to summarize the Community Profile for the near term, it can change through time as the community evolves.

**FIGURE 1-11**



**Hard Assets (technical studies)**

- Regionalized approach to the provision of potable water and recreation facilities
- Young population and skilled labour force
- Potable water sources and associated infrastructure
- Existing studies and guidelines associated with City infrastructure such as transportation, water, wastewater, storm water, culture, parks and recreation, and so on
- Central geographic location (almost equidistant to Calgary, Medicine Hat, and Lethbridge)
- CP mainline and rail access
- Multiculturalism and diversity
- Historic downtown (still viable if revitalization is a focus)
- Connectivity to provincial Highway 1 and Highway 36, both being high load capable

**Soft Assets (community feedback)**

- Ease of access to local government, City communications, snow clearing, City signage, garbage pickup, recreational options, protective services, schools and medical facilities
- Brooks is easy to get around
- Small town atmosphere and friendly people
- Trees and shrubs (urban forest)
- Collaborative nature of City/County relationship
- Quality and spirit of volunteerism
- Community satisfaction with public/institutional options in the City

**Hard Challenges (technical studies)**

- Existing sanitary conveyance infrastructure is at capacity in many developed and growth areas
- Decline in the viability of resource industries such as oil/gas (short term)
- Relative lack of economic diversity
- Relative lack of attainable housing
- Periodic odours associated with meat processing plant
- Maintenance of storm drainage system
- Limited public transit
- Availability of affordable broadband
- No curbside recycling

**Soft Challenges (community feedback)**

- Lack of retail options for food, clothing, goods and services
- Few options for winter activities
- State of downtown area (somewhat run down)
- Outsider’s perception of high crime rates and drug problems
- Lack of variety for restaurants
- Relatively high price of goods and services as compared to other places
- Limited housing options
- Lack of indoor entertainment options for children
- Lack of business diversity and investment
- Difficulty soliciting more community interest in developing future plans for the City

## 6.0 Preparing the MDP

The Municipal Development Plan encompasses all elements of the City: people, community needs, economy, built and natural environments, and governance. The process of preparing such a broad-reaching plan is informed by the community members first and foremost, and also must consider complex technical matters and many other sources of information. To be effective, the resulting plan must provide a basis to understand how the various elements of the City are functioning over time, which requires a method or methods for monitoring different aspects of Brooks. The overarching steps required to prepare the MDP are outlined in Figure 1-12.

### 6.1 Community Engagement and Input

A significant amount of time was invested engaging with the people of Brooks. The engagement strategy utilized different forms of technology to reach out to interested stakeholders: web and paper-based surveys, stakeholder focus groups, graffiti walls, and open houses. To ensure all age cohorts could be involved in the visioning for the future Brooks, six of Brooks' schools participated in a graffiti wall and mapping exercise, which resulted in a broad range of comments and viewpoints being brought forward by the community's youth.

Public engagement was undertaken at the beginning of the MDP review and update, and during the conclusion of the project. Engagement efforts at the onset focused on building a transparent and inclusive review process, and understanding the viewpoints of the community before establishing a vision, goals objectives, policies and strategies. Consultation undertaken at the conclusion of the MDP's preparation focused on the presentation of the draft plan with the hope of garnering feedback leading to any desired changes and alterations before adoption of the document.

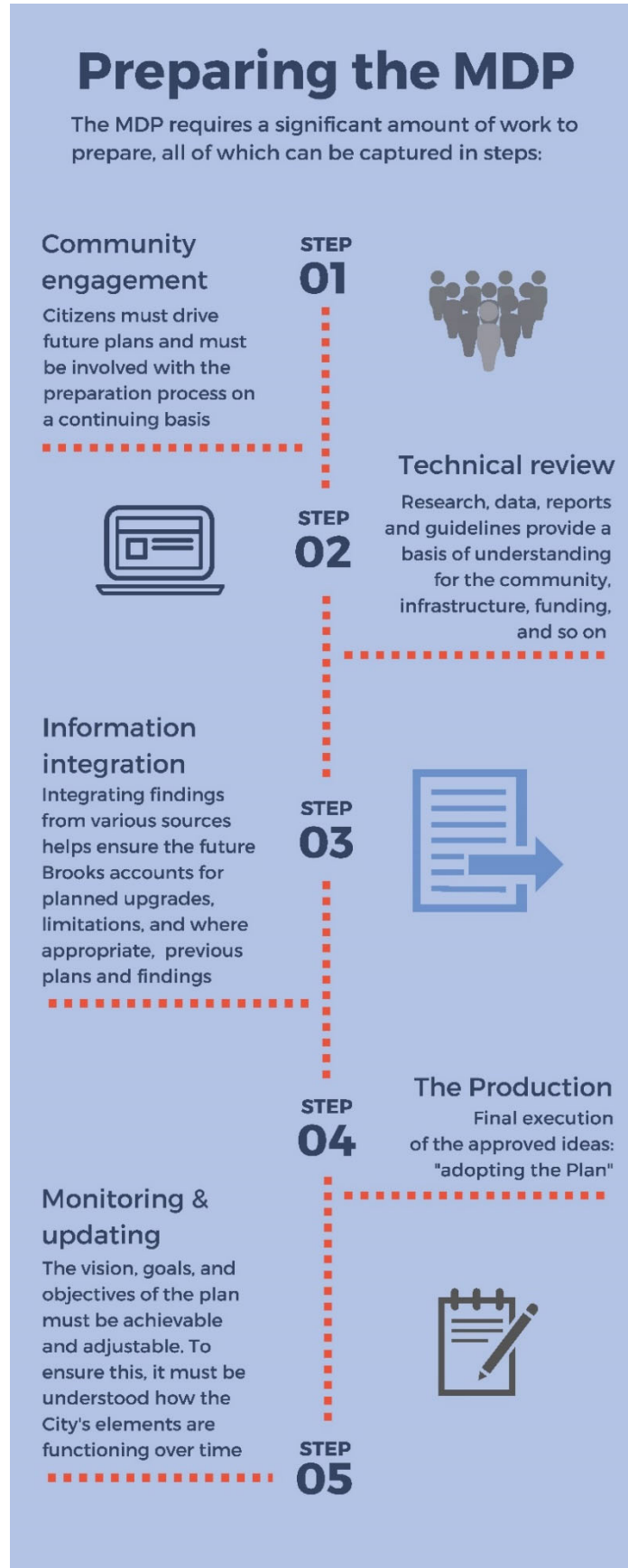
The full detail of engagement efforts is presented in Table 1-1.

**TABLE 1-1**

Type of Engagement	Dates	Participants
<i>At the onset of the review/update process</i>		
Online/paper-based survey	March 16, 2015 to July 7, 2015	167
Community workshops	Cancelled due to lack of interest	0
Stakeholder focus groups	May 13, 2015 and May 14, 2015	15
Community graffiti wall	Spring 2015	43
School graffiti walls/maps	September/October 2015	Approximately 100 students (6 schools)
<i>At the conclusion of the review/update process</i>		
Community open houses	TBD	
Public hearing	TBD	

Table 1-1: Public engagement efforts undertaken for the MDP review/update process.

FIGURE 1-12



## 6.2 Technical Review

To understand and account for matters relating to the continued growth of the City, population projections are needed. The projections in this MDP are based on the newest and best information available at the time of its writing. An understanding of the probable future population of Brooks allows for the six key elements of the City to be adequately prepared to best serve the population in a proactive manner (Figure 1-13). Proactive planning allows for cost and operational efficiencies when compared to reactive measures.

Other technical elements of the City may include the amount of public and private land within each of the land use districts contemplated in the Land Use Bylaw. Understanding the ratios of various land uses can provide a basis for implementing goals, objectives and policies focused on encouraging more growth in a given district and to ensure the City's tax base is viable and diverse as Brooks grows.

## 6.3 Integration of Other Documents

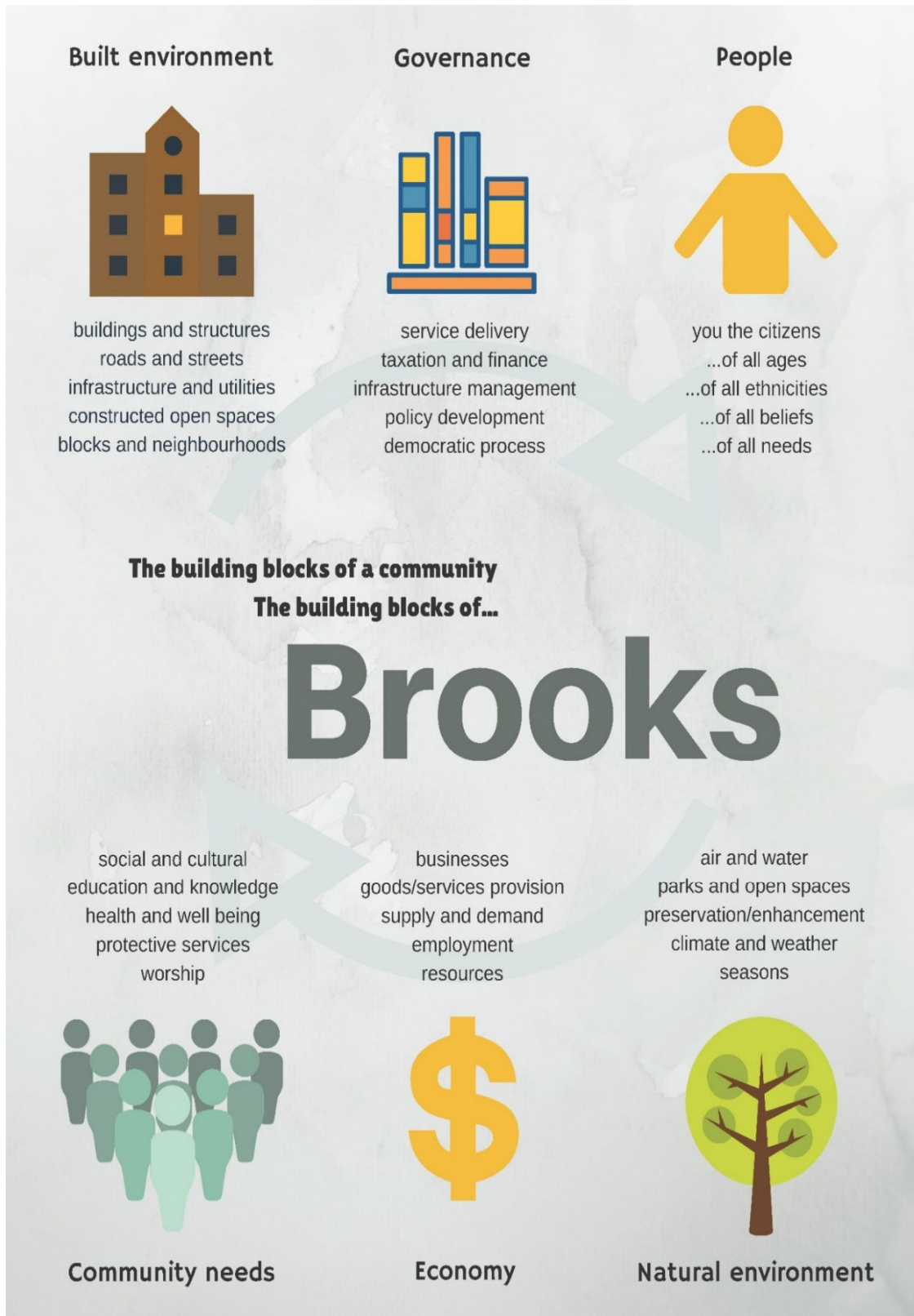
Beyond those documents referenced in Section 4.2 (How the MDP relates to *Other Documents*), the MDP takes into account the results of the most recent studies of the different elements of the community. For instance, the MDP references the findings of the latest information on:

- Water, Wastewater and Stormwater Studies
- Parks, recreation and culture plans
- Transportation Studies
- Quality of Life Study
- Any other relevant matters for which formalized results have been captured.

The results of these and other studies provides a basis for understanding what elements of the City should be focused on when preparing the MDP's goals, objectives, policies, strategies, and actions.



Figure 1-13







## Part 2: Plan Policies



# Part 2: Plan Policies

## 1.0 PEOPLE

### GOAL

The City will:

- Support and nurture the broad spectrum of cultures, beliefs, backgrounds, ages, tenures, and abilities of the people of Brooks.

### OBJECTIVES

- Brooks will celebrate the rich variety of cultures, beliefs and backgrounds of the community through ensuring the vision, goals, and objectives of the City's Welcoming and Inclusive Communities Strategy continues to be realized.
- Where feasible and appropriate, Brooks will ensure the number of residents in the community is accurate by undertaking municipal census' at regular intervals staggered with the federal census schedule, to provide the best information possible when addressing matters such as growth, development, and financial matters.
- Brooks will endeavour to identify and fulfill the needs of citizens of all ages, through regular community engagement exercises and relationship building opportunities with groups and organizations of all age cohorts, cultural backgrounds, and beliefs.

### POLICIES

- 1.1 The City shall continue to implement the vision, goals, objectives and policies of the Welcoming and Inclusive Communities Strategy on an ongoing basis, including regular monitoring of the Strategy, and any updates and amendments that may be needed from time to time.
- 1.2 The City may undertake a municipal census at regular intervals, staggered with the five-year cycle of the Federal Census, where feasible and appropriate.
- 1.3 The City shall develop and implement a community engagement strategy focused on:
  - a. identifying the needs of its citizens,
  - b. providing the ability for citizens to continually provide feedback to the City on any number of topics.
- 1.4 The community engagement strategy identified in the above policy should be representative of all age cohorts, cultural backgrounds, and beliefs.

## 2.0 COMMUNITY NEEDS

### GOALS

The City will endeavor to:

- Maintain and enhance the City and the region’s broad variety of accessible and high-quality recreational opportunities, heritage resources and social programs and facilities;
- Encourage and promote year-round public events and cultural opportunities;
- Provide adequate fire services; and
- Advocate for improving Emergency Medical Service (EMS) as necessary.

### OBJECTIVES

- The City will continue to guide open space, recreation and cultural services using the current Parks, Recreation and Culture Master Plan and any amendments made to it.
- Where feasible, cultural and recreational facilities and services that meet the needs of the spectrum of ages, income levels and skills will be provided.
- Joint use recreation, parks and schools development will be developed.
- Community-based social and cultural programs, groups and services will continue to be encouraged and where appropriate, partnered with.
- The City will provide fire prevention and suppression services

### POLICIES

- 2.1 The City shall consider the recommendations of the current Parks, Recreation and Culture Master Plan and any updates and amendments to it, when making decisions regarding related matters.
- 2.2 Where appropriate, the City should collaborate with the Medicine Hat College, Grasslands Public School District, Southern Public Francophone Education Region No.4, and Christ the Redeemer Catholic School Division when developing new recreation, parks and cultural facilities, or upgrading existing ones.
- 2.3 The City shall maintain an Emergency Management Plan in accordance with the *Emergency Management Act*.
- 2.4 The locating of child care, seniors, religious, youth oriented, and extended care facilities will be encouraged in areas of the City that are easily accessible to user groups.
- 2.5 Volunteer organizations should continue to be supported by the City, where appropriate.
- 2.6 Corporate sponsorships should be encouraged when new cultural and recreational facilities are being developed.

- 2.7 The City should work with local and regional events groups and organizations to develop year-round programming for events including, but not limited to, concerts, festivals, and conferences.
- 2.8 The City should continue to work with Alberta Health Services and other health entities to ensure a variety of high-quality health services that meet the needs of the community.
- 2.9 Cultural and heritage resources, facilities and programs should be supported by the City and other relevant organizations.
- 2.10 Cultural and heritage resources, facilities and programs should meet the needs of the spectrum of ages, income levels, languages, and backgrounds represented in Brooks.
- 2.11 Community-based groups, events and programs should be supported by the City, where appropriate.

## 3.0 ECONOMY

### GOAL

The City will:

- Cultivate a complementary and responsive local economy focused on the needs of the City, and the region, that encourages strength, resilience and diversity for core and emerging sectors.

### OBJECTIVES

#### *Local Economy*

- The City will encourage and promote existing and new business that continue to meet the needs and preferences of the community.
- The downtown core will continue to be supported as a distinct and integral commercial area through the ongoing support of the Business Revitalization Zone (BRZ).
- The City will work with stakeholders to ensure the opportunities, challenges, and needs of the business community are understood and supported.

#### *Regional Economy*

- Brooks will work with other groups and organizations to advance the City's and the region's economic growth.
- Brooks will build on its strengths to advance the City and the region's economic growth.
- Brooks will seek out new opportunities for the growth of emerging industries and innovative commerce in partnership with the other participating municipalities within the Newell Region.

## POLICIES

- 3.1 The City supports local and regional economic prosperity with its partners and will develop an Economic Development Plan.
- 3.2 The City will endeavor to ensure that policies, plans, strategies, land use districts, services and infrastructure are aligned such that there is always a supply of commercial and industrial land available for development.
- 3.3 Business opportunities that are deemed not suited to locate within the City boundaries will be directed to the County of Newell or another municipality within the Newell Region that is better suited to accommodate the needs of the proposed business with the goal of keeping the opportunity within the Newell Region.
- 3.4 The City shall continue to collaborate with post-secondary institutions to ensure training and educational opportunities are available in the City and the region.
- 3.5 Businesses and organizations that choose to develop in the City should be visually appealing and commit to a high standard of development.
- 3.6 Cassils Road and 2<sup>nd</sup> Street West shall continue to be the City gateway commercial corridors by ensuring the minimum standards for development in these areas, as required by the Land Use Bylaw, are followed.
- 3.7 The City should develop a strategy to promote the diversification of the local economy and thereby increase its resilience.

## 4.0 BUILT ENVIRONMENT

### GOALS

The City will:

- Support and enhance the existing and new elements of its built environment through the application of sound planning principles;
- Be innovative and, where appropriate, collaborative in the delivery of services and infrastructure; and
- Promote the sustainable and fiscally responsible growth and development of the community.

### GENERAL OBJECTIVES

- Compact forms of development will be promoted to make more efficient use of land.
- Comprehensive planning documents such as Area Structure Plans, Area Redevelopment Plans, Area Concept Plans or Outline Plans will be encouraged to provide a mix of complementary land uses that encourage a sense of community and enhance the quality of life of Brooks' citizens.



- Clearly defined and complementary land use districts will be maintained to assist with the establishment of a sense of identity and sense of place.
- The visual impact of development along the City’s key gateways and corridors, and development occurring within areas of transitioning land uses, will be required to meet minimum design, siting, massing and orientation requirements to ensure areas of such relative importance add to the positive image of the City and its neighbourhoods.
- Brooks will promote the use of the Royal Canadian Mounted Police’s *Crime Prevention Through Environmental Design* (CPTED) principles for existing and new areas of the City.

## GENERAL POLICIES

- 4.1 Future growth and development within the boundaries of the City of Brooks should occur in a logical and resource-efficient manner, contiguous to existing development and able to make use of existing transportation, infrastructure and servicing connections that have capacity available to accommodate additional growth with the least amount of upgrading required.
- 4.2 The City will monitor development patterns to ensure there is land available that is reasonably capable of accommodating growth.
- 4.3 Multi-lot subdivision and/or development should be phased to minimize carrying costs to developers and the municipality, and to make the most efficient use of infrastructure and servicing connections.
- 4.4 The evaluation of development proposals shall consider:
  - a. whether the proposed development will make efficient use of existing infrastructure and servicing connections and capacities;
  - b. contribution to the public realm including, but not limited to, the provision of constructed public spaces and active transportation infrastructure; and
  - c. the ability of the proposal to meet the vision, principles, goals, objectives, policies and strategies of this and other applicable statutory and non-statutory plans, guidelines and other directive materials formally approved by Council.
- 4.5 Prior to subdivision and/or the development of lands within Brooks, and depending on the complexity, location, and area of lands that are being proposed to be subdivided and/or developed, the City shall determine whether a comprehensive planning document such as an Area Structure Plan, Area Concept Plan, or Outline Plan, will be required.
- 4.6 Minimum requirements regarding the visual impact, physical design, orientation, and massing of development in the key gateways and corridors of the City, and in areas of transition between land uses, should be met.
- 4.7 The City shall encourage an orderly progression and staging of development in order to prevent premature land development and to minimize land use conflicts with existing agriculture operations or businesses related to agriculture.

- 4.8 Agriculture land, existing farm operations and farming related businesses within the City should be protected as long as possible until necessary to support urban development.
- 4.9 The City shall promote compatibility between urban land uses and agriculture uses in the County of Newell that are in close proximity to municipal boundaries. The City shall follow all policies and designations in the Intermunicipal Development Plan (IDP), continue to collaborate with the County of Newell regarding development applications within the IMDP plan area and create separation barriers between urban land uses and adjacent farm operations to support compatibility.
- 4.10 The City will consider the designation of Historic Sites located on private or public lands using a case specific approach.
- 4.11 The City will require all developers to contribute to a high-quality public realm through building and site design, layout and orientation requirements.

## **DEVELOPMENT**

### **RESIDENTIAL DEVELOPMENT OBJECTIVES**

- A mix of housing densities and tenure is encouraged in new residential developments in order that a variety of housing choices are available.
- New development should complement and connect with the existing built-up areas of the City.
- Housing design, layout and orientation, and on-site amenities for multi-unit dwellings should be developed in a way that complements surrounding development.
- Infill development should be sensitive to the design, orientation and massing of surrounding dwellings.
- Opportunities for infill development should be utilized to revitalize existing neighbourhoods.
- Attainable housing (housing that is affordable, accessible, and available to all) will be encouraged to support the diversity of housing needs throughout the community.
- A mix of complementary land uses will be encouraged in new and existing areas.

### **RESIDENTIAL DEVELOPMENT POLICIES**

- 4.12 New developments should provide:
  - a. an adequate supply of single detached dwellings and multi-unit dwellings;
  - b. a diversity of lot sizes;
  - c. a range of housing tenure options; and
  - d. adequate civic spaces and community needs such as parks, trails, schools and recreational opportunities.

- 4.13 New developments should provide a high level of vehicular and active modes connectivity internally, and to existing built-up areas of the City, through the design and layout of streets and blocks that make use of grid and modified grid patterns.
- 4.14 Where appropriate residential developments should provide an area or area(s), which allow for and encourage complementary non-residential land uses.
- 4.15 Multi-unit dwellings developed in existing and new development shall meet minimum design, layout, orientation, massing and amenity standards as required by the City's Land use Bylaw.
- 4.16 All infill development should be sensitive to the design, orientation and massing of surrounding dwellings.
- 4.17 Opportunities for infill development should be utilized to revitalize existing neighbourhoods.

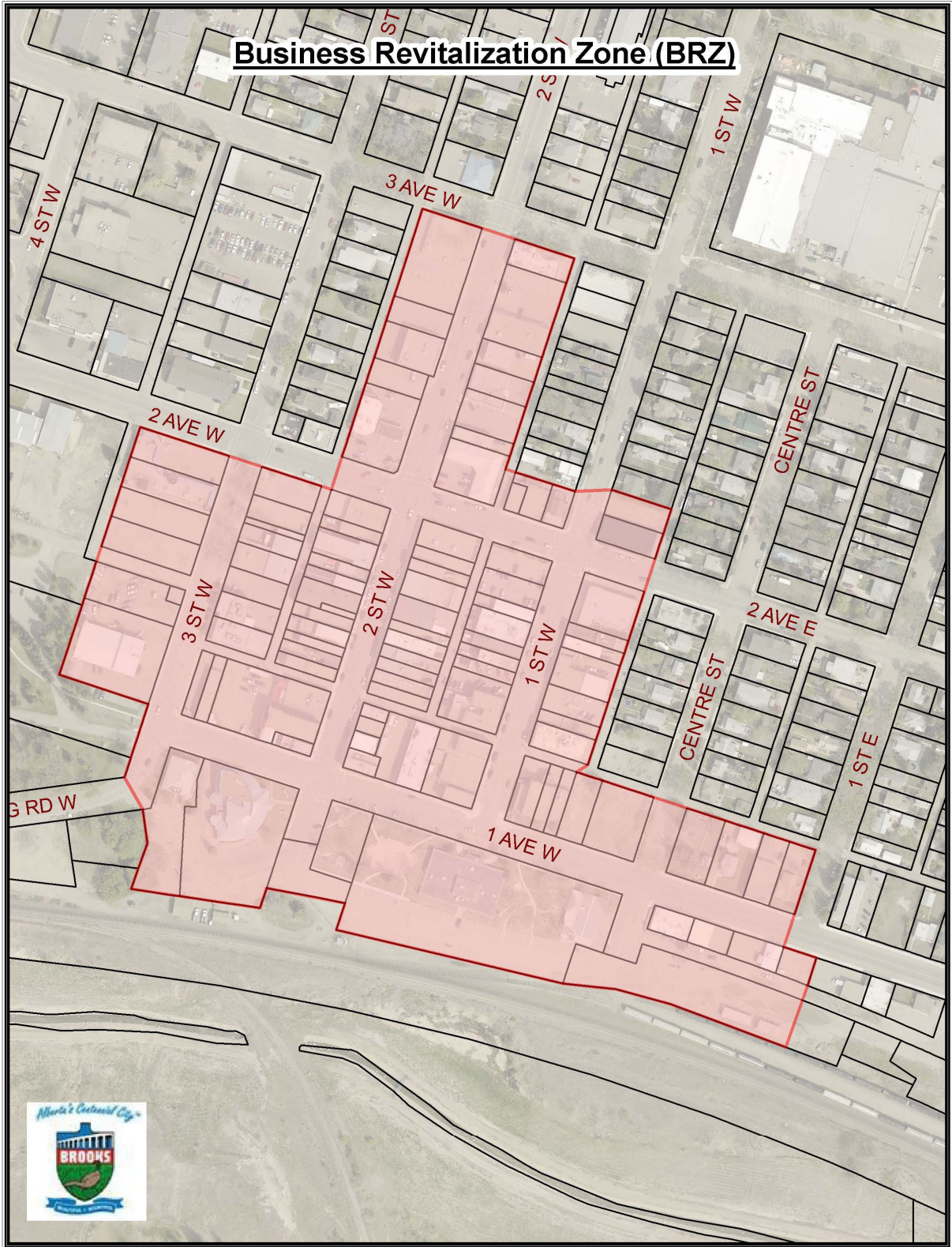
#### COMMERCIAL DEVELOPMENT OBJECTIVES

- Highway and arterial roadway commercial development will be promoted by the City.
- The Business Revitalization Zone will be promoted as the main commercial area, characterized by vibrancy for specialty retail, entertainment and restaurants.
- Commercial development in and around residential development will minimize the potential negative impacts it could have on the residential development through the thoughtful and sensitive design, layout and orientation of site elements including, but not limited to, buildings, exterior lighting, parking, landscaping, and signage.
- Where appropriate, commercial development will continue to be an important aspect of mixed use developments in the City.

#### COMMERCIAL DEVELOPMENT POLICIES

- 4.18 Highway commercial development shall continue to be focused along major arterial roadways in the City and proximate to the TransCanada Highway.
- 4.19 The Business Revitalization Zone, as identified by Figure 2-1:
  - a. should continue to be an area of a broad variety of commercial uses including, but not limited to, retail service outlets, restaurants, specialty retail, entertainment facilities, and public and institutional uses.
  - b. shall continue to be a highly walkable and compact area, characterized by minimal development setbacks and high ratios of lot coverage and supported by well-developed civic spaces and centralized parking facilities; and
  - c. shall continue to support the mixing of residential uses with non-residential uses, to complement the dynamic fabric of the area.

FIGURE 2-1



- 4.20 Commercial development near residential development shall minimize potential negative impacts to the residential development by conforming to development regulations relating to development matters including, but not limited to the:
- a. design, orientation and massing of buildings, structures, and traffic elements such as access locations and parking and loading areas;
  - b. placement and orientation of lighting and signage; and
  - c. perimeter screening and site landscaping.
- 4.21 Mixed use development, made up of commercial and other non-residential uses combined with residential units, should be encouraged where appropriate, with consideration for matters including, but not limited to:
- a. sufficient area for parking, with the potential for parking to be shared between daytime uses and residential needs;
  - b. adequate access to collector and/or arterial roadways;
  - c. easy access to schools, community facilities, and civic spaces; and
  - d. the minimizing of potential negative impacts to surrounding development.

#### **INDUSTRIAL DEVELOPMENT OBJECTIVES**

- The City will build on its industrial strengths and promote new opportunities suitable to Brooks and surrounding areas.
- An economic development strategy that promotes alternative forms of industrial development reflective of a more dynamic and complementary economy will be established.
- Industrial activities that are complementary to one another will be encouraged to locate proximate to one another.
- The use of clean technologies in processing activities will be promoted.
- Industrial development will only be developed where the industrial use is compatible with surrounding land uses.

#### **INDUSTRIAL DEVELOPMENT POLICIES**

- 4.22 The City will endeavor to ensure there is an adequate supply of industrial lands available for development at all times.
- 4.23 Industrial development in Brooks will continue to be focused south of the railway tracks.
- 4.24 The City should work within its own boundaries and with regional municipalities to ensure that its assets continue to be an area of focus for industrial development.
- 4.25 New industrial opportunities that may benefit from the City and the region's physiographic and infrastructural foundations shall be promoted to locate within the City boundaries. When it is

determined that the industrial opportunity is not best suited within the City limits an alternative location within the Newell Region will be recommended.

- 4.26 A strategic and comprehensive document such as an Economic Development Plan or Economic Development Strategy shall be developed by the City, with the focus of such a document considering the achievements of the industrial (and commercial) goals and objectives of this MDP.
- 4.27 Industrial developments that may benefit from the principles of co-location should be encouraged to locate proximate to one another.
- 4.28 The use of clean technologies in industrial processes should be encouraged.
- 4.29 Industrial development that is not compatible with the surrounding area will be discouraged from locating within the City, unless it can be located appropriately with minimal negative impact.

## 5.0 GROWTH DIRECTION AND ANNEXATION

### GOALS

The City will:

- Guide orderly development by creating growth areas.

### GROWTH OBJECTIVES

- Urban development and the growth of the City will occur in a fiscally responsible manner, with a focus on sound environmental, social and economic principles.
- Development and land use in the areas of the City that are not yet developed to an urban intensity will be monitored to ensure the lands identified to accommodate future urban growth are protected from incompatible land uses.
- Technical studies and background information related to the growth of the City will be updated on an as-needed basis and referred to when considering the development of new areas of Brooks.
- New development should be coordinated with existing built-up areas of the City through the requirement of comprehensive planning documents such as Area Structure Plans, Area Concept Plans and Outline Plans.

### GROWTH POLICIES

- 5.1 Growth in greenfield areas of the City should:
  - a. be planned, designed and phased to ensure a compact, contiguous and well-designed urban form that uses land and infrastructure efficiently;
  - b. benefit from the development of an Area Structure Plan that meets the requirements of the *Municipal Government Act*.

- 5.2 Growth in the City should generally occur first in the areas identified on the Growth Areas Map (Figure 1-6).
- 5.3 Should there be substantial evidence that identifies lands not identified in the Growth Areas Map as being suitable for development, those lands may be developed before lands identified in the Growth Areas Map to the discretion of Council and/or the Development Authority.
- 5.4 Growth in previously developed areas of the City may be required to benefit from the development of an Area Redevelopment Plan that meets the requirements of the *Municipal Government Act*.
- 5.5 Should annexation be required, the City should protect the right of agricultural operations to continue within City boundaries following annexation, until urban land development occurs.
- 5.6 Subdivision and Development Regulations and any amendments to the same, shall be met by all subdivision and development applications made to the City of Brooks.
- 5.7 Area structure plans shall be consistent with the City of Brooks Area Structure Plan Guidelines found in Appendix A and all ASPs shall include a stormwater management plan.

## 6.0 TRANSPORTATION

### GOALS

The City will:

- Provide a transportation system that is safe, efficient and provides a welcoming environment for motorists, pedestrians, cyclists and handicapped persons.

### OBJECTIVES

- Transportation and land use will be integrated so as to optimize mobility safety and options.
- Improve, expand and maintain active modes of transportation as an integral part of the transportation system.

### POLICIES

- 6.1 The City of Brooks should continue to liaise with the Canadian Pacific Railway, as well as railway regulatory agencies with respect to compatibility with adjacent properties.
- 6.2 The City of Brooks will plan, operate and maintain the roadway system in a manner that provides safety and ease of mobility to the user.
- 6.3 Municipal roads and transportation network enhancements and extensions shall:
  - a. ensure proper access is provided for the continued growth and development of the City;

- b. be planned and developed to ensure businesses and residents benefit from the circulation of traffic within and through the community;
- 6.4 New transportation rights-of-ways associated with newly developed areas, shall be funded by the developer(s).
- 6.5 Arterial routes in newly developed areas should give consideration to:
  - a. minimize the number of driveways permitted in order that the function of such roads is not negatively impacted; and
  - b. make use of laneways to provide access to garages and off-street parking.
- 6.6 In the City's existing developments where gridded street pattern with alleys exist, the development of new front-access driveways should be minimized in order to maintain as much on-street parking as possible. Taking into consideration the desire of revitalization in the area.
- 6.7 The City should use the Comprehensive Recreation, Parks and Culture Master Plan, including any amendments to or successor plans or related documents approved by the City, when making decisions regarding the expansion on where to expand the trails system.
- 6.8 Where appropriate and feasible the City will require developers of new areas to provide the land and capital expenditure to continue to expand the trails system in accordance with the 2010 Comprehensive Recreation, Parks and Culture Master Plan and any additions and amendments to the same, and/or any successor plan or other type of document approved by the City.
- 6.9 Enhance the pedestrian experience including people with mobility challenges in accordance with the *Safety Codes Act: A Barrier-Free Design Guide*.
- 6.10 Where appropriate and feasible the City should enhance the walkability of the street network by adding sidewalks, improved pedestrian crossings, signalization and lighting.
- 6.11 Provide pedestrian facility improvements in the capital plan.
- 6.12 The City will continue to support the Handibus Specialized Transit Service or alternative service delivery system.
- 6.13 The City will continue to support the airport and play an active role in the Airport Commission.
- 6.14 In partnership with Alberta Transportation and the County of Newell, the City shall consider the recommendations provided within the Highway 873 Access Management Study (2013) and the Calgary to Saskatchewan Border, Freeway Corridor Management Study (2006). The City will continuously monitor traffic flows, vehicle access, and speed limits and consider any applicable recommendations when dealing with new development
- 6.15 The future major road system shall be in accordance with the future land use concepts contained in the Municipal Development Plan. More precise alignment of new arterial and collector roads shall be determined through the preparation of area structure plans, outline plans and plans of subdivision.



- 6.16 Noise attenuation devices and visual screens, other land uses, special development regulations (e.g. increased lot depth), or landscaped buffer strips should be required to be installed by developers between new residential developments, highways and railways.

## 7.0 NATURAL ENVIRONMENT

### GOAL

The City will:

- Protect, conserve and enhance the natural environment within its boundaries by ensuring growth and development are sensitive to the impacts they may have on Brooks' air, vegetation and soils, waterbodies and riparian areas, and related resources.

### OBJECTIVES

- The elements of the City's natural environment, including air, vegetation and soils, and all surface and groundwater will be protected, conserved and enhanced where possible, through the processes of urban growth and development.
- Brooks' natural environment will be complemented by the City's built environment and associated infrastructure and servicing, by ensuring the efficient use of land and resources through all development and growth-related decisions.
- Environmental best practices including, but not limited to, naturalized stormwater catchment areas and Low Impact Development techniques will be supported and encouraged in Brooks.
- The amount of waste produced by the City will continue to be reduced through the supporting of selected recycling programs, and the introduction of new programs where feasible.
- Important water and landscape features and ecosystems will be identified and protected.
- Locally significant natural areas will be designated as parks and open spaces.
- A system of parks and open spaces will be dedicated to form a segment of green space in Brooks.
- The City's urban forest will be protected and enhanced to ensure the ongoing benefits to air quality, reduced heat island effects and biodiversity in Brooks and balance with health and safety risks.

### POLICIES

- 7.1 Developers shall be required to identify how subdivision and development proposals minimize potential negative impacts to the natural environment.
- 7.2 The City shall be a civic leader in environmental stewardship by requiring sustainable growth and development practices be used in the development of new City facilities, and any renovations.
- 7.3 Developers shall be encouraged to make use of low-flow plumbing fixtures.

- 7.4 The City shall continue to support waste diversion programs and introduce new programs and infrastructure where feasible.
- 7.5 The use and expansion of non-potable sources of water for the purposes of green spaces and outdoor recreational facilities should be considered.
- 7.6 Where concerns are present, geotechnical studies should be required to be completed to identify development limitations, and to minimize the negative impacts of high water table areas and soils unsuitable for development.
- 7.7 Storm water catchment areas shall be required to be designed and built as naturalized wetlands, unless otherwise approved by the City.
- 7.8 The use of Low Impact Development (LID) techniques should be encouraged in new and existing areas of the City.
- 7.9 The City shall maintain and enhance the urban forest by supporting tree preservation and the removal of as few trees as possible from existing and new areas of the City.
- 7.10 The City will protect natural attributes by ensuring all development proposals within these areas are subject to a review of their environmental impacts. The scope of such review must be acceptable to and be at the discretion of the City.
- 7.11 The City will continue to support the protection of the City's water supply.
- 7.12 The City will prioritize and implement the *City of Brooks, Water Conservation, Efficiency and Productivity Plan*.
- 7.13 The City will protect a full range of wetlands and riparian conditions by preventing or limiting development activity in hydrologically sensitive areas.
- 7.14 The City will cooperate with regional stakeholders for the overall protection of the local watersheds.

## 8.0 Land Dedication

### GOAL

The City will:

- Utilize land dedication for environmental protection and provide land for municipal facilities and other public institutions where appropriate.

### OBJECTIVES

- The City will require reserves based on a consistent approach as to how, when and where reserves are required to be dedicated through the subdivision process.

- High-quality and abundant parks and open spaces should be maintained, enhanced and expanded throughout the City, where appropriate.

## POLICIES

- 8.1 Municipal, school and environmental reserves (including environmental reserve easements) shall be required at the time of subdivision in accordance with the *Municipal Government Act*.
- 8.2 The City should prepare a reserves plan that identifies the type, purpose and location of lands required that may be dedicated as reserves.
- 8.3 When municipal reserve is required to be dedicated as land, it should be in the form of:
- a. a lot that is of a shape and location that is conducive to the development of a public open space, and that can reasonably accommodate development requirements, including but not limited to, sufficient access and off-street parking;
  - b. a lot that contributes to the City's parks and pathways systems by providing parks and pathways linkages or the potential for future linkages, excluding lands required for storm water catchment ponds, up to the high water mark as represented by a 1:100 year precipitation event, which shall instead be dedicated as Public Utility Lot (PUL) and not qualify for reserve dedication;
  - c. any combination of a and b.
- 8.4 The City shall coordinate and collaborate with the school divisions to determine the location of new schools, and the allocation of school reserves.
- 8.5 Lands that are deemed to be environmentally sensitive shall be protected and left in their natural state or rehabilitated to their natural state and dedicated as environmental reserve, environmental reserve easement, or any combination of the two, to the discretion of Council and/or the Development Authority.

## 9.0 Parks and Open Space

### GOAL

The City will:

- Ensure there is sufficient and adequate parks and open space in the City of Brooks.

### OBJECTIVES

- As necessary and feasible the City will maintain and expand the parks and open spaces network to ensure sufficient supply of these spaces to satisfy the needs of all residents in Brooks.
- The development of new areas of the City will be expected to contribute to the parks and open spaces network, beyond simply dedicating the lands required to do so.

- Municipal storm water catchment will continue to be integrated into the City’s parks and open spaces network.

## **POLICIES**

- 9.1 The City shall consider the Comprehensive Recreation, Parks and Culture Master Plan and any updates and amendments to it, when making decisions regarding how and where to expand the parks and open spaces network in Brooks.
- 9.2 The City should develop detailed design requirements for the development of parks and open spaces elements such as pathways, plantings, landscaping, and amenities.
- 9.3 Developers may be required to provide parks and open space elements including, but not limited to, those outlined in 9.2 (above), in conjunction with the provision of lands required to extend the City’s parks and open spaces network, to the discretion of City Council or the Development Authority.

# **10.0 Municipal Services & Facilities**

## **GOAL**

The City will:

- Provide safe and adequate municipal services and facilities.

## **OBJECTIVES**

- The City will maintain an infrastructure and servicing standard that attracts new development and investment, while providing safe and reliable servicing to existing and future residents.
- The City will ensure new developments construct and tie into servicing systems to a standard that ensures minimal maintenance and the ability to efficiently accommodate growth and expansion.
- The City will continue to use proactive planning to guide maintenance, replacement and upgrades for its water, sanitary and storm sewer systems.

## **POLICIES**

- 10.1 Infrastructure and servicing shall be constructed to City standards. All design and construction will be done in consultation with City staff.
- 10.2 Developers shall be responsible for construction and initial maintenance of utility extensions to City infrastructure and servicing, unless otherwise agreed upon.
- 10.3 Offsite levies shall be required to be paid in accordance with the Offsite & Development levy bylaw.

- 10.4 Endeavour to assist with the preparation of agreements that should be required where the extension of infrastructure and servicing will in the future directly benefit yet-to-be developed areas of the City.
- 10.5 The efficiencies of existing infrastructure and servicing should be maximized by:
- a. ensuring infill development is encouraged before the extension of the same to new areas is necessary;
  - b. the phasing of development in new areas of the City remain contiguous to existing developed areas of the City.
- 10.6 The irrigation of open spaces should be achieved through the use of untreated water sources such as storm ponds, where feasible.
- 10.7 The design and layout of servicing extensions shall be guided by documents approved by the City including, but not limited to:
- a. Infrastructure Master Plans;
  - b. Engineering Standards;
  - c. Offsite Levy Bylaw;
  - d. Endeavour to assist in preparation of agreements; and
  - e. any other similar documents as approved by the City.
- 10.8 The design and development of storm drainage ponds should include only:
- a. dry ponds;
  - b. constructed wetlands; and
  - c. any combination of a and b, to the discretion of the City.
- 10.9 Proposed dry ponds and/or constructed wetlands shall be designated as Public Utility Lots (PUL), and designed for a 1:100 year storm event.

## 11.0 Oil & Gas

### GOAL

The City will:

- Ensure safety with respect to the development of sour gas or other oil and gas facilities and surrounding land uses.

### OBJECTIVES

- Comply with all requirements of the MGA, the South Saskatchewan Plan and the Subdivision and Regulation requirements.

- Identify any sour gas facilities in the City of Brooks.
- Minimize any adverse land use conflicts in close proximity to a sour gas facility.

## POLICIES

11.1 All provincial setback regulations and guidelines respecting sour gas and other oil and gas facilities, including pipelines, shall be applied when considering subdivision and development.

# 12.0 GOVERNANCE

## GOALS

The City will:

- Ensure transparent, accountable and collaborative decision-making, processes, and relationships that represent the needs and desires of the City’s residents, businesses, and organizations; and
- Continue the collaborative working relationship with its regional neighbours in the best interests of the many communities encompassed by County of Newell.

## OBJECTIVES

- An open and transparent dialogue between City staff, elected officials, and the Brooks community will be maintained.
- Partnerships and the continued use of regionalized services and infrastructure will be maintained and built upon, where feasible.
- The legislation, regulations and other relevant documents that work to ensure consistency in the physical, social and economic manifestation of growth and development for the City will be maintained and updated on a regular basis.
- The City will lead by example when putting in place new and innovative best practices and related bylaws and regulations.
- Fiscal responsibility will be maintained without sacrificing the quality of municipal services and programs delivery.

## POLICIES

12.1 The City shall ensure citizen engagement and participation is fostered by:

- a. facilitating access to information in a responsive, comprehensive and transparent manner that is consistent with the *Alberta Freedom of Information and Protection of Privacy Act*;
- b. distributing information regarding City programs, services, initiatives and other related matters in a timely fashion;

- c. using technologies to consult and communicate with citizens; and
  - d. actively engaging citizens in the formation of policies, political decision-making, program development and service delivery processes.
- 12.2 The City shall make use of multiple forms of media when undertaking the notification, circulation and advertising requirements as set out in the *Municipal Government Act*.
- 12.3 The City shall ensure timely adaptation to new and updated federal, provincial and regional legislation, regulations and other relevant documents.
- 12.4 The City shall monitor, review and update municipal legislation, regulations and other relevant documents in a timely manner.
- 12.5 Regionalized services should continue to be entered into where financial and operational efficiencies for the City and partner entities can be realized.
- 12.6 The City of Brooks/County of Newell Intermunicipal Development Plan (IMDP) shall be encouraged to be monitored, maintained and updated as per the requirements provided in the *Municipal Government Act*.
- 12.7 The City shall strive to make best use of financial assets by:
- a. working with other levels of government to secure funding commitments that reduce dependency on property taxation;
  - b. leveraging financial resources through cost-sharing agreements with government and non-government organizations; and
  - c. ensuring a high functioning City workforce through the support of the development and continual improvement of its human resources, and by upholding core workplace values including, but not limited to, collaboration, innovation, and accountability.
- 12.8 The City will work to identify new areas for collaboration in the delivery of programs, services and facilities operation, economic development and land use planning.







# Part 3: Administration & Implementation



# Part 3: Administration & Implementation

The Municipal Development Plan should not be viewed as a static document. Instead, through the continual and ongoing administration, implementation and monitoring of the Plan's vision, goals and objectives, it will be responsive to change, and adapt to innovation and emerging trends.

The following is a framework for administering, implementing, and monitoring the Plan, which should ensure it adapts and responds to change in an efficient and logical manner.

## GOAL

The City will: Administer (implement, monitor, review and amend) the MDP in such a way that it is adaptable and responsive to change to ensure the vision, goals and objectives are achieved to the greatest extent possible.

## OBJECTIVES

### ***Administration & Implementation***

- Council will ensure the administration and implementation of the MDP is undertaken through the careful consideration of its vision, goals, objectives, and policies through the processes and decisions of elected officials and City staff.
- All documents taking direction from or guided by the MDP will be updated in a timely manner after the adoption of the MDP.
- The City will use all available information and analytical best practices to monitor whether vision, goals, objectives, and policies of the MDP are being achieved.
- Minor and major reviews of the MDP will be conducted at regular intervals.
- Amendments to the MDP will be carried out whenever necessary, and will be guided by the outcomes of ongoing monitoring activities and minor and major reviews of the Plan.

## POLICIES

- 1.1 Council shall, within the scope of its authority:
  - a. assign City administration, delegated officers, committees, commissions and boards, to the administration and implementation of the MDP;
  - b. initiate and oversee the planning programs, budgets, recommendations and activities necessary to administer and implement the MDP; and
  - c. consult with and seek advice from all relevant stakeholders on decisions required to administer and implement the MDP.

- 1.2 City administration shall, within the scope of its authority and based on the directives of Council:
  - a. render decisions and follow processes as delegated by Council;
  - b. enforce compliance with the other plans, bylaws, regulations, guidelines, policies and standards that take direction from the MDP; and
  - c. consult with and seek advice from all relevant stakeholders on decisions required to administer and implement the MDP.
- 1.3 All other plans, bylaws, regulations, guidelines, policies, and standards that take direction from the MDP shall be reviewed and updated to align with the vision, goals, objectives, and policies of the MDP.
- 1.4 An action plan that identifies the priority in which all other plans, bylaws, regulations, guidelines, policies and standards that take direction from the MDP shall be reviewed and updated, shall be developed within one year of the passing of this MDP, and form an appendix to the MDP.
- 1.5 The MDP should undergo minor reviews at regular intervals of one (1) year, initiated from the date of adoption of the MDP, whereby administration and staff shall present any recommendations for updates, if deemed necessary.
- 1.6 The MDP should undergo major reviews at regular intervals of four years, to coincide within eighteen (18) months following the municipal elections to be held in 2021, 2025, 2029 and 2033 whereby administration and staff shall undertake consultative efforts with all relevant stakeholders, and present the findings of the monitoring strategy and consultative efforts, culminating in the recommendation of updates to the MDP, if deemed necessary.



## Part 4: References



# Part 4: References

Municipal Government Act

<http://www.qp.alberta.ca/documents/Acts/m26.pdf>

South Saskatchewan Regional Plan

[https://landuse.alberta.ca/LandUse%20Documents/South%20Saskatchewan%20Regional%20Plan\\_2014-07.pdf](https://landuse.alberta.ca/LandUse%20Documents/South%20Saskatchewan%20Regional%20Plan_2014-07.pdf)

City of Brooks Municipal Sustainability Plan

[http://www.brooks.ca/attachments/400\\_SustainableBrooks.pdf](http://www.brooks.ca/attachments/400_SustainableBrooks.pdf)

City of Brooks Strategic Focus Areas

[http://192.168.66.4/attachments/152\\_Council\\_Strategic\\_Focus\\_Areas\\_2013\\_2017.pdf](http://192.168.66.4/attachments/152_Council_Strategic_Focus_Areas_2013_2017.pdf)

City of Brooks Welcoming and Inclusive Communities Partnership Plan 2017-2020

<http://www.brooks.ca/288/Welcoming-Inclusive-Community>

Statistics Canada Census data (1991 – 2011)

1991 population data: <http://www12.statcan.gc.ca/english/census96/data/profiles/Rp-eng.cfm?TABID=2&LANG=E&APATH=3&DETAIL=0&DIM=0&FL=A&FREE=0&GC=0&GK=0&GRP=1&PID=35782&PRID=0&PTYPE=3&S=0&SHOWALL=0&SUB=0&Temporal=1996&THEME=34&VID=0&VNAMEE=&VNAMEF=>

1996, 2001 and 2006 population data: <https://www12.statcan.gc.ca/census-recensement/2006/dp-pd/92-596/P1-2.cfm?Lang=eng&T=CSD&PRCODE=48&GeoCode=02034&GEOLVL=CSD&TID=0>

Statistics Canada NHS survey summary 2011

<https://www12.statcan.gc.ca/nhs-enm/2011/dp-pd/prof/details/page.cfm?Lang=E&Geo1=CSD&Code1=4802034&Data=Count&SearchText=brooks&SearchType=Begins&SearchPR=01&A1=All&B1=All&Custom=&TABID=1>

City of Brooks Municipal Census 2015

*Available upon request at the City of Brooks City Hall*

City of Brooks Comprehensive Recreation, Parks and Culture Master Plan

*Available upon request at the City of Brooks City Hall*

Grasslands Regional Family and Community Support Services Society Quality of Life Newell Regional Report

<http://216.119.96.229/business/documents/NewellRegionNOV7FINALTORELEASE.pdf>

City of Brooks Land Use Bylaw 2014

[http://gis2.orrsc.com/ORRSCdocs/Bylaws/City%20of%20Brooks/City%20of%20Brooks%20LUB%2014-12%20July%202014%20\(consolidated%20to%20Bylaw%2015-17%20October%202015\)%20\(No%20Map\).pdf](http://gis2.orrsc.com/ORRSCdocs/Bylaws/City%20of%20Brooks/City%20of%20Brooks%20LUB%2014-12%20July%202014%20(consolidated%20to%20Bylaw%2015-17%20October%202015)%20(No%20Map).pdf)

City of Brooks Area Structure Plans

*Northeast Sector Area Structure Plan:*

[http://www.brooks.ca/attachments/066\\_NE%20ASP%20Complete.pdf](http://www.brooks.ca/attachments/066_NE%20ASP%20Complete.pdf)

*Southeast Sector Area Structure Plan:*

[http://www.brooks.ca/attachments/066\\_95-036%20Adopt%20the%20Southeast%20Area%20Structure%20Plan.pdf](http://www.brooks.ca/attachments/066_95-036%20Adopt%20the%20Southeast%20Area%20Structure%20Plan.pdf)

City of Brooks/County of Newell IMDP

[http://gis2.orrsc.com/ORRSCdocs/Bylaws/City%20of%20Brooks/Newell%20County%20&%20Brooks%20IMDP%20March%202009%20\(consolidated%20March%202013\).pdf](http://gis2.orrsc.com/ORRSCdocs/Bylaws/City%20of%20Brooks/Newell%20County%20&%20Brooks%20IMDP%20March%202009%20(consolidated%20March%202013).pdf)

Wastewater Systems Analysis: 2008

*Available upon request at the City of Brooks City Hall*

Water Supply, Treatment and Distribution Master Plan: 2005

*Available upon request at the City of Brooks City Hall*

Joint Southwest Brooks Sanitary Servicing Study: 2013

*Available upon request at the City of Brooks City Hall*

Transportation Study Final Report: 2009

*Available upon request at the City of Brooks City Hall*

City of Brooks 2001 MDP

[http://www.brooks.ca/attachments/169\\_00-19%20Municipal%20Development%20Plan.pdf](http://www.brooks.ca/attachments/169_00-19%20Municipal%20Development%20Plan.pdf)





# Part 5: Glossary of Terms



## Part 5: Glossary of Terms

**Active Modes** means any form of human-powered transportation including, but not limited to, walking, bicycling, in-line skating, skateboarding, non-mechanized wheelchairs, snowshoeing and skiing.

**Active transportation** – see “Active Modes”

**Amenities** means items and elements including, but not limited to, landscaped areas, patios, balconies, site furniture, swimming pools, beaches and other similar items that are intended for private or public use as specified by the Development Authority.

**Area Concept Plan** – see “Conceptual Design Scheme”

**Area Redevelopment Plan** means a statutory plan, prepared in accordance with Sections 634 and 635 of the *Municipal Government Act* for the purpose of all or any of the following:

- (a) preserving or improving land and buildings in the area;
- (b) rehabilitating buildings in the area;
- (c) removing buildings from the area;
- (d) constructing or replacing buildings in the area;
- (e) establishing, improving or relocating public roadways, public utilities or other services in the area;
- (f) any other development in the area.

**Area Structure Plan** means a statutory plan prepared for the purpose of providing a framework for subsequent subdivision and development of an area of land as per Section 633 of the *Municipal Government Act* and that may be adopted by a Council by bylaw.

**Built environment** can generally be described as those elements of the physical environment that are generally built or made by people as contrasted with natural features and processes.

**Business Revitalization Zone** can generally be described as a zone established for the purposes of improving, beautifying and maintaining property in the zone and/or developing, improving and maintaining public parking and/or promoting the zone as a business or shopping area.

**Co-location** can generally be described as the practice of locating many similar businesses proximate to one another in order that processes, human and technological resources, and by-product may be shared.

**Commercial development** can generally be described as development primarily focused on the sale or purchase of goods and/or services for the purposes of generating profit, and may include uses including, but not limited to; restaurants, grocery stores, retail stores, shopping malls, gas stations, convenience stores, business and professional offices, department stores, bars, and other similar uses.

**Complete community** can generally be described as a community that incorporates elements that contribute to the quality and character of the places where people live, work, move, and thrive.

**Complete Street** means a street designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, bicycles, transit users and people with disabilities is not an afterthought, but an integral planning feature.

**Conceptual Design Scheme** means a detailed site layout plan for a parcel of land which typically addresses the same requirements of an Area Structure Plan but which is not adopted by bylaw which:

- (a) shows the location of any existing or proposed buildings;
- (b) describes the potential effect and/or relationship of the proposed development on the surrounding area and the municipality as a whole; and
- (c) provides for access roads, water, sewer, power and other services to the satisfaction of the Subdivision Authority or Council.

**Connectivity** means a measure of the efficiency of the physical layout of the block structure as made up by the transportation network, including but not limited to average block dimensions, the number of intersections, the percentage of three and four way intersections, and route choice throughout a given transportation network. High connectivity means that a given network has many direct route choices, while low connectivity means a given network has few direct route choices.

**Façade** means the entire area and all elements (including but not limited to windows, recesses, projections, fascia, soffit, doors and canopies) of an exterior building wall for the entire width and from grade to the top of the building, not including any structural or non-structural elements extending beyond the highest point of the roof, eaves or parapet, whichever is applicable based on the design of the building.

**Fiscally responsible** (fiscal responsibility) means, for the purposes of this Municipal Development Plan, the expenditure of public money by the City of Brooks in such a way that funds are not used on superfluous or unnecessary costs associated with the maintenance and enhancement of the existing areas of the City, or the growth and development of new areas of the City.

**Greenfield** means areas of the City that have not been developed to an urban standard of residential, commercial, industrial or other land use yet, including but not limited to the servicing of such lands by roads, potable, waste and storm water systems, or other forms of urban infrastructure.

**Grid** can generally be described as a system of street layout where the majority of intersections are made up of streets and avenues that intersect frequently, and create a consistent pattern of squares, rectangles or some variation of the two.

**Industrial development** can generally be described as development primarily focused on processes related to refining raw materials, producing and manufacturing goods made up of one or more raw or refined materials and the shipping of the same off-site to another location for further refining, producing or manufacturing, or for the sale of such goods, and/or the service of equipment, including vehicles, used in industrial activities as described in this definition, and in some instances may include the sale of equipment and other materials where the impact to the land on which the activity is taking place is generally greater than a commercial development would permit, and may include uses including, but not

limited to; repair shops, contractor services, equipment sales, manufacturing, lumber yards, storage facilities, recycling facilities, warehouses, bulk fuel stations, salvage yards, and other similar uses.

**Infill development** can generally be described as development in areas of the City that are considered already established, which may be further defined as areas where the majority of lots have been subdivided, serviced and developed.

**Low Impact Development** is a comprehensive land development approach to managing the runoff from precipitation events that focuses on reducing the need for conventional stormwater conveyance and collection systems through the use of decentralized small-scale hydrologic controls to replicate pre-development runoff flows, through the use of techniques related to infiltrating, filtering, storing, evaporating and detaining runoff close to its source. Low Impact Development may include tools, techniques and mechanisms including, but not limited to, permeable pavements, vegetative roofs, rain gardens, bio-swales and constructed wetlands.

**Massing** means the volume, height, location and orientation of a building.

**May** means, for the purposes of this Municipal Development Plan, an operative term that indicates, when used in a policy statement, the policy is discretionary and can be enforced if the City chooses to do so, and is usually dependent on the particular circumstances of a specific site and/or situation.

**Mixed use development** can generally be described as a mixture of residential and supportive non-residential developments, sited in appropriate locations throughout the City including, but not limited to, town centres and/or areas of transition between residential and non-residential uses.

**Modified grid** can generally be described as the grid as per the definition in this Municipal Development Plan, but with a circumstance relating to topography, connection to another established area of the City, change in elevation, or a need to address a functional matter such as traffic speeds, and therefore which is not restricted to consistent shapes and intersecting points between streets and avenues.

**Municipality** means, for the purposes of this Municipal Development Plan, the City of Brooks, the County of Newell, or whichever other municipality the term may be referring to in the context of the sentence in which it has been used.

**Natural environment** can generally be described as those elements of the physical environment that have not been altered by the construction of the built environment, or that, if they have been altered by the built environment, may only exist as a result of natural processes such as the hydrologic cycle, photosynthesis, and other processes fundamental to the development and sustaining of flora and fauna.

**Orientation** means the arranging or facing of a building or other structure with respect to the points of the compass.

**Outline plan** means a more specific planning framework for an area included within an Area Structure Plan or conceptual design scheme which conforms to the general principles and concepts established in those plans. This may include, but is not limited to, more detailed engineering studies or planning designs.

**The (this) Plan** means, for the purposes of this Municipal Development Plan, the City of Brooks 2017 Municipal Development Plan, and any amendments hereto.

**Public and institutional development** can generally be described as development primarily focused on the delivery of goods, services and needs of the community that are either not-for-profit, are directly related to the governance of the City, province or country, or that serve a cultural, social or religious purpose. Public and institutional development may include uses including, but not limited to, schools, child care facilities, libraries, government offices and other related facilities, medical facilities, seniors housing, community halls, recreational facilities, and land and buildings used for the purposes of providing recreational opportunities, conveying and/or holding infrastructure required to service the City, and other similar uses.

**Public realm (civic/public spaces)** can generally be described as any public streets, pathways, rights-of-way, parks, publically accessible open spaces and public and civic buildings and facilities.

**Riparian areas** can generally be described as those lands adjacent to streams, rivers, lakes and wetlands where the vegetation and soils are strongly influenced by the presence of water.

**Renewable Energies** means a development for the advancement, manufacture, wholesale, resale and repair of renewable energies including, but not limited to, Wind Energy Conversion Systems (WECS) as defined in this bylaw, solar collector arrays as defined by this Land Use Bylaw, and other forms of solar collection systems.

**Shall/Will** means, for the purposes of this Municipal Development plan, an operative term that indicates the actions outlined are mandatory and therefore must be complied with, without discretion.

**Should** means, for the purposes of this Municipal Development Plan, an operative term that provides direction to strive to achieve the outlined action, but is not mandatory. When the policy is directed by a developer, the onus is on the developer to justify why the desired action/result is not proposed and/or will not be achieved.

**Siting** can generally be described as the process of identifying where development should occur on a given lot or in a given area, including such site elements as parking, access, buildings, loading and unloading areas, and so on.

**Traffic calming** can generally be described as design measures introduced to a roadway with the express purpose of slowing the speed at which motor vehicles travel along the roadway, and may include techniques and physical elements including, but not limited to, boulevard landscaping, reduced corner radii at intersections, intersectional and mid-block bulb-outs, vertical and horizontal deflection, partial street closure, median barriers, artificial lane narrowing and the creation of choke points, and so on.

**Transportation hierarchy** can generally be described as the placement of certain methods of transportation above others and/or the placement of certain types of roads above others. For instance, a typical roadway hierarchy may include arterials at the top of the hierarchy, followed by collectors and then local roads. Within the transportation hierarchy described in this Municipal Development Plan, the major categories are arterial, collector and local.

**Transportation level of service** can generally be described as the functionality of a given roadway or area of roadway, generally including intersections, based on the number of vehicles that may use the roadway or area of roadway at peak travel times, and the ability for the roadway or area of roadway to move the vehicles in an efficient manner.

**Urban tree canopy** can generally be described as the tree canopy made up of trees exclusively in an urban environment, such as those trees that may be found along boulevards in established areas of the City of Brooks.

**Wayfinding** can generally be described as the system of information that is available to people as they navigate built and natural environments and may include elements including, but not limited to, consistently designed and placed signage, colours, vegetation, building design and land use.







# Appendices



# APPENDIX A

## Area Structure Plans

### 1.0 INTRODUCTION

The purpose of this document is to outline the components of an Area Structure Plan. It contains a detailed description of the purpose, application process, and requirements for an Area Structure Plan within the City of Brooks. Moreover, this document intends to complement information contained in applicable provincial legislation, specifically the *Municipal Government Act*.

### 2.0 WHAT IS AN AREA STRUCTURE PLAN?

An Area Structure Plan (ASP) is a statutory tool that provides land use direction using a land use concept for the area as a whole. Section 633 of the *Municipal Government Act* states that there must be a public consultation process and mandates that an ASP must describe the following:

- the sequence of development proposed for the area;
- the land uses proposed for the area, either generally or with respect to specific parts of the area (*for example, where residential, commercial, institutional, industrial and recreational uses will be located*);
- the density of population proposed for the area either generally or with respect to specific parts of the area; and
- the general location of major transportation routes and public utilities (*for example, how required servicing infrastructure such as water and sewer systems, arterial and collector roads, schools and parks, and other public facilities like fire and police protection will be provided*).

ASPs are statutory documents that are adopted by bylaw by the Municipal Council after three readings of the bylaw and a public hearing. These plans ensure that long-range comprehensive planning is maintained while taking into consideration the interface between adjacent lands and development, including connectivity for transportation networks, utility lines and parks.

The Council of a municipality may also require the ASP to address any other matters that it feels are necessary. Once an ASP has been adopted, it allows prospective developers to anticipate the land uses Council will assign its land in the land use bylaw. More significantly, it will streamline subsequent subdivision applications that are in compliance with the ASP as it will function as a high level blueprint for a particular area. ASPs reduce ad hoc development which results in unexpected issues (i.e., infrastructure, future development patterns, etc.).

## 3.0 DEVELOPMENT OF AN ASP

### *City Requirements*

The applicant should start compiling the following information to initiate the application:

- Application fee, payable to the City of Brooks;
- 2 paper copies and 1 electronic copy (e.g. a PDF or Word document) of the draft ASP (maps, text, and/or tables) and;
- Any additional information, studies or materials as may be required by the City administration.

**Note: An ASP shall be prepared by a certified Planner or Engineer only.**

### *Area Structure Plan Template*

The following is a sample Table of Contents for an Area Structure Plan. The sample shows the areas that should be addressed. The information required and level of detail for each plan will vary due to the differences in topography, application and proximity to other development. This is simply a guide – the actual characteristics and presentation will be unique to the applicant and the area of interest.

- I. Introduction
  - a. Purpose of Plan
  - b. Plan Area
  - c. Existing Conditions
  - d. Policy Framework
    - i. City of Brooks Municipal Development Plan
    - ii. City of Brooks Land Use Bylaw
    - iii. Subdivision and Development Regulation
- II. Development Concept
  - a. Goals of the Plan
  - b. Land Use Concept
- III. Transportation and Servicing
  - a. Road Network
  - b. Sanitary and Water Systems Servicing
    - i. Water Servicing
    - ii. Sanitary Sewer Servicing
  - c. Storm Water Management
  - d. Shallow Utilities
  - e. Lot Grading

- IV. Implementation
  - a. Phasing
  - b. Subdivision and Development
    - i. Development Agreement
    - ii. Detailed Engineering
    - iii. Lot Sizes
  - c. Benefiting Areas

## **4.0 ASP PROCESS**

### *Initial Consultation*

The applicant will consult with a member of City Administration and the City's Planning Advisor to discuss parameters such as planning and statutory requirements in proposed plan area.

### *Stakeholder Consultation*

The applicant and the City will consult with landowners in the proposed plan area as well as any external agencies who have an interest as required (i.e. Alberta Transportation, Alberta Environment, Private Industry or Federal Government).

### *Information Gathering*

The City and Planner will conduct research and collect background data relevant to the proposed ASP. This may include previous civil engineering, survey work, geotechnical studies, traffic impact assessments, legislative policy and other planning documents.

### *Design Process*

The applicant will engage in a consultation process with the City for the ASP design. This will include land use framework, transportation networks and other relevant sections.

### *Public Consultation: Phase 1*

A single or series of open houses will be held to gather input from the adjacent landowners and other public stakeholders who may be impacted by the ASP. The public consultations are in place to ensure that any proposed ASP takes into account the needs of all stakeholders and promotes the successful integration of the public into the policy planning and development process.

### *Design Review*

Based on the feedback from the public and area landowners, administration will review the comments and make amendments to the proposed ASP. The review of the draft ASP will involve consideration of a number of issues including: conformity to the City of Brooks planning policies and bylaws; land use;

compatibility with adjacent uses; transportation impacts; park and school requirements; environmental impacts; and servicing requirements and costs.

### *Formal Application Submission*

After completing the preliminary consultation and design requirements, the applicant will submit a formal application to the City

### *Circulation (30 day period)*

The proposed ASP must be circulated to adjacent landowners in the area external agencies who have an interest, as per Section 633 of the Alberta *Municipal Government Act*.

### *Review & Changes*

Based on the feedback from the internal departments and external agencies, administration will review the comments and make amendments to the draft ASP.

### *Public Consultation: Phase 2*

A single or series of open houses may be held to gather input from the adjacent landowners and other public stakeholders who may be impacted by the ASP. The public consultations are in place to ensure that any proposed ASP takes into account the needs of all stakeholders and promotes the successful integration of the public into the policy planning and development process.

### *Review & Changes*

Based on the feedback from the public and area landowners, administration will review the comments and make amendments to the draft ASP.

### *1<sup>st</sup> Reading*

The draft ASP is presented for First Reading by a Planning Advisor and the City Council votes to adopt the proposed ASP. Generally, Council will make comments and require changes be made to the draft ASP.

### *Advertisement & Public Hearing*

Municipal Council must hold a public hearing regarding the ASP, which provides an additional opportunity for the people in the community to provide their input. Notice of hearing is given by an advertisement in the local monthly newsletter and by mailing/delivering the notice to owner(s) of the subject parcel and to adjacent landowners. If there is significant concern from the public, amendments may be required and the ASP may be advertised and sent back for 1<sup>st</sup> Reading.

### *2<sup>nd</sup> Reading*

This step generally occurs in the same day as the Public Hearing. Again, Council may request certain conditions that require significant revision of an ASP and it may need to be recirculated and advertised for Public Hearing.

### *Approval from Ministry of Alberta Transportation*

If the plan area is within 800 m of a Provincial Highway Network, the proposed ASP must be submitted to the Alberta Ministry of Transportation for approval, prior to being given 3<sup>rd</sup> Reading.

### *3<sup>rd</sup> & Final Reading*

Proposed ASP is given Final Reading and formally adopted as a City Bylaw, pursuant to the Alberta *Municipal Government Act*.

## **5.0 WHO MAKES THE DECISION ON AN ASP?**

### *City Council*

After the review of the application by the Planning & Development Department is complete, a summary report regarding the application with a recommendation of support or non-support will be presented to the City Council. Council must hold a public hearing regarding the ASP, which provides an additional opportunity for the people in the community to provide their input. Notice of hearing is given by an advertisement in the local municipal newsletter and by mailing/delivering the notice to owner(s) of the subject parcel, adjacent landowners, and external agencies.

### *Adoption of the ASP*

In order for an ASP to be adopted, Council must give three Readings to and sign the bylaw. This is required by the *Municipal Government Act* as all ASPs are statutory documents.





## APPENDIX B

# South Saskatchewan Regional Plan Review Municipal Development Plan Compliance Summary

There have been many provincial initiatives throughout the years regarding how to deal with various land uses. These initiatives have shaped modern day land use requirements in Alberta. The *Alberta Land Use Framework*, implemented by the Provincial Government in 2008 provides a blueprint for land-use management and decision-making that addresses Alberta's growth pressures. The Land Use Framework established seven new land-use regions and requires the development of a regional plan for each. The City of Brooks is located within the geographic area of the South Saskatchewan Regional Plan (SSRP) which became effective the fall of 2014. The SSRP lays out a number of key desired outcomes and strategic directions relating to the region's economy, people, environment, and resources.

All statutory plans and relevant land use documents must comply with the SSRP by no later than September 1, 2019. Compliance can be achieved by updating relevant statutory and other relevant documents, and filing a statutory declaration declaring compliance with the province. The timing of the 2017 update of this Municipal Development Plan provides an opportunity for the City of Brooks to align its highest level statutory planning document with the SSRP. However, there is an ongoing challenge of what alignment means because the implications of the SSRP continue to be determined and realized at all levels of government in Alberta.

### Section 1: Use Land Efficiently

1. All land use planner and decision-makers responsible for land-use decisions are encouraged to consider the efficient use of land principle in land-use planning and decision making. (5.1)
  - 1.1 Reduce the rate at which land is converted from an undeveloped state into permanent, built environment.  
Relevant policies 4.1, 4.2, 4.4 and 10.5
  - 1.2 Utilize the minimum amount of land necessary for new development and build at a higher density than current practices.  
Relevant policies 4.1, 4.20, 4.15 and 4.16
  - 1.3 Increase the proportion of new development that takes place within already developed or disturbed lands either through infill, redevelopment and/or shared use, relative to new development that takes place on previously undeveloped lands.  
Relevant policies 5.2, 4.13
  - 1.4 Plan, design and locate new development in a manner that best utilizes existing infrastructure and minimizes the need for new or expanded infrastructure.  
Relevant policies 4.13 and 10.5

1.5. Reclaim and/or convert previously developed lands that are no longer required in a progressive and timely manner.

Relevant policies 5.4, 10.5, 4.12 and 4.16

1.6 Provide decision-makers, land users and individuals the information they need to make decisions and choices that support efficient land use.

Relevant policy 12.1

2. Build awareness and understanding of the efficient use of land principle and the application of land–use planning tools that reduce the footprint of the built environment, how they might be applied and how their effectiveness would be measured over time with municipalities, land-use decisions-makers and land users, on both public and private lands. (5.2)

Appendix A

## **Section 2: Planning Cooperation and Integration**

Work together to achieve the shared environmental, economic and social outcomes in the South Saskatchewan Regional Plan and minimize negative environmental cumulative effects. (8.1)

Relevant policy 12.8

Address common planning issues, especially where valued natural features and historic resources are of interests to more than one stakeholder and where the possible effect of development transcends jurisdictional boundaries. (8.2)

Relevant policies 3.1 and 12.6

Coordinate and work with each other in their respective planning activities (such as in the development of plans and policies) and development approval processes to address issues of mutual interest. (8.3)

Relevant policies 1.3, 4.5, 5.4, 7.2, 7.6 and 10.7

Work together to anticipate, plan and set aside adequate land with the physical infrastructure and services required to accommodate future population growth and accompanying community development needs. (8.4)

Relevant policies 3.2, 4.1, 4.2, 1.1 and 1.3

Build awareness regarding the application of land-use planning tools that reduce the impact of residential, commercial and industrial developments on the land, including approaches and best practices for promoting the efficient use of private and public lands. (8.5)

Relevant policies 4.5, 4.13, 4.24, 5.3, 7.6, 7.8, 7.9, 10.5, and 12.1

Pursue joint use agreements, regional services commissions and any other joint cooperative arrangements that contribute specially to Intermunicipal land use planning. (8.6)

Relevant policies 1.2, 10.4, 12.5 and 12.6

Consider the value of intermunicipal development planning to address land use on fringe areas, airport vicinity protection plans or other areas of mutual interest. (8.7)

Relevant policies 3.1, 12.5 and 12.6

Coordinate land use planning activities with First Nations, irrigation districts, school boards, health authorities and other agencies on areas of mutual interest. (8.8)

Relevant policies 1.4, 2.2, 2.9, 2.10, 2.11, 8.3 and 8.4

### **Section 3: Building Sustainable Communities**

Provide an appropriate mix of agricultural, residential, commercial, industrial, institutional, public and recreational land uses; developed in an orderly, efficient, compatible, safe and economical manner. (8.11)

Relevant policies 2.2, 2.4, 3.2, 4.13, 4.18, 4.23 and 5.1

Contribute to a healthy environment, healthy economy and a high quality of life. (8.12)

Relevant policies 5.1, 2.9, 3.1, 3.2, 3.8, 7.1 and 7.2

Provide a wide range of economic development opportunities, stimulate local employment growth and promote a healthy and stable economy. Municipalities are also expected to complement regional and provincial economic development initiatives. (8.13)

Relevant policies 3.1, 3.2, 3.5 and 3.8

Feature innovative housing design, range of densities and housing types such as mixed use, cluster development, secondary suites, seniors' centres and affordable housing. Provide the opportunity for the variety of residential environments which feature innovative designs and densities and which make efficient use of existing facilities, infrastructure and public transportation. (8.14)

Relevant policies 2.5, 2.11, 4.12, 4.15 and 4.16

Minimize potential conflict of land uses adjacent to natural resource extraction, manufacturing and other industrial developments. (8.15)

Relevant policies 7.1 and 7.8

Minimize potential conflict of land uses within and adjacent to areas prone to flooding, erosion, subsidence, or wildfire. (8.16)

Relevant policies 7.6, 7.7, 7.8 and 8.3

Complement their municipal financial management strategies, whereby land use decisions contribute to the financial sustainability of the municipality. (8.17)

Relevant policies 2.7, 3.6, 4.3, 10.2 and 10.3

Locate schools and health facilities, transportation and transit and other amenities appropriately, to meet increased demand from a growing population. (8.18)

Relevant policies 2.11 and 4.1

## **Section 4: Agriculture**

Identify areas where agricultural activities, including extensive and intensive agricultural and associated activities, should be the primary land use in the region. (8.19)

Relevant policy 4.9

Limit the fragmentation of agricultural lands and their premature conversion to other, non-agricultural uses, especially within areas where agriculture has been identified as a primary land use in the region. Municipal planning, policies and tools that promote the efficient use of land should be used where appropriate to support this strategy. (8.20)

Relevant policies 4.8, 5.5 and 5.6

Employ appropriate planning tools to direct non-agricultural subdivision and development to areas where such development will not constrain agricultural activities, or to areas of lower- quality agricultural lands. (8.21)

Relevant policy 4.10

Minimize conflicts between intensive agricultural operations and incompatible land use by using appropriate planning tools, setback distances and other mitigating measures. (8.22)

Relevant policy 4.8

## **Section 5: Water and Watersheds**

Utilize or incorporate measure which minimize or mitigate possible negative impacts on important water resources or risks to health, public safety and loss to property damage due to hazards associated with water, such as flooding, erosion and subsidence due to bank stability issues, etc., within the scope of their jurisdiction. (8.23)

Relevant policies 7.1, 7.7, 7.8, 10.2 and 10.7

Incorporate measures in future land-use planning decisions to mitigate the impact of floods through appropriate flood hazard area management and emergency response planning for floods. (8.24)

Relevant policies 7.6, 7.7, 10.6, 10.7 and 8.5

Prohibit unauthorized future use or development of land in the floodway in accordance with the Flood Recovery Reconstruction Act and the Floodway Development Regulation under development, which will control, regulate or prohibit use or development of land that is located in a floodway and define authorized uses. (8.25)

Relevant policy 7.13

Identify and consider, based on available information including information from the Government of Alberta, the values of significant water resources and other water features, such as ravines, valleys, riparian lands, stream corridors, lakeshores, wetlands, and unique environmentally significant landscapes within their boundaries. (8.26)

Relevant policies 7.13 and 7.14

Determine appropriate land-use patterns in the vicinity of these significant water resources and other water features. (8.27)

Relevant policies 7.13

Consider Local impacts as well as impacts on the entire watershed. (8.28)

Relevant policies 7.1, 7.6, 10.2, 10.6 and 10.7

Consider a range of approaches to facilitate the conservation, protection or restoration of these water features and the protection of sensitive aquatic habitat and other aquatic resources. (8.29)

Relevant policies 7.12 and 7.13

Establish appropriate setbacks from waterbodies to maintain water quality, flood water conveyance and storage, bank stability and habitat. (8.30)

Relevant policies 7.13 and 7.14

Assess existing developments located within flood hazard areas for long-term opportunities for redevelopment to reduce risk associated with flooding, including human safety, property damage, infrastructure and economic loss. (8.31)

Relevant policies 7.12 and 7.13

Facilitate public access and enjoyment of water features, to the extent possible. (8.32)

Relevant policy 8.3

Use available guidance, where appropriate, from water and watershed planning initiatives in support of municipal planning. (8.33)

Relevant policy 7.12

## **Section 6: Historic Resources**

Identify significant historic resources to foster their preservation and enhancement for the use and enjoyment by present and future generations. (8.34)

Relevant policy 4.11

Work toward the designation of Municipal Historic Resources to preserve municipally significant historic places. (8.35)

Relevant policy 4.11

Formulate agreements with the Ministry for development referrals to assist in the identification and protection of historic resources within the scope of their jurisdiction. (8.36)

Relevant policy 4.11

## **Section 7: Transportation**

Identify the location, nature and purpose of key provincial transportation corridors and related facilities. (8.37)

Relevant policies 6.15 and 6.16

Work with the Ministry to minimized negative interactions between the transportation corridors and related facilities identified in accordance with strategy 8.37 above and the surrounding areas and land uses through the establishment of compatible land-use patterns. (8.38)

Relevant policy 6.17

Enter into highway vicinity agreements with the Ministry and employ appropriate setback distances and other mitigating measures relating to noise, air pollution and safety to limit access if subdivision and development is to be approved in the vicinity of the areas identified in accordance with 8.37 above. (8.39)

Relevant policy 6.16