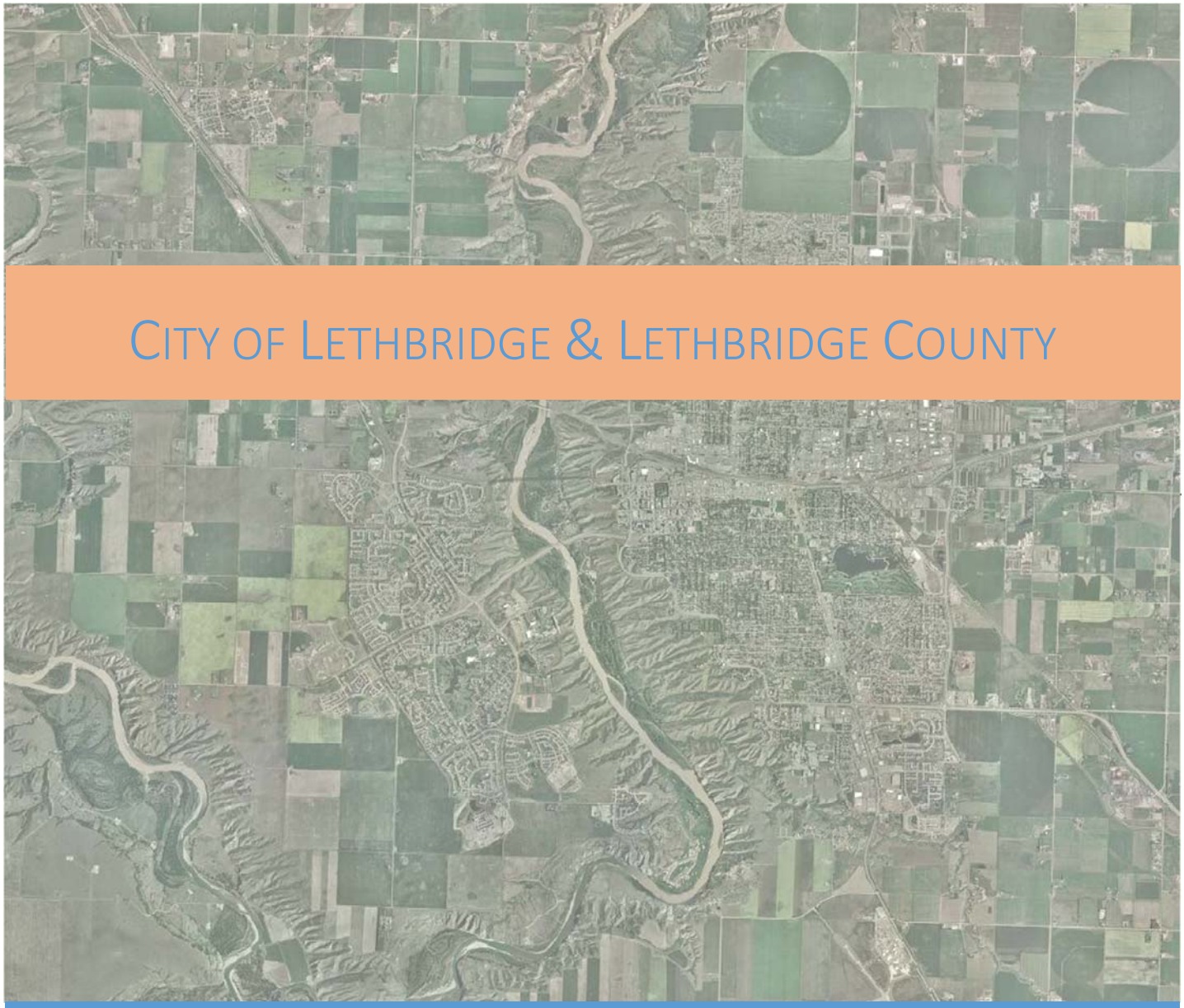

CITY OF LETHBRIDGE & LETHBRIDGE COUNTY

INTERMUNICIPAL DEVELOPMENT PLAN

City of Lethbridge Bylaw No. 6015

& Lethbridge County Bylaw No. 1478

October 2016

INTERMUNICIPAL DEVELOPMENT PLAN

City of Lethbridge Bylaw No. 6015

& Lethbridge County Bylaw No. 1478

This document is a joint planning collaboration between the City of Lethbridge and Lethbridge County and is a Statutory Plan in accordance with the Municipal Government Act, adopted by bylaw by each of the Councils of the respective municipalities (signed Bylaw reading pages follow this page).

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Steve Campbell – Councillor
Tom White – Councillor
John Willms – Councillor
Morris Zeinstra – Councillor
Rick Robinson – CAO

City of Lethbridge

Chris Spearman – Mayor
Liz Iwaskiw – Councillor
Joe Mauro – Councillor
Bridget Mearns – Councillor
Rob Miyashiro – Councillor
Jeffery Coffman – Councillor
Jeff Carlson – Councillor
Blaine Hyggen – Councillor
Ryan Parker – Councillor
Garth Sherwin – City Manager

Intermunicipal Development Plan 2011 – 2016 Project Steering Committee

On behalf of Lethbridge County

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Ken Benson – Councillor
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On behalf of City of Lethbridge

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Jeff Carlson – Councillor
Bridget Mearns – Councillor
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Maps in this Plan were prepared by the Oldman River Regional Services Commission (ORRSC) on behalf of the City of Lethbridge and Lethbridge County with information and data provided by the City of Lethbridge, Lethbridge County and ORRSC

BYLAW 6015

****

A BYLAW OF THE CITY OF LETHBRIDGE
TO ADOPT AN INTERMUNICIPAL DEVELOPMENT PLAN

****

Bylaw 6015 of the City of Lethbridge is for the purpose of adopting the Lethbridge County and City of Lethbridge Intermunicipal Development Plan in accordance with sections 631 and 692 of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26, as amended.

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

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

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

AND WHEREAS Section 631(1) of the *Municipal Government Act*, Chapter M-26, R.S.A. 2000, provides as follows:

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

WHEREAS both the City of Lethbridge and Lethbridge County wishes to adopt an Intermunicipal Development Plan as described in Schedule A.

NOW THEREFORE, THE COUNCIL OF THE CITY OF LETHBRIDGE, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, DOES HEREBY ENACT AS FOLLOWS:

1. Council shall rescind Bylaw 5242 in its entirety.

2. Council shall adopt the City of Lethbridge and Lethbridge County Intermunicipal Development Plan in consultation and as agreed to with Lethbridge County.

3. The attached Schedule A, upon adoption, shall be cited as the Lethbridge County and City of Lethbridge Intermunicipal Development Plan Bylaw 6015 and Bylaw 1478.

4. This Bylaw shall come into force on the date of final passage thereof

READ A FIRST TIME this 19 day of September, 2016

MAYOR CITY CLERK

READ A SECOND TIME this 17 day of October, 2016

MAYOR CITY CLERK

READ A THIRD TIME this 17 day of October, 2016

MAYOR CITY CLERK

LETHBRIDGE COUNTY
IN THE PROVINCE OF ALBERTA

BYLAW NO. 1478

Bylaw No.1478 of the Lethbridge County is for the purpose of adopting the City of Lethbridge and Lethbridge County Intermunicipal Development Plan in accordance with sections 631 and 692 of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, as amended.

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

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

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

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

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

1. Council shall adopt the City of Lethbridge and Lethbridge County Intermunicipal Development Plan (Schedule A) in consultation and as agreed to with the City of Lethbridge.
2. This plan, upon adoption, shall be cited as the City of Lethbridge Intermunicipal Development Plan Bylaw No.6015 and Lethbridge County Intermunicipal Development Plan Bylaw No.1478.
3. Bylaw No. 1254 is hereby repealed.
4. This bylaw shall come into effect upon third and final reading thereof.

GIVEN first reading this 15th day of September, 2016.

Reeve

Chief Administrative Officer

GIVEN second reading this 20th day of October, 2016.

Reeve

Chief Administrative Officer

GIVEN third reading this 20th day of October, 2016.

Reeve

Chief Administrative Officer

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PLANNING AND LEGISLATIVE ACRONYMS

(which may be used/referenced within this document)

ADRI – Animal Disease Research Institute

AER – Alberta Energy Regulator

AESRD – Alberta Environment and Sustainable Resource Development

ALSA – Alberta Land Stewardship Act

AOPA – Agricultural Operations and Practices Act

ASP – Area Structure Plan

AT – Alberta Transportation

BMP – Best Management Practices

CFO – Confined Feeding Operation

CPR – Canadian Pacific Railway

DA – Development Authority

DP – Development Permit

ER – Environmental Reserve

ERCB – Energy Resources Conservation Board

ERE – Environmental Reserve Easement

FOIP – Freedom of Information and Protection of Privacy

GIS – Geographic Information System

GCR – Grouped Country Residential

HRIA – Historical Resources Impact Assessment

HRO – Historical Resources Overview

HWY – Highway

ICSP – Integrated Community Sustainability Plan

IDP – Intermunicipal Development Plan

IGMS – Integrated Growth Management Strategy

IMC – Intermunicipal Committee

LEED – Leadership in Energy and Environmental Design

LID – Low Impact Development

LUB – Land Use Bylaw

LUF – Land Use Framework

MDA – Municipal Development Authority

MDP – Municipal Development Plan

MDS – Minimum Distance Separation

MGA – Municipal Government Act

MGB – Municipal Government Board

MPC – Municipal Planning Commission

MR – Municipal Reserve

MSA – Municipal Subdivision Authority

NRCB – Natural Resources Conservation Board

OP – Outline Plan

RW – Right-of-Way

SA – Subdivision Authority

SDA – Subdivision and Development Authority

SSRP – South Saskatchewan Regional Plan

SWMP – Storm Water Management Plan

TIA – Traffic Impact Assessment / Transportation Impact Analysis

URW – Utility Right-of-Way

1. INTRODUCTION

1. INTRODUCTION

1.1 Introduction

The City of Lethbridge & Lethbridge County share over 50 kilometers of border. The activities of each municipality are inextricably linked and affect one another. Both municipalities are committed to working together to enhance cooperation and achieve coordination wherever possible so that the effects that we have on one another and our residents is positive.

This Plan has been developed in accordance with the *Municipal Government Act* and both municipalities agree that the Intermunicipal Development Plan (IDP) is the preferred means for continuing our cooperative working relationship and addressing intermunicipal issues that may arise within the Plan Area.

The fundamental purpose of the City of Lethbridge & Lethbridge County IDP is it to allow for collaborative, cooperative long range planning for lands of mutual interest, to minimize land use conflicts across municipal borders, provide opportunities for collaboration and communication, and outline processes for the resolution of issues that may arise within the Plan Area. By adoption of this Plan, both Municipal Councils solidify a commitment to using a collaborative approach within the Plan Area and establishing a framework for an ongoing positive relationship based on mutual respect and open communication.

1.2 Plan Boundary

When the 2004 IDP was prepared, it considered an area of approximately three miles surrounding the City boundary. At that time, the analysis of the fringe area identified issues including agricultural operations, urban growth and servicing, and the Airport. It was determined at that time that there were specific issues in specific areas that needed to be addressed and the boundary was delineated on these areas of interest. The IDP was then divided into Policy Areas to provide specific direction for these specific areas.

During the 2014 Intermunicipal Committee (IMC) meetings and discussions, it was decided that a boundary expansion was not required at this time as there was no clear justification; the boundary of the 2004 IDP will be utilized as the boundary for the 2016 IDP. The IDP boundary is illustrated on **Map 1.**

The IMC also acknowledged and agreed that there may be issues and areas of interest that may extend beyond these boundaries and that the principles of intermunicipal collaboration and cooperation will guide any review or discussion regarding these issues.

1.3 Legislative Requirements

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

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

Specifically, the *MGA* states:

> ***631(1)*** *Two or more councils may, by each passing a bylaw in accordance with this Part or in accordance with sections 12 and 692, adopt an intermunicipal development plan to include those areas of land lying within the boundaries of the municipalities as they consider necessary.*
>
> ***(2)*** *An intermunicipal development plan*
>
> *(a) may provide for*
>
> *i. the future land use within the area;*
>
> *ii. the manner of and the proposals for future development in the area, and*
>
> *iii. any other matter relating to the physical, social or economic development of the area that the councils consider necessary,*
>
> *and*
>
> *(b) must include*
>
> *i. a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the plan,*
>
> *ii. a procedure to be used, by one or more municipalities, to amend or repeal the plan, and*
>
> *iii. provisions relating to the administration of the plan.*

1.4 Relationship to Existing Plans

Provincial and Regional Plans

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

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

CITY OF LETHBRIDGE & LETHBRIDGE COUNTY IDP PLAN AREA

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- PROVINCIAL HIGHWAY
- MAJOR ROAD

DIAMOND CITY

TOWN OF COALHURST

BROXBURN

FAIRVIEW

BLOOD INDIAN RESERVE

509 3 25 843 512 4 5 508

MAP 1

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 85,000

N

September 08, 2016
N:\Lethbridge-County\Leth-City Leth-Cty- IDP\
Lethbridge City&County IDP 2016.dwg

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

The City and the County have worked closely to ensure that the IDP has been developed in a manner that adheres to the vision, outcomes and strategic direction of the South Saskatchewan Regional Plan.

Policy 1.4.1 This Plan should be in alignment with all provincial-level plans. Any amendments necessary to bring this Plan into alignment with a provincial-level plan or documents should be brought forward to both Municipal Councils for consideration.

Municipal Plans

The City of Lethbridge and Lethbridge County respect that both municipalities will identify their individual municipal visions and priorities through their respective Municipal Development Plans. However, both municipalities Municipal Development Plan's vision and policy supports regional collaboration.

The City of Lethbridge's Integrated Community Sustainability Plan/Municipal Development Plan, Policy Section 6.6 speaks specifically about a City that supports the region by coordinating regional efforts in the overall development of south-western Alberta to the benefit of the people of Lethbridge and the region as a whole. Similarly, Lethbridge County's Municipal Development Plan, Policy Section 6.10 speaks about supporting a proactive approach to fostering intermunicipal cooperation in order to better connect with surrounding municipalities, resulting in better coordinated planning efforts, increased regionalization and regional service provisions, as well as increased investment opportunity.

Policy 1.4.2 To ensure ongoing relevancy, this Plan shall be used in conjunction with statutory and non-statutory plans to provide direction for intermunicipal collaboration.

Policy 1.4.3 Existing plans that pre-date the adoption of this Plan shall prevail where discrepancies occur.

Policy 1.4.4 Statutory and non-statutory plans adopted by either municipality after this IDP's adoption date shall be in alignment with this Plan.

Policy 1.4.5 Amendments to statutory and non-statutory plans (including plans adopted prior to this Plan) adopted by either municipality after this IDP's adoption date shall be in conformity with this Plan.

1.5 Principles and Goals of the IDP

Principles

During the IDP preparation process, the IMC was asked to identify what would demonstrate success in the IDP. In order to ensure that the process of developing the IDP was open and transparent, and that the members of the IMC worked in a collaborative manner, guiding principles that would shape the content and implementation of the IDP were developed. The principles of the IDP are:

- **Sustainable** – the Plan allows for both municipalities to have opportunities for economic development, while protecting the environment and ensuring a desirable social structure for the residents by following the direction provided in the South Saskatchewan Regional Plan.
- **Long range view of the future** – the Plan allows for planning and development opportunities to take a long range view of the future to ensure economically viable extension of services, development and a long term tax base.
- **Commitment to implement** – the Plan will be implemented and the two municipalities are committed to ensuring that the Plan proceeds in a collaborative manner.
- **Respectful and balanced of both urban and rural interests and needs** – the Plan ensures that both municipalities can achieve a sufficient land base to continue to provide services to their residents.
- **Regulatory compliance** – the IDP complies with the South Saskatchewan Regional Plan, the *Municipal Government Act*, both Municipal Development Plans and any other statutory plans.

Goals

The following are the goals of the IDP that reflect the direction of both the City and the County:

Goal 1: To develop an IDP that accounts for long term growth for both municipalities, and which is reviewed every five years, or as needed to ensure relevancy.

Goal 2: To identify priority areas for growth and development and identify opportunities for long term infrastructure and utility planning.

Goal 3: To ensure that the stakeholders and landowners of both municipalities are involved in the process of developing the IDP.

Goal 4: To recognize the growth needs of the urban center which serves a large rural threshold.

Goal 5: To comply with the two existing Municipal Development Plans and other statutory plans adopted within the area.

Goal 6: To respect the agricultural nature as well as the economic diversity of the study area.

Goal 7: To protect prime agricultural lands and provide stewardship of the natural environment and river valley.

Goal 8: To create a collaborative environment for future planning activities.

2. WORKING TOGETHER

2. WORKING TOGETHER

2.1 Regionalism

The City and the County have a mutual desire to look regionally and as such future efforts should include other towns and indigenous peoples within the South Saskatchewan Region. Today the City and County cooperate in a number of ways to support the Lethbridge Region. This includes the extension of potable water services to towns, hamlets, residential communities and regionally significant industries such as McCain and Agropur. This also includes existing agreements with respect to the provision of Fire and Emergency Services and support for the Lethbridge Airport. Also, the Integrated Growth Management Strategy considered the Lethbridge area without regard to political boundaries and integrated information from each municipality's Geographic Information Systems (GIS) to ensure mutually supported base level mapping was available.

The Intermunicipal Development Plan is a continuing dialogue and an important step in the City and County's journey towards greater collaboration on a regional level. It is anticipated that further efforts in regionalization will be made in the future and that such efforts would be extended to include other jurisdictions and indigenous peoples.

Policy 2.1.1 The City and the County will work together to enhance and improve the region for the benefit of both municipalities.

2.2 Intermunicipal Committee

The role of the Intermunicipal Committee (IMC) is to provide a consistent approach for intermunicipal, and eventually regional, discussions by facilitating ongoing communication and collaboration between the City of Lethbridge and Lethbridge County. The IMC is made up of three elected officials from each of the County and the City Council. The IMC meets regularly to discuss any intermunicipal issues and concerns with senior staff providing the required background information to aid in the discussion. The IMC has provided comments and direction for the revision to the IDP, and will continue to meet regularly after the IDP is adopted to monitor and review any intermunicipal issues and areas of mutual interest as per the agreed upon Terms of Reference for the Intermunicipal Committee.

2.3 Communication

Continual communication between the City and the County is imperative to the implementation, effectiveness and success of the IDP. To ensure constant communication between the City and County, both municipalities will cooperate to achieve the following:

Policy 2.3.1 An active IMC, whose composition shall be identified by agreement of both municipalities, and will include representatives of Council and/or Administration and meet regularly or as required.

Policy 2.3.2 The IMC has a shared commitment to the principles of sustainable development.

Policy 2.3.3 The IMC has the following functions:

i. To monitor the ongoing implementation and effectiveness of the IDP;

ii. To review and comment on applications to amend the IDP and refer recommendations to the respective municipalities;

iii. To participate in the dispute resolution process as identified in this Plan;

iv. When requested, to review referrals respecting applications for subdivision and development and planning bylaws; and

vi. To undertake such other matters as they relate to the IDP, when necessary and as agreed upon.

Policy 2.3.4 The continuation of the Joint Staff meetings shall continue to ensure ongoing and regular communication as required, and carry out its function as specified in this Plan. Specifically**:**

i. To monitor the ongoing implementation and effectiveness of the IDP;

ii. To review and comment on applications to amend the IDP and refer recommendations to the respective municipalities;

iii. To participate in the dispute resolution process as identified in this Plan;

iv. To serve as the first point of contact for any matters relating to future annexations; and

v. To undertake such other matters as they relate to the IDP, when necessary and as agreed upon and as directed by their individual Council or the IMC.

2.4 Circulation and Referrals Process

The mutual referral of planning applications, policy plans, studies and other information is essential to the proper administration of the Intermunicipal Development Plan and for effective coordination of planning across municipal boundaries. As such, a process must be established for the referral of plans, amendments and applications that occur partially or wholly within the Plan Area. Within the County the referral areas apply to the lands within the Intermunicipal Plan Area, with respect to the City the referral areas apply those lands adjacent to the municipal boundary.

General Agreement

Policy 2.4.1 Each municipality shall refer to the other:

i. A proposed Municipal Development Plan and amendments;

ii. Proposed Area Structure Plans and amendments, Conceptual Schemes, and Outline Plans and amendments;

iii. A proposed Land Use Bylaw and amendments;

iv. Overlay Plans (also referred to as Urban Overlays or Shadow Plans);

v. Subdivision applications in areas with no Area Structure Plan;

vi. Discretionary uses that are not within an approved Area Structure Plan; and

vii. Development that may be deemed by one or both municipalities to have an impact on, or affect land within the IDP Area.

Policy 2.4.2 Lethbridge County shall circulate all applications received from the Natural Resources Conservation Board (NRCB) for confined feeding operation approvals located in the Intermunicipal Plan Area.

Policy 2.4.3 Unless otherwise agreed to by both municipalities, the receiving municipality shall have the following timelines to review and provide comment on Intermunicipal referrals:

i. 15 days for development applications,

ii. 19 days for subdivision applications, and

iii. 30 days for all other intermunicipal referrals.

Policy 2.4.4 If the receiving municipality has not responded within the allotted timeline prescribed, it will be assumed they have no concerns or objections.

Policy 2.4.5 An extension of the review period may be requested and granted upon mutual agreement by both municipalities.

Policy 2.4.6 No decision should be made on an intermunicipal referral until such time that the prescribed referral timeline has lapsed or a correspondence has been received from the responding municipality.

i. Staff from the responding municipality will review and provide comment on a referral with in the timeframe as prescribed in policy 2.4.3.

ii. Where any concern has been provided in writing, the initiating municipality should not make a decision on a development, subdivision, or grant 2nd reading to a bylaw until both administrations have met to discuss the concerns.

iii. In the event that the responding municipality's concerns cannot be resolved between the two administrations, the responding municipality may request a meeting of the IMC to discuss the concerns prior to a decision being made.

iv. If the IMC cannot resolve the concerns with an intermunicipal referral, the dispute resolution process may be initiated as outlined in Section 2.6.

2.5 Repeal and Amendment

In order for this Plan to remain relevant and to function effectively, it must be responsive to local change. As a result, revisions to the Plan may be required from time to time.

Policy 2.5.1 This Plan comes into effect on the date it is adopted by both the County and the City.

Policy 2.5.2 Amendments to this Plan may be necessary from time to time to accommodate agreed to updates or changes and/or unforeseen situations not specifically addressed in the

Plan; any amendments must be adopted by both Councils using the procedures established in the *Municipal Government Act*. No amendment shall come into force until such time as both municipalities adopt the amending bylaw.

Policy 2.5.3 Requests for amendments to this Plan by parties other than the City or County shall be made to the municipality in which the request originated and be accompanied by the applicable fee to each municipality for processing amendment to a statutory plan.

Policy 2.5.4 If agreed to by both municipalities, a joint public hearing may be held in accordance with the *Municipal Government Act* for any amendments to this Plan. If a joint public hearing is not agreed to, each municipality shall hold a separate hearing.

Policy 2.5.5 The IMC shall review the policies of the Plan annually and discuss land use planning matters, issues and concerns on an ongoing basis. The Committee may make recommendations to be considered by the respective Councils for amendment to the IDP to ensure the policies remain current and relevant and continue to meet the needs of both municipalities.

Policy 2.5.6 In the event that one or both municipalities deem the IDP no longer to be relevant, the bylaws adopting the IDP will need to be repealed by both municipalities. The procedure for repealing the bylaw will follow the *Municipal Government Act*. However, prior to repealing the bylaws, the following process shall be applied:

i. One municipality will give the other municipality written notice stating the intent and reasons for repealing the IDP.

ii. Within 60 days of the date of the written notice, the IMC shall meet to review the concerns listed in the written notice.

iii. Following the meeting of the City and County, the municipality filing the notice of repeal may either withdraw its notice or proceed with the repeal process as per outlined in the *Municipal Government Act*.

iv. Upon repeal of the IDP, each municipality must amend its own Municipal Development Plan to meet the requirements of the *Municipal Government Act*.

2.6 Dispute Resolution Process

Division 11, Part 17 of the *Municipal Government Act* requires that IDPs include a process to be used to resolve, or attempt to resolve, any conflict between the municipalities that have adopted this Plan. The preference is to avoid and minimize disputes; however, despite the best efforts of both municipalities, it is understood that disputes may occasionally arise and a resolution mechanism may be necessary. The intent of the dispute resolution process is to facilitate mediation and a resolution at the municipal (local) level, prior to the matter being put before the Municipal Government Board.

General Agreement

Policy 2.6.1 The County and City agree that it is important to avoid disputes by ensuring that the Plan is adhered to as adopted, including full circulation of any permit or application that

may affect the adjacent municipality or as required in the Plan and prompt enforcement of the Plan policies.

Policy 2.6.2 Prior to the meeting of the Committee, each municipality through its administration, will ensure the facts of the issue have been investigated and clarified, and information is made available to both parties. Staff meetings are encouraged to discuss possible solutions.

Policy 2.6.3 The Committee should discuss the issue or dispute with the intent to seek a recommended solution by consensus.

Dispute Resolution

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

Policy 2.6.4 When a potential intermunicipal issues comes to the attention of either municipality relating to a technical or procedural matter such as inadequate notification or prescribed timelines, acknowledgement of the misinterpretation or Plan policies, or a clerical error regarding the polices of this Plan, either municipality's Land Use Bylaw, or any other plan affecting lands in the Plan Area, it will be directed to the senior administration of each municipality. The respective senior administrations will review the technical or procedural matter and if both are in agreement, take action to rectify the matter.

Policy 2.6.5 Should either municipality identify an issue related to this Plan that may result in a dispute that cannot be administratively resolved under policy 2.6.4 or any other issue that may result in a dispute, that municipality should contact the other and request that an Intermunicipal Committee meeting be scheduled to discuss the issue. The Committee will review the issue and attempt to resolve the matter by consensus.

Policy 2.6.6 Should the Intermunicipal Committee be unable to arrive at a consensus, the administration of each municipality will schedule a joint meeting of the two Councils to discuss possible solutions and attempt to reach consensus on the issue.

Policy 2.6.7 Should the Councils be unable to resolve the matter, either municipality shall be able to initiate a formal mediation process to facilitate resolution of the issue. The conflict resolution process through the department of Municipal Affairs may be used to facilitate the mediation process.

Policy 2.6.8 If the mediation step outlined in 2.6.7 is unsuccessful, either municipality may request the Municipal Government Board to intercede and resolve the issue in accordance with policies 2.6.9 and 2.6.10.

Filing an Intermunicipal Dispute under the Municipal Government Act

Policy 2.6.9 In the case of a dispute involving the adoption of a statutory plan, Land Use Bylaw or amendment to such, within 30 day of adoption, the municipality initiating the dispute may, without prejudice, file an appeal to the Municipal Government Board under the *MGA* so that the provincial statutory right and timeframe to file an appeal is not lost.

Policy 2.6.10 The appeal may then be withdrawn, without prejudice, if a solution or agreement is reached between the two municipalities (following the dispute resolution steps of this Plan) prior to the Municipal Government Board meeting. This is to acknowledge and respect that the time required to seek resolution or mediation may not be able to occur within the 30 days appeal filing process as outlined in the *MGA*.

3. LAND USE AND GROWTH

3. LAND USE AND GROWTH

3.1 Future Growth

Municipalities are tasked with the responsibility of land use planning under the *Municipal Government Act*. The *MGA* directs municipalities to conduct long range land use planning and to determine long term land use for their jurisdictions. The South Saskatchewan Regional Plan guides municipalities to ensure good planning principles are used in the process.

Both the City and the County have Municipal Development Plans that identify future land uses and contain the policies that guide the development of their respective lands. In addition to long range planning documents, both the City and the County have Land Use Bylaws with which they will implement the policies through land use and development regulations. The existing land uses, and the direction for the future land uses, provides an indication of what the priority areas are, where consecutive development will occur, and demonstrates where interface concerns might arise.

The policies included here encompass overall direction for all lands within the boundary of the IDP.

Policy 3.1.1 **Map 1** reflects the overall IDP Plan Area and it is recognized that all development within this area currently falls within the jurisdiction of Lethbridge County and **Map 4** identifies boundaries for the specific Policy Areas. Areas within the City adjacent to the joint municipal boundary or as otherwise outlined in this Plan are also subject to policies of this Plan.

Policy 3.1.2 This IDP recognizes that all development within the IDP Area is of mutual interest with potential impacts to both the City of Lethbridge and Lethbridge County.

Policy 3.1.3 The policy areas identified in this Plan are located within the jurisdiction of Lethbridge County. While some of the land may be considered for future urban growth for the City, the land use decisions will fall within the purview of the County with consultation and consideration of future City requirements. As such, direction for development in these areas is provided in subsequent sections of this IDP.

Policy 3.1.4 The IDP recognizes and respects the existing land use of each municipality. The future land use of the City, and the current land use designations of the County are illustrated on **Map 2** and **Map 3** respectively, as they existed within bylaws at the time the IDP was adopted.

Policy 3.1.5 Geotechnical studies shall be required for all areas with evidence of previous coal mining activity to demonstrate the appropriateness of the lands for development and any special geotechnical or engineering requirements to ensure any future development is safe from subsidence of any kind.

3.2 City Growth (and Annexation)

Urban municipalities need to ensure that there is sufficient land supply within the urban boundaries to maintain fair market prices and to provide options for the future residents. Recent direction from the Municipal Government Board has indicated that a 50 year land supply is a reasonable target for urban municipalities.

It is acknowledged that the City will need to expand its boundaries at some point in time in the future by annexation to allow for the accommodation of continued urban growth, as shown in **Map 5**. Due to physical constraints, existing land uses, infrastructure challenges and balancing the needs of the County, the City has limited directions in which it can expand. The City Growth policies support the future growth interests of the City of Lethbridge.

Policy 3.2.1 The City growth areas are focused on areas conducive to urban growth. Existing agricultural and agricultural related uses are supported and may continue to operate.

Policy 3.2.2 All applications for re-designation, subdivision and discretionary use development proposals within the identified City growth areas will be referred to the City and evaluated in accordance with the policies of this Plan.

Policy 3.2.3 The annexation process outlined in the *Municipal Government Act* shall be adhered to by both municipalities.

Policy 3.2.4 All annexation applications will be referred to the County for comment prior to any official action being taken. This referral should contain any proposed phasing, provision of services and rationale for the annexation of land.

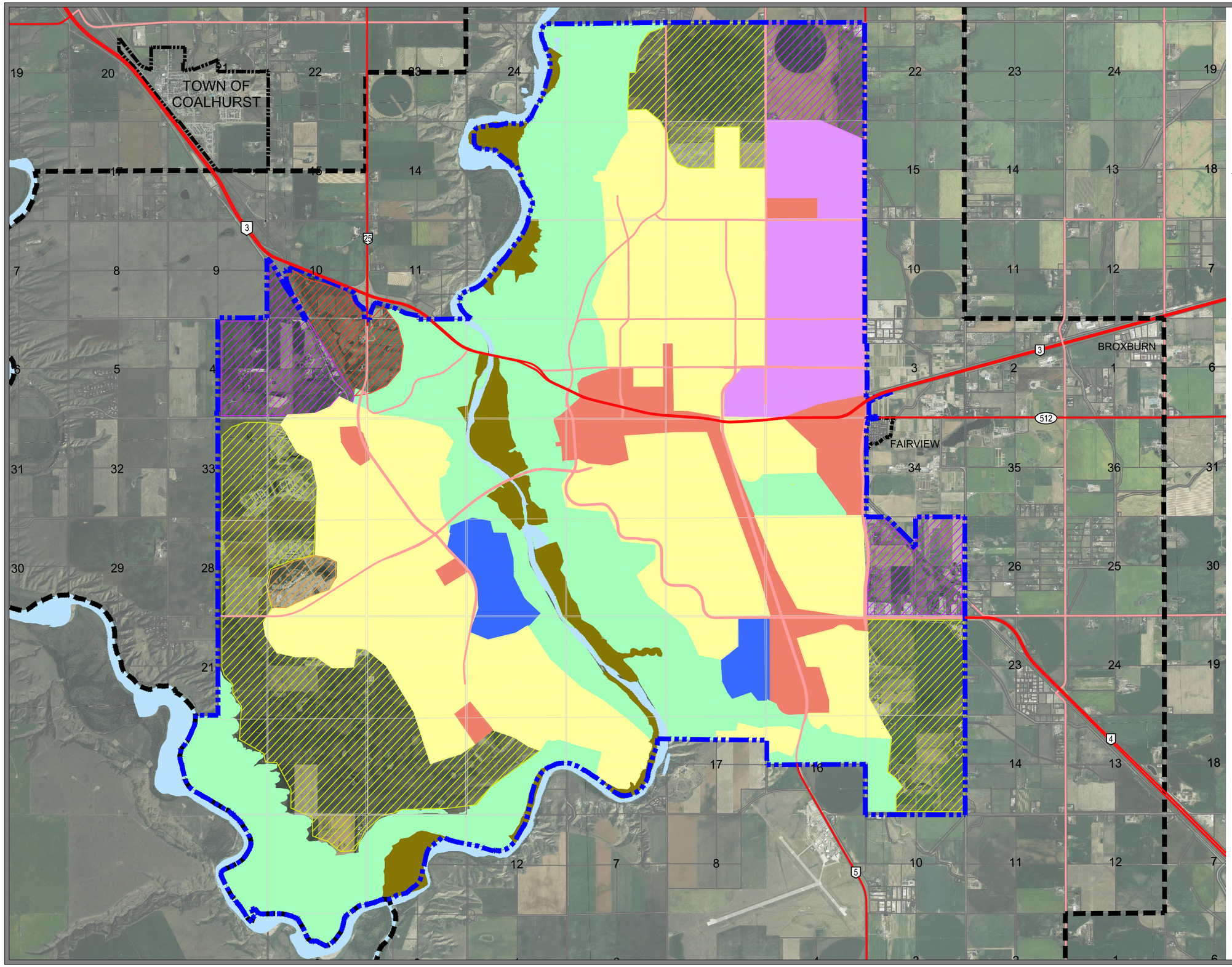
Policy 3.2.5 The County, upon receiving the annexation notification will have 60 days to respond to the notification, which may include discussion at the IMC, a Joint Council meeting or a written response. If the County does not respond within 60 days, the City may consider that there are no comments or objections to the notification and proceed with the formal submission.

Policy 3.2.6 Any annexation application will demonstrate a need for land and that the City has considered the guidelines of the South Saskatchewan Regional Plan.

Policy 3.2.7 Where municipal boundary adjustment between to the two municipal jurisdictions is deemed appropriate and that lands currently within either municipality's boundary would be more suitably located in the other municipality, an annexation report be prepared in accordance with the *Municipal Government Act* which will be reviewed by both municipalities.

Policy 3.2.8 Any annexation review will be measured against the following principles[1]:

[1] The principles of annexation used as a guideline for the City of Lethbridge & Lethbridge County IDP is based on the Annexation Principles developed by the Alberta Municipal Government Board for Board Order No. MGB 123/06 St. Albert vs. Sturgeon County.



CITY OF LETHBRIDGE LAND USE

LEGEND

- CITY OF LETHBRIDGE
- IDP BOUNDARY
- PROVINCIAL HIGHWAY
- MAJOR ROAD

CURRENT LAND USE

- PREDOMINANTLY COMMERCIAL
- PREDOMINANTLY INDUSTRIAL
- PREDOMINANTLY INSTITUTIONAL
- PREDOMINANTLY RESIDENTIAL
- PARK SPACE
- RIPARIAN AREA
- WATER

FUTURE LAND USE

BASED ON CITY OF LETHBRIDGE 2010 ICSP/MDP

- COMMERCIAL
- INDUSTRIAL
- MIXED USE
- RESIDENTIAL

MAP 2

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 60,000

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LETHBRIDGE COUNTY
LAND USE

DIAMOND CITY

TOWN OF COALHURST

BROXBURN

FAIRVIEW

BLOOD INDIAN RESERVE

509 3 25 843 512 4 5 508

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- PROVINCIAL HIGHWAY
- MAJOR ROAD

LAND USE DISTRICTS

LAND USE BYLAW NO. 1404

- RURAL AGRICULTURE – RA
- RURAL URBAN FRINGE – RUF
- LETHBRIDGE URBAN FRINGE – LUF
- GROUPED COUNTRY RESIDENTIAL – GCR
- COALDALE LETHBRIDGE CORRIDOR - CLC
- RURAL GENERAL INDUSTRIAL – RGI
- BUSINESS LIGHT INDUSTRIAL - BLI
- RURAL COMMERCIAL – RC
- RURAL RECREATIONAL - RR
- HAMLET RESIDENTIAL – HR
- HAMLET MANUFACTURED HOME – HMH
- HAMLET COMMERCIAL – HC
- HAMLET INDUSTRIAL – HI
- HAMLET PUBLIC / INSTITUTIONAL – HP/I
- HAMLET DIRECT CONTROL – HDC
- HAMLET TRANSITIONAL / AGRICULTURAL – HT/A
- DIRECT CONTROL - DC
- AIRPORT PROTECTION AREA – APA

MAP 3

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

SCALE 1 : 85,000

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i. An annexation must be supported by growth projections, availability of lands within the current City boundaries, consideration of reasonable development densities, accommodation of a variety of land uses and reasonable growth options within each municipality (initiating and responding municipality).

ii. An annexation application must not encumber the initiating or responding municipality's ability to achieve rational growth directions, cost effective utilization of resources, fiscal accountability and the attainment of the purposes of a municipality described in the *MGA*.

iii. An annexation or annexation conditions should not infringe on the local autonomy given to municipalities.

iv. An annexation must achieve a logical extension of growth patterns and transportation and infrastructure servicing for both the City and the County.

v. Each annexation must illustrate a cost-effective, efficient, and coordinated approach to the administration of services for both the City and the County.

vi. Proposed annexations should demonstrate sensitivity and respect for key environmental and natural features.

vii. Proposed annexations should be aligned with and supported by intermunicipal development plans, municipal development plans, economic development plans, transportation and utility servicing plans, and other related infrastructure plans of each municipality.

viii. An annexation proposal must fully consider the financial impact on the initiating and responding municipality.

ix. Effective public consultation, both prior to and during any annexation hearing or proceedings, must form an essential component of a proposed annexation.

3.3 County Development Nodes (and Servicing)

It is acknowledged that due to strategic location near major roads and nodes of complementary land uses that the County development nodes (**Map 5**) are most suitable for commercial and industrial uses.

In the development nodes identified in **Map 5** where servicing is not available, low intensity, small scale employment and land extensive uses will be supported[2]. It is anticipated, however, that the provision of servicing to County development areas may be necessary for certain developments to be feasible. The City acknowledges that the identified development nodes are more or less technically able to be serviced by the City on development paying the costs, however, the actual decision to provide services will be subject to the terms of individual agreements and licenses, capacity, and providing a regional benefit.

[2] Low intensity, small scale employment, and land extensive uses include but are not limited to uses such as open storage yards, equipment sales and service, agricultural value added industries, garden centers, driving ranges, renewable energy development, and other types of uses where piped water and sewer are not typically required.

Policy 3.3.1 If no servicing is required, and in alignment with the policies of this Plan, the City will support the re-designation, subdivision and development of lands within the County's development nodes.

Policy 3.3.2 Applications for re-designation, subdivision and development proposals within the County development nodes that require City servicing will be evaluated based on terms of individual agreements and licenses, capacity, and the ability of the development to demonstrate regional benefit. Evaluation of regional benefit will be measured against the following principles:

i. Shall be aligned with and supported by the South Saskatchewan Regional Plan, the Intermunicipal Development Plan, both municipalities' Municipal Development Plan, transportation and utility servicing plans, and other related infrastructure plans of each municipality;

ii. Shall be aligned with and supported by an Area Structure Plan or Conceptual Scheme;

iii. Shall be characteristic of any or all of the following:

   a. Co-location with major transportation routes and/or rail access;

   b. Extensive land requirements;

   c. Nuisance factors that make development within an urban context problematic due to negative offsite impacts to residents;

   d. Proximity to raw commodities requiring processing; and/or

   e. Other factors that a rural environment can provide that an urban environment cannot;

iv. Should demonstrate sensitivity and respect for key environmental and natural features.

Policy 3.3.3 All development proposals and corresponding applications that require City servicing will be referred to the City for comment prior to any official action being taken. This referral should contain proposed phasing, provision of services and the regional and economic benefit of the development.

Policy 3.3.4 The City, upon receiving notification of the proposal, will have 30 days to respond to the notification, which may include discussion at the IMC, review by various internal City departments including but not limited to Planning & Development and Infrastructure Services, and a written response.

3.4 Coordinated Growth Management (Land Use Concept)

The City of Lethbridge and Lethbridge County recognize the need for coordinated land use planning regarding subdivision and development in the fringe and have established a Land Use Concept (Concept). While much of the area within the IDP boundary has similar characteristics, and therefore similar policies, others have unique geographic, land use and transportation characteristics that require specific policy attention. To reflect these unique characteristics and how they may impact future development the

Concept has been divided into six (6) Policy Areas, as shown on **Map 4**. These policy areas provide a summary of the area and policies that will guide the future land use decision making.

The Concept establishes the general policy to guide future land uses and potential environmental, transportation, utility, and servicing considerations for both the City of Lethbridge and Lethbridge County. The intent is to efficiently manage growth in the fringe and ensure compatible development patterns that meet the collective and individual needs of both municipalities.

The Concept identifies priority growth areas for the City and priority development nodes for the County within the IDP Plan Area, as shown on **Map 5**. Although it is recognized that the rates of growth and development pressures of the City and County may change over time, it is important to provide policies and direction for decision makers to ensure the future growth and development of any lands within the IDP boundary is done as smoothly as possible. The City's priority growth areas will be considered in the context of urban growth and consideration for annexation(s), and the County's development nodes will be considered in the context of growing the County's non-residential tax-base and acquiring future servicing in certain circumstances.

3.4.1 Policy Area 1 – West

West Lethbridge is the newest and fastest growing geographical area in the City. It is a residential area that contains the University of Lethbridge, as well as many of the City's new residential developments featuring a wide variety of housing styles and densities along with supportive non-residential and institutional uses. While the western boundary of this area is restricted by the Oldman River Valley, Policy Area 1 envisions a continuation of urban residential development. As such, Policy Area 1 (**Map 6**) has been identified as an area considered primarily for residential growth and development for the City.

The County recognizes that continued fragmentation of the land will jeopardize the future urban expansion and as such will restrict and regulate any future rural grouped country residential applications. The balance of the policy area will remain in agricultural uses until such time as the area is required for urban residential development.

The following polices apply to all of the lands within Policy Area 1 as illustrated on **Map 6**.

Agriculture Policies

Both municipalities contain good quality agricultural lands, and although some of those lands will eventually be used for intensive urban uses, the protection of agricultural land is an important consideration. In conformity with the South Saskatchewan Regional Plan, the IDP supports the protection of good agricultural land and supports the provincial regulations and policies.

Policy 3.4.1.1 The IDP supports the South Saskatchewan Regional Plan's objective to maintain and diversify the region's agricultural industry.

Policy 3.4.1.2 Both municipalities will strive to protect good agricultural lands, which include lands with good soil capability, good grazing lands and those with irrigation infrastructure.

Policy 3.4.1.3 Lethbridge County is an agricultural community and shall protect the lifestyle and livelihood of agricultural operators in the area and the ability to continue farming (as per the *Agricultural Operation Practices Act*). This includes the relaxation of noise and other bylaws during important agricultural seasons such as planting, harvesting and calving, and the ability for farmers and ranchers to responsibly apply pesticides, herbicides and fungicides.

Policy 3.4.1.4 Manure spreading within Policy Area 1 is discouraged, but should it occur, it should follow the procedures outlined in the Code of Practice of the Natural Resource Conservation Board (NRCB) and should be strictly followed.

Policy 3.4.1.5 The IDP encourages limiting new fragmentation of agricultural land and premature conversion to non-agricultural uses. Non-agricultural development will be directed to land that has already been fragmented and/or poorer quality agricultural land.

Policy 3.4.1.6 In Policy Area 1 new confined feeding operations (CFOs) shall be prohibited.

Policy 3.4.1.7 It is recognized that approval of livestock operations or confined feeding operations ultimately lies with the NRCB. Prior to approvals being given, the City and the County request that the staff of the NRCB review local plans and policies and consider these in their decision making.

Environment Policies

Policy 3.4.1.8 Within the river valley, approved uses should complement the City recreation corridor and policies, and protect the ability to expand the corridor further in the future.

Policy 3.4.1.9 All proposed uses in the river valley in both municipalities shall be evaluated to ensure that water quality will be protected, unrestricted public access provided to the river valley and environmentally significant areas are protected.

Policy 3.4.1.10 Upon subdivision of parcels adjacent to the river (river valley) the provision of unrestricted public access will be pursued where warranted.

Policy 3.4.1.11 Development and subdivision applications shall survey top of bank and provide geotechnical information on the appropriate setbacks and/or slope stability (where applicable).

Policy 3.4.1.12 No development should be approved on lands deemed to be environmentally sensitive without appropriate studies and a mitigation strategy.

Land Use Policies

This area is generally accepted as lands for future urban growth of the City to grow and develop primarily residential land uses in a phased and logical manner.

Policy 3.4.1.13 While this land is within Lethbridge County, new grouped country residential development will generally not be considered in Policy Area 1. Subdivisions within this area shall be governed by the County's agricultural and urban fringe subdivision policies

IDP POLICY AREAS

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- POLICY AREA 1
- POLICY AREA 2
- POLICY AREA 3
- POLICY AREA 4
- POLICY AREA 5
- POLICY AREA 6
- PROVINCIAL HIGHWAY
- MAJOR ROAD

DIAMOND CITY

TOWN OF COALHURST

FAIRVIEW

BROXBURN

BLOOD INDIAN RESERVE

509 3 25 843 512 4 5 508

MAP 4

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 85,000

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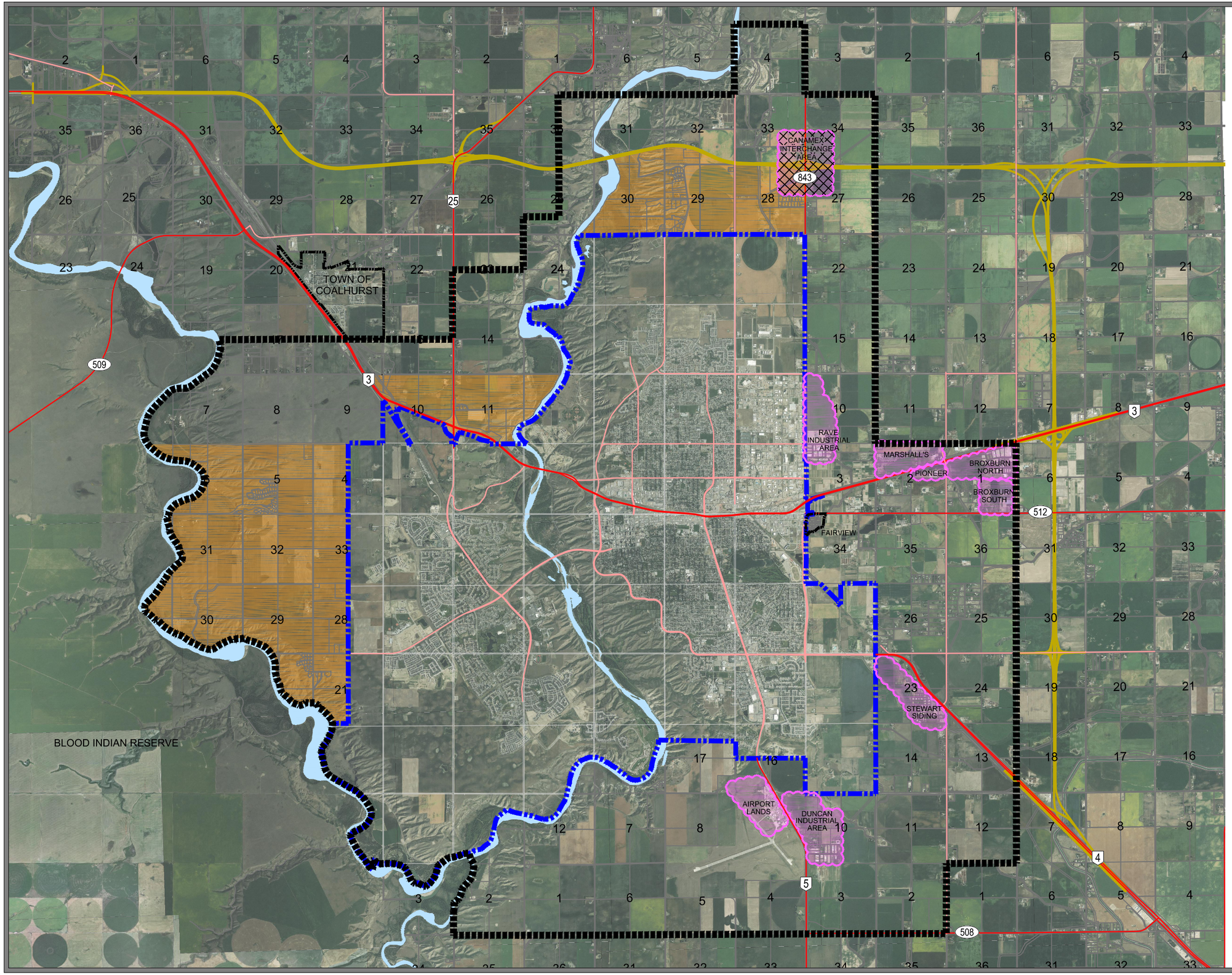
CITY OF LETHBRIDGE GROWTH AREAS & LETHBRIDGE COUNTY DEVELOPMENT NODES



LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- CITY GROWTH AREA
- COUNTY DEVELOPMENT NODE
- AREA OF JOINT SPECIAL INTEREST
- PROVINCIAL HIGHWAY
- MAJOR ROAD
- PROPOSED CANAMEX HIGHWAY

MAP 5

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 85,000

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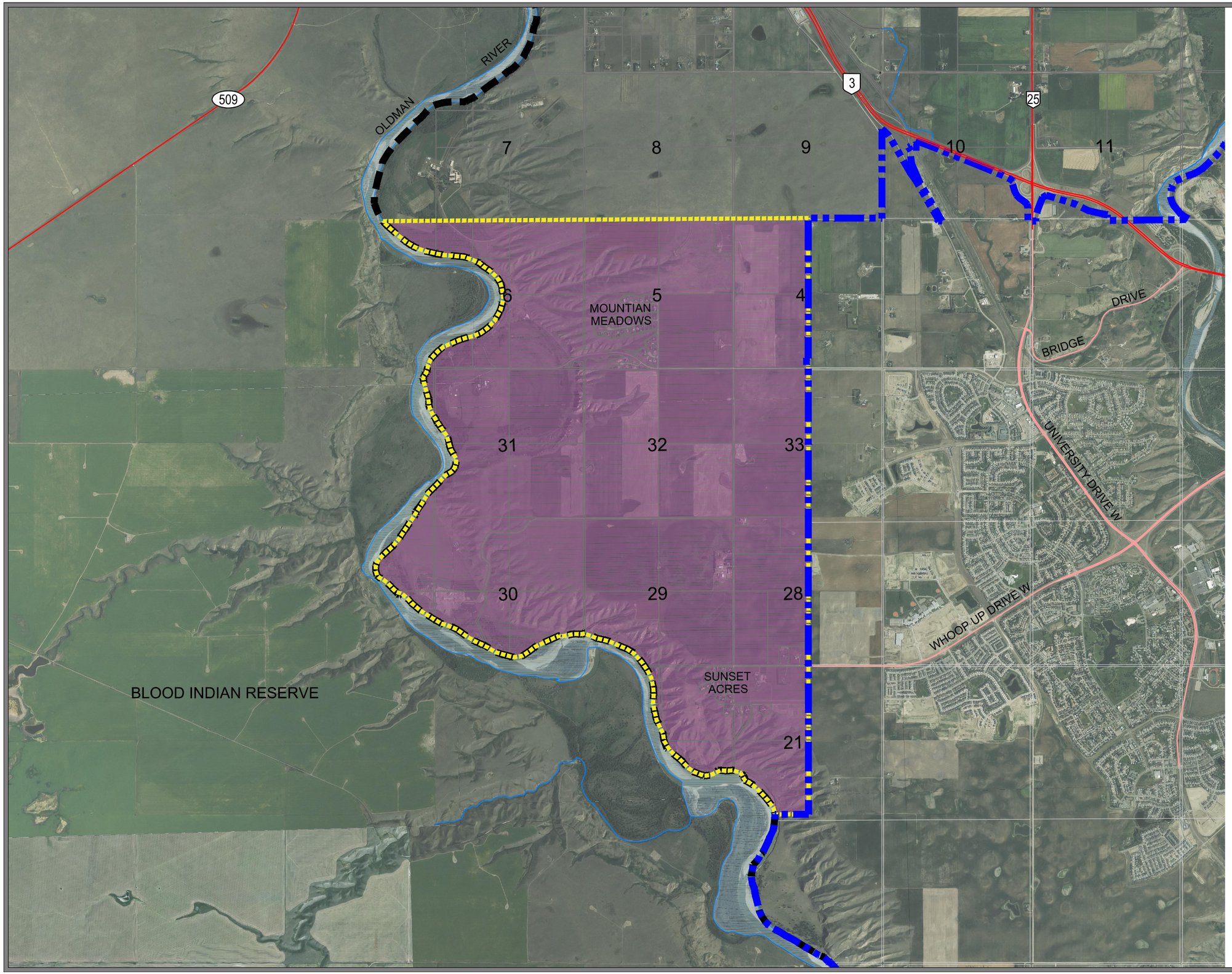

IDP POLICY AREA 1

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- POLICY AREA 1
- PROVINCIAL HIGHWAY
- MAJOR ROAD

MAP 6

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 40,000

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within the County's Land Use Bylaw, which generally restricts subdivision to a single title out of a quarter section or the re-subdivision of titles containing 8.1 ha (20 acres) or less of agricultural land.

Policy 3.4.1.14 Existing Area Structure Plans, which have previously identified areas for grouped country residential developments but which are not "built out", may continue to develop.

Policy 3.4.1.15 Policy Area 1 shall be identified for primarily urban residential development with supportive commercial and institutional uses. This area is not considered suitable for industrial development.

3.4.2 Policy Area 2 – North West

Policy Area 2 is a very diverse area. The area includes river valley on the east and west boundaries, the 500 hectare Federal Animal Disease Research Institute (ADRI), Highway 3, significantly fragmented lands, and the Policy Area borders on the Coalhurst IDP Area. For this reason, the Policy Area has been divided into three SubAreas to reflect the unique characteristics and uses.

While the vision for the majority of the area is to remain primarily agricultural, there are opportunities for re-subdivision and more efficient use of land that is currently divided into 20 acre parcels. There is also the opportunity for future growth and to provide a significant entrance-way or gateway between the two jurisdictions. The area around the Highway 3 and Highway 25 interchange is an area of interest to both the County and the City, and both municipalities will work towards ensuring that future development will follow development guidelines to provide an attractive and functional entranceway to Lethbridge. Policy Area 2 and its three SubAreas are illustrated on **Map 7**.

Agriculture Policies

Policy 3.4.2.1 The IDP supports the South Saskatchewan Regional Plan's objective to maintain and diversify the region's agricultural industry.

Policy 3.4.2.2 Both municipalities will strive to protect good agricultural lands, which include lands with good soil capability, good grazing lands, irrigated lands and particularly those with irrigation infrastructure.

Policy 3.4.2.3 Lethbridge County is an agricultural community and shall protect the lifestyle and livelihood of agricultural operators in the area and the ability to continue farming (as per the *Agricultural Operation Practices Act*). This includes the relaxation of noise and other bylaws during important agricultural seasons such as planting, harvesting and calving, and the ability for farmers and ranchers to responsibly apply pesticides, herbicides and fungicides.

Policy 3.4.2.4 The IDP encourages limiting new fragmentation of agricultural land and premature conversion to non-agricultural uses. Non-agricultural development will be directed to land that has already been fragmented and/or poorer quality agricultural land.

Policy 3.4.2.5 In Policy Area 2 new CFOs shall be prohibited. Existing CFOs (excluding beef) may increase animal units only if the facility is to be modernized or upgraded and if the upgrades reduce odors or improve efficiency, as approved by the NRCB.

Policy 3.4.2.6 It is recognized that approval of livestock operations or CFOs ultimately lies with the NRCB. Prior to approvals being given, the City and the County request that the staff of the NRCB review local plans and policies and consider these in their decision making.

Environment Policies

Policy 3.4.2.7 Within the river valley, approved uses should complement the recreation corridor inside the City and protect the ability to expand the corridor further in the future.

Policy 3.4.2.8 All proposed uses in the river valley in both municipalities shall be evaluated to ensure that water quality will be protected and environmentally significant areas are protected.

Policy 3.4.2.9 Upon subdivision of parcels that are adjacent to the river (river valley) the provision of unrestricted public access will be pursued where warranted.

Policy 3.4.2.10 Development and subdivision applications shall survey the top of bank and provide geotechnical information on the appropriate setbacks.

Policy 3.4.2.11 No development should be approved on lands deemed to be environmentally sensitive without appropriate studies and a mitigation strategy.

Land Use Policies

The following land use polices apply to the specific SubAreas, as described and illustrated on **Map 7**.

Area 2, SubArea 1

Located west of Highway 3 and is adjacent to the ADRI lands. The area includes approximately three quarter sections which have been significantly fragmented over the years. It is crucial that the area is classified as sensitive to development that may have an impact on the research being conducted at ADRI.

Policy 3.4.2.12 ADRI shall be protected from impacts from unnecessary encroachment from development that may limit the Institute's activities or impact the activities by way of airborne contaminants and intrusive land uses.

Policy 3.4.2.13 Decisions regarding subdivision and development near or adjacent to the ADRI shall take into consideration comments received from the Institute in response to the circulation.

Policy 3.4.2.14 Fragmented lands are encouraged to look to efficient and effective use of the lands including re-subdivision and servicing of lands for higher densities.

Policy 3.4.2.15 Should application for subdivision beyond the present County policy (e.g. allowing original titles to be split one time) be made on the fragmented parcels in the south half of Section 17 (McDermott Subdivision), the County shall require an Area Structure Plan

IDP POLICY AREA 2

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- POLICY AREA 2 BOUNDARY
- SUB-AREA 1
- SUB-AREA 2
- SUB-AREA 3
- FEDERAL RESEARCH SITE - Animal Disease Research Institute
- PROVINCIAL HIGHWAY
- MAJOR ROAD
- PROPOSED CANAMEX HIGHWAY

DIAMOND CITY

TOWNSHIP ROAD 94

TOWN OF COALHURST

BLOOD INDIAN RESERVE

McDERMOTT SUBDIVISION

FEDERAL RESEARCH SITE

OLDMAN RIVER

13 STREET N

STAFFORD DRIVE N

9 AVENUE N

5 AVENUE N

CROWSNEST TRAIL

509

3

25

MAP 7

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 40,000

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that demonstrates good planning, appropriate access constructed at the cost of the applicant and setbacks and sensitivity to ADRI.

Policy 3.4.2.16 Industrial uses are generally not considered suitable for this area. Lands presently designated industrial will continue to develop as such.

Policy 3.4.2.17 Any Area Structure Plan, re-designation or subdivision applications in this area shall be circulated to the City, the ADRI and the Town of Coalhurst.

Policy 3.4.2.18 At any time in the future, should ADRI stop operations and the land becomes available for alternative uses, the County, in collaboration with the City, will assess the most appropriate future land uses of this site. The preference is for the protection of the native prairie grasslands.

Area 2, SubArea 2

Located east of Highway 3 and south of Township Road 92. The area has been identified for future City of Lethbridge growth. Although there are significant physical limitations due to the river valley, the lands should be protected from fragmentation to allow for future urban expansion. While this land is within Lethbridge County, new rural residential development will generally not be considered in Policy Area 2, SubArea 2. Subdivisions within this area shall be governed by the County's agricultural and urban fringe subdivision policies within the County's Land Use Bylaw, which generally restricts subdivision to a single title out of a quarter section or the re-subdivision of titles containing 8.1 ha (20 acres) or less of agricultural land.

Policy 3.4.2.19 Subdivisions within this area shall be governed by the County's agricultural and urban fringe subdivision policies within the County's Land Use Bylaw, which generally restricts subdivision to a single title out of a quarter section or the re-subdivision of titles containing 8.1 ha (20 acres) or less of agricultural land.

Policy 3.4.2.20 At the time when the Highway 3 / Highway 25 interchange reaches capacity, the City, County and the Town of Coalhurst will work with Alberta Transportation for Provincial commitment to upgrade the intersection.

Policy 3.4.2.21 Noxious or grouped industrial uses are not considered appropriate for this area.

Policy Area 2, SubArea 3

Located east of Highway 3 and north of Township Road 9-2. The area is adjacent to lands identified within the Coalhurst IDP. Lands within SubArea 3 should remain primarily agricultural with opportunities to allow rezoning and subdivision for grouped country residential.

Policy 3.4.2.22 Subdivisions within this area shall be governed by the County's agricultural and urban fringe subdivision policies within the County's Land Use Bylaw, which generally restricts subdivision to a single title out of a quarter section or the re-subdivision of titles containing 8.1 ha (20 acres) or less of agricultural land.

Policy 3.4.2.23 New grouped country residential development may be considered where an area structure plan and re-designation has been approved.

Policy 3.4.2.24 This land abuts Sub Planning Area C of the Coalhurst IDP, and as such, all future development in Policy Area 2, SubArea 3 shall be provided to the Town of Coalhurst for information.

Policy 3.4.2.25 Noxious or grouped industrial uses are not considered appropriate for this area.

Policy 3.4.2.26 Not withstanding policy 3.4.2.27, existing sand and gravel operations within the river valley can continue as such and new operations may be approved upon review.

3.4.3 Policy Area 3 – North

This area currently has a mix of land uses and is fragmented with residential lots backing onto the river valley. The long term vision for this area is to continue to generally provide for development opportunities for multiple uses with an emphasis on agriculture, in a planned and well-managed manner. This area also encompasses the Lethbridge landfill, which has impacts for the development and planning in the lands adjacent and near this site.

The future CANAMEX Highway interchange is a prime economic development node located in Policy Area 3 (**Map 8**). This is an area of significant mutual interest to both the City and County. It is recognized that development here, when the Highways are realigned, will benefit the entire region. There will be significant opportunities for highway commercial, trucking, intermodal and other commercial and light industrial uses. While the Highway interchange construction is many years into the future, the area needs to be protected for future development. This area has been identified as a logical area for future City growth for residential development (up to the CANAMEX) on the west side of 43 Street (Highway 843).

The following polices apply to all of the lands within Policy Area 3 as illustrated on **Map 8**.

Agriculture Policies

The IDP supports the protection of good agricultural land and supports the provincial regulations and policies that guide the protection of good agricultural lands.

Policy 3.4.3.1 The IDP supports the South Saskatchewan Regional Plan's objective to maintain and diversify the region's agricultural industry.

Policy 3.4.3.2 Both municipalities will strive to protect good agricultural lands, which include lands with good soil capability, good grazing lands, irrigated lands and particularly those with irrigation infrastructure.

IDP POLICY AREA 3

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- POLICY AREA 3
- CANAMEX LANDS - FUTURE INTERCHANGE
- PROVINCIAL HIGHWAY
- MAJOR ROAD
- PROPOSED CANAMEX HIGHWAY

DIAMOND CITY

LANDFILL

843

PLOWMAN SUBDIVISION

CHOLLACK SUBDIVISION

OLDMAN RIVER

EDGEWOOD STABLES

13 STREET N

28 STREET N

43 STREET N

26 AVENUE N

25

MAP 8

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 40,000

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September 08, 2016
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Lethbridge City&County IDP 2016.dwg

Policy 3.4.3.3 Lethbridge County is an agricultural community and shall protect the lifestyle and livelihood of agricultural operators in the area and the ability to continue farming (as per the *Agricultural Operation Practices Act (AOPA)*. This includes the relaxation of noise and other bylaws during important agricultural seasons such as planting, harvesting and calving, and the ability for farmers and ranchers to responsibly apply pesticides, herbicides and fungicides.

Policy 3.4.3.4 Manure spreading shall follow the AOPA of the NRCB.

Policy 3.4.3.5 The IDP encourages limiting new fragmentation of agricultural land and premature conversion to non-agricultural uses. Non-agricultural development will be directed to land that has already been fragmented and/or is not in the general vicinity of the future CANAMEX interchange.

Policy 3.4.3.6 In Policy Area 3 new CFOs shall be prohibited. Existing CFOs (excluding beef) may increase animal units only if the facility is to be modernized or upgraded, and if the upgrades reduce odors or improve efficiency, as approved by the NRCB.

Policy 3.4.3.7 It is recognized that approval of livestock operations or CFOs ultimately lies with the NRCB. Prior to approvals being given, the City and the County request that the staff of the NRCB review local plans and policies and consider these in their decision making.

Environment Policies

Policy 3.4.3.8 Within the river valley, approved uses should complement the recreation corridor inside the City and protect the ability to expand the corridor further in the future.

Policy 3.4.3.9 All proposed uses proposed along the top of the river valley in both municipalities shall be evaluated to ensure that water quality will be protected, public access will be provided where possible to the river valley and environmentally significant areas are protected.

Policy 3.4.3.10 Upon subdivision of parcels that contain adjacent to the river (river valley) the provision of unrestricted public access will be pursued where warranted.

Policy 3.4.3.11 Development and subdivision applications shall survey the top of bank and provide geotechnical information on the appropriate setback (where applicable).

Policy 3.4.3.12 Setbacks for new development will be maintained from the Lethbridge Regional Landfill Site to ensure the continued operation.

Policy 3.4.3.13 No development should be approved on lands deemed to be environmentally sensitive without appropriate studies and a mitigation strategy.

Land Use Policies

The area north of the city, south of the CANAMEX, and west of HIGHWAY 843 (43 Street) has been identified as a logical area for future City growth and expansion. Therefore, the lands should be protected from fragmentation.

This area is also highly influenced by the approved realignment of Highway 3 and the creation of the CANAMEX Corridor. While the actual development of the Highways and the interchange may be many years into the future, the need to protect the area from fragmentation and inappropriate land uses is critical to ensure the successful development of a development node, identified as the CANAMEX Special Study Area (**Map 5**).

Policy 3.4.3.14 While this land is within Lethbridge County, new grouped country residential will generally not be considered in Policy Area 3. Subdivisions within this area shall be governed by the County's agricultural and urban fringe subdivision policies within the County's Land Use Bylaw, which generally restricts subdivision to a single title out of a quarter section or the re-subdivision of titles containing 8.1 ha (20 acres) or less of agricultural land.

Policy 3.4.3.15 Existing grouped country residential areas may be completed or further subdivided provided they follow current County bylaw and engineering standards including an Area Structure Plan. The Area Structure Plan must outline the design, servicing, access and benefits to the development and demonstrate how the development will convert to urban densities and development in the future.

Policy 3.4.3.16 The City will review all new and amended Area Structure Plan applications in Policy Area 3 and provide comments and input to the County.

Policy 3.4.3.17 Any residential development within the provincially required setback of the regional landfill shall be prohibited.

Policy 3.4.3.18 While the CANAMEX Development Node falls within the jurisdiction of Lethbridge County, the City and County in consultation with Alberta Transportation will work collaboratively on a Functional Design Study and a subsequent Special Study.

Policy 3.4.3.19 A Special Study that informs future land use and development for the CANAMEX Development Node shall take into consideration a Functional Design Study.

Policy 3.4.3.20 Any new or existing Area Structure Plans, re-subdivision of existing parcels, and grouped industrial development in the area within 1 mile of the proposed CANAMEX interchange should not be considered until such time that a Special Study for the CANAMEX Development Node is completed.

Policy 3.4.3.21 Noxious industrial uses are not considered appropriate for this area.

Policy 3.4.3.22 Notwithstanding the above policy, existing sand and gravel operations within the river valley can continue as such and new operations may be approved upon review.

3.4.4 Policy Area 4 – East

This area has a mix of uses and is generally directed to be non-residential, with predominantly agricultural uses in the north and industrial and highway commercial in the south. For this reason, this Policy Area has been divided into three Sub-policy Areas. The general direction for non-residential land use is compatible with existing land uses in the area, including agricultural, industrial and highway commercial.

There are a number of historical subdivisions including the RAVE industrial park, agricultural research lands, and a number of 40 acre parcels. The intent of both municipalities is to encourage industrial development along 43 Street which will require collaboration to ensure the development is complementary. Future discussions would include the consideration of municipal services, and appropriate road access that minimizes off-set intersections.

The following policies apply to all of the lands within Policy Area 4 as illustrated on **Map 9**.

Agriculture Policies

Policy 3.4.4.1 The IDP supports the South Saskatchewan Regional Plan's objective to maintain and diversify the region's agricultural industry.

Policy 3.4.4.2 Policy Area 4 has good agricultural land and significant agricultural infrastructure should be protected. Decisions around development in the area shall consider the existing investment and impact to existing agricultural operations.

Policy 3.4.4.3 Lethbridge County is an agricultural community and shall protect the lifestyle and livelihood of agricultural operators in the area and the ability to continue farming (as per the *Agricultural Operation Practices Act*). This includes the relaxation of noise and other bylaws during important agricultural seasons such as planting, harvesting and calving, and the ability for farmers and ranchers to responsibly apply pesticides, herbicides and fungicides.

Policy 3.4.4.4 In Policy Area 4 new CFOs shall be prohibited. Existing CFOs (excluding beef) may increase animal units only if the facility is to be modernized or upgraded, and if the upgrades reduce odors or improve efficiency, as approved by the NRCB.

Policy 3.4.4.5 It is recognized that approval of livestock operations or CFOs ultimately lies with the NRCB. Prior to approvals being given, the City and the County request that the staff of the NRCB review local plans and policies and consider these in their decision making.

Environment Policies

Policy 3.4.4.6 No development should be approved on lands deemed to be environmentally sensitive without appropriate studies and a mitigation strategy.

Land Use Policies

Policy 3.4.4.7 On lands zoned Lethbridge Urban Fringe, subdivisions within Policy Area 4 shall be governed by the agricultural and urban fringe subdivision policies within the County's Land Use Bylaw, which restricts subdivision to a single title out of a quarter section or the re-subdivision of titles containing 8.1 ha (20 acres) or less of agricultural land. Area Structure Plans would be required for larger developments as per the County's Land Use Bylaw, and comments from the City will be considered.

Policy 3.4.4.8 The areas identified within Policy Area 4 as development nodes for the County, may be considered for non-agricultural land use, provided the required Area Structure Plan or Conceptual Scheme is undertaken in accordance with this Plan.

Policy 3.4.4.9 New fragmentation of higher quality agricultural land, as defined in the Lethbridge County Land Use Bylaw, and premature conversion to non-agricultural use is discouraged.

Policy 3.4.4.10 Fragmented lands are encouraged to look to efficient and effective use of the lands including re-subdivision and servicing of lands for higher densities.

Policy 3.4.4.11 All development will be sensitive to the Agricultural Research lands and ensure compatible uses that do not impede the valuable research being conducted there.

The following land use polices apply to the specific SubAreas, as described and illustrated on **Map 9**.

Policy Area 4, SubArea 1

Bounded by 43 Street and the City of Lethbridge boundary to the west, the irrigation canal to the north and east, and Highway 3 to the south. The SubArea includes the RAVE Industrial Park, a portion of the Highway 3 Corridor and the Agricultural Research Center test plot lands. The County has identified this area as a development node and has an interest in expanding north of RAVE and the City would like to see the area managed in terms of appropriate land uses, access, and connectivity to city services and utilities (if required). The Research Centre test plot lands in this area are not considered to be developable lands for the foreseeable future. The priority for this area is collaborative assessment of future land uses to create a gateway/entranceway into the City of Lethbridge and provide the County the opportunity to benefit from commercial and industrial development.

Policy 3.4.4.12 The area north of RAVE Industrial Park shall be the subject of a Special Study that will address:

i. The potential expansion of RAVE, including the updating, and expansion of servicing;

ii. Long term servicing of non-residential lands by the City and/or County servicing solutions for potable water and waste water;

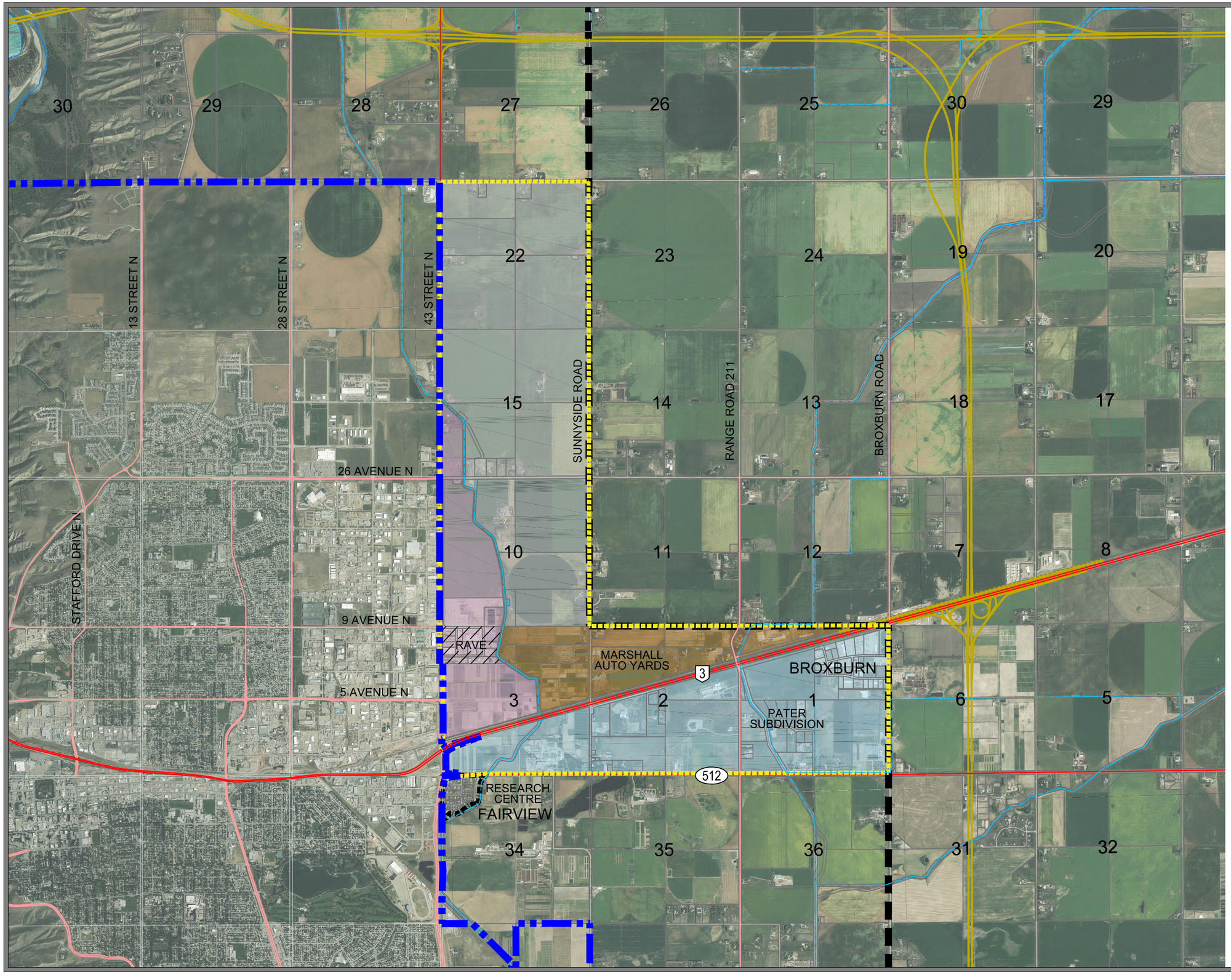
iii. Examining potential of RAVE infill development, if feasible.

Policy 3.4.4.13 Development on both sides of 43 Street will consider visual screening and buffering.

Policy 3.4.4.14 Any new access off 43 Street will consider aligning with access on the opposite side of 43 Street to negate the potential for off-set intersections.

Policy 3.4.4.15 Any new or future road networks will need to be circulated to and discussed with the adjacent municipality.

Policy 3.4.4.16 The Agricultural Research lands shall be protected from impacts from unnecessary encroachment from development that may limit the centre activities or impact the activities by way of airborne contaminants and intrusive land uses.



IDP POLICY AREA 4

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- POLICY AREA 4 BOUNDARY
- SUB-AREA 1
- SUB-AREA 2
- SUB-AREA 3a
- SUB-AREA 3b
- RAVE BUSINESS PARK
- PROVINCIAL HIGHWAY
- MAJOR ROAD
- PROPOSED CANAMEX HIGHWAY
- CANAL

MAP 9

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 40,000

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Policy 3.4.4.17 Decisions regarding subdivision and development near or adjacent to the Agricultural Research lands shall take into consideration comments received from the Research Centre in response to the circulation.

Policy Area 4, SubArea 2

SubArea 2 contains primarily agricultural lands north and east of the irrigation canal with 43 Street and the City of Lethbridge boundary on the west. This area is viewed as a low priority growth area and the future for this area is primarily the retention of existing agricultural lands.

Policy 3.4.4.18 Development on both sides of 43 Street will consider visual screening and buffering.

Policy 3.4.4.19 Any new access off 43 Street will consider aligning with access on the opposite side of 43 Street to negate the potential for off-set intersections.

Policy 3.4.4.20 Any new or future road networks will need to be circulated to and discussed with the adjacent municipality.

Policy Area 4, SubArea 3

SubArea 3 is divided by Highway 3 and has therefore been divided into two subareas; one on each side of the highway.

SubArea 3A: Located on the north side of Highway 3 and borders SubAreas 1 and 2. This area contains existing development, primarily commercial/industrial, and is appropriate for future highway commercial and gateway development. This area is recognized as a development node for the County.

SubArea 3B: Located on the south side of Highway 3 and has a mix of uses, including institutional uses, such as the federal Agricultural Research Centre lands, the provincial correctional facility, and a number of churches. This area is somewhat fragmented and consists of some historical subdivisions. Adjacent to the highway corridor, land may be suitable for highway commercial, gateway development. This area is recognized as an important development node for the County. The fragmented areas off of Highway 3 may be suitable for re-subdivision and infill development with appropriate planning.

Policy 3.4.4.21 The Agricultural Research lands and the Alberta Correctional Facility shall be protected from impacts from unnecessary encroachment from development that may limit the centre activities or impact the activities by way of airborne contaminants and intrusive land uses.

Policy 3.4.4.22 Decisions regarding subdivision and development near or adjacent to the Agricultural Research lands and the Alberta Correctional Facility shall take into consideration comments received from the Research Centre and the Province in response to the circulation.

Policy 3.4.4.23 Should application for subdivision beyond that allowed under the County's agricultural subdivision policies be made on the fragmented parcels along Highway 3, the County shall require an Area Structure Plan that demonstrates good planning, appropriate servicing and appropriate access.

Policy 3.4.4.24 Existing commercial and industrial development can continue to operate and expand with consideration for adjacent land users and in accordance with the applicable planning policies of the County.

3.4.5 Policy Area 5 – South East

This area is adjacent to the southeastern portion of the City and is bisected by Highway 4. The future development in this area is challenged by drainage issues and expensive servicing options. The area around Highway 4 includes a large number of fragmented parcels and the Stewart Siding Industrial Park. The Stewart Siding Industrial area is a development node for the County and may continue to be developed with appropriate planning. This Policy area also contains areas of historical subdivisions and residential development (i.e. Section 26, the Howe Subdivision). If these areas were to be further subdivided and developed they will require further planning, re-designation and subdivision approvals.

The following polices apply to all of the lands within Policy Area 5 as illustrated on **Map 10**.

Agriculture Policies

Policy 3.4.5.1 The IDP supports the South Saskatchewan Regional Plan's objective to maintain and diversify the region's agricultural industry.

Policy 3.4.5.2 The County shall protect good agricultural lands, which include lands with good soil capability, good grazing lands, irrigated lands and particularly those with irrigation infrastructure.

Policy 3.4.5.3 Higher quality and irrigated lands, as defined in the County Land Use Bylaw, should be protected from further fragmentation. Non-agricultural development will be directed to land that has already been fragmented and/or poorer quality agricultural land.

Policy 3.4.5.4 Lethbridge County is an agricultural community and shall protect the lifestyle and livelihood of agricultural operators in the area and the ability to continue farming (as per the *Agricultural Operation Practices Act*). This includes the relaxation of noise and other bylaws during important agricultural seasons such as planting, harvesting and calving, and the ability for farmers and ranchers to responsibly apply pesticides, herbicides and fungicides.

Policy 3.4.5.5 In Policy Area 5 new CFOs shall be prohibited. Existing CFOs (excluding beef) may increase animal units only if the facility is to be modernized or upgraded, and if the upgrades reduce odors or improve efficiency, as approved by the NRCB.

Policy 3.4.5.6 It is recognized that approval of livestock operations or CFOs ultimately lies with the NRCB. Prior to approvals being given, the City and the County request that the staff of the NRCB review local plans and policies and consider these in their decision making.

IDP POLICY AREA 5

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- POLICY AREA 5
- PROVINCIAL HIGHWAY
- MAJOR ROAD
- PROPOSED CANAMEX HIGHWAY

MAP 10

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 40,000

September 08, 2016
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Lethbridge City&County IDP 2016.dwg

Environment Policies

Policy 3.4.5.7 Any major developments in both municipalities where stormwater management is required shall address the effects on the Six Mile Coulee drainage basin and referred to the adjacent municipality (See Section 4.1. of this Plan).

Land Use Policies

Policy 3.4.5.8 Subdivisions within Policy Area 5 shall be governed by the agricultural and urban fringe subdivision policies within the County's Land Use Bylaw, which restricts subdivision to a single title out of a quarter section or the re-subdivision of titles containing 8.1 ha (20 acres) or less of agricultural land. Area Structure Plans would be required for larger developments as per the County's Land Use Bylaw, and comments from the City will be considered.

Policy 3.4.5.9 Policy Area 5 will remain as agricultural lands, subject to the above policy, until such time that an Area Structure Plan(s) or conceptual scheme(s) have been completed. The City will be referred any Area Structure Plans or conceptual schemes and their comments will be taken into consideration in the planning for the area.

Policy 3.4.5.10 Stewart Siding is a development node for Lethbridge County. Future planning for this area will be contingent upon appropriate planning and referral and discussion with the City.

Policy 3.4.5.11 Existing historically fragmented residential areas may be suitable for grouped country residential development with the preparation and adoption of an Area Structure Plan or conceptual scheme.

3.4.6 Policy Area 6 – South

This area contains the Lethbridge Airport, Highway 5 and significant agricultural land. The height and noise restrictions of the airport support agricultural land uses in the area. Highway 5 is a gateway entrance between the City of Lethbridge and Lethbridge County and currently accommodates commercial/industrial development in the Duncan Industrial Park and at the Airport, and may accommodate more in the future. Development in the area and at the airport is hindered by limited servicing.

The following polices apply to all of the lands within Policy Area 6 as illustrated on **Map 11**.

Agriculture Policies

Policy 3.4.6.1 The IDP supports the South Saskatchewan Regional Plan's objective to maintain and diversify the region's agricultural industry.

Policy 3.4.6.2 High quality lands, as defined in the Lethbridge County Land Use Bylaw, should be protected from further fragmentation. Non-agricultural development will be directed to land that has already been fragmented and/or poorer quality agricultural land.

Policy 3.4.6.3 Lethbridge County is an agricultural community and shall protect the lifestyle and livelihood of agricultural operators in the area and the ability to continue farming (as per the *Agricultural Operation Practices Act*). This includes the relaxation of noise and other bylaws during important agricultural seasons such as planting, harvesting and calving and the ability for farmers and ranchers to responsibly apply pesticides, herbicides and fungicides.

Policy 3.4.6.4 Manure spreading following the procedures outlined in the AOPA of the NRCB is allowed in this Policy Area.

Policy 3.4.6.5 Non-agricultural development will be directed to land that has already been fragmented and/or poorer quality agricultural land.

Policy 3.4.6.6 In Policy Area 6 new CFOs shall be prohibited. Existing CFOs (excluding beef) may increase animal units only if the facility is to be modernized or upgraded, and if the upgrades reduce odors or improve efficiency, as approved by the NRCB.

Policy 3.4.6.7 It is recognized that approval of livestock operations or CFOs ultimately lies with the NRCB. Prior to approvals being given, the City and the County request that the staff of the NRCB review local plans and policies and consider these in their decision making.

Environment Policies

Policy 3.4.6.8 Any major developments[3] within each municipality where stormwater management is required shall address the effects on the Six Mile Coulee drainage basin and referred to the adjacent municipality (See Section 4.1. of this Plan).

Policy 3.4.6.9 Within the river valley, approved uses should complement the recreation corridor inside the City and protect the ability to expand the corridor further in the future.

Policy 3.4.6.10 All proposed uses applied for in the river valley in both municipalities shall be evaluated to ensure that water quality will be protected.

Policy 3.4.6.11 Upon subdivision of parcels that contain adjacent to the river (river valley) the provision of unrestricted public access will be pursued where warranted.

Policy 3.4.6.12 Development and subdivision applications should survey top of bank and provide geotechnical information on the appropriate setbacks.

Policy 3.4.6.13 No development should be approved on lands deemed to be environmentally sensitive without appropriate studies and a mitigation strategy.

[3] Major development includes any development that intensifies the use of the land including, but not limited to the conversion of agricultural land, addition of permanent non-agricultural buildings, increasing of impermeable surface area, etc.

IDP POLICY AREA 6

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- POLICY AREA 6
- AIRPORT LANDS
- PROVINCIAL HIGHWAY
- MAJOR ROAD
- PROPOSED CANAMEX HIGHWAY

SCENIC DRIVE S
24 AVENUE S
MAYOR MAGRATH DRIVE
SIX MILE COULEE
STEWART SIDING AREA
OLDMAN RIVER
DUNCAN AIRPORT INDUSTRIAL
RANGE ROAD 212
RANGE ROAD 211
4
5
508

MAP 11

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 40,000

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Land Use Policies

Policy 3.4.6.14 The County has identified this as a priority growth area given the existence of the airport. The County will encourage development on the existing airport lands and infill and expansion of existing Duncan Industrial Park.

Policy 3.4.6.15 Grouped Country Residential development may be considered along the river valley if the slope stability and setbacks that conform to the professional geotechnical studies completed are met.

Policy 3.4.6.16 Any grouped residential development in the County will meet the County's requirements for setback to the coulee as per the County's Land Use Bylaw, the impact to the airport, and have an Area Structure Plan completed.

Policy 3.4.6.17 Existing undeveloped grouped country residential areas that had a previously approved Area Structure Plan will require an update to the Area Structure Plan to comply with the County's current Land Use Bylaw and regulations.

Policy 3.4.6.18 The Duncan Industrial Park is considered a future county industrial/highway commercial development area and expansion is appropriate with an updated Area Structure Plan and servicing study and compliance with the Highway Entranceway Design Guidelines provided in Appendix B of this report.

Airport Policies

The Lethbridge Airport is owned and operated by the County. It is a facility that provides a benefit to the entire region. Airports are regulated by the Federal government and have height restrictions for the take-off and approach areas of the airport. In addition, Noise Exposure Forecast Contours provide guidelines for setbacks from the airport for residential and certain institutional uses (schools and hospitals). The following policies will guide Policy Area 6 in relation to the Lethbridge Airport.

Policy 3.4.6.19 Each municipality will, in its Land Use Bylaw, implement land use controls in the airport Policy Area to ensure appropriate uses and height restrictions that do not penetrate the obstruction zone and uses that do not create smoke, steam, dust or unduly attract birds.

Policy 3.4.6.20 Federal regulations, including TP312 (Aerodrome Standards and Recommended Practices) and TP1247 (Aviation: Land Use in the Vicinity of Aerodromes) will guide development on the airport, navigation, lighting and security at the airport and protect the obstruction restrictions.

Policy 3.4.6.21 The County may through its Land Use Bylaw adopt appropriate standards that apply to the airport lands to regulate future development and ensure development is compatible with airport operations.

3.5 Highway Entranceways and Corridors

Development along major highways and roads that provide access and egress between municipalities are highly visible and often provide the first and last impressions of the municipality to the travelling public. Within the Plan Area, some of these roads are under the jurisdiction of the Province. The intent of the Plan is to encourage developments along these highway entranceways that are designed to enhance the visual appeal of the entranceways and promote the region to the travelling public.

As shown on **Map 12** – Highway Entranceways and Corridors, the highway entranceways between the City and County includes:

- Highway 3 (west and east sides of the City)
- Highway 4
- Highway 5
- Highway 25

Policy 3.5.1 All future development along the identified entranceways or corridors shall consider, by both municipalities, the enhancement of visual appeal and attractiveness of the development with special regard to landscaping, signage, setbacks, screening, architectural guidelines and other features.

Policy 3.5.2 Any development approved along the identified entranceways or corridors shall meet the following requirements:

i. Obtain approvals, as required, from Alberta Transportation;

ii. Construct appropriate access to the site at the developers cost;

iii. Meet the development standards for Municipal Roads as per the County approval;

iv. Be in accordance with the approved Highway Entranceway Design Guidelines standards included in Appendix B of this document.

HIGHWAY ENTRANCES AND CORRIDORS

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- CORRIDOR DESIGN STANDARDS POLICY -APPLICABLE CORRIDOR
- PROVINCIAL HIGHWAY
- MAJOR ROAD

DIAMOND CITY

TOWN OF COALHURST

BROXBURN

FAIRVIEW

BLOOD INDIAN RESERVE

509 3 25 843 512 4 5 508

MAP 12

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 85,000

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4. NATURAL ENVIRONMENT, OPEN SPACES, AND WATER

4. NATURAL ENVIRONMENT, OPEN SPACES, AND WATER

4.1 River Valleys, Ravines, and Natural Areas

The City of Lethbridge and Lethbridge County are located in a beautiful prairie environment with the Oldman River Valley cutting through the area. Several other ravines and coulees provide topographic and vegetative variety. The range of wildlife species is unique in Alberta. The protection of the natural environment and open space is an action valued highly by both municipalities. While some of the land protected will remain unused for any specific purpose, other lands will be used for parks and the development of a regional pathway system. **Map 13** illustrates the natural features in the IDP Area.

The Lethbridge region has a number of significant river valleys and ravines, and because the area has been predominantly agricultural, there are still a number of areas in their natural state. Stewardship of these valleys and ravines for public enjoyment is a long term goal once these lands are available for public realm.

Policy 4.1.1 The City and the County support, where feasible the dedication and development of a comprehensive regional pathway system.

Policy 4.1.2 Development and subdivision applications should contain information regarding soil and slope stability if the land is determined to be in a sensitive area.

Policy 4.1.3 Within the river valley, approved uses should complement the recreation corridor inside the city and protect the ability to expand the corridor further in the future.

Policy 4.1.4 All proposed uses applied for in the river valley in both municipalities will be evaluated to ensure that water quality and slope erosion will be protected.

Six Mile Coulee

The Six Mile Coulee, as shown on **Map 14,** is a natural drain that services an area which has significant impacts to both the County and the City and as such is of mutual interest for the protection and preservation of the drainage basin and the coulees. In previous documents, the Six Mile Coulee was identified as a sensitive area for a number of reasons, including:

- Water being drained through the coulee has been identified as having poor quality,
- Soil stability problems are evident along the coulee, and
- The coulee provides natural areas with scenic quality.

Policy 4.1.5 Both municipalities shall utilize best environmental practices as applicable to development adjacent to coulees, and agree to apply enhanced development setbacks to Six Mile Coulee to ensure bank stability and prevent further damage to the coulee slopes.

Policy 4.1.6 A Master Stormwater Strategy should be prepared for the Six Mile Coulee drainage basin to ensure appropriate management controls are considered to minimize the upstream and downstream impacts.

Policy 4.1.7 Both municipalities should cooperate with the Chinook Health Region and Alberta Environment in the efforts to monitor water quality and trace the source of any contaminants.

Policy 4.1.8 If a source contamination in the Six Mile Coulee is identified, the municipality who has jurisdiction for the source should move to correct the situation within their legislative bounds and pursue solutions through other agencies and departments.

Policy 4.1.9 When further information regarding water quality in the coulee is made available, both municipalities should request, as part of any application for subdivision or development, information regarding storm drainage.

4.2 Reserve Lands

The City has open space and parks policies and staff to maintain open spaces. The City has a great interest in the protection of the Oldman River Valley and other open spaces to provide park spaces for future residents. This is of particular concern in the priority areas identified by the City for future urban growth; therefore, any interim development on these lands and the protection or dedication of the open spaces is critical for future urban development.

The County does not traditionally take environmental, municipal or school reserves as land dedication at time of subdivision, opting generally for cash in lieu, due to the fact that they do not have a parks and recreation department and rural residents have little demand for community parks.

Should a subdivision occur in the interim period, where reserve may be applicable, the City may provide input to the dedication of reserve lands. Since reserves can only be taken once on a parcel of land, it is best to determine the most effective dedication. Should it be recommended by the City that the County take land for Municipal Reserve or Environmental Reserve to enhance future urban development, the County will take this recommendation into consideration.

Policy 4.2.1 Any new subdivision where taking reserve is applicable, the County will consider the City's comments on options for taking municipal and/or environmental reserves.

Policy 4.2.2 If the County takes lands for reserves that will be utilized for pathways or parks, the City may consider a maintenance agreement with the County for these lands if they are continuous to the City's open space system.

4.3 Watersheds and Water Quality

The South Saskatchewan Regional Plan is a long range land use strategy based on the South Saskatchewan River Basin. Watershed planning and water quality are significant requirements for all municipalities. Control of stormwater and surface run-off, treatment and containment of stormwater, controlled discharge of stormwater and ultimate release into rivers and streams is critical in the maintenance of watershed quality and quantity.

NATURAL FEATURES / ECOLOGICAL INFRASTRUCTURE

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- PROVINCIAL HIGHWAY
- MAJOR ROAD
- EXISTING DEVELOPMENTS
- WATERBODIES
- RIPARIAN AREAS
- PARKS
- HIGH PROPORTION OF WETLANDS
- HIGH PROPORTION OF NATIVE OR NATURAL GRASSLANDS

DIAMOND CITY

TOWN OF COALHURST

BROXBURN

FAIRVIEW

BLOOD INDIAN RESERVE

509 3 25 843 512 4 5 508

MAP 13

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

SCALE 1 : 85,000

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September 08, 2016
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Lethbridge City&County IDP 2016.dwg

MAJOR DRAINAGE BASINS

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- DRAINAGE AREA BOUNDARY
- TIFFIN DRAINAGE AREA
- MALLOY DRAINAGE AREA
- EIGHT MILE LAKE DRAINAGE AREA
- SIX MILE COULEE DRAIN
- IRRIGATION CANAL
- FLOW DIRECTION
- PROVINCIAL HIGHWAY
- MAJOR ROAD

BROXBURN

FAIRVIEW

SIX MILE COULEE

TIFFIN

DUNCAN AIRPORT INDUSTRIAL

3 512 4 5 508

MAP 14

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 60,000

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Policy 4.3.1 All uses applied for in and near drainage corridors that enter the river will be evaluated to ensure that water quality will be protected from contaminated run-off and volumes are appropriate.

4.4 Stormwater Management

The management of stormwater is a major concern in Alberta for all development and the region around the City of Lethbridge is no exception. Drainage and stormwater do not always follow municipal or jurisdictional boundaries. Stormwater management is a significant mutual concern in the Lethbridge IDP Area.

The County's Municipal Development Plan outlines the stormwater objective as to "ensure that infrastructure is provided in an efficient, cost effective and environmentally sound manner in order to maintain public health and safety". The County will work with the City, irrigation districts, landowners and businesses to mitigate the negative impacts of excessive stormwater where possible and utilize best management techniques with an emphasis on how upstream loading compounds development and affect downstream stakeholders. **Map 14** illustrates the main drainage baisins to the east and south of the City.

Policy 4.4.1 As part of the preparation of an Area Structure Plan, both municipalities shall require a stormwater analysis that will identify major drainage courses and a strategy for ponds and release of stormwater.

Policy 4.4.2 Any development that may have a drainage impact on the adjacent municipality shall require, as part of the Outline Plan submission (for the City) and Subdivision Application (for the County), a professionally prepared stormwater management plan that demonstrates the best possible stormwater management practices and low impact development components, that will mitigate post-development run-off rates to meet provincial, County and City standards. This will ensure that post-development rates and flows do not exceed pre-development rates and flows.

Policy 4.4.3 Master Drainage Plans / Regional Drainage Plans that would have an effect on the adjacent municipality will be addressed by the City and County administration. In the event that an issue arises that cannot be agreed to by both administrations, the item will be brought to the IMC for discussion and direction.

Policy 4.4.4 Recommendations of present and future Master Drainage Plans / Regional Drainage Plans, approved by both municipalities, within the IDP Area will be followed.

Policy 4.4.5 Best management practices shall be applied to new developments to mitigate adverse impacts on water courses including impacts on water quality, natural hydrology, riparian areas, and habitat within the IDP Area.

Policy 4.4.6 The County is developing a Stormwater Management Plan and policies based on the rural context and will consult with the City where there is an impact to the City.

Policy 4.4.7 Stormwater management features will, wherever possible, be integrated into linear open spaces and create natural features and amenities for development.

5. INFRASTRUCTURE

5. INFRASTRUCTURE

The City of Lethbridge and Lethbridge County agree that Transportation and Utilities systems are essential to both jurisdictions and provide service to residents and businesses within the Plan Area. In addition, these systems play an important role in providing the opportunity for future growth and development.

The City is responsible for all roads within their boundaries with the exception of those provincial highways excluded from the City's jurisdiction. The City is also responsible for the provision of potable water and the collection and treatment of sanitary sewer for city residents and businesses. The City and the developers within the City are responsible for stormwater management including the collection, treatment and release of the water. In many cases, the developer is required to construct the utilities and roads. They are required to design and construct the utilities and roads to the municipal and provincial standards. Generally after a guarantee/warranty period, where the roads and utilities have proven they have met the criteria, the road and/or utility are transferred to the City.

The situation is similar for the County and the development that occurs in the County. However, the densities of development are significantly lower in the rural area, and as such, on-site servicing for water and sewer is often an option and then remains the responsibility of the individual lot owner. Provincial highways in the rural area are the sole purview of the Province of Alberta.

The City also provides potable water to some grouped residential development in the County (beyond the boundary of the City under existing agreements). The agreement between the City and the County will consider for the City to provide piped potable water to non-residential developments in the County. The water treatment service that the City provides to these developments is through the Lethbridge County water license. The County and residents pay for the treatment and distribution of the County's water. The County has capacity in their water license to service additional development; however, the capital cost of the collection, treatment, storage and distribution for the low densities it will supply has not proven to be economical for the County to implement.

In the future, there are opportunities for additional synergies and partnerships between the City and the County for the provision of water and sewer services for areas of mutual benefit which may include non-residential development.

5.1 Transportation

Efficient and functional transportation networks are critical to the long range growth and development of municipalities. Where transportation networks cross municipal and provincial jurisdictions, communication, coordination and long range planning are necessary to ensure efficiency and functionality.

The current transportation network overall is functioning within accepted standards; however, with growth occurring both within the City and County, policies in regards to how communication, coordination and long range planning are undertaken, need to be addressed.

The Province is proposing a major highway realignment project of Highways 3 and 4. This will create the CANMEX Corridor. This Corridor is proposed to tie Canada, the United States and Mexico together to encourage the free trade of goods and services. **Map 15** illustrates the Transportation and Highway Network.

Policy 5.1.1 In order to provide for efficient development and reasonable access between the two municipalities, the City and the County should coordinate the planning of major transportation links for all modes of transportation.

Policy 5.1.2 Both municipalities should jointly consult with Alberta Transportation to coordinate planning and development of major roadways within the Plan Area relative to provincial highways/jurisdictions.

Policy 5.1.3 The City and County should consider further intermunicipal cooperation and integration of master plans, land use plans and engineering studies on transportation related matters.

Policy 5.1.4 Multi-modal transportation connections between municipalities should be coordinated where appropriate.

Policy 5.1.5 Both municipalities should communicate regularly on transportation matters with Administrative Staff. The IMC will be informed of any collaboration or issues at IMC meetings.

Policy 5.1.6 Where warranted, the host municipality should consider the impacts that a proposed development may have on the transportation infrastructure of the adjacent municipality through the development of a Transportation Impact Assessment, to the standard of the host municipality.

Policy 5.1.7 Both the County and the City acknowledge that a Traffic Impact Assessment will be required prior to any development as part of an Area Structure Plan or conceptual scheme, to confirm access management standards, roadway cross sections and other functional considerations, which should be provided at the expense of the developer.

Policy 5.1.8 Where development exceeds the current road capacity and the Traffic Impact Assessment indicates upgrades are required to accommodate the proposed development, the developer will be required to cover the costs of the design and construction of these roadway upgrades.

Policy 5.1.9 Each municipality must be notified of any development or subdivision proposal not previously covered by Area Structure Plan or Outline Plan in the other municipality that will result in access being required from an adjoining road under its control or management. The affected municipality must give its approval or decision in writing prior to the application being considered as complete by the other municipality. In relation to this policy, the referral time frames as stipulated in Section 2.3 of this Plan should be respected.

Policy 5.1.10 Transportation connections should be compatible across municipal boundaries.

TRANSPORTATION AND HIGHWAY NETWORK

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- INTERCHANGE
- PROVINCIAL HIGHWAY
- MAJOR ROAD
- LOCAL ROAD
- PROPOSED CANAMEX HIGHWAY
- RAILWAY

DIAMOND CITY

TOWN OF COALHURST

FAIRVIEW

BROXBURN

BLOOD INDIAN RESERVE

509 3 25 843 512 4 5 508

MAP 15

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 85,000

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September 08, 2016
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Policy 5.1.11 Both municipalities should discuss and coordinate access from boundary roads.

Policy 5.1.12 Where the road jurisdiction changes on a boundary road or a road standard is most efficiently maintained by the adjacent municipality, a maintenance agreement should be pursued.

Policy 5.1.13 Both municipalities will notify the other municipality, in writing, of any road bans, bridge bans and closures, a minimum of two (2) days prior to the ban taking affect whenever possible.

Policy 5.1.14 The County or the City may require an agreement regarding the construction, repair or long term maintenance of any municipal roads, which may be impacted by subdivision or development or the construction of such development, when the development requires access to come from the adjacent municipality's road.

Policy 5.1.15 Municipal roads that may be affected by an annexation or a municipal boundary change must be identified in the growth or annexation study provided in accordance with the policies in Section 3.2 of this Plan.

Policy 5.1.16 Both the County and the City will utilize their own engineering design standards for roads unless otherwise agreed upon.

Policy 5.1.17 Within Area 4, access to the Lethbridge Regional Landfill will be protected and maintained.

5.2 Utilities and Servicing

Extension of water and sewer services into the County has been done on a limited, case by case basis. The City of Lethbridge water distribution system is illustrated on **Map 16**.

As both the City and County grow in the future, opportunities to coordinate land use planning with the provision of water treatment and waste water treatment services should be based upon a shared understanding of current and future demands as well as existing capacities of facilities and infrastructure, required upgrades and associated costs and funding sources.

The goal is to address sanitary, water and stormwater on an intermunicipal scale by establishing a process for cross-boundary utility planning and rights-of-way acquisition, as well as facilitating the coordination of a joint stormwater planning on an intermunicipal and regional basis.

Policy 5.2.1 If an easement or right-of-way is required within an adjacent municipality, the City and County Administration will coordinate the terms of the easement or right-of-way.

Policy 5.2.2 Providing regional benefit is demonstrated as per Policy 3.3.2 and capacity exists in the City system, a connection to the sewer system by a County development may be permitted; provided the developer pays the City connection fee, design and construction of the tie in and any other upgrades required to the City system as a result of the new development.

Policy 5.2.3 The County and City will work towards the provision of water services to County parcels that meet the terms of Water Services Agreement[4].

Policy 5.2.4 The County will investigate funding options to pay for serving extension including grant applications, preparation and adoption of Off-Site Levy Bylaws, and Endeavour to Recover Agreements, to capture the costs of extending services from the City to the County.

Policy 5.2.5 Should there be significant costs associated with the oversizing of infrastructure to service development in the County, the County will contribute to the oversizing and cover the costs through grants, developer off-site levies or endeavor to recover agreements. Existing residents will not pay for the future extension of infrastructure to new development in the IDP Area.

Policy 5.2.6 The City and the County may investigate opportunities to make joint grant applications for infrastructure expansion and upgrade.

Policy 5.2.7 The City and the County may consider the development of a Joint Long Range Infrastructure Strategy that may create joint standards for future infrastructure services.

[4] Section 5.2 of the Water Agreement between the City of Lethbridge and Lethbridge County.

CITY OF LETHBRIDGE WATER DISTRIBUTION SYSTEM

TOWN OF COALHURST

MONARCH WATER LINE

MONARCH / COALHURST WATER LINE

PICTURE BUTTE & NORTH COUNTY WATER

COALDALE / McCAIN WATER LINE

MARSHALL AUTO WRECKERS WATER

BROXBURN

FAIRVIEW WATER

FAIRVIEW

LETHBRIDGE JAIL WATER

LETHBRIDGE COUNTY WATER SERVICE CO-OP

SUNSET ACRES WATER

NAGY WATER SUPPLY

AIRPORT WATER SUPPLY

LEGEND

- CITY OF LETHBRIDGE
- IDP BOUNDARY
- PROVINCIAL HIGHWAY
- MAJOR ROAD

WATER DISTRIBUTION

- CITY WATER LINE (DIAMETER>250mm)
- COUNTY WATER LINE
- EXISTING RESERVOIR

MAP 16

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 60,000

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September 08, 2016
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6. DEFINITIONS

6. DEFINITIONS

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

Agricultural Land, Higher Quality means:

(a) land having a Canada Land Inventory (CLI) classification of 1-4, comprising 64.8 ha (160 acre) parcels of dryland or 32.4 ha (80 acre) parcels of irrigated land;

(b) land contained in an irrigable unit;

(c) land having a CLI classification of 5-7 with permanent water rights, with the exception of:

(i) cut-off parcels of 8.1 ha (20 acres) or less. To be considered a cut-off, a parcel must be separated by:

- a permanent irrigation canal as defined by the irrigation district,
- a permanent watercourse normally containing water throughout the year,
- a railway,
- a graded public roadway or highway,
- an embankment, or
- some other physical feature,

which makes it impractical to farm or graze either independently or as part of a larger operation, including nearby land;

(ii) land which is so badly fragmented by existing use or ownership that the land has a low agricultural productivity or cannot logically be used for agricultural purposes. For the purpose of subdivision, fragmented land may be considered to be land containing 8.1 ha (20 acres) or less of farmable agricultural land in CLI classes 1-4.

Agricultural Land, Poorer Quality means:

(i) cut-off parcels of 8.1 ha (20 acres) or less. To be considered a cut-off, a parcel must be separated by:

- a permanent irrigation canal as defined by the irrigation district,
- a permanent watercourse normally containing water throughout the year,
- a railway,
- a graded public roadway or highway,
- an embankment, or
- some other physical feature,

which makes it impractical to farm or graze either independently or as part of a larger operation, including nearby land;

(ii) land which is so badly fragmented by existing use or ownership that the land has a low agricultural productivity or cannot logically be used for agricultural purposes;

(iii) land containing 8.1 ha (20 acres) or less of farmable agricultural land, including CLI classes 1-4;

(iv) land having a CLI classification of 5-7 with no permanent water rights or which are comprised of soils having a limitation resulting from the cumulative effect of two or more adverse characteristics.

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

(a) the cultivation of land;

(b) the raising of livestock, including game-production animals within the meaning of the *Livestock Industry Diversification Act* and poultry;

(c) the raising of fur-bearing animals, pheasants or fish;

(d) the production of agricultural field crops;

(e) the production of fruit, vegetables, sod, trees, shrubs and other specialty horticultural crops;

(f) the production of eggs and milk;

(g) the production of honey (apiaries);

(h) the operation of agricultural machinery and equipment, including irrigation pumps on site;

(i) the application of fertilizers, insecticides, pesticides, fungicides and herbicides, including application by ground and aerial spraying, for agricultural purposes;

(j) the collection, transportation, storage, application, use transfer and disposal of manure; and

(k) the abandonment and reclamation of confined feeding operations and manure storage facilities.

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

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

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

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

Buffering or Buffer Strips means an area of land including landscaping, berms, walls, fences, or a combination thereof, that is located between land use districts and land uses of different character and is

intended to mitigate negative impacts through the physical and visual separation and sound attenuation of the more intense use (e.g. commercial or industrial) from uses such as residential or public institutional.

CANAMEX Corridor or Highway means a transportation corridor which links Canada with the United States (including Alaska) and Mexico by a north/south orientated transportation route along the western portion of North America for an international system and efficient transportation of goods, services, people and information between Canada, Mexico and the United States. Within southern Alberta and portions of the Plan Area, provincially managed Highway 4 (between Lethbridge and the U.S. border crossing at Coutts) and Highway 3 (through and west of Lethbridge) comprise this international corridor which forms part of the North/South Trade Corridor (NSTC) in Alberta.

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

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

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

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

CFO Exclusion Area means the area within the Intermunicipal Development Plan where new confined feeding operations (CFOs) are not permitted to be established or existing operations allowed to expand except for in consideration of specific circumstances and policies in the Plan.

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

Country Residential, Isolated means, in the context of Lethbridge County, one or two existing or proposed country residential uses.

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

City means the City of Lethbridge.

County means Lethbridge County.

Development means the same as in the *Municipal Government Act*, and generally means:

(a) an excavation or stockpile and the creation of either but does not include turning over soil with no immediate activity on the land in the near future; or

(b) a building or an addition to, or replacement or repair of a building and the construction or placing of any of them in, on, over or under land; or

(c) a change of use, or a building, or an act done in relation to land or a building that results in, or is likely to result in, a change in the use of the land or building; or

(d) a change in the intensity of use of land or a building or an act done in relation to land or a building that results in, or is likely to result in, a change in the intensity of use of the land.

Development Node means an identifiable major commercial/business grouping or cluster of uses subsidiary and dependent upon a larger grouping of similar or related uses, typically located along or in proximity of major transportation corridors.

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

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

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

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

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

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

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

Grouped Country Residential, in the context of Lethbridge County, means existing or proposed residential uses on more than two parcels of less than the minimum extensive agricultural parcel size.

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

Highway Entranceway Design Guidelines means the jointly agreed to development standards of the Plan, typically including landscaping, storage, screening, signage, etc. that shall apply to commercial and industrial development in highway entranceway areas of both Lethbridge County and the City of Lethbridge, as stipulated in the maps and policies of the Plan.

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

Intermunicipal Committee (IMC or the Committee) means a Joint Committee of City Council and County Council with the members as assigned by each respective Council for the purposes of creating, monitoring and managing the current Intermunicipal Development Plan (IDP) and to address Intermunicipal matters between the two municipalities.

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

Land Use Framework, (LUF) means a provincial government framework that sets out a new approach for managing public and private lands and natural resources throughout the Province in order to achieve Alberta's long term economic, environmental and social goals. It is a blueprint designed to guide us in making decisions about land and natural resources, developed after extensive consultation with Albertans.

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

Low Intensity, Small Scale Employment, and Land Extensive Uses means types of uses where piped water and sewer are not typically required and may include but are not limited to uses such as open storage yards, equipment sales and service, agricultural value added industries, garden centers, driving ranges, renewable energy development, and other similar types of uses.

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

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

Municipal Government Act (MGA) means the *Municipal Government Act Revised Statutes of Alberta 2000, Chapter M-26*, as amended. The MGA is the primary Provincial legislation that governs municipalities as it sets out the legislated roles and responsibilities of municipalities and municipal officials.

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

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

Municipal Development Plan (MDP) means a statutory plan, adopted by bylaw in accordance with section 632 of the *Municipal Government Act*, which is used by municipalities as a long-range planning tool and must be adopted by municipalities with a population of 3500 or more. A MDP must address future land uses within the municipality, the coordination of land use, provision of required transportation systems, and the provision of services and facilities, amongst other matters as outlined in in the *MGA*.

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

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

Outline Plan, in the context of the City of Lethbridge, means a non-statutory plan developed within the context of an overarching ASP. These plans set out the specific locations of land uses and local road networks to support subdivision and rezoning for portions of new neighbourhoods.

Overlay Plan means the same as Shadow Plan.

Plan means the City of Lethbridge and Lethbridge County Intermunicipal Development Plan.

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

Public Roadway means:

(a) the right-of-way of all or any of the following:

(i) a local road or statutory road allowance,
(ii) a service road,
(iii) a street,
(iv) an avenue, or
(v) a lane,
that is or is intended for public use; or

(b) a road, street or highway pursuant to the *Public Highways Development Act*.

Shadow Plan means a conceptual design drawing which indicates how parcels of land may be further subdivided and typically illustrates minimum sized urban lots, road alignments to adjacent road networks, servicing corridors and building pockets as to where dwellings should be located, so as not to fragment land or interfere with future development or urban growth plans.

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

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

Six-Mile Coulee means a coulee tributary system that transects both the City of Lethbridge and Lethbridge County boundary that is situated primarily south of the city on the east bank of the Oldman River tributary stream area which flows into the Oldman River, and comprises part of what locally is known as the Tiffin Drainage basin.

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

South Saskatchewan Regional Plan (SSRP) means the regional planning framework for the South Saskatchewan region as approved by the provincial government. The SSRP is designed to integrate and achieve – not hinder – the Government of Alberta's long term economic, environmental and social objectives within the context of the Land Use Framework.

Special Study means a planning report or study that informs future land use and development for a specific area that is of a concern for both the City and the County, such as the CANAMEX Development Node or north of RAVE Industrial Park, and will generally take into consideration compatibility of adjacent and future land uses, servicing constraints or capabilities, access, transportation networks and linkages, for lands on both sides of the joint municipal boundary, amongst other matters.

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

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

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

APPENDICES

Appendix A

Background Information / Development Constraints

This appendix includes **Maps 17 and 18** that depict some of the main land use and development constraint findings in the IDP boundary and background study area. As part of the formation and policy creation of this Plan, a land use and information background review was completed which included an analysis of land data, land use, physical and environmental features and development in the defined Plan Area. A comprehensive review was undertaken of various planning documents, mapping and geographical information data, land forms, existing land use, subdivision and development activity, cadastral and title mapping information, soils and topography, provincial data (abandoned and active wells, underground mining activity, etc.) and various municipal engineering documents and infrastructure studies, to highlight a few of the main study areas. As both the City and County grow in the future, the opportunities to manage growth in a sustainable manner and coordinate land use planning where logical will need be based upon a shared understanding of current and future constraints and possibilities.

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

The following maps (**Maps 17 and 18**) illustrate some of the main land use and development constraint findings and relevant information pertaining to the IDP.

DEVELOPMENT CONSIDERATIONS

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- PROVINCIAL HIGHWAY
- MAJOR ROAD
- LANDFILL
- 450m BUFFER FROM LANDFILL

ALBERTA ENERGY REGULATOR
(AER) DATA - APRIL 2016

- UNDERGROUND COAL MINE
- GAS WELL
- GAS WELL - ABANDONED

CONFINED FEEDING OPERATION

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

DIAMOND CITY
LANDFILL
TOWN OF COALHURST
BROXBURN
FAIRVIEW
BLOOD INDIAN RESERVE
509
3
25
843
512
4
5
508

MAP 17

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 85,000

N

September 08, 2016
N:\Lethbridge-County\Leth-City Leth-Cty- IDP\
Lethbridge City&County IDP 2016.dwg

HISTORIC RESOURCE VALUES

LEGEND

- CITY OF LETHBRIDGE
- IDP PLAN AREA
- PROVINCIAL HIGHWAY
- MAJOR ROAD

HRV - SEPTEMBER 2015

- 1, a
- 1, h
- 2, h
- 3, a
- 3, h
- 4, a
- 4, c
- 4, p
- 5, a
- 5, a, h
- 5, p

HISTORIC RESOURCE VALUE

1 - Designated under the Act as Provincial Historic Resources. Also used to idenfity World Heritage Sites or lands owned by ACCS for historic resource protection and promotion purposes.

2 - Designated under the Act as a Municipal or Registered Historic Resource

3 - Contains a significant historic resource that will likely require avoidance

4 - Contains a historic resource that may require avoidance

5 - Believed to contain a historic resource

HISTORIC RESOURCE CATEGORY

A - Archaeological

C - Cultural

H - Historic Period

P - Palaeontological

TOWN OF COALHURST

BROXBURN

FAIRVIEW

BLOOD INDIAN RESERVE

509 3 25 843 512 4 5 508

MAP 18

LETHBRIDGE COUNTY
(BYLAW NO. 1478)
& CITY OF LETHBRIDGE
(BYLAW NO. 6015)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 85,000

N

September 08, 2016
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Lethbridge City&County IDP 2016.dwg

Appendix B

Highway Entranceways Design Guidelines

The following may be applied, in accordance with the policies of the Plan, to any future development along the identified highway entranceways (Map 12) for commercial/industrial land use.

Policies

Administrative

1. The Highway Entranceways Design Guidelines contained within this section shall apply to commercial and industrial development in the areas of the City of Lethbridge and Lethbridge County identified on Map 12 (Highway Entranceways).

2. When considering applications for redesignation, subdivision or development permit approval of commercial or industrial uses in an identified highway entranceway, all applications must meet or exceed the minimum development design guidelines as outlined in this IDP.

3. Architectural controls shall be established and provided at the redesignation stage consistent with this IDP and any approved Area Structure Plan that may apply to specific lands within the IDP. When completing a redesignation to Direct Control, details of these guidelines must be included within the bylaw. The approved architectural controls shall be implemented at the development permit stage.

4. Implementation of the approved architectural controls will be carried out by the developer (registered as an instrument on title in the form of a restrictive covenant) at the subdivision stage.

Building /Site Design

5. The design, character and appearance of all buildings in identified highway entranceways shall be acceptable to the City of Lethbridge and Lethbridge County and shall demonstrate sensitivity to the highly visible nature of development occurring along a highway entranceway considered to have a significant visual impact, notably those identified on Map 12.

6. Principal buildings associated with commercial and industrial development located within an identified highway entranceway, shall provide a building design and site design consistent with the following:

a. All building elevations considered to be highly visible shall provide for an attractive appearance through the provision of a desirable and superior quality design aesthetic.

b. The front elevation (elevation facing a highway or road) of any principal building shall ensure it effectively addresses the highly visible and sensitive nature of the interface within a highway entranceway. In the case of an approved lot layout that proposes two highly visible frontages (e.g. a corner lot or a lot that may contain double frontage onto a highway and an internal subdivision road), the lot shall be deemed to have two front yards and will be required to implement the appropriate setbacks and higher levels of architectural and landscaping treatment accordingly.

c. The front elevation of the principal building shall be considered the elevation that faces the Highway identified in Map 12. This front elevation shall be visible and shall not be screened from view with outside display, or fencing and the principal building shall remain prominent and proud with respect to its placement, design and view from the Highway.

d. In an effort to minimize large monolithic building facades or elevations, exterior designs that encourage visual breaks in the wall (i.e. projection, recession, parapets, revels, articulation, design finish, outcrops, window glazing, paint lines, and/or materials combination, etc.) should be utilized in providing for a high-quality design aesthetic in creating interesting and attractive buildings.

e. Ancillary or accessory buildings or other structures shall be designed, constructed and finished in a manner compatible or complementary with the character and appearance of the principal building(s) or other similar buildings on the parcel.

f. Accessory buildings shall not be located in the front yard of a principal building.

g. A high-quality landscape plan/design shall be used to complement and augment the building and site designs for those developments adjacent and fronting onto the Highway. The landscaping plan must take into consideration the following:

    i. A minimum of 10 percent of the parcel/lot area shall be required to be provided as soft landscaping;

    ii. Soft landscaping is highly encouraged to be provided in the form of xeriscaping or xerigardening;

    iii. If water is readily available, soft landscape consisting of vegetation such as trees, shrubs, hedges, grass and ground cover may be provided, with consideration for using native plant species wherever possible;

    iv. A minimum 6-metre (19.7-ft.) landscaped buffer shall be provided adjacent to any road or highway, which shall be soft landscape consisting of vegetation such as trees, shrubs, hedges, grass and ground cover or xeriscaping/xerigardening (as the case may be); and

    v. Any trees, hedges or other vegetation must be sited so as not to not reduce or eliminate visibility of the front elevation, impede the corner site triangle, parcel approach access site lines or visibility of adjacent roadways.

h. Access approaches, parking/loading areas and display areas that may be located in the front yard of a principal building shall be paved or hard surfaced (to the satisfaction of the municipality).

i. Landscaping provided shall be focused in those areas of a site determined to be highly visible in providing for a high-quality design aesthetic within a highway entranceway. Any landscaping approved in a development permit is required to be maintained for the life of the development project.

j. Any additional landscaping that may be required at the discretion of the municipality may include, but is not limited to, the following:

i. Additional separation, or buffering, between adjacent land uses;

ii. The use of trees, shrubs, fences, walls, and berms to buffer or screen uses of negative impact; and

iii. The use of trees, shrubs, planting beds, street furniture and surface treatments to enhance the appearance of a proposed development.

7. Proposed commercial and business light industrial buildings and uses that may be adjacent to existing or future residential development areas shall demonstrate through their design how the proposal will successfully mitigate any potential negative impacts. In these areas (as determined by the City or County) suggested mitigation techniques may be implemented through the use of the following: restriction or prohibition of specific land uses, increased development setbacks, maximum building heights, increased architectural and landscape treatments (or a combination of all of the above).

8. In areas where commercial and industrial developments are adjacent to existing and future residential uses, it is recommended that the commercial or industrial development be of a lower density and residential in scale and intensity (comparatively). Additional architectural and landscaping treatment and increased development setbacks may also be required in such locations to effectively address any potential negative impacts and interface issues that may exist.

9. Landscaping shall be required for all proposed developments as per each municipality's Land Use Bylaw, and the approved architectural controls. Proposed landscaping shall enhance the visual attractiveness and appearance of a site and building from all highways or roads.

10. If water is not available, xeriscaping (which refers to landscaping and gardening in ways that reduce or eliminate the need for supplemental water from irrigation and emphasizes plants whose natural requirements are appropriate to the local climate) shall be highly encouraged. Xeriscaping or xerigardening may include incorporating rocks, mulch or boulders in the design, but it must also focus on including some form of greenery (plants) that require less water.

11. If water is readily available, xeriscaping is still highly encouraged as a water-saving measure, but if soft landscaping is proposed, guidelines pertaining to more typical or traditional forms of landscaping (not including xeriscaping or xerigardening) is suggested to be provided in consistency with following (at a minimum):

a. Trees should be planted in the overall minimum ratio of one tree per 130 m^2 (1400 ft^2) of landscaped area provided.

b. The mixture of tree sizes at the time of planting should be equivalent to a minimum of 50 percent larger trees.

c. The mixture of tree sizes at the time of planting should be equivalent to 2/3 trees with an option of providing 1/3 remaining with shrubs with no less than 3.0 shrubs per tree.

d. All plant materials should be planted according to good horticultural practice.

e. Selection of plant varieties should be based on regional climatic conditions, constraints of location, effectiveness in screening (if required), resistance to disease and insect attack, cleanliness, appearance and ease of maintenance.

f. Wherever space permits, trees should be planted in groups.

g. If trees are planted, the minimum requirements for tree sizes at the time of planting should be:

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

12. Landscape securities shall be provided if requested by the Development Authority, with the minimum deposit amount as determined sufficient by the Development Authority, which shall be held until an inspection has been completed by the municipality to determine compliance.

13. Outside storage including the storage of trucks, trailers, recreational vehicles, and other vehicles may be permitted adjacent to the side or rear of a principal building provided such storage areas are not located within a minimum required side or rear yard setback and the storage is visually screened (all year long) from any adjacent existing or future residential areas and the highly visible interface within a highway entranceway. All storage must be related to and be an integral part of the commercial or business light industrial operation located on the subject site. Outside storage is prohibited in the front yard of a principal building. Whenever possible, storage shall be highly encouraged to be located inside buildings.

14. Extended vehicle parking and/or vehicle storage (e.g. storage of product inventory) is not permitted in the front yard of a principal building. All parking must be provided on-site, as parking shall not be permitted on adjacent municipal roadways.

15. Outside display areas are permitted provided that they are limited to examples of equipment, products, vehicles or items sold by the commercial or business light industrial use located on the subject site containing the display area, are not located within any required setback, and are not located on any required and approved landscaping area.

16. A vehicle or equipment which is in a dilapidated or dismantled condition shall not be allowed to remain outside a building or on a vacant lot in any commercial or industrial district.

17. Fencing shall only be utilized for the visual screening of outside storage, waste/garbage, equipment, product, vehicles or for security purposes provided it is located in the side or rear yards of the principal building. Decorative fencing may be permitted in the front yard of a principal building in compliance with each municipality's Land Use Bylaw and the approved architectural controls.

18. Accessory buildings are not permitted to be located in the front yard of a principal building.

19. Site lighting shall incorporate "night sky" lighting with fixtures to direct light towards the ground and minimize impact on adjacent sites and uses.

20. Where appropriate and feasible, the County and City strongly encourage construction and site/building design best management practices, including Low Impact Development (LID) initiatives and Leadership in Energy and Environmental Design (LEED).

Signage

21. Signage shall relate to the approved use(s) of the parcel on which the sign is located. No third party advertising is permitted.

22. Billboard signs are prohibited within a highway entranceway.

23. No signage shall be illuminated by way of any flashing, intermittent or animated illumination within the IDP area.

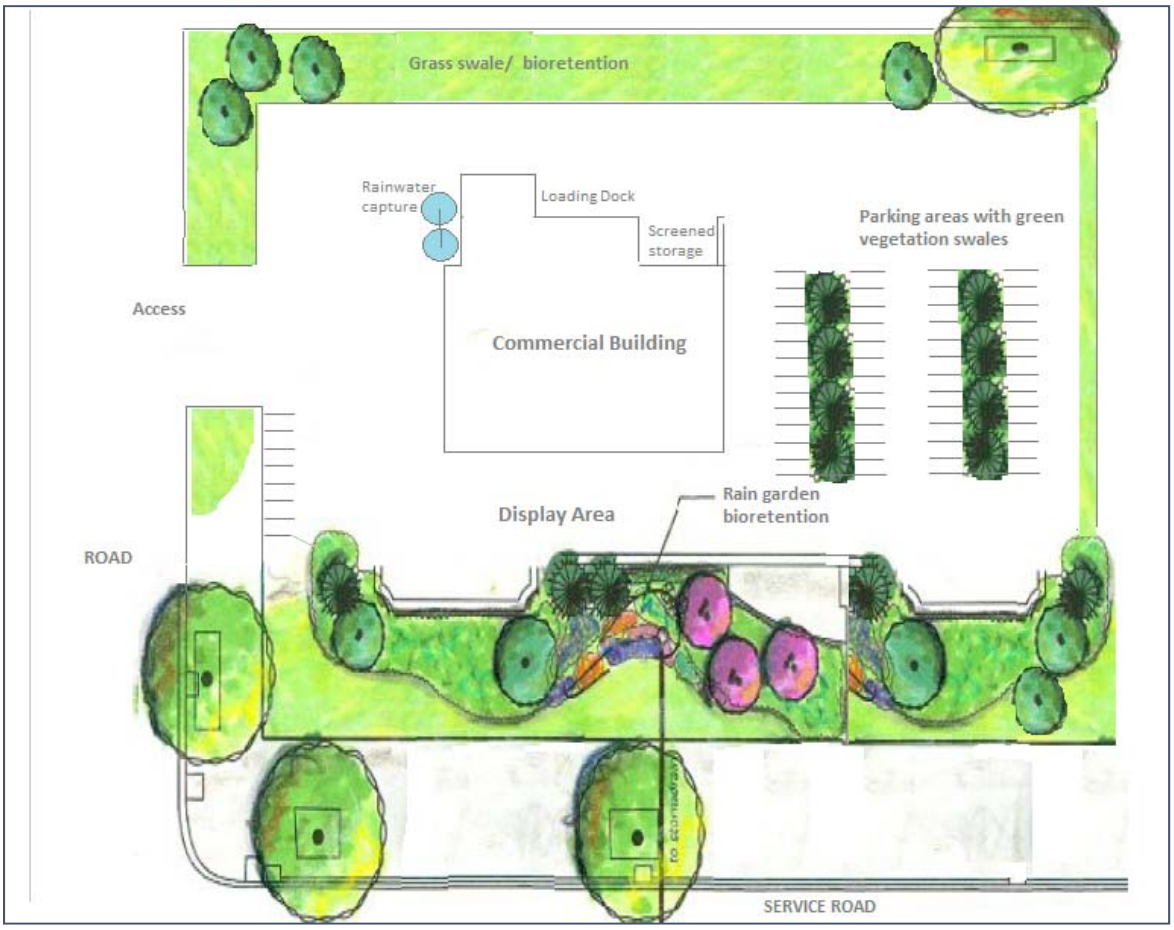
24. No signage shall utilize revolving lights or beacons, or emit amplified sounds or music.

25. No signage shall be permitted which obstructs the vision of vehicular traffic, nor interferes with the interpretation of or may be confused with any traffic sign, signal or device.

26. In addition to guidelines 21 through 24; the type, number, and location of signage permitted on a parcel shall be restricted by the regulations of each municipality's Land Use Bylaw.

27. Where Alberta Transportation (AT) has jurisdiction, all development including signage within the development control zone [300 metres (984 ft.) from the right-of-way or within 800 metres (2,625 ft.) of the centerline of an intersection] of a highway shall require a roadside development permit from AT or alternatively, written authorization from AT stating that a roadside development permit is not required as part of the proposed development project. This information shall be submitted by an applicant at the time of submission of a development permit application to the municipality.

Low Impact Development (LID)
Concept Examples



Source: Oldman River Regional Services Commission

Photos of LID design and parking lots (University of Lethbridge):







Appendix C

Referenced Documents List

- Municipal Government Act (MGA) – http://www.qp.alberta.ca/documents/Acts/m26.pdf
- South Saskatchewan Regional Plan (SSRP) – https://landuse.alberta.ca/LandUse%20Documents/South%20Saskatchewan%20Regional%20Plan_2014-07.pdf
- City of Lethbridge Integrated Community Sustainability Plan/Municipal Development Plan (ISCP/MDP) – http://www.lethbridge.ca/Doing-Business/Planning-Development/Documents/ICSP.MUNICIPAL%20DEVELOPMENT%20PLAN.pdf
- Lethbridge County MDP – http://www.lethcounty.ca/home/showdocument?id=258
- Lethbridge County Land Use Bylaw – http://www.lethcounty.ca/home/showdocument?id=1190
- Integrated Growth Management Strategy (IGMS) – no link yet
- Agricultural Operations Protections Act (AOPA) – http://www.qp.alberta.ca/documents/Acts/A07.pdf
- Federal Airport Regulations TP312 and TP1247 – https://www.tc.gc.ca/eng/civilaviation/publications/tp312-menu-4765.htm and https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm

Appendix D

IDP Open Houses and Public Engagement – Summary Report

The following attached report is a summary of the public engagement process undertaken for the preparation of the City of Lethbridge & Lethbridge County Intermunicipal Development Plan (IDP). In order to present the draft IDP to the public and receive public input, two open houses were scheduled and held on August 4 (McNally Community Centre) and August 9 (Coalhurst Community Centre), 2016.

AUGUST 25TH, 2016

[Updated September 16, 2016]

IDP OPEN HOUSES AND PUBLIC ENGAGEMENT - SUMMARY REPORT

CITY OF LETHBRIDGE & LETHBRIDGE COUNTY IDP PUBLIC FEEDBACK

PRESENTED BY: STEVE HARTY
ORRSC SENIOR PLANNER

PREPARED FOR: CITY OF LETHBRIDGE & LETHBRIDGE COUNTY

IDP OPEN HOUSES AND PUBLIC ENGAGEMENT - SUMMARY REPORT

Two open houses were scheduled and held on August 4 (McNally Community Centre) and August 9 (Coalhurst Community Centre), 2016 in order to present the draft City of Lethbridge & Lethbridge County Intermunicipal Development Plan (IDP) and receive public input on the plan. The open houses were advertised in the local Lethbridge Herald newspaper, the rural Sunny South Newspaper and on social media, including both municipalities' websites. Direct mail notification was not provided to landowners within or affected by the IDP boundary. The advertising and media campaign also highlighted that a copy of the draft plan, along with support information, was available to view or download on the websites.

A total of 47 individuals (signed-in attendees) attended the two open houses, including three Lethbridge County Council members at each session. (There may have been a few other persons at each session, but for the most part various administrative staff tried to get all attendees to sign in.) Additionally three staff members from ORRSC and the County and three planning staff members from the City of Lethbridge attended each public session.

Feedback/comment sheets were provided at both functions. Additionally, an online survey (SurveyMonkey) was available for input until August 19. Ten public survey responses were received through the open house and online surveys. *(Note: For analytical purposes, the written comment sheets were added into SurveyMonkey to compute the total responses.)*

	Attendees	**Responses**
August 4	25	2
August 9	22	4
SurveyMonkey	-	4
Total	**47**	**10**

As a general summary of the written feedback:

- The majority of respondents (70%) reside in one of the six Policy Areas. Three (30%) indicated they were residents of the City of Lethbridge.
- The majority of respondents found the plan clear and understandable.
- A number commented on the very clear and good quality maps.
- The majority agreed with the City Growth Areas and County Development Nodes.
- Respondents generally found the plan's land use approach to be balanced and rationale.

(Refer to the attached SurveyMonkey summary to read verbatim the full comments.)

Within the small number of surveys filled-out, a recurrent common comment was regarding density levels within the City (six comments). The efficient use of land within the City boundary prior to outward expansion on agricultural land was mentioned. While respondents respected or agreed with the need to delineate growth areas, the small number of individuals were of the opinion that the City should demonstrate that it will build at higher (i.e. sustainable densities) before expanding onto agricultural land.

A number of specific comments/concerns were mentioned or were issues that the public sought further clarification:

- The need to address the isolation of rural parcels by City residential, industrial, and highway development (one specific landowner comment for their parcel south of the City adjacent to and east of Highway 5).
- Uncertainty on whether or not County subdivision policies will change.
- The future of City water being supplied to rural properties.
- The need for a noise abatement policy at the airport.
- The Stewart Siding industrial area is becoming unkempt.

It is noted that the written submissions were a very small sampling (10 responses), and therefore must be reviewed and considered in the overall larger context.

In addition to the small number of written comments provided, a number of the public attending one of the two open houses held either verbally engaged myself, County or City staff. In regards to comments/questions made in person to myself, a summarization of general feedback is as follows:

- The majority of public indicated that the maps and plan was clear, and explained the information or policies very well.
- The majority appeared to agree with the identified City Growth Areas and County Development Nodes and indicated they made logical sense.
- A number of County land owners wanted to know if any of the current County urban fringe land uses allowed would change or become more restrictive.
- A number of County land owners in the fringe wanted to be ensured that the County's agricultural policies were not being impacted and that they could still farm, run agricultural operations unencumbered on their land, etc.
- A few County land owners, either in the fringe or in close proximity to the City, were curious if they would be able to subdivide their land into grouped country residential (GCR) acreages. (Note: For most of them, they were advised they would not be able to redesignate and subdivide their land for GCR as it did not conform to the County's present land use and subdivision policies, notwithstanding the policies in the IDP.)

A notice of the preparation of the draft plan and the dates of the open houses was also circulated to various agencies and government departments. At the time of the preparation of this report (and the stipulated August 19, 2016 submission deadline), there have been only two general comments submitted by referral agencies*, one from the AER and one from ATCO Pipelines (see attached). The submissions are general referral comments provided by the agencies that outline typical land use considerations and they do not emphasize any unique concerns specific to the plan. I have not received notice of any other referral comments submitted. If the City of County has received any other formal responses, they may be shared and discussed at the IDP Project Team working meeting or subsequently circulated to each other and discussed.

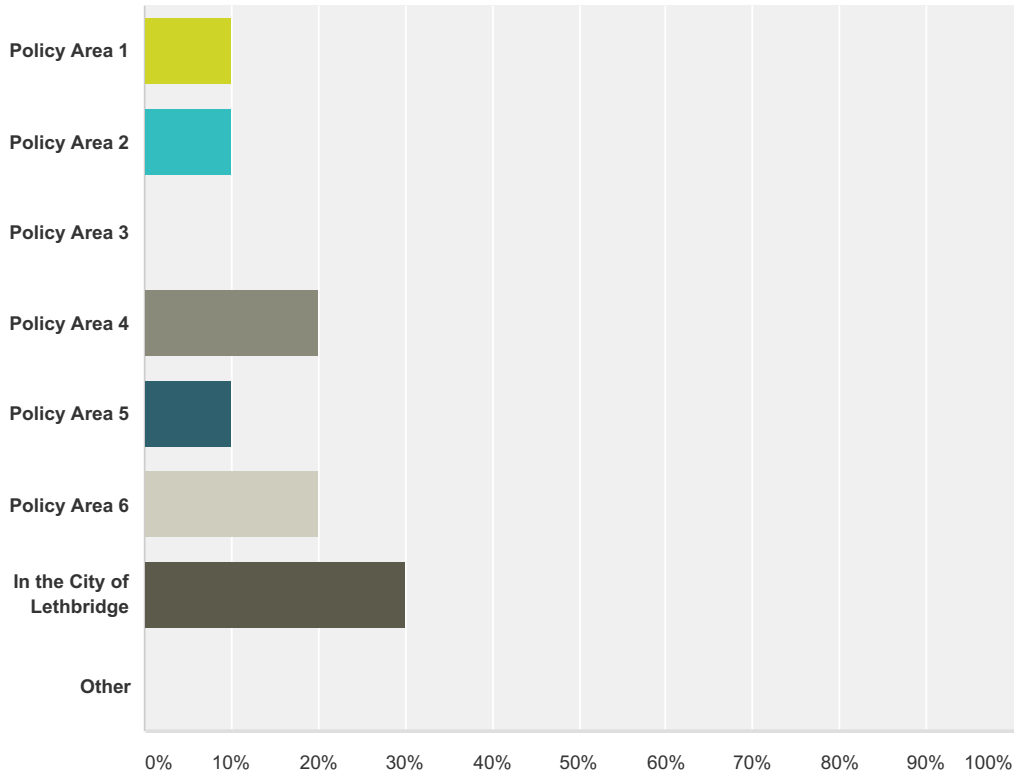
[*September 16, 2016 Revision Note: Alberta Transportation sent in a circulation response after the preparation of this original report. Alberta Transportation has no concerns and indicated that the document reflected sound planning principles and development strategies, along with recognizing the references to the CANAMEX highway interchanges and collaboration with the department.]

CONCLUDING COMMENTS

The City and County may discuss the comments provided and determine if they warrant any further review. Overall, there appeared to be no apparent major concerns or issues brought forward with the public engagement and at the open houses with the draft IDP as presented. Respondents generally were pleased that the City and County were collaborating and working cooperatively together.

Q1 Please indicate what Policy Area you reside in? (see map 4below)

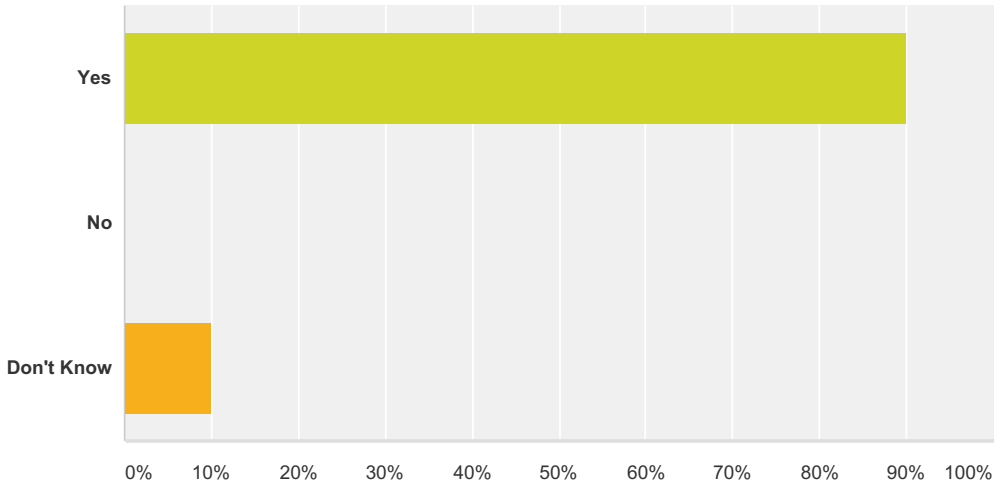
Answered: 10 Skipped: 0



Answer Choices	Responses	
Policy Area 1	**10.00%**	1
Policy Area 2	**10.00%**	1
Policy Area 3	**0.00%**	0
Policy Area 4	**20.00%**	2
Policy Area 5	**10.00%**	1
Policy Area 6	**20.00%**	2
In the City of Lethbridge	**30.00%**	3
Other	**0.00%**	0
Total		**10**

Q2 Does the draft Plan appear to present clear information and maps?

Answered: 10 Skipped: 0

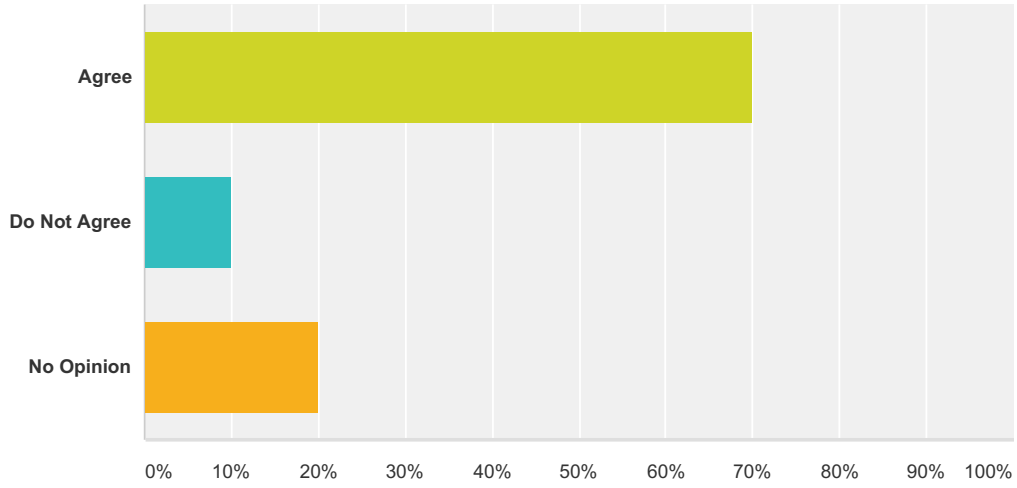


Answer Choices	Responses	
Yes	**90.00%**	9
No	**0.00%**	0
Don't Know	**10.00%**	1
Total		**10**

#	If you do not agree or have concerns, please describe why:	Date
1	The information maps are clear but failed to indicate what might be proposed for our land S1/2 SEC 16-8-21-W4M	8/22/2016 12:44 PM
2	Good information. Clear and excellent maps.	8/17/2016 12:12 AM
3	Very clear and informative maps.	8/9/2016 8:08 PM

Q3 Do you agree or have any concerns with the depicted directions of City Growth Areas and/or Lethbridge County Development Nodes? (see map5 below)

Answered: 10 Skipped: 0

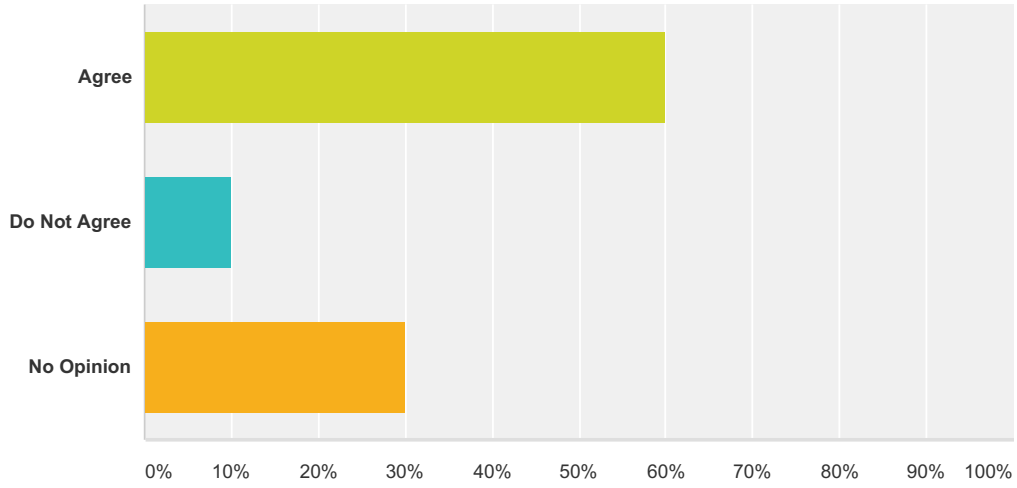


Answer Choices	Responses	
Agree	**70.00%**	7
Do Not Agree	**10.00%**	1
No Opinion	**20.00%**	2
Total		**10**

#	If you do not agree or have concerns, please describe why:	Date
1	our land as indicated will be surounded by city residential and highways and industrial land	8/22/2016 12:44 PM
2	Will subdivision policies in LUF change?	8/22/2016 12:39 PM
3	Makes logical sense.	8/17/2016 12:12 AM

Q4 Do you agree the draft Plan presents a balanced and rationale approach for managing City growth and Countydevelopment in the region?

Answered: 10 Skipped: 0

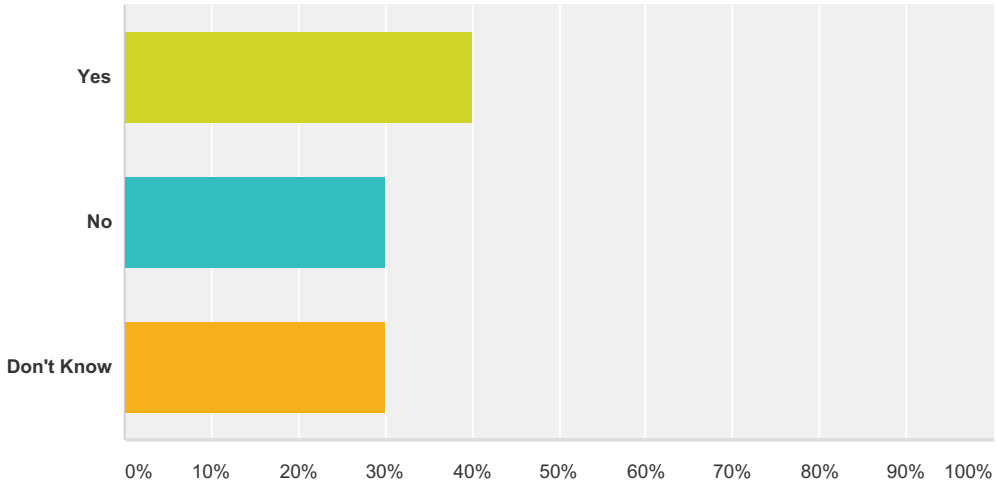


Answer Choices	Responses	
Agree	**60.00%**	6
Do Not Agree	**10.00%**	1
No Opinion	**30.00%**	3
Total		**10**

#	If you do not agree or have concerns, please describe why:	Date
1	i do not support pre-determining the annexation process, thereby allowing the city to expand its corporate boundary in principle, until a thorough density analysis has taken place, been reviewed, and the results analyzed for amendments to the city MDP (all in the context of the clear direction provided by the new SSRP re: density/sustainable development	8/19/2016 2:07 PM

Q5 Are there any key areas or issues that the Plan has missed addressing that you would like to bring attention to?

Answered: 10 Skipped: 0

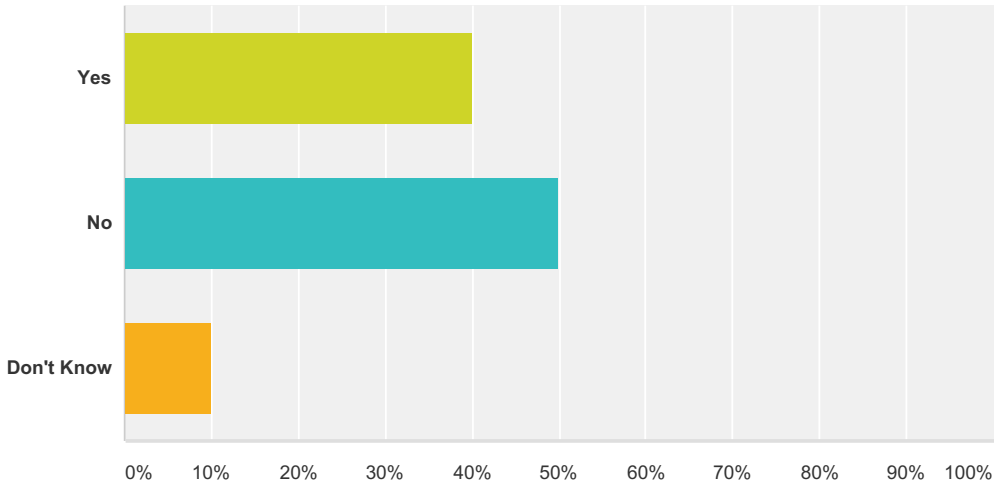


Answer Choices	Responses	
Yes	**40.00%**	4
No	**30.00%**	3
Don't Know	**30.00%**	3
Total		**10**

#	If yes, pleasedescribe what:	Date
1	what will the city residential density be in or near to the westside city growth areas?	8/22/2016 12:40 PM
2	See #3 please	8/22/2016 12:39 PM
3	Why is the city not required to demonstrate it is increasing densities and developing land in a more sustainable way - clear requirements under the new SSRP. Is the city not required to demonstrate a commitment to increasing densities? i understand the need to secure a land use base for future growth - however, this should be contingent upon establishing sustainable densities within the city, using both undeveloped lands and infill development.	8/19/2016 2:07 PM
4	Read the report. I think there should be some more details or direction on providing city water to Rural properties. Some lines are in fringe area, this should be a simple matter to get an agreement on and form a course of action. Water is important for all and should benefit all.	8/17/2016 12:12 AM
5	Identifying future growth areas is good and brings some certainty to landowners of what may occur. But there should be some indication that the city will use land more efficiently and to a more intense development rate than present before it contemplates annexing any county agricultural land.	8/9/2016 8:08 PM

Q6 Do you have any concerns with the Plan and/or a specific area of land or land use?

Answered: 10 Skipped: 0



Answer Choices	Responses	
Yes	**40.00%**	4
No	**50.00%**	5
Don't Know	**10.00%**	1
Total		**10**

#	If yes, pleasedescribe what:	Date
1	Stewart Siding and industrial area is becoming very unkept.	8/22/2016 12:45 PM
2	AS described above - perhaps it should be highway commercial or some similar designation	8/22/2016 12:44 PM
3	Area 6 needs a noise abadement policy for the airport. There is none on record at Transport Canada. This is LUF. Needs to be addressed.	8/22/2016 12:39 PM
4	further to the answer above, my issue is that the city's current residential density is not sustainable. this matter must be addressed through policy prior to agreeing on any matter that will influence future annexation and the loss of farmland.	8/19/2016 2:07 PM

Q7 Please submit any general comments or feedback you may wish to provide regarding the plan:

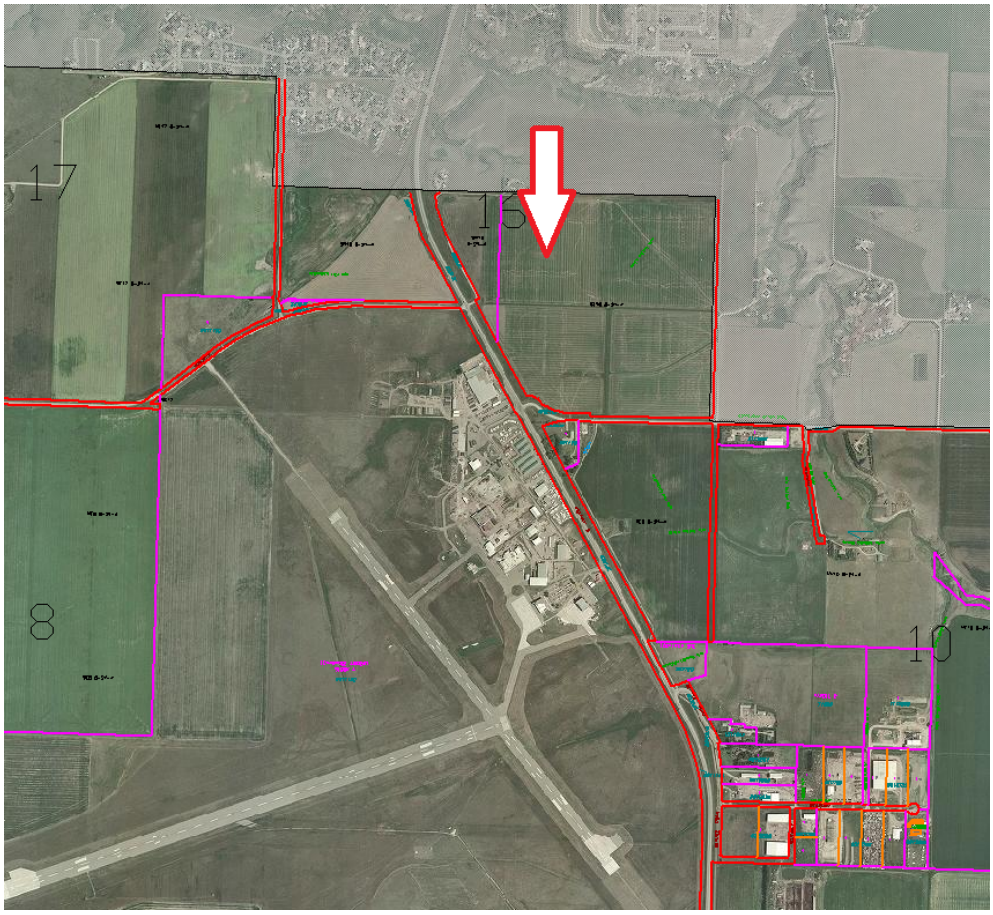
Answered: 4 Skipped: 6

#	Responses	Date
1	An isolated 1/4 section in the middle of development does not seem too realistic. We look forward to your suggestions	8/22/2016 12:44 PM
2	Seems good overall. Good to see two jurisdictions working together. City should try to build up rather than build out before taking good agricultural land out of use. Good farm land around the city needs to be valued and conserved as much as possible. Overall good to put a newer plan in place.	8/17/2016 12:12 AM
3	Good to see the county and city are cooperating and working together. Both areas and economies are closely linked and are dependent on each other.	8/9/2016 8:08 PM
4	Great work.	8/5/2016 2:07 PM

Landowner comment – parcel reference map

S½ 16-8-21-W4 (South (and west) of City boundary, immediate east side of Highway 5)

Landowner stated they feel plan failed to indicate what may be potential for their land, they woud like to see it be identifed for potential commercail or highway commercial/light industrial type land use.



From: Jennifer Lough [mailto:Jennifer.Lough@aer.ca]
Sent: Wednesday, August 03, 2016 11:44 AM
To: Hilary Janzen
Subject: AER Interest in Intermunicipal Development Plan

Hi Hilary,

I left you a voicemail on Wednesday afternoon and am sending this email in follow up. I work for the Alberta Energy Regulator in the Stakeholder & Government Engagement division.

I am interested in attending the August 9 open house should any parts of the Intermunicipal Development Plan relate to oil, gas, and coal development. In reading the Plan I did not note any particular oil, gas, or coal development considerations. Is this something that will be discussed at the open house? Also, Can you please tell me if the open house is drop-in style only, or if it includes a presentation portion?

The AER is interested in hearing about the Plan as it relates to oil, gas, and coal development, and we are certainly happy to meet with you or provide feedback should you be interested. Feel free to let me know if you would like to work with the AER on this matter.

Thanks very much,

Jennifer Lough
Engagement Specialist, Alberta Stakeholder Engagement

Alberta Energy Regulator
e jennifer.lough@aer.ca tel 403-297-6244 cell 403-993-3276
333, 31 Sunpark Plaza SE, Calgary, Alberta T2X 3W5

inquiries 1-855-297-8311 24-hour emergency 1-800-222-6514 www.aer.ca

ATCO Pipelines

August 18, 2016

Your File: Draft IDP
Our File: 16-2724

Attention: Hilary Janzen
Lethbridge County
Planning and Development Department

RE: Proposed Intermunicipal Development Plan – City of Lethbridge and Lethbridge County

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

1. Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.

2. ATCO Pipelines requires a separate utility lot for its sole use.

3. A pipeline alteration may be required in this area.
   - All costs associated with any alterations to ATCO Pipelines' pipeline(s) and/or appurtenances to accommodate development will be borne by the developer/owner.
   - This process can take up to 18 months to complete.

4. Ground disturbances and surface works within 30 meters require prior written approval from ATCO Pipelines before commencing any work.
   - Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Pipelines' requirements as set forth in the company's conditional approval letter.
   - Contact ATCO Pipelines' Land Department at 1-888-420-3464 for more information.

5. Road crossings are subject to Engineering review and approval.
   - Road crossing(s) must be paved and cross at a perpendicular angle.
   - Parallel roads are not permitted within ATCO Pipelines' right(s)-of-way.
   - If the road crossing(s) requires a pipeline alteration, the cost will be borne by the developer/owner and can take up to 18 months to complete.

6. Parking encroachments may be permitted within ATCO Pipelines' right-of-way, subject to Engineering approval.
   - Unpaved parking is not permitted (gravel, grass, etc.).
   - Parking directly above the pipeline is not permitted.

7. Storage is not permitted on ATCO Pipelines' pipeline(s) and/or rights(s)-of-way.

8. ATCO Pipelines recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.

9. Any changes to grading that alter drainage affecting ATCO Pipelines' right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.

7210 - 42 Street NW, Edmonton, AB T6B 3H1
Tel: 780.420.8957 Fax: 780.420.7411
www.atcopipelines.com

- If alterations are required, the cost will be borne by the developer/owner.

10. Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Pipelines for further review.

If you have any questions or concerns, please contact the undersigned at 780.420.3896 or email Isabel.Solis@atco.com.

Yours truly,

ATCO Pipelines
A division of ATCO Gas and Pipelines Ltd.

Isabel Solis
Operations Engineering Department

IS

APPROVED:-
AS TO FORM
AS TO CONTENT

7210 - 42 Street NW, Edmonton, AB T6B 3H1
Tel: 780.420.8957 Fax: 780.420.7411
www.atcopipelines.com

Alberta Transportation

Delivery Services Division
Box 314
3rd Floor, Administration Building
909 Third Avenue North
Lethbridge, Alberta T1H 0H5
Telephone: 403/381-5426
Fax: 403/382-4057
www.transportation.alberta.ca

Our Reference: 2300-LETH, 2100-LETH
Your Reference: Lethbridge County & City of Lethbridge IDP

September 16, 2016

Ms. Hilary Janzen
hjanzen@lethcounty.ca
Senior Planner
Lethbridge County
905 – 4th Avenue, South
Lethbridge, AB T1J 4E4

Ms. Maureen Gaehring
Maureen.gaehring@lethbridge.ca
Community Planning Manager
City of Lethbridge
910-4th Avenue, South
Lethbridge, AB T1J 0P6

Dear Ms. Janzen & Ms. Gaehring:

RE: DRAFT INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY & CITY OF LETHBRIDGE

The department is in receipt and has reviewed the Draft Intermunicipal Development Plan dated May 17, 2016.

Alberta Transportation's primary objective is to allow subdivision and development of properties, that are subject to review and comment by the department pursuant to the control lines stipulated in the Highways Development and Protection Regulation, being Alberta Regulation 326/2009 and the Subdivision and Development Regulation, being Alberta Regulation 43/2002, in an manner that will not compromise the integrity and associated safe operational use or the future expansion of the provincial highway system.

To that end, the document reflects sound planning principles and development strategies. The document is also well organized and thoroughly addresses all the issues that are pertinent when establishing a framework for subsequent land use redesignation, subdivision and development within a plan area.

Moreover, **Policy Area 3 – North 3.4.3 – makes** reference to the future CANAMEX highway interchange and the need for the area to be protected for future development. **Land Use Policies 3.4.3.18, 3.4.3.20 & 3.4.3.20 –** adequately address the need that Lethbridge County and City of Lethbridge will work collaboratively with Alberta Transportation for future land use and development of the area.

Alberta

.../2

Given the foregoing, strictly from Alberta Transportation's point of view, we do not have any concerns with the draft Intermunicipal Development Plan as proposed and/or the document being adopted by the Lethbridge County and City of Lethbridge subdivision and development land use authorities.

We would appreciate it if you could provide the department with a copy of the final plan for our files and future reference.

Thank you for the referral and opportunity to comment.

Yours truly,

Leah Olsen
Development/Planning Technologist

LO/lt

cc: Oldman River Regional Services Commission – steveharty@orrsc.com

CITY OF LETHBRIDGE & LETHBRIDGE COUNTY

DRAFT INTERMUNICIPAL DEVELOPMENT PLAN

Open House – *August 4, 2016* ☐

August 9, 2016 ☐ (please check session)

Comments

City of Lethbridge and Lethbridge County have an existing Intermunicipal Development Plan pertaining to the city fringe area that was adopted in 2004. It is time to update that plan and the two municipalities would like your opinions on the update and draft new plan, along with sharing any concerns or ideas you may have. Please make your opinions known to us by filling out the attached questionnaire and submitting it to the contact listed, by August 19th, 2016. You may also fill-out the comment sheet on-line at https://www.surveymonkey.com/r/LethbridgeIDP Thank you!

1. Please indicate what Policy Area you reside in? (please refer to attached Map 4)

Policy Area 1 ☐ Policy Area 2 ☐ Policy Area 3 ☐ Policy Area 4 ☐

Policy Area 5 ☐ Policy Area 6 ☐ In the City ☐ Other ☐

2. Does the draft Plan appear to present clear information and maps?

Yes ☐ No ☐ Don't Know ☐

If you do not agree or have concerns, please describe why:

_____

_____

3. Do you agree or have any concerns with the directions of City Growth depicted or the Lethbridge County development nodes? (please refer to attached Map 5)

Agree ☐ Do Not Agree ☐ No Opinion ☐

If you do not agree or have concerns, please describe why:

_____

_____

4. Do you agree the draft Plan presents a balanced and rationale approach for managing City growth and County development in the region?

Agree ☐ Do Not Agree ☐ No Opinion ☐

If you do not agree, please describe why:

5. Are there any key areas or issues that the Plan has missed addressing that you would like to bring attention to?

Yes ☐ No ☐ Don't Know ☐

If yes, please describe what:

6. Do you have any concerns with the Plan and/or a specific area of land or land use?

Yes ☐ No ☐ Don't Know ☐

If yes, please describe what:

7. Please submit any general comments or feedback you may wish to provide regarding the Plan:

Thank you for your time. Your comments are greatly appreciated.

Please leave your comments, fill-out on-line or forward them by **August 19, 2016** to:

Lethbridge County, #100, 905 – 4 Ave South, Lethbridge AB, T1J 4E4
Email: planning@lethcounty.ca

For more information or to view/print a copy of the draft plan visit the Lethbridge County or City website at:
http://www.lethcounty.ca/departments/planning-and-development/
http://www.lethbridge.ca/idp

OPEN HOUSE PHOTOS

(McNally Community Centre – August 4, 2016)









OPEN HOUSE PHOTOS

(Coalhurst Community Centre – August 9, 2016)

