

LETHBRIDGE COUNTY & TOWN OF NOBLEFORD

Intermunicipal Development Plan

Bylaw No. 1388 & Bylaw No. 623

August 2012

(Consolidated to Bylaw No. 25-011 & Bylaw No. 708, May 2025)

Prepared by
Oldman River Regional Services Commission



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BYLAW NO. 1388

COUNTY OF LETHBRIDGE

IN THE PROVINCE OF ALBERTA

Bylaw No. 1388 of the County of Lethbridge is for the purpose of adopting the County of Lethbridge and Village of Nobleford 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 village 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 County of Lethbridge and the Village of Nobleford agree that it is to their mutual benefit to establish joint planning policies, and this negotiation and agreement reflects a continuing cooperative approach between the two municipalities and the desire to see well-planned, orderly, and managed growth.

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

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

1. Council shall adopt the County of Lethbridge and Village of Nobleford Intermunicipal Development Plan in consultation and as agreed to with the Village of Nobleford.
2. This plan, upon adoption, shall be cited as the County of Lethbridge and Village of Nobleford Intermunicipal Development Plan Bylaw No. 1388 and Bylaw No. 623.
3. This bylaw shall come into effect upon third and final reading thereof.

READ a **first** time this 21st day of June, 2012.

Reeve - Lorne Hickey ***County Manager – Dennis Shigematsu***

READ a **second** time this 16th day of August, 2012.

Reeve - Lorne Hickey ***County Manager – Dennis Shigematsu***

READ a **third** time and finally PASSED this 16th day of August, 2012.

Reeve - Lorne Hickey ***County Manager – Dennis Shigematsu***

BYLAW NO. 623

VILLAGE OF NOBLEFORD

IN THE PROVINCE OF ALBERTA

Bylaw No. 623 of the Village of Nobleford is for the purpose of adopting the County of Lethbridge and Village of Nobleford 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 village 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 Village of Nobleford and the County of Lethbridge agree that it is to their mutual benefit to establish joint planning policies, and this negotiation and agreement reflects a continuing cooperative approach between the two municipalities and the desire to see well-planned, orderly, and managed growth.

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

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

1. Council shall adopt the County of Lethbridge and Village of Nobleford Intermunicipal Development Plan in consultation and as agreed to with the County of Lethbridge.
2. This plan, upon adoption, shall be cited as the County of Lethbridge and Village of Nobleford Intermunicipal Development Plan Bylaw No. 1388 and Bylaw No. 623.
3. This bylaw shall come into effect upon third and final reading thereof.

READ a **first** time this 19 day of June, 2012. P.P

Marguerite Wobick
Mayor – Marguerite Wobick

K W
Chief Administrative Officer – Kirk Hofman

READ a **second** time this 21 day of August, 2012. W.L.

Marguerite Wobick
Mayor – Marguerite Wobick

K W
Chief Administrative Officer – Kirk Hofman P.P.

READ a **third** time and finally PASSED this 21 day of August, 2012.

Marguerite Wobick
Mayor – Marguerite Wobick

K W
Chief Administrative Officer – Kirk Hofman

Lethbridge County and Town of Nobleford
Intermunicipal Development Plan Bylaw No. 1388 & Bylaw No. 623 – Amendments

Bylaw No.	Amendment Description	Legal Description	Passed
19-009 & 657	Amendments to bring the Plan into compliance with the South Saskatchewan Regional Plan (SSRP), modernized *Municipal Government Act* and amended Subdivision and Development Regulations, and the amendments include addressing the strategies of the SSRP, adding environmental policies, updating intensive agriculture policies, and to enable some minor wording/text edits, which include changing all municipal references to reflect the current names of each municipality from the County of Lethbridge to Lethbridge County and the Village of Nobleford to the Town of Nobleford		4-Apr-2019 16-Apr-2019
25-005 & 707	Update Maps 1 to 13 to align the municipal boundary of the Town of Nobleford in conformity with the most recent annexation in December 2025 (O.C. 361/2024)		15-May-2025 & 27-May-2025
25-011 & 708	Amend the Planning Area 4 map (Map 10) and Core Area Concept plan to provide for the potential to develop a rural light industrial use as outlined in policies 5.3.35 and 5.3.36.	Portion of the SW 15-11-23-W4M on Lot 2, Block 1, Plan 0815575 23-W4M	15-May-2025 & 27-May-2025

Lethbridge County & Town of Nobleford

Intermunicipal Development Plan

Bylaw No. 1388 & Bylaw No. 623

August 2012

(Consolidated to Bylaw No. 25-011 & Bylaw No. 708, May 2025)

cooperative

collaborative

innovative

partnership

mutually beneficial

planned growth

forward focus

LETHBRIDGE COUNTY & TOWN OF NOBLEFORD
INTERMUNICIPAL DEVELOPMENT PLAN

ACKNOWLEDGEMENTS

The following people are thanked for their assistance and contribution to the development and publishing of this Intermunicipal Development Plan:

LETHBRIDGE COUNTY

Lorne Hickey – *Reeve*
Ken Benson – *Councillor*
Steve Campbell – *Councillor*
Henry Doeve – *Councillor*
Tom White – *Councillor*
John Willms – *Councillor*
Morris Zeinstra – *Councillor*
Dennis Shigematsu – *CAO*

TOWN OF NOBLEFORD

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Tony Aleman – *Councillor*
Wanda Luchia – *Councillor*
Don McDowell – *Councillor*
Pete Pelley – *Councillor*
Kirk Hofman – *CAO*

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OLDMAN RIVER REGIONAL SERVICES COMMISSION (ORRSC)

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PART 1

INTRODUCTION AND BACKGROUND



PART 1: INTRODUCTION AND BACKGROUND

Lethbridge County (the County) spans a geographical area of 283,928 km^2 with a population of 10,353 [1]. It also encompasses six urban municipalities, including the Villages of Barons, the Towns of Coaldale, Coalhurst, Picture Butte and Nobleford, and the City of Lethbridge. In recent years, the County has experienced country residential growth pressures in conjunction with commercial and industrial development, especially in urban fringe areas.

As one of the smallest urban municipalities within the County, the Town of Nobleford (the Town) is only 2.07 km^2 in area and has a population of 1,278[1] residents. The Town is in close proximity to Barons, Picture Butte and the City of Lethbridge and connected by Highways 23 and 519 and the Canadian Pacific Railway (CPR) main line. This location contributes to the positive population growth the Town has experienced in recent years. As growth continues to occur, the Town anticipates an annual 5 percent growth rate, depending on provincial economic performance.

Purpose of the Plan

The purpose of the Intermunicipal Development Plan (also known as the IMDP or the Plan) is to address planning issues on lands bordering both municipalities. The Plan addresses the coordination of future land use and development in this area, and serves as a means of information exchange and communication between the County and the Town. The larger intent of this Plan, in accordance with the *Municipal Government Act (MGA)*, is to prescribe policy to apply to future land use and development, transportation systems, intermunicipal programs, environmental matters, and any other matter relating to the physical, social or economic development of the area that the councils of the County and the Town agree on and deem necessary, especially in regards to minimizing land use conflicts.

Municipalities are required to work together to adopt IMDPs to:

- promote consultation, coordination and cooperation regarding planning matters of joint interest within a defined planning area;
- provide a framework for addressing land use concerns with regard to joint planning matters;
- establish procedure for dealing with development proposals within a defined planning area; and
- address any other matters relating to development considered necessary within a joint planning area.

An IMDP is a planning tool that can provide numerous benefits to those participating municipalities, which may include, but are not limited to the following:

- municipal cost-savings, as a result of infrastructure and service sharing, which also provides residents with a higher quality of life;
- reinforcing and protecting both municipalities' development philosophies and goals while mitigating the potential for future intermunicipal conflict; and

[1] 2016 federal census.

- ensuring development for both municipalities occurs in an orderly, economic, efficient and harmonious manner that is sustainable by considering existing development conditions and future municipal goals.

The Plan contains policy that applies to lands in both the rural-urban fringe and within the Town (adjacent to the corporate boundary) that is intended to be used as a framework for working cooperatively, communicating and making decisions in each municipality. Each municipality is ultimately responsible for making decisions within their municipal jurisdiction using the policies and procedures as provided for in this Plan.

Legislative Requirements

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

> ***631(1)*** *Two or more councils of municipalities that have common boundaries that are not members of a growth region as defined in section 708.01 must, by each passing a bylaw in accordance with this Part or in accordance with sections 12 and 692, adopt an intermunicipal development plan to include those areas of land lying within the boundaries of the municipalities as they consider necessary.*
>
> ***(1.1)*** *Despite subsection (1), the Minister may, or by order, exempt one or more councils from the requirement to adopt the intermunicipal development plan, and the order may contain any terms or conditions that the Minister considers necessary.*
>
> ***(1.2)*** *Two or more councils of municipalities that are not otherwise required to adopt an intermunicipal development plan under subsection (1) may, by each passing a bylaw in accordance with this Part ort 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) must address*
>
> *(i) the future land use within the area,*
>
> *(ii) the manner of and the proposals for future development in the area,*
>
> *(iii) the provision of transportation systems for the area, either generally or specifically,*
>
> *(iv) the co-ordination of intermunicipal programs relating to the physical, social and economic development of the area,*
>
> *(v) environmental matters within the area, either generally or specifically, and*
>
> *(vi) any other matter related to the physical, social or economic development of the area that the councils consider necessary,*
>
> *and*

(b) must include

(i) a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the plan,

(ii) a procedure to be used, by one or more municipalities, to amend or repeal the plan, and

(iii) provisions relating to the administration of the plan.

***(3)** The council of a municipality that is required under this section to adopt an intermunicipal development plan must have an intermunicipal development plan that provides for all of the matters referred to in subsection (2) within 2 years from the date this subsection comes into force.*

***(4)** Subject to the regulations, if municipalities that are required to create an intermunicipal development plan are not able to agree on a plan, sections 708.33 to 708.43 apply as if the intermunicipal development plan were an intermunicipal collaboration framework.*

***(5)** In creating an intermunicipal development plan, the municipalities must negotiate in good faith.*

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

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

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

Planning Cooperation and Integration

Objectives

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

Strategies

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

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

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

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

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

8.6 *Pursue joint use agreements, regional services commissions and any other joint cooperative arrangements that contribute specifically to intermunicipal land use planning.*

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

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

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

Plan Preparation Process

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

Subsequent to the establishment of a general process, a background and study area analysis was undertaken which served as the foundation from which both municipalities could review the existing land use conditions and determine the relevant issues, goals, objectives, and implementation for the Intermunicipal Development Plan. The background review provided an analysis of the existing circumstances, attempted to identify issues and opportunities that have emerged from the analysis of the preliminary information, and acted as an agenda for discussions by the Project Steering Committee. Prior to identifying areas of issue and areas of commonality with the committee, planners from the ORRSC met with each municipality privately to clarify their municipal perspectives on general issues. Topics used in generating discussion with each municipality are outlined in Part 3, Identification of Issues and Areas of Commonality.

Once each municipality's perspectives for the referenced topics were identified, those perspectives were brought back to the Project Steering Committee for their review and agreement, which resulted in the generation of draft ideas/concepts. The project purpose, process, ideas and concepts were then reviewed with affected landowners, stakeholders and the general public at an Open House meeting on April 10, 2012 in the Nobleford Community Center. Upon review of any and all comments by the Project Steering Committee, a draft document was prepared, complete with policies and maps. Subsequent to the Project Steering Committee and each municipal Council's review of the draft, a refined document was then prepared and submitted for the Committee's final approval. Upon the Project Steering Committee giving its final approval, the final draft document was forwarded to each council for first reading (in the form of a municipal bylaw).

As with all statutory planning documents a mandatory public hearing (as required by the *Municipal Government Act*) was held subsequent to first reading and at the discretion of each council, subsequent to the mandatory public hearing(s) the document was then adopted by each municipality under separate municipal bylaws.

Plan Area

The Intermunicipal Development Plan area (also referred to as the IMDP area or Plan area) consists of approximately 9930 acres (4018 ha) and is illustrated in Map 1. Through much debate and discussion the Project Steering Committee agreed that the Plan area would be driven by or based on the area defined as the Confined Feeding Operation (CFO) Exclusion Area. The reasoning behind this was that if the CFO Exclusion Area straddled and was inconsistent with the Plan area (in any location), policies attributable to a CFO for those areas of land that may lie outside of the Plan area may create confusion for Provincial decision makers (with respect to applications for new or expanding CFO) and those policies could be rendered invalid for those subject areas by the Natural Resources Conservation Board (NRCB). Therefore, once the Project Steering Committee agreed on an acceptable CFO Exclusion Area, that area would then provide the basis for the Intermunicipal Plan area.

From the perspective of both municipalities, maintaining the integrity of the Intermunicipal Plan area is critical to the preservation of not only their individual long-term interests, but the long- term interests of the community at large in this localized region. This Plan is based on collectively looking at mutually beneficial opportunities, creating a shared vision for future growth and mutual recognition and agreement

on a long-term strategy for the planning and development of areas of land (deemed suitable) for each municipality. For the core planning area presented in the Plan (refer to Part 5.3), the Plan is prescriptive in its application as to give clear policy direction on appropriate land uses, the location of those uses, and standards that must be applied regarding servicing, performance and design.

The primary purpose of the IMDP boundary is to act as a referral mechanism to ensure dialogue and information is shared between the two municipalities regarding development within the Plan area. It should be noted that some of the lands contained within the Plan area are already zoned, subdivided or developed for non-agricultural uses. It is understood that existing uses within the Plan area are permitted and may continue operations. However, the expansion or intensification of existing uses shall be required to meet the policies of this Plan, any other relevant statutory planning document and the applicable Land Use Bylaw.

This Plan is based on collectively looking at mutually beneficial opportunities, creating a shared vision for future growth and mutual recognition and agreement on a long term strategy for the planning and development of areas of land (deemed suitable) for each municipality.

Procedure for Adoption

It is important to ensure any affected person has an opportunity to discuss the policies proposed in a statutory planning document. This would include owners of land in the County, other affected land owners, stakeholders, residents of the urban area and municipal and local authorities. To achieve this, the following general procedure was agreed to as part of the process:

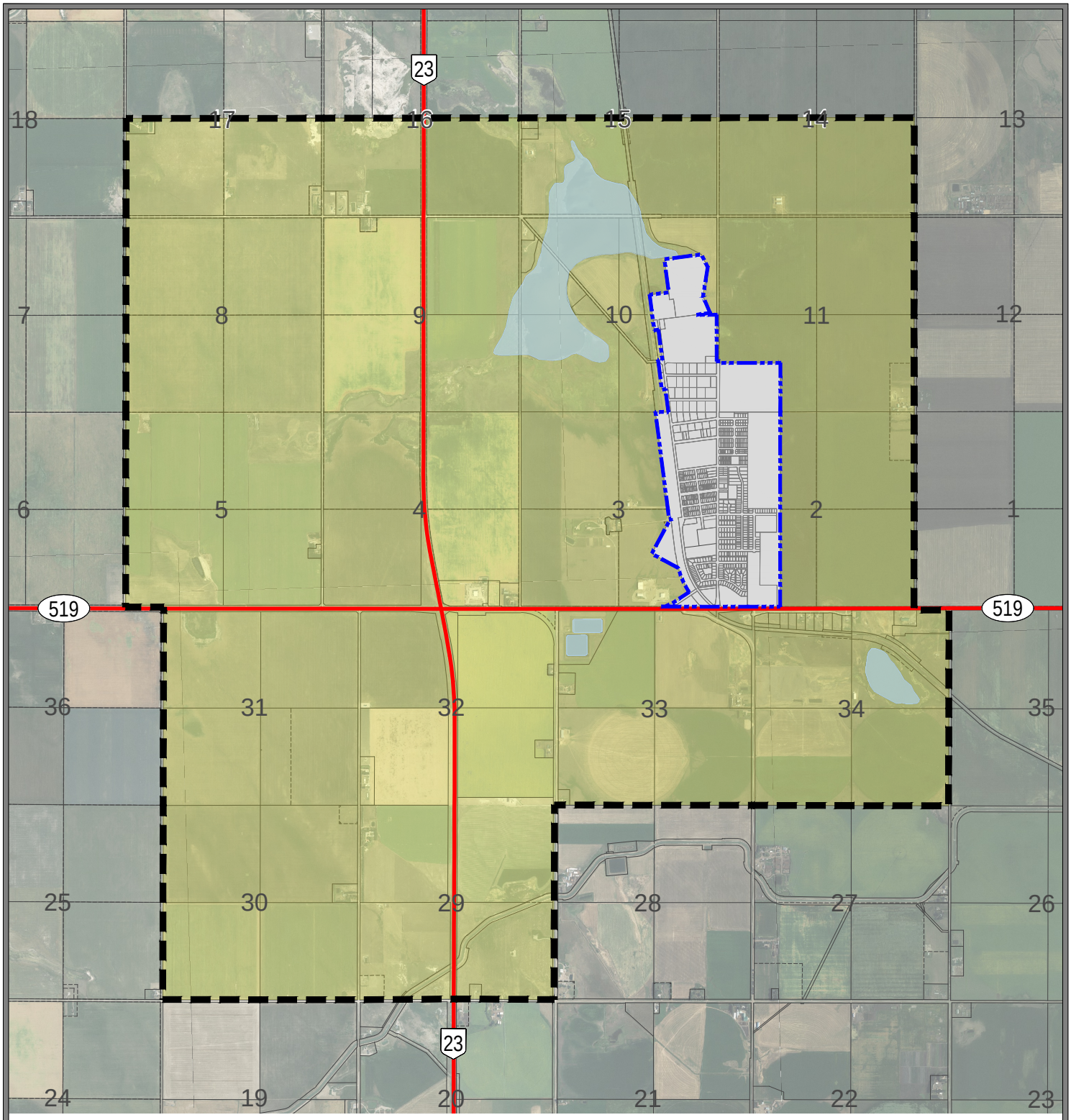
1. The identification and discussion of issues between the municipalities – those discussions have been part of the preparation of this document;

2. A joint public information session held with both the County and the Town to present ideas and concepts;

3. Development of a draft plan containing policies agreed to by the Project Steering Committee, presented to both councils, the land owners and advertised;

4. If required after the public meetings, a further refined draft intermunicipal development plan can then be prepared for municipal review;

5. If both councils are satisfied with the proposed Plan, statutory public hearings can be conducted in accordance with *Municipal Government Act* notification and advertising requirements. The Plan may be adopted on the same date, after the public hearings.



IMDP BOUNDARY

LEGEND

TOWN OF NOBLEFORD

IMDP BOUNDARY

MAP 1

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
TOWN OF NOBLEFORD (BYLAW NO. 623)
Amended To:
Lethbridge County (Bylaw No. 25-011)
Town of Nobleford (Bylaw No. 708)

OLDMAN RIVER REGIONAL SERVICES COMMISSION

June 20, 2025
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County of Lethbridge & Village of Nobleford IMDP (Amended to Bylaw 708 & 25-011).dwg

PART 2



ANALYSIS OF THE STUDY AREA



PART 2: ANALYSIS OF THE STUDY AREA

Background

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

The background and analysis of the Plan area was undertaken to provide an understanding of the existing circumstances, attempt to identify the issues and opportunities that have emerged from the analysis of the preliminary information, and act as an agenda for discussions by the Project Steering Committee. Maps 2 to 7 help in providing a basic understanding of the existing conditions as they illustrate existing land uses, existing zoning, topography (contours/elevations), soils, roads and infrastructure systems within the Plan area.

Existing Planning Documents

The combined growth of the County and the Town is creating an increase in development pressure for expansion along the urban fringe of Nobleford. The Town has taken steps to manage its projected growth by identifying preferred growth directions within its Municipal Development Plan (MDP) with the understanding that the growth areas "*will be subject to scrutiny and require intermunicipal planning to ensure that future development is compatible with the vision of both the Town of Nobleford and Lethbridge County*". This statement suggests the Town is already willing to aid the County in pursuing its planning goal "*to remain predominately agricultural while supporting diverse employment and recreational opportunities*". Likewise, the County appears willing to cooperate with the Town through similar objectives such as facilitating "*partnerships between adjacent municipalities and organizations demonstrating mutual benefit to each partner*".

The County's primary focus is on retaining its agricultural character and diversifying its tax base in a way that supports the agricultural sector; whereas, the Town's focus is on well-balanced development as it strives to "*promote moderate community growth and development in an orderly economic manner while providing a supply of competitively priced building lots for all land uses by developing a comprehensive land use strategy*". The Town does wish to achieve this goal without compromising its objective to protect agricultural land within its corporate limits; thus, both jurisdictions have an overarching agricultural theme in their planning philosophies. Simultaneously, the County should understand that in protecting areas of agricultural land, the Town acknowledges it is also protecting the future growth and development potential of the land for when it is required for urban use.

As both municipalities endeavour to provide a high quality of life to their respective ratepayers, this provides an opportunity to include provisions in the Plan for shared recreational facilities and would also help reinforce the economic objectives and development strategies in the Town MDP, including the following:

- to strive to create a strong, liveable, safe community with good neighbouring organizations and adequate parkland, recreational opportunities community centres and other public amenities that will foster local business growth and generate a host of economic benefits;
- to try and conserve, maintain, enhance and market local amenities to assist economic growth; and
- to maintain and expand the role of Nobleford as a host community to cultural, recreational and other special events and festivals.

These common philosophies described in the abovementioned, in conjunction with a shared interest in promoting sustainable growth, and encouraging commercial and industrial enhancement and diversification, will mitigate conflict typically experienced in other rural-urban relationships and provides ample opportunity for mutually beneficial cooperation beyond the Plan.

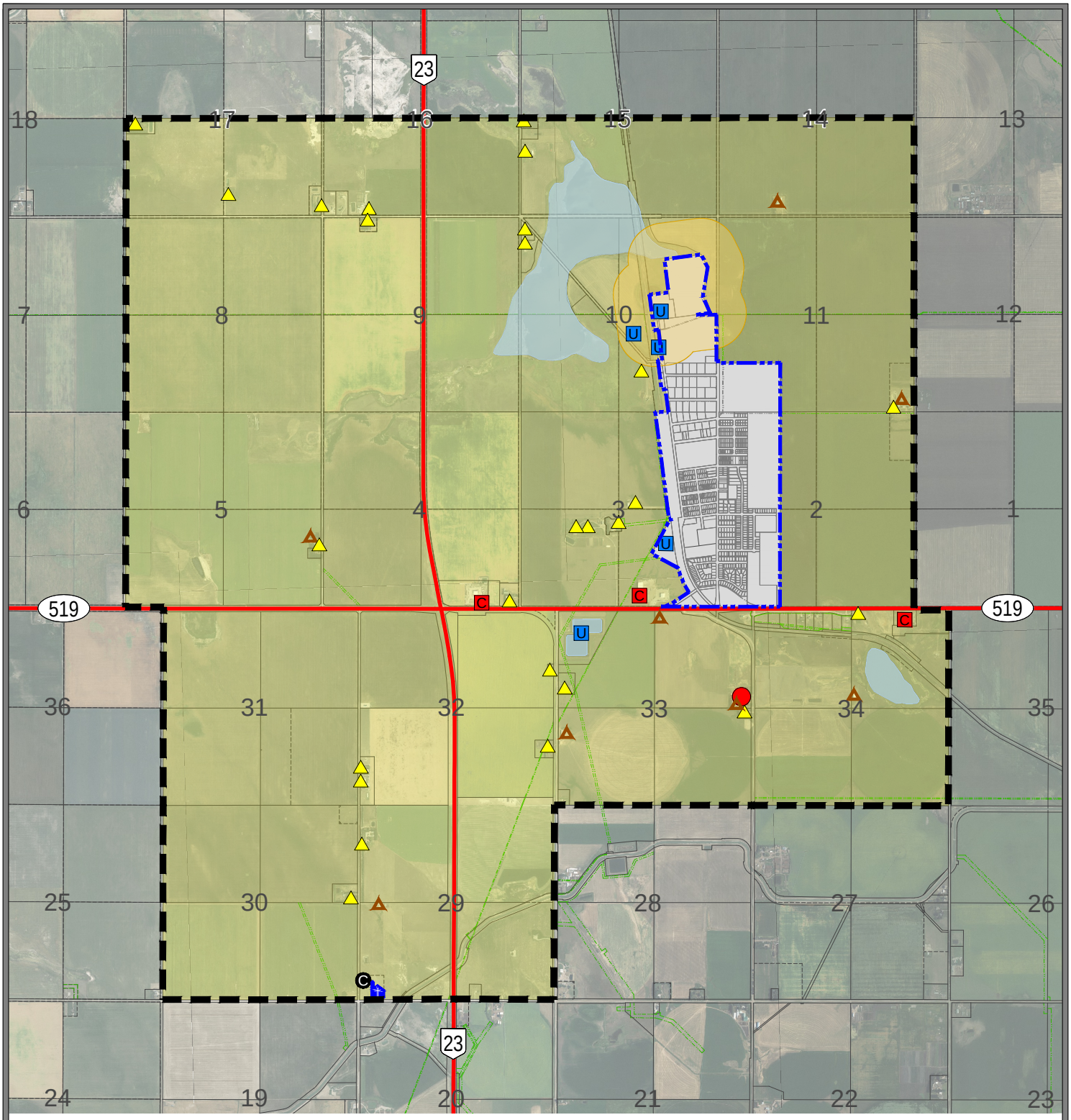
Existing Land Use and Zoning

The Plan area may be described (in general) as an area of land that is traversed by two provincial highways (Highway 23 and Highway 519), a CPR main line, irrigation canal, County roads, potable water infrastructure (such as municipal and cooperative water lines and a water reservoir), a high-pressure pipeline, and inclusive of a large (non-permanent) wetland/drainage area (locally known as Stud Horse Lake). The primary use of the majority of the land within the Plan area is for dryland farming, however, other uses include single detached dwellings/residences, farm buildings, a CFO (non-operational at this time, because it has not been decommissioned and the approval is still valid), a cemetery, a church and a few agri-business/commercial type operations such as a hayshed storage and distribution operation and farm implement dealership. It should be noted that there has been minimal subdivision of land within the Plan area except for areas that have been naturally fragmented by infrastructure development (e.g. highway, road or railway development), farmstead separations/first parcel out subdivisions, or subdivisions for the purpose of public use (such as for the water reservoir and irrigation canal areas). Map 2 illustrates existing Land Uses within the Plan area.

The land contained in the Plan area may be considered as relatively flat to gently undulating/rolling (see Map 3); however, the majority of the land in the area drains to the north to Stud Horse Lake. Typically an urban fringe area (such as the Plan area) will experience pressure to accommodate a variety of different land uses as there are many advantages in being located in close proximity to an urban center. Outside of agricultural uses, residences/dwellings (25) are the next largest use category present within the Plan area.

From a zoning perspective, the majority of the land within the Plan area is zoned as Rural Agriculture (RA), whereas a narrow band of land in and around the Town is zoned as Rural Urban Fringe (RUF) with a small area of Urban Reserve (UR). Other zoning within the Plan area include Grouped Country Residential (GCR) and Rural Commercial (RC). Map 4 illustrates existing zoning within the Plan area.

(Note: The existing Urban Reserve (UR) zoning designation for a small area of land located to the immediate west of the Town boundary remains from lands that were previously separated from the Town as part of an annexation. These lands have never been rezoned to reflect an existing zoning district in the County's Land Use Bylaw, therefore, have retained the UR zoning district within the Town's Land Use Bylaw).



EXISTING LAND USE WITHIN IMDP BOUNDARY

LEGEND

- TOWN OF NOBLEFORD
- IMDP BOUNDARY
- 300m SEWAGE LAGOON BUFFER
- RIGHT OF WAY

EXISTING LAND USE:

- CEMETERY
- CFO - BEEF
- CHURCH
- COMMERCIAL USE / BUILDINGS
- FARM BUILDINGS
- RESIDENCE
- UTILITY

MAP 2

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
TOWN OF NOBLEFORD (BYLAW NO. 623)
Amended To:
Lethbridge County (Bylaw No. 25-011)
Town of Nobleford (Bylaw No. 708)

OLDMAN RIVER REGIONAL SERVICES COMMISSION

June 20, 2025
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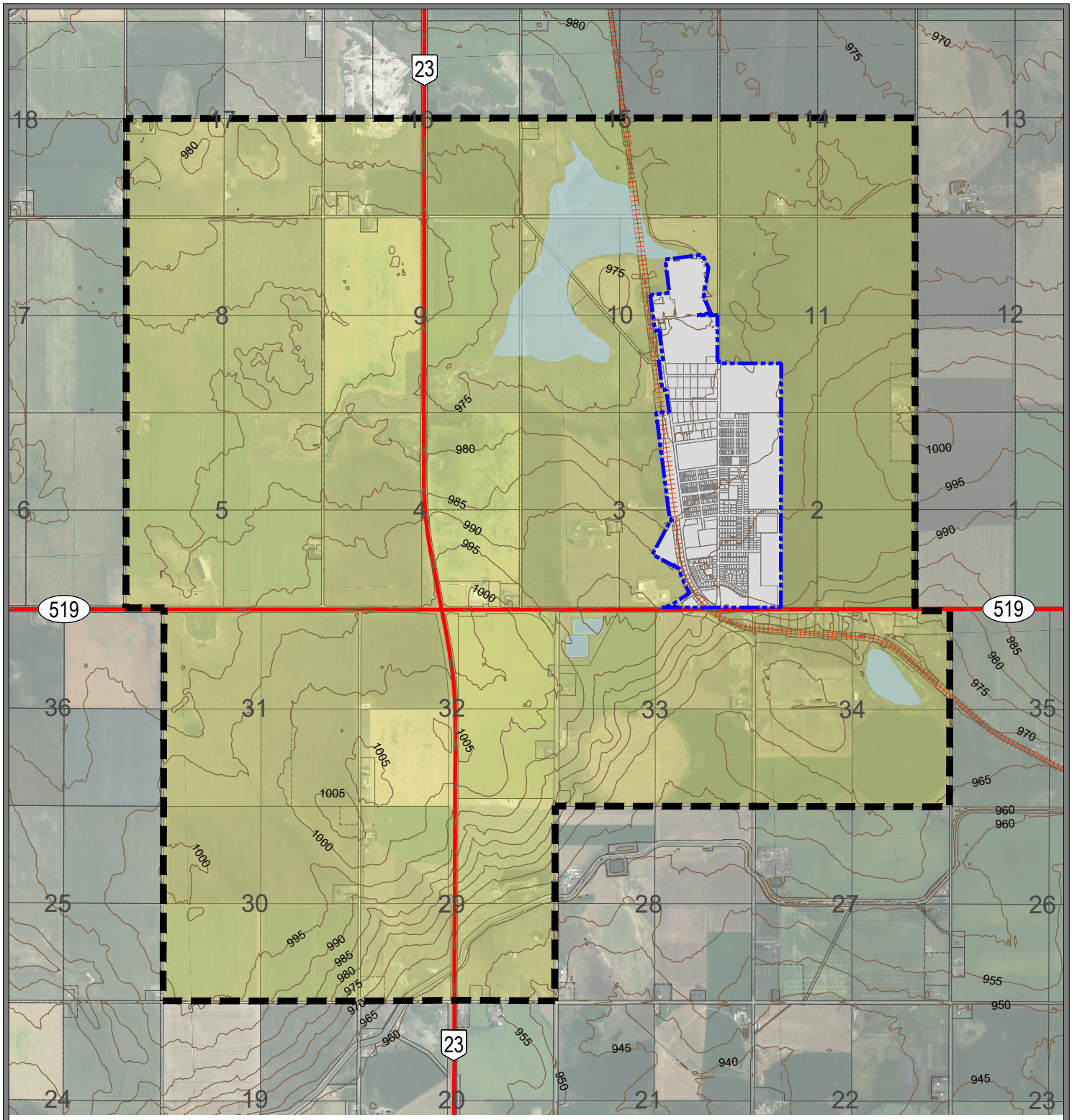

TOPOGRAPHY

LEGEND

- TOWN OF NOBLEFORD
- IMDP BOUNDARY
- WATER FEATURE
- HIGHWAY
- RAILWAY
- CONTOURS (5m)

MAP 3

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
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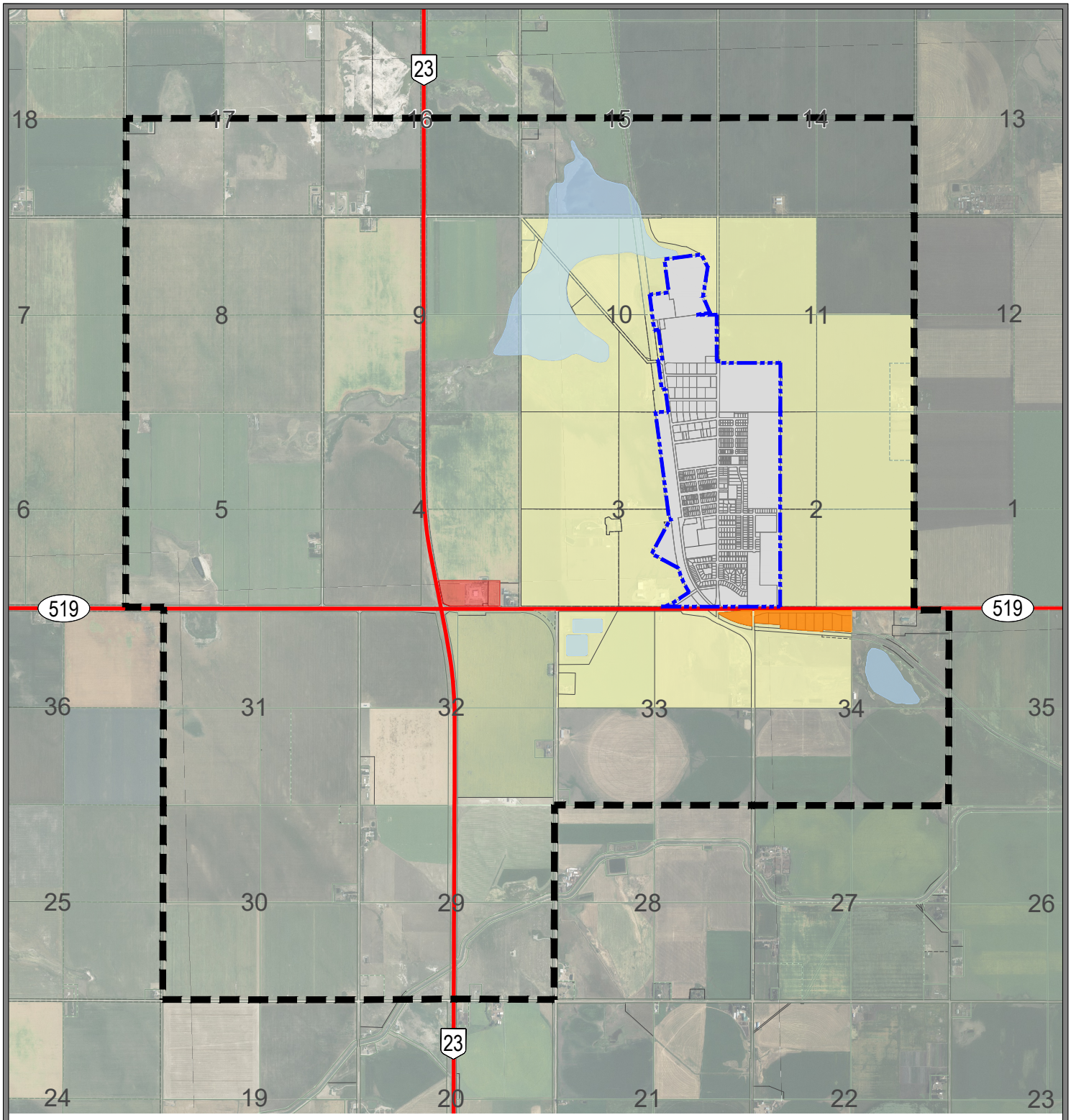

EXISTING ZONING

LEGEND

- TOWN OF NOBLEFORD
- IMDP BOUNDARY
- RURAL AGRICULTURE - RA
- GROUPED COUNTRY RESIDENTIAL - GCR
- RURAL COMMERCIAL - RC
- RURAL URBAN FRINGE - RUF

MAP 4

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
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The County has created the RUF land use district within its Land Use Bylaw and as mentioned above, has zoned much of the land located within an approximate distance of a half mile from the current corporate boundary of the Town to the RUF district. As per the Land Use Bylaw, the purpose of the RUF district is "*to protect agricultural land for agricultural use while ensuring that the fringe areas of the urban municipalities are protected for future development by ensuring non-agricultural uses will not conflict with an urban environment and economic base*". Additionally, in their Municipal Development Plan (MDP) the County has also designated a confined feeding operation (CFO) exclusion area on all land immediately surrounding the Town. The implementation of the RUF district and CFO exclusion area supports the Town in its desire to remain free of CFO related land use conflicts and further illustrates and supports the continued cooperation between the two municipalities.

Agricultural Practices

Map 5 indicates the Canada Land Inventory (CLI) soil classification and agricultural capability of the land (see *Definitions* for soil classifications) for all lands within the Plan area. The majority of the land in the Plan area is of a high quality, class 2 (moderate limitations), which under good management are considered to be moderately-high to high in productivity for a fairly wide range of crops. A portion of the land is categorized as class 2 (with severe limitations) described as wet or water present.

The SSRP's vision for the agricultural sector is expressed as follows:

Agriculture

Objective

- *The region's agricultural industry is maintained and diversified.*

Strategies (abbreviated)

1.1 Maintain an agricultural land base by reducing the fragmentation and conversion of agricultural land.

1.2 Support a diverse and innovative irrigated agriculture and agri-food sector.

1.3 Assist the agriculture and agri-food industry to maximize opportunities for value-added agricultural products.

1.4 Support a business climate and complementary production and marketing approaches that recognize the contribution of local production in addition to existing domestic and international market opportunities for Alberta's agriculture, agri-food and agri-product sectors.

1.5 Support and enhance the next generation of agricultural, food and rural entrepreneurs.

1.6 Encourage the use of voluntary market-based instruments for ecosystem services in order to recognize and reward the continued stewardship and conservation of private agricultural land and to potentially diversify the agricultural economy.

Agriculture is also protected by the provincial legislation, the *"Farm Practices Protection Statutes Amendment Act"* and the *"Agricultural Operations Practices Act"*.

It is the policy of Lethbridge County to both protect agricultural lands and encourage a diversity of associated land uses where appropriate. In terms of agricultural production, the existing use in the Plan area is largely cropland with one confined feeding operation (currently non-operational). Policies in the Plan are intended only to affect those uses that may have a very negative impact on lifestyles and property values while allowing most agricultural practices to continue unaffected.

Confined Feeding Operations

The livestock industry has traditionally located in the County, and typically concentrated just south of the Plan area, because of:

- availability of high-quality feed;
- available water, from the irrigation district canal system;
- access to high-quality highways, roads and major transportation routes;
- efficient access and proximity to the United States border.

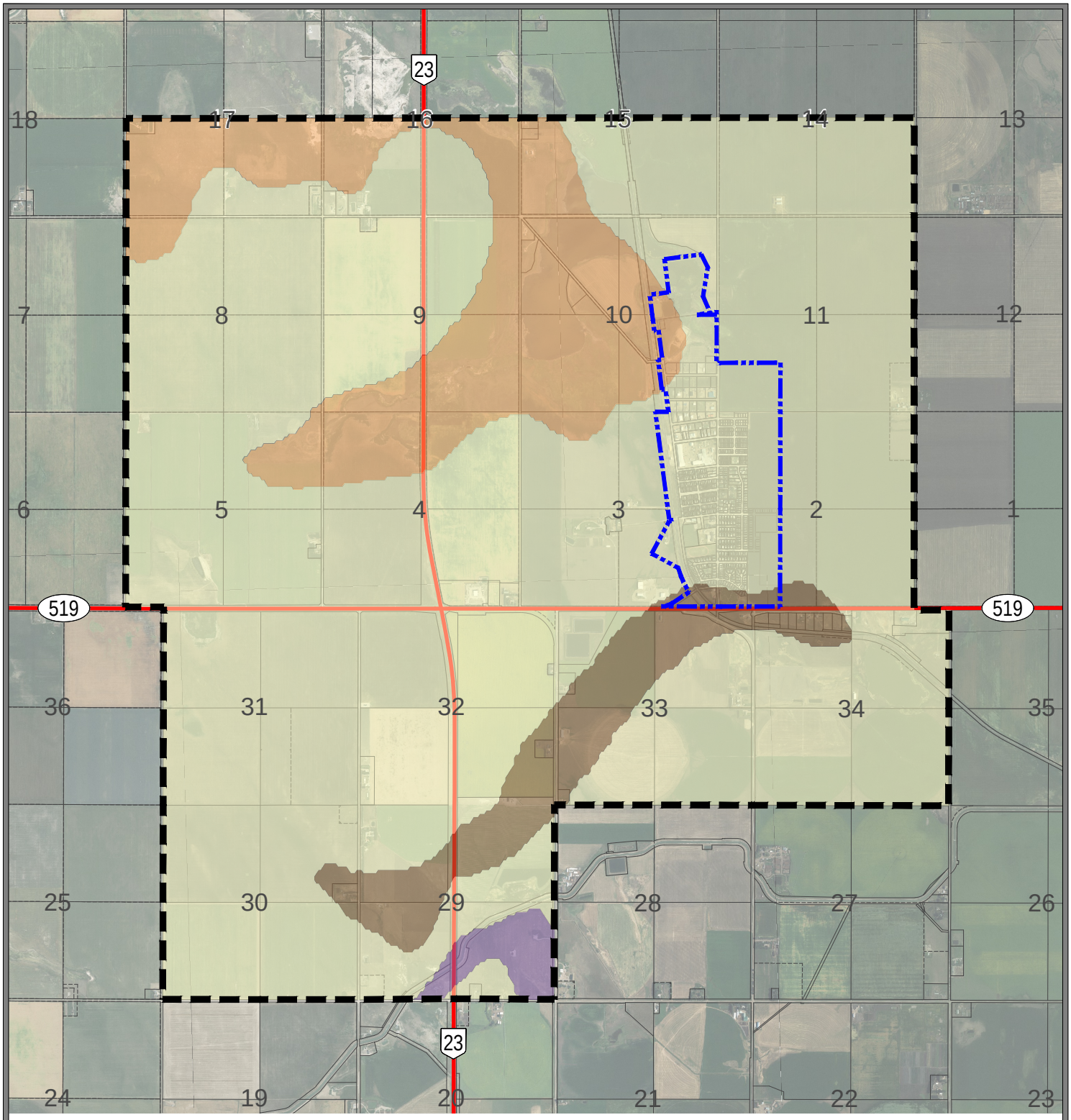
Approvals of confined feeding operations (CFOs) lie with the Natural Resources Conservation Board (NRCB), as the County no longer issues permits or enforces legislation in regards to these operations. As previously the County did not have threshold numbers for livestock operations, most types of agricultural operations with livestock were classified as intensive livestock operations. There is one (1) existing CFO that lies within the Plan area. It should be noted that the existing CFO is currently non-operational, however, as the permit approval has not been decommissioned the CFO could re-commence operations at anytime in the future (in line with the original permit approval for 700 head of beef).

Prior to approvals being given, the staff of the NRCB will review local municipal development plans and request comments from the municipality. The *"Agricultural Operations Practices Act Standards and Administration Regulation"* generally limits the establishment or expansion of CFOs in designated fringe areas through the application of a minimum distance separation.

Fringe Area Subdivision and Fragmentation

Over the last decade, the most common type of subdivision activity within the Plan area has been the subdivision of farmsteads or country residential parcels from an unsubdivided quarter section. Overall, the Plan area is relatively unfragmented and parcel sizes remain generally consistent with that of the original quarter section. Exceptions to this would include those parcels that may have been created by virtue of having been fragmented by the development of a highway, road, railway line, irrigation canal or other public uses.

It should be noted that there is a cut-off or fragmented area of land located immediately south of the Town that has been redesignated for a grouped country residential development that proposes to create 10 lots. The subdivision of this grouped country residential area was approved by the County in 2009; however, the approval has not yet been finalized and registered at Alberta Land Titles.



SOIL CAPABILITY FOR AGRICULTURE AS INDEXED BY CANADIAN LAND INVENTORY

LEGEND

- TOWN OF NOBLEFORD
- IMDP BOUNDARY
- SOIL CLASS 2_T
- SOIL CLASS $3^{8}_{W}\ 5^{2}_{W,S}$
- SOIL CLASS 3_T
- SOIL CLASS 7_S

MAP 5

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
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Development Standards

Development standards are often articulated in planning documents through policies and measurable standards which help in regulating and controlling the density and overall appearance of development in accordance with the intent of the subject zone or land use district. These policies and measurable standards may include requirements with respect to lot size, setbacks, subdivision policies (re: country residential/farmsteads, cut-off parcels, existing small titles, commercial/industrial lots/uses, public use), and when Area Structure Plans are required (and the contents of an Area Structure Plan). As the subject policies, requirements and regulations may be quite different in some instances, they may create some potential discord that will require logical discussion and rational compromise on behalf of both municipalities. The common goals and issues outlined in the following sections of this Plan shall serve as the guidelines to find the compromises that will be required in creating a mutually beneficial Plan.

Infrastructure

Map 6 illustrates infrastructure in the Plan area. Policies regarding the sharing and improvements to infrastructure in the Plan area potentially provide mutual benefits to the Town and the County with the potential for significant cost-savings and the provision of a higher quality of life for landowners and residents in each jurisdiction. For example, there is the possibility that a shared servicing agreement may be reached, since in 2005 the Town constructed a new water treatment plant with a 20-year capacity and then expanded the treatment plant in 2008 and the County now requires all subdivisions to have a suitable potable water supply.

Another consideration for the sharing of infrastructure is that in 2009 the County adopted its own *Engineering Guidelines & Minimum Servicing Standards* that are now applied to all subdivisions and development proposals. The County's standards are primarily oriented to typical rural type development, but they do include some urban design standards. The Town does not have a comparable official document but follows typical urban infrastructure standards and specifications (e.g. water, sanitary sewer, roads, stormwater). In areas where there is more intensive development proposed, the municipalities should review the standards currently used by each and determine if they can agree on applying a common standard to future developments within the Plan area.

Transportation and Road Networks

A number and types (road, railway) of major transportation systems influence land use and are shown on Map 7. At present, two provincial highways traverse the Plan area providing access both to the Town and County lands and through to other destinations:

- Highway 23 – provides a connection between Highway 2 at High River, Alberta to Highway 3 at Monarch, Alberta (145 km);
- Highway 519 – provides a connection between Highway 2 at Granum, Alberta through Nobleford and Picture Butte to Highway 845 (65 km), as well as being a direct link to Highway 25.

Highways 23 and 519 are major thoroughfares that provide access from the rural areas of southern Alberta to the larger markets in Alberta, other Canadian Provinces, United States and Mexico. Due to the location of the Plan area to these major transportation linkages, development pressure for additional (and more

intensive) subdivision and development in proximity to these highways has been requested by the land development community/industry.

A CPR main line runs parallel to Highway 23 in transecting the Plan area, located in a north-south orientation (generally); this is a main line route to/from Lethbridge through to Calgary, Edmonton and to ports west into British Columbia. This rail line lies adjacent to the west boundary of the Town which makes growth planning and expansion (to the west) for the Town more difficult due to access (east-west connectivity across the line), safety and servicing issues.

Town Growth Constraints and Pressures

Physical growth constraints exist north, south and west of the Town. To the north are the sewage lagoons and regional waste transfer site, which require a minimum setback buffer of 300 meters from certain types of developments (e.g. a residence, food establishment, hospitals, and schools) and to the northwest of the Town the County MDP identifies a significant environmental area of artesian flow and the existence of a large wetland area (Stud Horse Lake). To the south and west the Town is bounded by Highway 519 and the CPR line. Depending on the Town's chosen direction of growth in the future, Highway 23 may also pose a western boundary or impediment to growth, however, this would be far in the future as it is currently located 1.5 miles (2 km) to the west of the existing corporate limit.

In light of these physical growth constraints and pressures the Town MDP identifies urban growth to take place in the preferred north and east directions (as shown in Appendix A), but recognizes that westward growth and development may occur (long term) due to development pressures exerted by local business interested in the access and visibility advantages offered by Highway 23 and Highway 519.

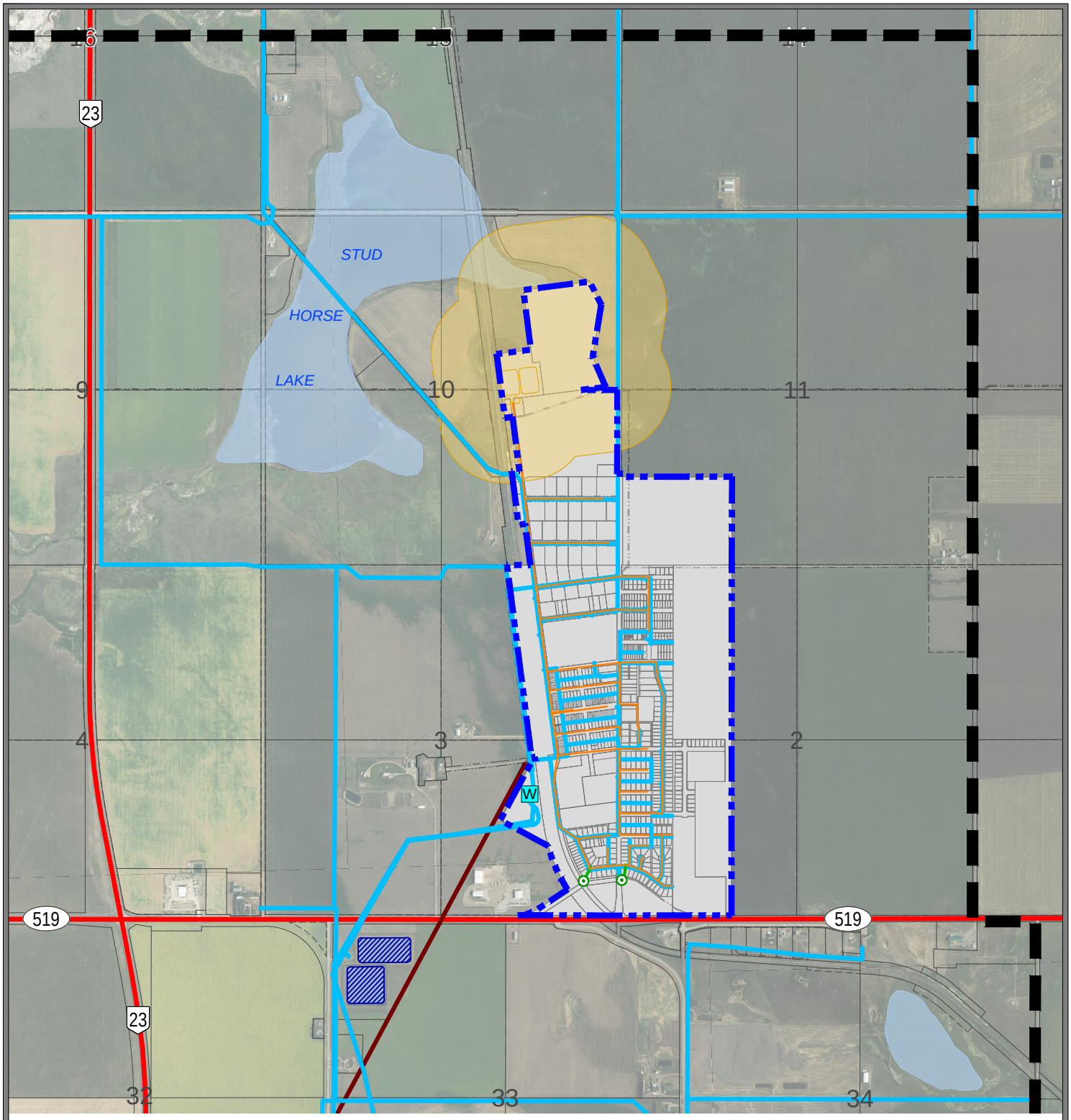
Today steady development pressure exists from ratepayers in both jurisdictions regarding County lands between the west boundary of the Town and Highway 23 (primarily adjacent to Highway 519). In 2001, a small portion of this land was returned to the County by the Town (i.e. annexation) in favour of acquiring land from the County located to their east boundary. While the western land remains agricultural, both municipalities are likely to receive continued development pressure for intensification of land uses in this area.

Should development pressure significantly increase and development proposals be submitted to the County, this Plan will provide a venue for cooperation so that both municipalities may develop this land area in accordance with mutually agreed to planning principles, philosophies and goals, while accommodating their ratepayers' needs for the preservation and betterment of the local economy and quality of life in the area.

Agreements and Partnerships

The Town and County currently share or partner in the following services:

- emergency and fire protection services consisting of a team of approximately 20 volunteers;
- planning services provided by the Oldman River Regional Services Commission (ORRSC);
- regional economic development services provided by the SouthGrow Economic Initiative; and
- waste services provided by the Lethbridge Regional Waste Management Services Commission.



INFRASTRUCTURE SYSTEMS

LEGEND

- TOWN OF NOBLEFORD
- IMDP BOUNDARY
- SANITARY MAIN
- STORM MAIN
- WATER LINE*
- HIGH PRESSURE PIPELINE
- STORM OUTFALL
- WATER TREATMENT PLANT
- SEWAGE LAGOONS
- 300m SEWAGE LAGOON BUFFER
- WATER RESERVOIR

*WATER INFRASTRUCTURE IN FRINGE PROVIDED BY LETHBRIDGE COUNTY

MAP 6

INTERMUNICIPAL DEVELOPMENT PLAN
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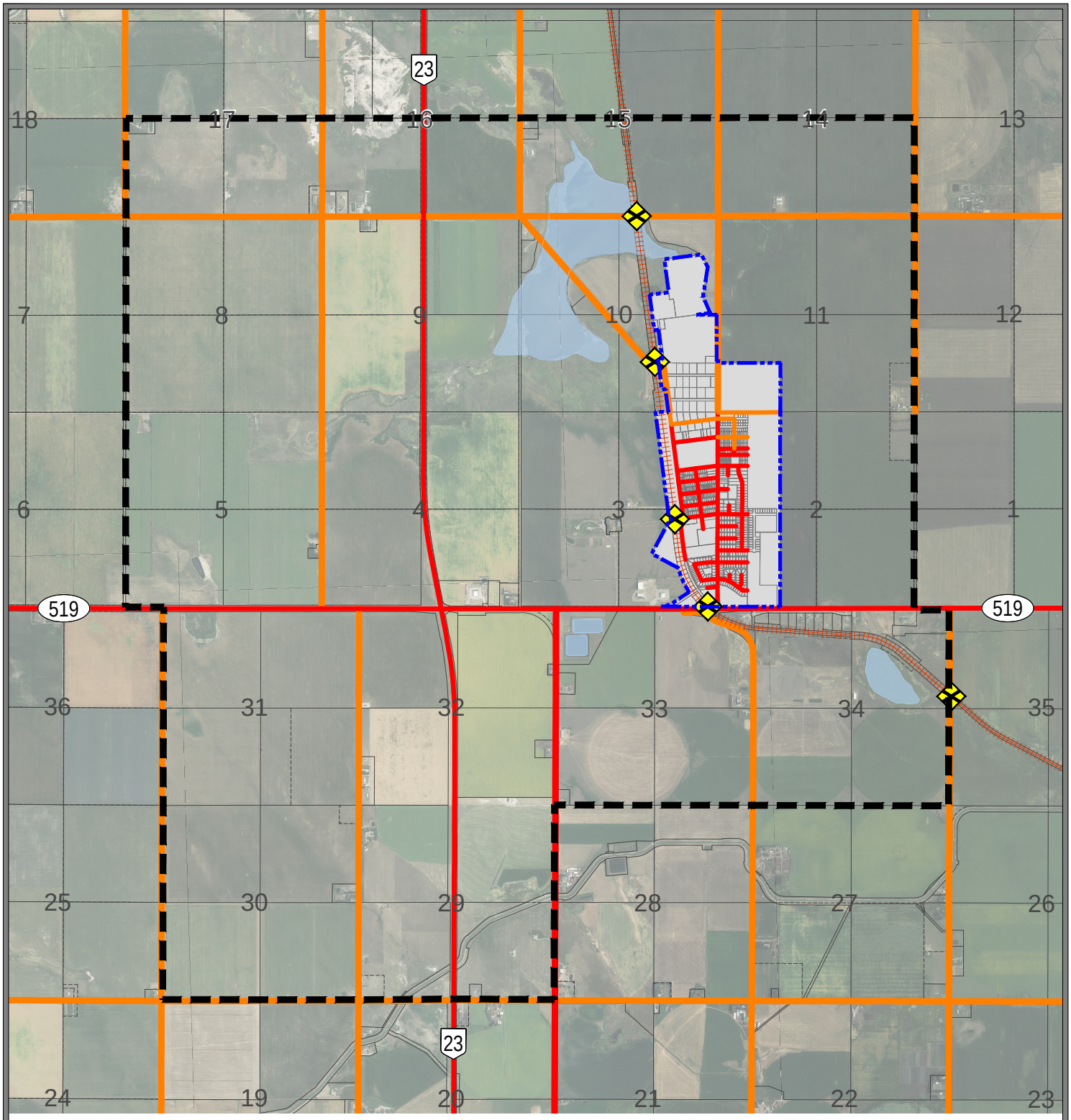

ROADS

LEGEND

- TOWN OF NOBLEFORD
- IMDP BOUNDARY
- PAVED ROAD
- GRAVEL ROAD
- RAILWAY
- RAILWAY CROSSING

MAP 7

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
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Intermunicipal Policies

Some reciprocal policies currently exist whereby both municipalities refer development and subdivision proposals to a municipal neighbour for comment prior to rendering a decision. In the County, any application that is adjacent to lands in the Town, or proposed within the Rural Urban Fringe-RUF (RUF district) district (e.g. statutory plans or amendments, land use bylaw amendments and redesignations, subdivision applications, and/or development permit applications) are referred to the Town for comment. In the Town, development proposals located adjacent to the County boundary or that are determined to potentially impact County lands are circulated to the County for comment.

The Town Municipal Development Plan (MDP) also provides objectives for coordination with adjacent municipalities including the following:

- to take advantage of mutual opportunities to maximise efficient use of transportation systems, infrastructure, and other mutual interests;
- that the Town continue to cooperate with the County in pursuing mutually acceptable growth and development policies in the urban fringe; and
- that the Town initiate discussion with the County on an Intermunicipal Development Plan (IMDP) if development pressures in the fringe increase significantly.

The County also has similar policies in their MDP encouraging consultation and cooperation with neighbouring urban and rural municipalities. However, in considering that both municipalities are currently experiencing substantial growth and development pressures, a more detailed referral procedure for development proposals may need to be addressed in this Plan.

PART 3

IDENTIFICATION OF ISSUES AND AREAS OF COMMONALITY



PART 3: IDENTIFICATION OF ISSUES AND AREAS OF COMMONALITY

The following is an overview of some general planning and land issue topics that each municipality provided input on with regard to their respective views. These were discussed by the project steering committee and helped assist in formulating the policy areas of this Plan.

ISSUES

Agriculture Practices (Extensive)

Much of the area is used for extensive agriculture and crop production and it is envisioned this will continue. Agricultural operators should be protected to have the right to continue to farm, and may do so with respect to the *"Farm Practices Protection Statutes Amendment Act"* and good farming practices are encouraged and supported by both municipalities.

Intensive Agriculture (Confined Feeding Operations)

Currently new confined feeding operations are prohibited by the the Natural Resources Conservation Board (NRCB) in the designated rural urban fringe. However, both the County and Town see the opportunity to protect and enlarge the exclusion zone area and outline clear criteria for comment to the NRCB when applications are made.

Subdivision and Residential Uses

The numbers of residences/subdivisions are quite low on the County side. The County generally limits subdivision to the first parcel from the quarter section, but may allow subdivision on poor quality land and parcels with less than 20 acres of farmable land. The MDP allows that this may be exempted in an urban fringe, with consultation/agreement of the urban municipality, however, it is envisioned that this will be limited in the Plan area to a few defined clustered areas.

Industrial / Commercial and Other Uses

Pressure for these non-agricultural uses has been increasing as are the requests to allow further uses close to the Town. In the past, the two municipalities have discussed the possibility of limiting the number of heavy industrial or noxious type uses in the fringe area. Both municipalities have indicated a desire to have quality development with a plan that properly manages growth with suitable standards for development to be consistently applied. Both municipalities are in agreement that the County has a need and right to non-agricultural development to diversify its agriculturally weighted tax base.

Urban Expansion

The Town has experienced above average growth the last number of years and the plan is to work in conjunction with the Town's identified preferred growth areas and to provide for an agreed upon process in dealing with future urban growth, expansion and annexation issues.

Standards of Development

The County and Town identified the need to ensure acceptable development standards are applied to developments and for requesting the submission of professional information for development proposals in the Plan area. In particular, requesting professionally prepared plans (e.g. ASPs, subdivision plans, site plans, landscaping plans, etc.), engineered stormwater management plans, and applying architectural controls and design standards as a minimum requirement.

Transportation Issues

Provincial plans for Highway 23 and Highway 519 will affect both municipalities. Also, service road development and future intersection upgrades for intensive development areas will need to be addressed. It is recognized a more collaborative approach between both municipalities is needed, as future development will require an internal road network which should align with the Town road network and, consideration for future Town expansion and how it may affect County roads is also important. Consultation with Alberta Transportation regarding access points, intersection improvements and an access management strategy will also be needed.

Areas of Special Concern

These are areas that may affect and benefit both municipalities and cooperation on joint policy areas were discussed. Such items include stormwater drainage and opportunities for expanding Stud Horse Lake as a regional stormwater management system and creating a land use concept to the north of Highway 519 (east of Highway 23) in effectively managing corridor development pressures.

Shared Services & Economic Development Cooperation

There is provincial support for municipal collaboration, shared services and even shared tax revenue in some situations. Both the County and Town see opportunity in working cooperatively to bring municipal services to future intensive development areas (if possible and available). Economic growth and development of the Town and County are integrally linked and additional cooperative agreements may be investigated and pursued by the two municipalities. Both municipalities are forward-thinking in considering the regional opportunities that will benefit both municipalities.

Planning and Administrative Issues

Both parties recognize that it is important to remember an intermunicipal development plan should give consideration to both sides of the municipal boundary (i.e. be reciprocal) and it should be a “living” document (so to speak). Therefore, policies in the Plan have been created to cooperatively address: referrals and notifications, the on-going role of the standing committee, staff roles and authority in implementing the Plan, the process to update or amend the Plan, etc.

Dispute Settlement

The *Municipal Government Act* allows for a legislative dispute settlement, however, this Plan emphasizes attempting to achieve a local settlement prior to relying on a provincial decision. Consideration for a hierarchy of escalating steps to settle any disputes, in attempt to reach a resolution is favorable, but with a policy to respect the process and MGB timeframes to launch an appeal, etc.

AREAS OF COMMONALITY

Through a review of individual municipal documents and plans and through the discussions of the project steering committee, it is recognized that both the County and the Town appear to be supportive of the following principles or perspectives:

- Recognize the value of agriculture and agri-business, and the economic benefits to the region;
- Desire to work collaboratively and seek benefits and opportunities of mutual cooperation;
- Both the Town and County's Strategic Plans and goals indicate the need to create policy frameworks that encourage well-planned, orderly and managed growth;
- Support the application of acceptable minimum municipal standards for servicing new developments and also desire some level of design standards to be applied;
- Seek opportunity to expand and diversify the local economy and tax base;
- Encourage and support well-planned, high-quality development(s);
- Desire to cooperate on issues of a regional nature, and be proactive and ready when preparing to deal with the various land use issues that exist in the IMDP area.

Economic growth and development of the Town and County are integrally linked and both municipalities are proactive and forward-thinking in considering the regional opportunities that will be beneficial to both.

PART 4



PLAN GOALS



PART 4: PLAN GOALS

The Plan will provide a framework for the orderly, economical and beneficial development of land. The Plan attempts to accommodate a diverse range of interests, promote economic diversity and allow for sustainable, orderly and managed growth.

Goals

- To establish a collaborative framework to participate in a coordinated planning approach across the Plan area.
- To recognize the potential for transition of agricultural lands to non-agricultural uses in a series of orderly, planned, properly serviced , and need-driven stages.
- To recognize the intent of both municipalities to allow for the County to plan, manage and benefit from the development of proposed non-agricultural land uses located west of the Town.
- To maintain the functional and visual integrity of significant transportation corridors, namely Highways 519 and 23.
- To ensure that all developments that are visible from the highway corridor areas shall be visually appealing and provide for the promotion of a positive image of the region to the travelling public, landowners and residents of the area and the Town.
- To establish acceptable servicing standards and high-quality performance standards and development design guidelines to harmonise development with the built and natural environments.
- To encourage the protection, preservation, conservation and /or enhancement of important and valued natural and environmental features of the Plan area through the development process.
- To provide a clear policy framework to guide future land use decisions, by both municipalities for lands located within the Plan boundaries.
- To facilitate sound development, growth and economic opportunities for both municipalities based on a shared land use strategy.
- To create a detailed conceptual land use plan and design component for lands adjacent to and out to the intersection of Highway 23 and Highway 519 which are experiencing pressure for development.
- To facilitate ongoing communication and consultation between the County and the Town.

The County and Town are committed to work cooperatively together to achieve an orderly, managed, and coordinated planning approach to the region.

PART 5



INTERMUNICIPAL LAND USE POLICIES



PART 5: INTERMUNICIPAL LAND USE POLICIES

5.1 Agricultural Practices (Extensive)

Intent

Extensive agricultural activities are to continue to operate under acceptable farming practices. The policies will attempt to provide a consultation process to discuss and possibly negotiate solutions if problems should arise, which should be based on guidelines rather than regulations.

Policies

5.1.1 Outside the predetermined non-agricultural development areas as illustrated in this Plan, extensive agriculture will continue to be the primary land use for the lands designated on Map 4 (Existing Zoning) as Rural Urban Fringe (RUF), Rural Agriculture (RA) or Urban Reserve (UR) district until these lands are redesignated in a land use bylaw in accordance with this Plan. Land uses will be allowed or prohibited in accordance with the Rural Urban Fringe, Rural Agriculture, or Urban Reserve districts contained within the Lethbridge County or Town of Nobleford Land Use Bylaws (as the case may be).

5.1.2 Both councils recognize and acknowledge a main use of land found within the County portion of the Intermunicipal Development Plan area is extensive agriculture (cultivation and grazing). These agricultural activities may continue to operate under acceptable farming practices and are protected under the *Agricultural Operation Practices Act (AOPA)*.

5.1.3 Both municipalities will attempt to work cooperatively together in encouraging and supporting 'considerate' good neighbour farming practices, such as for dust, noxious weeds, and insect control adjacent to developed areas, through good agricultural management practices, responsible land stewardship and Alberta Agriculture guidelines. If problems should arise, the County may be notified and will attempt to consult with a landowner to emphasize, and enforce if needed, the County's Agriculture Service Board or other applicable policies.

5.1.4 If problems or complaints in either municipality should arise between ratepayers and agricultural operators, the municipality receiving the complaint will attempt to direct the affected parties to the appropriate agency, government department or municipality for consultation or resolution wherever possible.

5.2 Intensive Agriculture (Confined Feeding Operations)

Intent

The County and the Town recognize that it is the jurisdiction of the Natural Resources Conservation Board (NRCB) to grant approvals and regulate confined feeding operations (CFO). However, both municipalities agree it is desirable to specifically regulate intensive agricultural operations for the defined Plan area in an attempt to minimize potential nuisance and conflict between the urban areas, especially residential, and CFOs within the Plan area.

Policies

5.2.1 New confined feeding operations (CFOs) are not permitted to be established or existing operations allowed to expand operations within the Plan area as illustrated on Map 8 and described as the CFO Exclusion Area.

5.2.2 In regards to manure application on lands:

(a) On all lands within the CFO Exclusion Area, the County and Town acknowledge the standards and procedures as outlined in the *Agricultural Operation Practices Act*, Standards and Administration Regulation shall be applied for manure application, unless the landowner enters into a written agreement where other standards may apply.

(b) On lands within the identified 'manure application sensitive area' as depicted on Map 8, the application of manure, either spreading by surface application or sub-surface injection, or stockpiling of manure is highly discouraged.

(c) The County and Town may proactively consult and negotiate an agreement ('Memorandum of Agreement') with landowners who own lands within the identified 'manure application sensitive area' to have operators voluntarily agree to not stockpile manure, to not spread manure or to limit it to specified periods or days, incorporate it within a shorter time frame, and with prior minimum notification given to the Town of when this activity will occur.

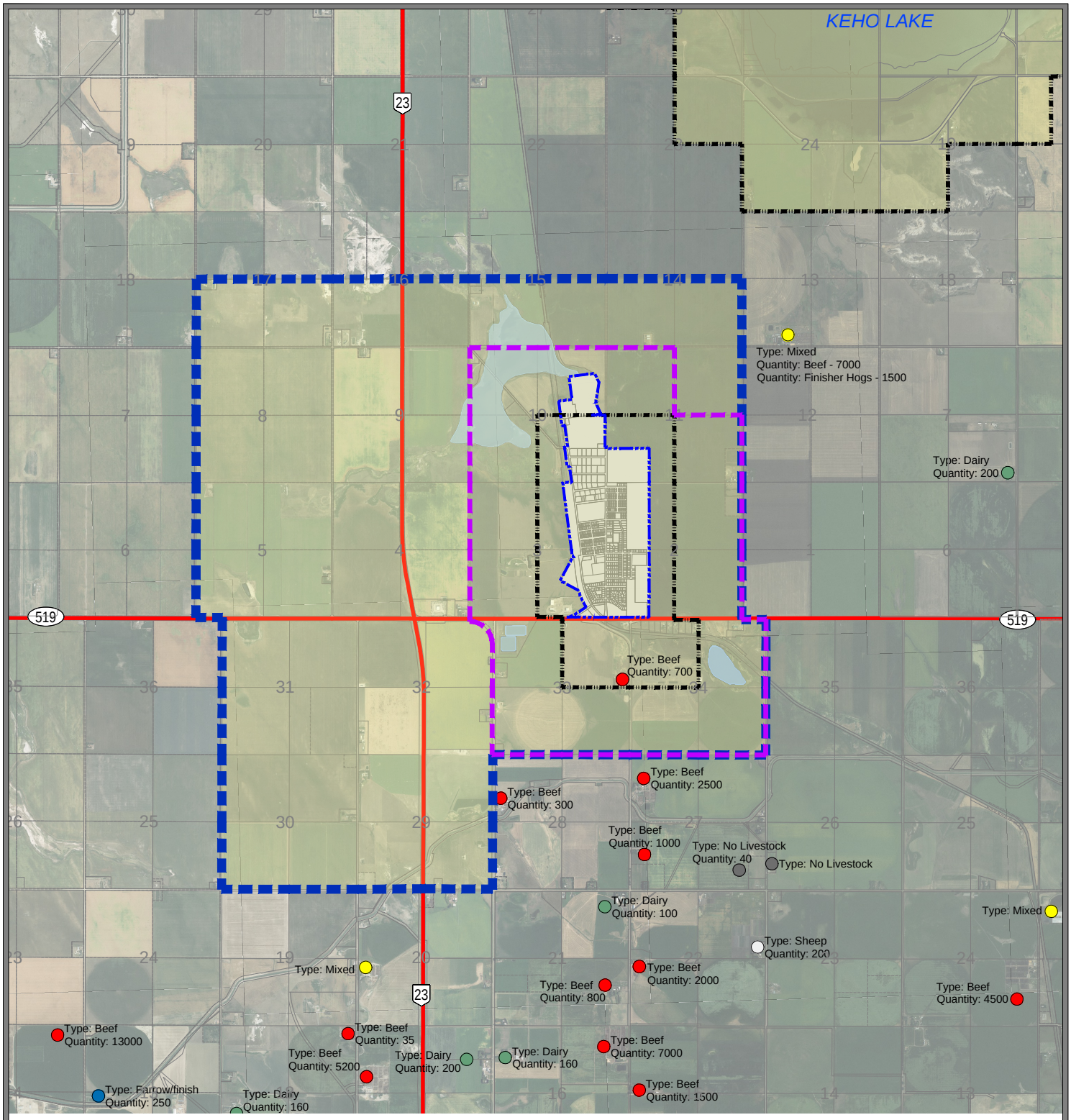
5.2.3 Both municipalities are supportive of entering into written 'Memorandum of Agreements' with landowners to restrict or limit the stockpiling, composting and spreading of manure adjacent to the Town as identified in the 'manure application sensitive area' and will ask the NRCB to add the terms of such negotiated agreements to conditions of approvals (permits or registrations). Once such an agreement is entered into, the County and Town will ensure the agreement is submitted in written form to the NRCB to be considered.

5.2.4 If problems or complaints of an operator's practices should arise and are brought to the Town's attention, the Town will notify and consult with the County prior to engaging the NRCB or other provincial authorities. If problems arise on a weekend or statutory public holiday, either municipality may contact the NRCB through the public complaints line in order to initiate an inspection by the NRCB Inspector.

5.2.5 For statutory plan consistency, as required under the *MGA*, the County Municipal Development Plan CFO policies and associated map shall be reviewed and should be updated to reflect the CFO Exclusion Area as defined by Map 8, within six months of this Plan being adopted.

5.2.6 Both councils recognize and acknowledge that existing confined feeding operations located within the Plan area or Rural Urban Fringe district will be allowed to continue to operate within the requirements of the *Agricultural Operation Practices Act* and Regulations.

5.2.7 The County may review and apply restrictions or regulations to the type and number of animal units for those animal or livestock operations within the Plan area that fall below the minimum threshold criteria for registrations or approvals under the mandate of the NRCB as outlined in the *Agricultural Operation Practices Act*, and this should be regulated through policies stipulated in a separate bylaw adopted by the County.



CONFINED FEEDING OPERATION (CFO) EXCLUSION AREA

LEGEND

- TOWN OF NOBLEFORD
- EXISTING CFO EXCLUSION AREA
- CFO EXCLUSION AREA
- MANURE APPLICATION SENSITIVE AREA

CFO

- BEEF
- DAIRY
- FARROW/FINISH
- MIXED
- NO LIVESTOCK
- SHEEP

MAP 8

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
TOWN OF NOBLEFORD (BYLAW NO. 623)
Amended To:
Lethbridge County (Bylaw No. 25-011)
Town of Nobleford (Bylaw No. 708)

OLDMAN RIVER REGIONAL SERVICES COMMISSION

June 20, 2025
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5.3 Land Use Planning Areas

The Plan area has been separated into areas of similarity with respect to existing use and envisioned long range planning goals, objectives and outcomes. Specific land use policies for each individual land use planning area have been developed as part of this IMDP in guiding the implementation of the goals, objectives, and long range vision of the Plan. The Plan area has been broken apart into four (4) separate land use planning areas as illustrated on Map 9. The individual planning areas are described and discussed below.

Planning Area 1

Planning Area 1 is centrally located within the Plan area. It is bordered on the west by Highway 23, on the south by Highway 519, on the east by the CPR and the Town and by Planning Area 2 on the north. This planning area contains approximately 800 acres (324 ha) of land that is currently used (predominantly) for agricultural purposes, however, there are also five (5) residences/dwellings and two (2) commercial/agri-business operations located within the planning area. The future long-range vision for this area is illustrated within the Core Area Concept on Map 10 and would generally provide for development of a more intensive quasi-urban style development cluster containing a commercial retail node, light business industrial park areas and residential neighbourhood components. It should be noted that the development of this cluster area is based on a more detailed land use concept (see Map 12 – Schedule A) that would require the development of a paralleling service road and intersection located along Highway 519 (at its intersection with Range Road 23-4 / old Highway 23), providing for a central access/egress point into the planning area. As this planning area proposes the development of non-agricultural uses in a more intensive form, it has been restricted to the north side of Highway 519 and the east side of Highway 23 (at this time) for reasons of efficiency, servicing, safety, cost and an overarching commitment to the orderly, managed and principled approach to growth. In informal discussions with Alberta Transportation, this concept and approach to growth has been supported (in principle).

This planning area is highly visible, has superior access to major transportation routes (both highway and rail) and nearby access to municipal services such as water and sanitary sewer that may be extended from the Town in the future (if agreed to and available). In providing for a connection to the Town, additional and/or relocated access and infrastructure linkages (east/west) across the CPR rail line to and from the Town shall be explored in the future (when warranted) or at such a time as deemed appropriate by the County and the Town.

Planning Area 1 is the primary development area identified within the Plan boundary, and is where future development shall be directed and focused. The Town has recognized that this is an area subject to pressures directed to the County to further develop, and the Town is willing to cooperate with the County to ensure orderly, well-planned development occurs. As a result, Planning Area 1 is subject to detailed prescriptive planning policies and a specific Land Use Concept has been prepared to manage development (see Schedules A and B) adjacent to the Highway 519 and 23 corridor.

Policies

5.3.1 As iterated in the Goals section of this Plan (see Part 4, bullet 3), the intent of this Plan is that Planning Area 1 remains under the jurisdiction of the County.

5.3.2 Existing land uses are "grandfathered" and may continue to operate and exist in compliance with an existing development permit approval. The intensification or a change in land use for an existing operation shall require a new development permit. Any and all development proposals shall comply with this IMDP.

5.3.3 Both municipalities agree that the types of uses acceptable for the corridor (refer to Core Area Concept – Planning Area 1A) are highway commercial type businesses and/or business/light industrial uses. Noxious or hazardous uses, where such a use may negatively impact (i.e. smoke, dust, noise, vibration or glare) neighboring land uses, or heavy industrial type uses shall be prohibited from being established in this area.

5.3.4 Commercial and light business industrial uses shall be located (generally) in consistency with Map 10 (Core Area Concept – Planning Area 1A) and Map 12 (Schedule A - Planning Area 1A – Land Use Concept).

5.3.5 Residential uses shall be located (generally) in consistency with Map 10 (Core Area Concept – Planning Area 1B).

5.3.6 An Area Structure Plan (ASP) shall be required to be submitted by a developer/landowner and approved by the County prior to the redesignation of any parcel of land located within Planning Area 1.

5.3.7 In effectively planning for the orderly, efficient, economic and beneficial development of lands located within Planning Area 1, the sequencing or phasing of ASPs shall generally proceed from the south to north within the planning area. Area Structure Plans:

(a) may be completed for Planning Area 1A as illustrated in Schedule A; or

(b) may be prepared for an entire "development cell" area as applied to lands within the same quarter-section, as illustrated on Map 13 (see Schedule A, Development Cells); or

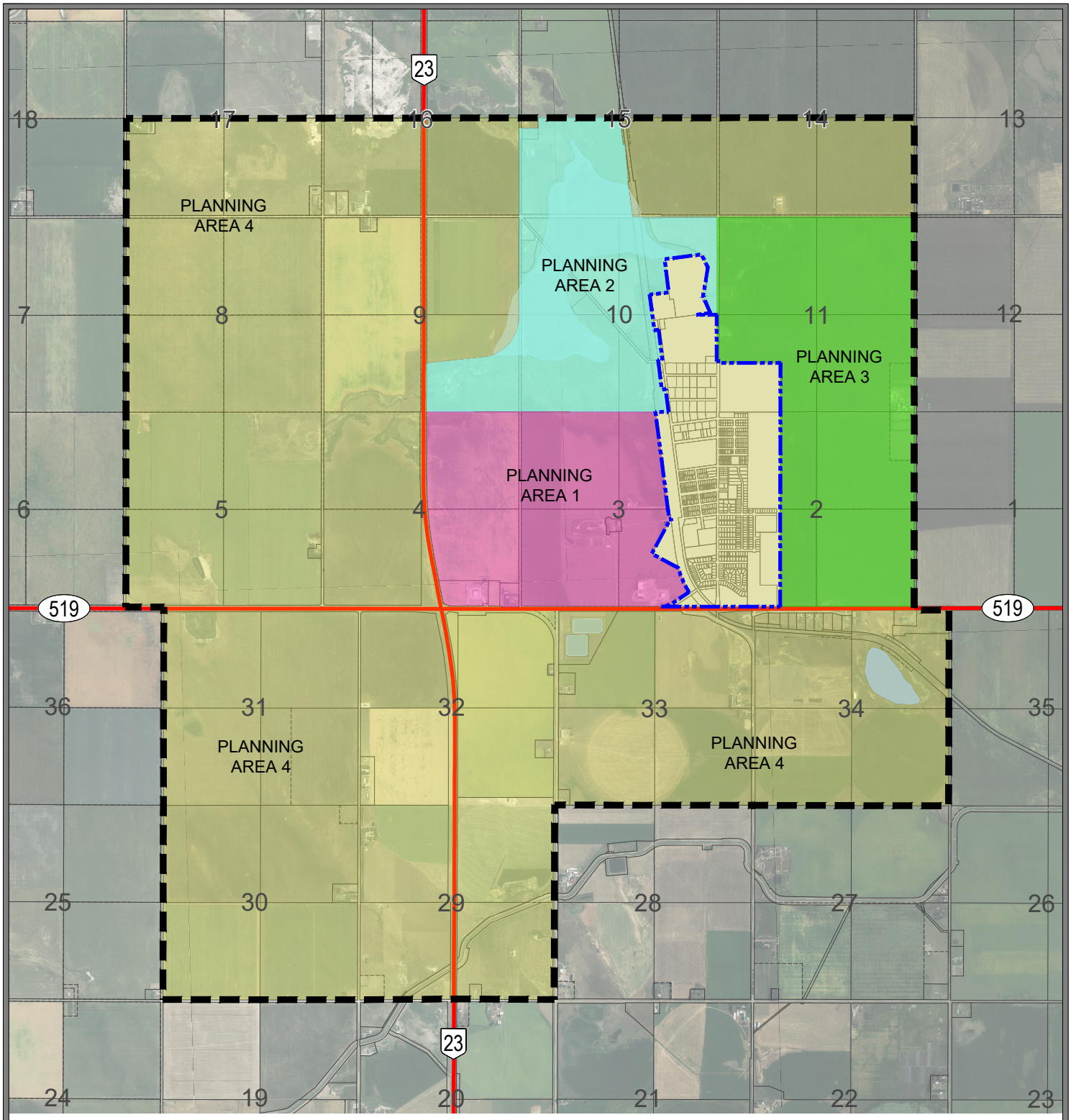
(c) at a minimum, shall be provided for the lands illustrated on Map 13 (see Schedule A) as Stage 1 areas within each "development cell".

If an adjacent landowner is unwilling to participate in the process, the developer may 'shadow-plan' (or be required by Council to 'shadow plan') those lands under separate title that may be part of the acceptable ASP area.

5.3.8 Concurrent development may occur in all cells subject to the specific provisions contained in the Plan relating to linkages between areas. This shall include roads, water, wastewater/sanitary, stormwater/drainage and private utilities (e.g. gas, electricity and communications).

5.3.9 Additional subdivision for industrial and commercial purposes for lands located outside of Planning Area 1A (see Map 10) will only be allowed to commence once a minimum of 75 percent of the land within a Stage 1 development cell area is fully developed (built-out).

5.3.10 An exception to the aforementioned policy 5.3.9 may be considered in circumstances where there is a high need demand for land development and one or more of the landowners are not willing to participate in the process. In such a situation, the intermunicipal development plan committee should meet and seek consensus on moving forward with additional development, and give



LAND USE PLANNING AREAS

LEGEND

- TOWN OF NOBLEFORD
- IMDP BOUNDARY
- PLANNING AREA 1
- PLANNING AREA 2
- PLANNING AREA 3
- PLANNING AREA 4

MAP 9

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
TOWN OF NOBLEFORD (BYLAW NO. 623)
Amended To:
Lethbridge County (Bylaw No. 25-011)
Town of Nobleford (Bylaw No. 708)

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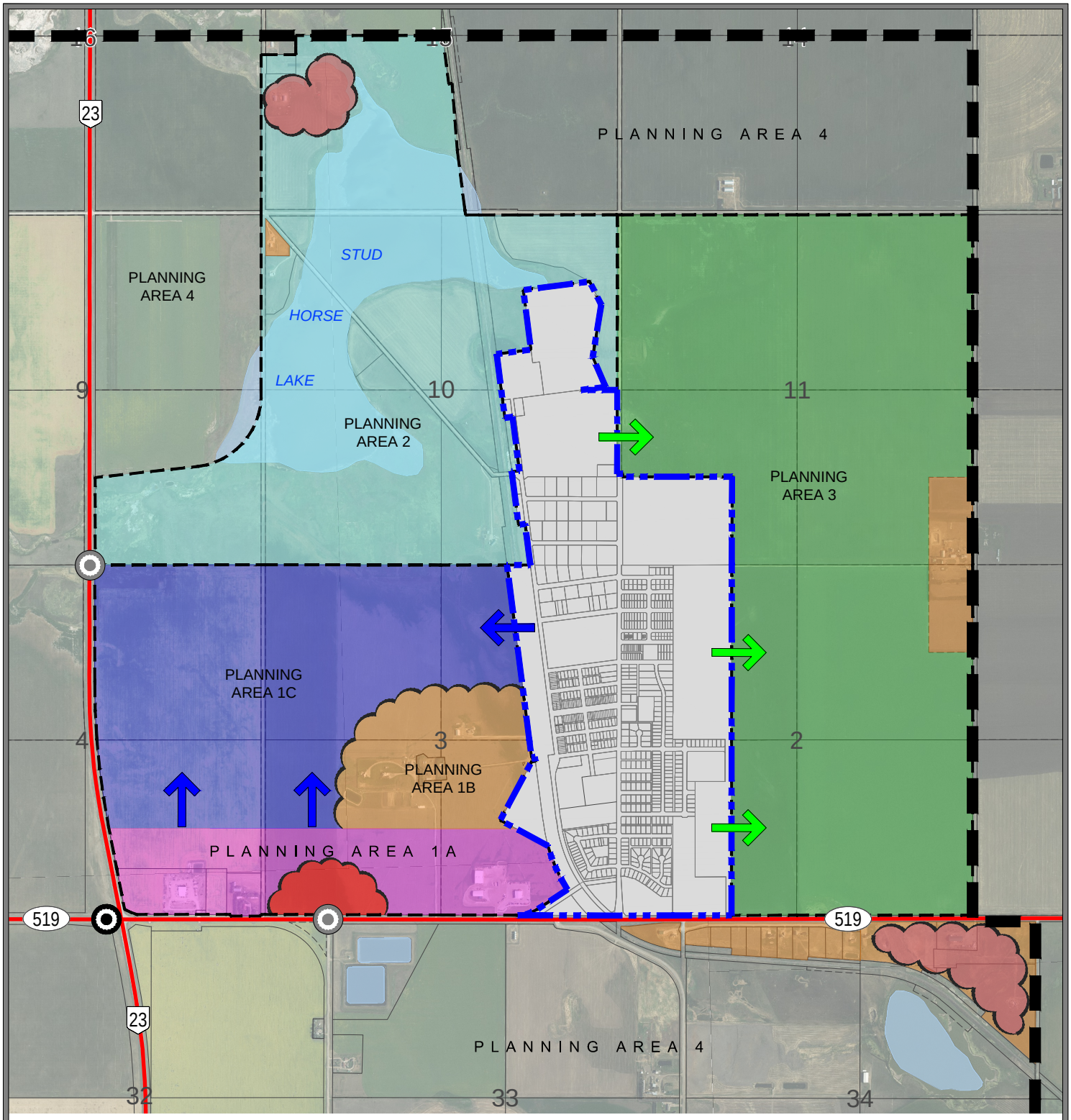

CORE AREA CONCEPT

LEGEND

- TOWN OF NOBLEFORD
- IMDP BOUNDARY
- PLANNING AREA BOUNDARY
- COUNTRY RESIDENTIAL CLUSTER
- COMMERCIAL RETAIL NODE
- RURAL INDUSTRIAL / COMMERCIAL AREA
- BUSINESS / LIGHT INDUSTRIAL
- POTENTIAL GROWTH DIRECTION
- TOWN PREFERRED GROWTH DIRECTION
- FUTURE EXPANSION / GROWTH AREA
- TOWN PREFERRED GROWTH AREA
- SPECIAL PLANNING AREA (STORM WATER MANAGEMENT)
- INTERSECTION UPGRADE
- INTERSECTION IMPROVEMENT

MAP 10

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
TOWN OF NOBLEFORD (BYLAW NO. 623)
Amended To:
Lethbridge County (Bylaw No. 25-011)
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consideration for refining and expanding the conceptual design in the Plan to provide a policy framework to guide development.

5.3.11 The submission of an ASP, redesignation, subdivision or development permit application that does not adhere to the general sequencing or phasing philosophy of this IMDP or propose a "leap-frog" development scenario shall be discouraged by the County, unless specifically authorized by County Council in consultation with the Town.

5.3.12 In unusual circumstances, and where a clear benefit to the County may be demonstrated, the County may consider development "out of sequence" provided the developer agrees to front end the full costs of extending services to a particular area.

5.3.13 Area Structure Plans submitted by a developer/landowner must be professionally prepared at the developer's expense and shall comply with any and all relevant and applicable policies and schedules of this IMDP.

5.3.14 Area Structure Plans shall be submitted in compliance with the requirements of the County's Municipal Development Plan.

5.3.15 Any development that is visible from the corridor areas (Highway 23 and Highway 519) shall provide landscaping and architectural elements that enhance the visual/aesthetic appeal and impact along intermunicipal entranceways for the travelling public, as per Schedule B of this Plan.

5.3.16 To soften any negative visual impacts that may exist on the corridor entranceways (Highway 23 and Highway 519) consideration shall be given (at the development permit stage) to effectively and appropriately screen developments (or part thereof) from the view of the travelling public.

5.3.17 Lot layout and subdivision design for Planning Area 1A shall comply with the purpose and intent of the approved Land Use Concept as illustrated in Map 12 (as per Schedule A) of the Plan, and it must also align with the layout and road network as presented.

5.3.18 When considering applications for redesignation, subdivision and/or development approval of commercial and/or business light industrial uses, all applications must meet or exceed the policy for minimum performance standards and development design guidelines as outlined in Schedule B of the Plan.

5.3.19 Lot density and layout for clustered residential uses (utilizing private septic systems for treatment of wastewater) in Planning Area 1B (as per Map 10 – Core Area Concept) is generally envisioned to be in the range of 15-25 residential lots (maximum) at a 2.0-acre minimum lot size and shall be confirmed at the time of Area Structure Plan approval.

5.3.20 Lot density and layout for residential uses that may provide servicing to each lot with municipal infrastructure (re: water and wastewater treatment) may propose additional residential lot density in compliance with an approved Area Structure Plan. This Plan must include the provision of an 'urban overlay plan' to illustrate how the subdivision would fit-in with adjacent uses and be compatible to Town development (i.e. with eventual urban sized lots illustrated, road alignments, servicing corridors, and 'building pockets' shown as to where dwellings would be located, so as not fragment or interfere with potential urban expansion, if it were to occur, etc.).

5.3.21 The identified residential area (Planning Area 1B) shall be a type of clustered development incorporating sustainable development practices which include: clustered dwelling groupings, building orientation and siting which preserves open or rural space, LID components for stormwater drainage, water retention, and shared access approaches, etc. Developers shall work with neighbors and existing residents to create a cohesive unified subdivision plan. Green space and landscaped buffer areas to the adjacent CPR line and industrial / commercial uses to the south and west must be incorporated into the neighborhood design (refer to policies 5.3.22 to 5.3.24 below).

5.3.22 Area Structure Plans shall ensure they effectively plan and provide transition/buffer areas between incompatible land uses such as commercial/industrial and residential uses, to the satisfaction of the County. Transition/buffer areas may be required to be illustrated in an Area Structure Plan.

5.3.23 Any future residential development for lands that may be located adjacent to the railway shall be required to provide and implement special design measures that mitigate nuisance impacts such as noise and vibration that may be present from existing railway operations.

5.3.24 Special design measures required as per the abovementioned policy 5.3.23 may include increased setbacks and separations, screening, buffering, earth berming, landscaping, fencing (or a reasonable combination thereof) in mitigating potential nuisance impacts and shall be considered by the County as part of an application for the approval of an Area Structure Plan and/or a subdivision application. Any special design measures shall ensure they consider the "Guidelines for the Federation of Canadian Municipalities for Development adjacent to CPR Lands" in their design (as per the attached Appendix B) and comply with the Municipal Development Plan and Land Use Bylaw policies, regulations and requirements.

5.3.25 Developers shall provide and construct at their expense the required access, service roads, or collector roads as needed in accordance with Alberta Transportation conditions and the transportation policies in section 5.4 and Schedule B of this Plan.

Planning Area 2

Planning Area 2 is centrally located within the IMDP area and is located east of Highway 23, north of Planning Area 1, west and north of the existing Town boundary and encompasses approximately 720 acres (291 ha). With respect to existing land use, a large percentage of the lands within Planning Area 2 are low lying and wet (at most times during the year) due to this area accepting natural stormwater drainage from other lands outside of Planning Area 2. This non-permanent water body (as confirmed by the Provincial Department of Public Lands, Sustainable Resource Development) is locally known as Stud Horse Lake and shall be preserved as a wetland area and continue to provide for collection of regional stormwater drainage within the Plan area.

In the meetings with the Project Steering Committee one idea that was discussed and unanimously supported was the pursuit to potentially utilize this significant wetland feature for additional regional stormwater drainage and as an enhanced wildlife conservation area. There are environmental considerations in Planning Area 2 that were felt to be important ecologically, economically and

socially/culturally to the Project Steering Committee, residents and councils in support of both lifestyle and livelihood goals. These include:

- Stud Horse Lake – a large seasonal water body making up the majority of this planning area. It provides for waterfowl habitat and natural stormwater retention. In times of high precipitation this water body may remain wet and contain water all year long (to various degrees);
- Potential for enhancement as a regional tourism destination for the region (similar to the "Birds of Prey Centre" in Coaldale);
- Potential as a major regional stormwater detention area; and
- Interesting and important natural characteristics and uniqueness of the area.

Although Stud Horse Lake is the primary feature within this planning area, existing land uses include agriculture, residences/dwellings, and a utility feature (i.e. wind-generator). Two County roads, the CPR rail line and a cooperative waterline traverse the area. Projected land uses in this area will be more limited and are envisioned to include potential recreational (public or private ventures), country residential and/or public uses (i.e. regional storm drainage and sewage lagoon expansion) where the use has been determined to be suitable and appropriate through the submission of additional professional scientific reports and/or an Area Structure Plan. Rural isolated light industrial uses may be considered, in a portion of the SW 15-11-23-W4M, if they are non-noxious and associated with agricultural related activites and the required engineering studies are provided to support the proposed use.

Policies

5.3.26 The preservation of significant and/or sensitive natural environments is encouraged when considering applications for redesignation, subdivision, or development.

5.3.27 The biophysical characteristics and environmental significance of lands in Planning Area 2 shall be considered in any and all applications for an Area Structure Plan, redesignation, subdivision or development. A biophysical survey/assessment and/or environmental impact assessment may be required to be provided by an applicant at the time of submission of an application for an Area Structure Plan, redesignation, subdivision or development.

5.3.28 The area of land locally known as Stud Horse Lake shall be preserved as a special development area or significant sensitive environmental/wetland feature.

5.3.29 The County has dedicated a portion of the wetland area(s) known as Stud Horse Lake and will continue to protect this area, by dedicating the lands at the time of subdivision, as environmental reserve (or alternatively preserved through the use of an environmental reserve easement).

5.3.30 If subdivision is not imminent, the County may put in place a strategy in pursuing the acquisition or ownership of the area(s) of land determined to contain the large wetland feature locally known as Stud Horse Lake.

5.3.31 The County and the Town may jointly pursue utilizing Stud Horse Lake as a regional stormwater collection and treatment area, with the appropriate authorities having jurisdiction.

5.3.32 The County and the Town may pursue partnering with Ducks Unlimited (or another agency as permitted by Alberta Environment) in providing for enhancements to the existing wetland feature known as Stud Horse Lake.

5.3.33 The County and the Town may jointly pursue obtaining grant funding in proposing to provide enhancements of the wetland feature known as Stud Horse Lake in providing for development of a regional tourism destination.

5.3.34 Consideration for other potential uses for this planning area shall be dependent on the developer demonstrating site suitability, and uses may include agricultural (non-intensive operations), recreational, limited country residential (in areas deemed suitable), rural isolated light industrial (non-noxious), and public uses. In determining site suitability for a proposed Area Structure Plan, redesignation, subdivision or development an applicant/landowner may be required to provide a study prepared by a professional engineer which provides the following additional information (to the satisfaction of the County):

(a) identifies and delineates hazard or sensitive areas,

(b) examines the biophysical characteristics of the site,

(c) identifies flood prone areas,

(d) determines the depth to the water table,

(e) includes a geotechnical investigation complete with soil compaction tests for building sites,

(f) addresses drainage from both the proposed development and neighbouring parcels of land,

(g) determines the type of servicing required as it relates to the development proposed, and how this may be logically provided,

(h) verifies suitable legal access and road standards,

(i) provides recommendations on applicable setbacks that may need to be applied, and any other matter the County may determine is necessary.

5.3.35 The Core Area Concept plan identifies an area north of the Town of Nobleford, in the northwest area within the SW 15-11-23-W4M on Lot 2, Block 1, Plan 0815575, that may provide for the potential to develop an isolated rural light industrial use.

5.3.36 The redesignation process to enable an isolated rural light industrial use on a portion of Lot 2, Block 1, Plan 0815575 is contingent upon the policies of this plan being adhered to and the following provisions:

(a) The developer, at their expense, must submit within the application for redesignation, a professional engineering and/or technical study (wetland assessment) addressing the biophysical and environmental characteristics as listed in Policy 5.3.34, including a geotechnical investigation for development, analysis of the existing water table, drainage, and flood elevations of the wetland/water body within the SW 15-11-23-W4M for a 1:200 flood event; and,

(b) Upon receipt of the required information noted in (a), Lethbridge County will circulate copies of the submitted studies and/or reports to the Town of Nobleford for review; and,

(c) The information must be determined to be acceptable to the satisfaction both Lethbridge County and the Town of Nobleford, ensuring the Lot 2, Block 1, Plan 0815575 is suitable for the development of an isolated rural light industrial use.

Planning Area 3

Planning Area 3 is located on the east side of the IMDP area and encompasses approximately 1,040 acres (420 ha) of land. It is located immediately to the east of the Town boundary, bound on the south by Highway 519, bound on the north by the County township road (north of section 11-11-23-4), and bound on the east by the County range road (east of section 11-11-23-4) or (in other words) the east boundary of the Plan area (as shown on Map 1). Existing land uses in this planning area include agriculture and a residence/dwelling. The long-term vision for this area is the future growth and expansion of the Town. As the Town continues to grow and prosper, additional lands may be required for expansion in the future. As per the Town of Nobleford's Municipal Development Plan, this area has been identified as a "preferred growth area" as there are no impediments or barriers to growth and major investments to municipal infrastructure have been made in close proximity. It is recognized that the County's land use bylaw's Rural Urban Fringe and Rural Agriculture districts which apply in this area, allow for a variety of non-agricultural uses, such as isolated industrial. Any application for non-agricultural uses, other than residential, shall be discouraged in this area and it should be more appropriately directed to Planning Area 1 adjacent to Highway 519, which is specifically identified and managed for that purpose.

Policies

5.3.35 Agricultural uses (non-intensive) shall be the primary or dominant use of land in this area until the lands are required for the future growth and expansion of the Town.

5.3.36 Agricultural practices and uses shall comply with any and all other relevant and appropriate policies that may be contained within the IMDP.

5.3.37 Residential uses of any type should not be permitted within the provincially required 300 m setback to the Town's sewage lagoons (refer to Maps 2 and 6). Any use should be compatible and shall be compliant with this Plan and any provincial regulations.

5.3.38 Non-agricultural uses that are determined to be detrimental to the Town's ability to grow and expand in the future shall be prohibited in this area of the IMDP.

5.3.39 Subdivision within this area shall be governed by the County's agricultural subdivision policies within the County's Land Use Bylaw, which generally restricts subdivision to a single title out of a quarter section.

5.3.40 There is one additional area located east of the Town, along the east boundary of the Plan (SE 11-11-23-W4 and NE 2-11-23-W4), where there are two adjacent 20-acre parcels which may be eligible for further subdivision in accordance with the County's subdivision policies (see Map 2). Any other Grouped Country Residential proposals in Planning Area 3 should be discouraged as they would not meet the intent of the policies of this Plan and the emphasis on orderly, planned and managed growth.

5.3.41 When the Town determines that annexation of land is necessary to accommodate growth, the process shall be as governed in section 5.7 of this Plan.

Planning Area 4

Planning Area 4 includes all of the land area lying outside of the other three defined planning areas and is illustrated on Map 9. This area encompasses the largest amount of land area (approximately 7,120 acres or 2881 ha) within the Plan and is primarily utilized for agriculture. The vision for this area is to continue to use these lands for agricultural purposes while providing for some isolated non-agricultural development in areas deemed suitable and appropriate. The County's present rural agricultural policies are to be applied, with the one exception being the application of the CFO exclusion area as prescribed in section 5.2 of the Plan. Other uses within this planning area include residences/dwellings, a cemetery, a church, water reservoir, irrigation canal infrastructure, pipeline, the CPR rail line, Highways 23 and 519 and numerous County roads (developed and undeveloped road allowances).

Policies

5.3.42 Subdivision and development in Planning Area 4 is regulated by any and all applicable County agricultural policies (related to extensive agriculture) contained in the County's Municipal Development Plan and Land Use Bylaw and any other relevant policies that may be contained in this Plan.

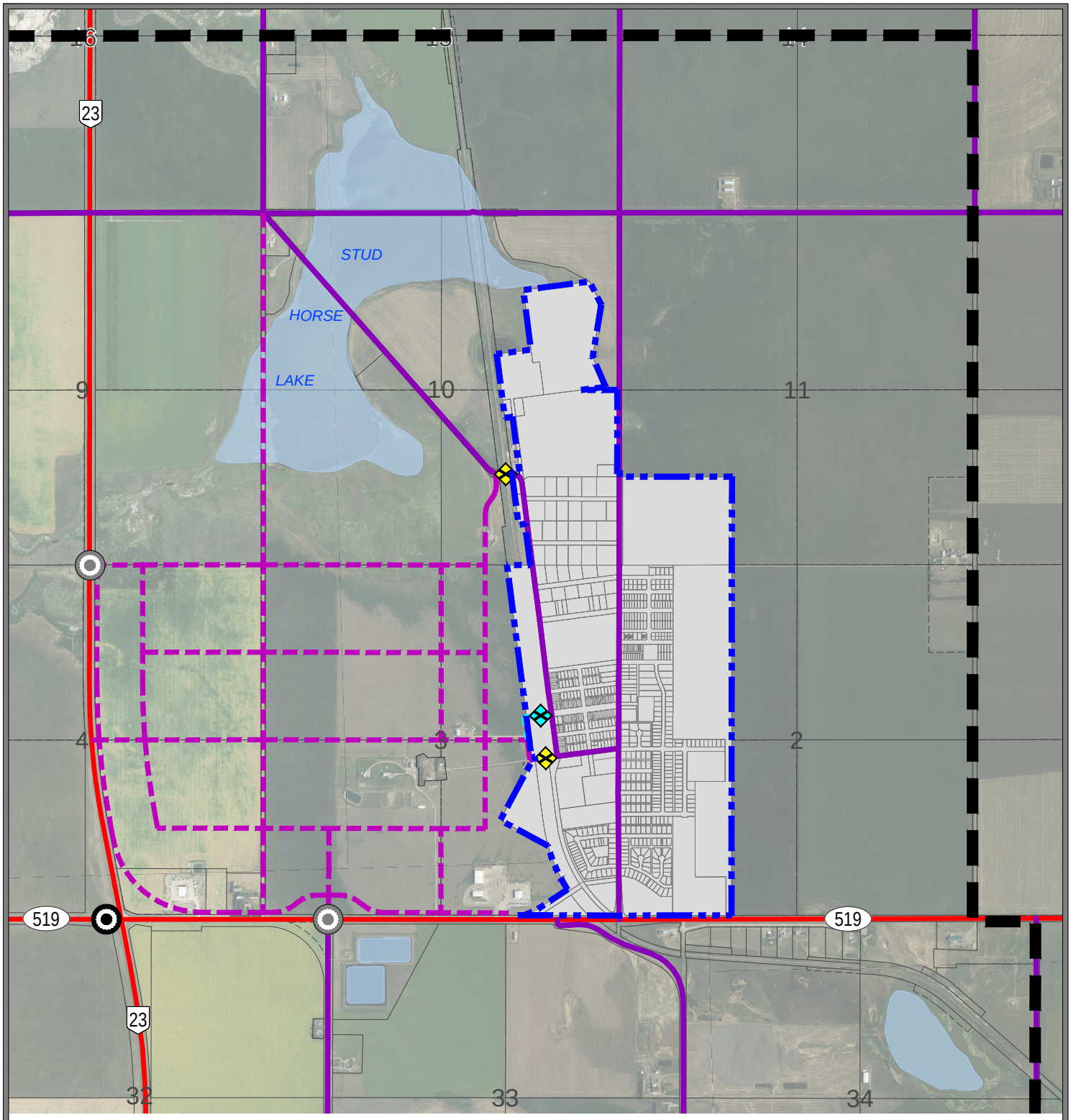
5.3.43 Non-agricultural buildings and uses (such as isolated commercial and industrial), intensive agricultural uses or agricultural related buildings and uses that may be better located within a commercial or light industrial business park area shall be required to locate the proposed business operation within Planning Area 1 (or Planning Area 1A as the case may be) of the Plan.

5.3.44 The Core Area Concept plan has been amended so to provide for the potential to develop a rural commercial use within the NE 34-10-23-W4M situated on the east side of the country residential cluster south of Highway 519. Access to the potential commercial use is preferred to be provided via the county road network as opposed to Highway 519.

5.4 Transportation and Road Network

Policies

5.4.1 Each municipality must be duly notified for any development or subdivision proposal in the other municipality that will result in access being required from an adjoining road under its control or management. The affected municipality must give its approval or decision in writing prior to the application being considered as complete by the other municipality. In relation to this policy, the referral time frames as stipulated in Part 6.2 of this Plan should be respected.



ROAD NETWORK CONCEPT

LEGEND

- TOWN OF NOBLEFORD
- IMDP BOUNDARY
- EXISTING HIGHWAYS
- EXISTING COLLECTORS
- CONCEPTUAL ROAD NETWORK
- CONCEPTUAL ROAD ALTERNATIVE (BASED ON POTENTIAL RAILWAY CROSSING)
- EXISTING RAILWAY CROSSING
- POTENTIAL RAILWAY CROSSING
- INTERSECTION UPGRADE
- INTERSECTION IMPROVEMENT

MAP 11

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
TOWN OF NOBLEFORD (BYLAW NO. 623)
Amended To:
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Town of Nobleford (Bylaw No. 708)

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5.4.2 The County and Town agree to consult and work with Alberta Transportation regarding the implementation of this Plan and, at the time of subdivision or development, considerations for how development may impact Highways 23 and 519. The developer shall conduct traffic studies with respect to impact and access onto the highways. Any upgrading identified by traffic studies conducted by developers with respect to the highways, shall be implemented by the developer at its sole cost and to the satisfaction of Alberta Transportation.

5.4.3 Both the County and Town acknowledge that a transportation impact analysis will be required to be conducted prior to any intense or major development in the highway corridor area to confirm access management standards, roadway cross-sections and other functional considerations, which should be provided at the expense of the developers.

5.4.4 Integrating future local roadway systems to the internal roads grid-pattern networks within the adjacent Town system to provide efficient and effective access to all parts of the west development area is a priority, as the grid system roadway network provides for both sustainable and efficient vehicular and pedestrian circulation and future extension of municipal water and wastewater infrastructure.

5.4.5 Local roadways shall be developed to provide access to various development cells from the collector roadway system. These roadways shall be provided to conform to the *Lethbridge County Engineering Guidelines and Minimum Servicing Standards* at the expense of the landowner/developer when required by the County in accordance with this Plan, and any subsequent Area Structure Plan or subdivision approved.

5.4.6 The collector roadway system is conceptual (see Map 11 – Road Network Concept) and must be defined in more detail at the Area Structure Plan stage as prepared by developers.

5.4.7 The County and Town may work in collaboration to explore and develop a strategy to provide for an additional and/or relocated access and infrastructure linkages (east/west) across the CPR rail line to and from the Town in the future (when warranted) or at such a time as deemed appropriate by the County and the Town.

5.5 Infrastructure and Servicing

Water and Wastewater/Sanitary Sewage

Intent

Both municipalities desire healthy, quality development to occur with consistent, efficient and acceptable servicing standards applied.

Policies

5.5.1 The County and the Town are of the understanding that any utilities (i.e. water or wastewater) that are negotiated and agreed to be provided from one municipality to developments located in the other shall only be dealt with and provided to the corresponding adjacent municipal entity. The municipality providing services shall not be a utility provider to private individuals or landowners located within the other municipality.

5.5.2 If municipal services are requested and available for a development proposal within the IMDP boundary area, the two municipalities will cooperate in good faith to try and facilitate an agreement and plan to provide those services. If certain businesses or developments require services from the Town, the County may contact and discuss with the Town the proposal and servicing needs. These services may be provided if they are available and in accordance with the policies of this Plan and any applicable servicing agreements.

5.5.3 Developments in Planning Area 1 may be required to connect to municipal potable water (if an agreement is made between the two municipalities and capacity is available) unless the County otherwise authorizes. Any costs associated with this, including extending waterlines and installing the associated infrastructure, shall be at the expense of the developer.

5.5.4 The County and Town may work in collaboration if one municipal party can obtain a government grant to fund an infrastructure or other municipal project that may be mutually beneficial to both parties as it pertains to this Plan.

5.5.5 The County may implement a bylaw and collect an off-site levy, development charge or user fee to address monetary costs applicable to developers, which impact or are required to pay for any roads or intersection improvements, water, wastewater, stormwater management systems, fire suppression facilities, or any other municipal infrastructure that is installed and applicable to the Plan area.

5.5.6 The County may use *Endeavour to Assist Clauses* in Development Agreements, to compensate initial developers who may oversize or install infrastructure to service their development, where later developments may access or tie-in to those services. (Note: Endeavour to Assist Agreements are put in place to assist developers who install infrastructure as a front end service that will be a benefit to adjacent developers in the future. Any cost recovery required through such agreements is over and above the off-site levies attached to any specific parcel.)

5.5.7 Developments that may be approved without the initial requirements of municipal water and wastewater infrastructure shall be required to enter into *Deferred Servicing* (development) Agreements with the County, to tie-in to major municipal infrastructure at any time in the future whereby it may be installed to or past the property line of the parcel or development project.

5.5.8 For servicing, it is envisioned that utilities shall be located within a road right-of-way. Alternatively, utility corridors may be utilized in the event the road network is not fully developed, which may involve a strategy of protecting and registering utility easements or right-of-way plans over private land in favour of the County. Utility locations and design shall be provided to the satisfaction of the County.

Stormwater drainage

Intent

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

Policies

5.5.9 Developers shall be responsible to provide an engineered stormwater management plan for their parcel as it pertains to a proposed development, or for a larger design or subdivision area, to the satisfaction of the County. Post-development runoff rates shall not exceed pre-development runoff rates as per *Lethbridge County Engineering Guidelines and Minimum Servicing Standards*.

5.5.10 Lethbridge County may implement and collect an off-site levy, development charge or user fee to address monetary costs applicable to developers, which impact or are required to pay for any stormwater management systems, facilities or infrastructure that are put in place by the County.

5.5.11 The County and the Town agree to further pursue the opportunity to create a regional stormwater management area and enhance Stud Horse Lake as a natural wetland. This may involve discussing partnerships and liaisons with landowners, developers, government departments, and special interest groups, such as Ducks Unlimited, to develop such a plan and feature for the area.

5.5.12 If the two municipalities agree to formally review and undertake a more detailed study and process to develop a regional stormwater management plan, any consulting and engineering requirements or costs involved in creating a plan for the area, will be through a separate agreement between the two municipalities prior to engaging in any such process.

5.5.13 The County and the Town will consult with Alberta Environment in the event a regional stormwater management plan is completed and will support any individual landowner's stormwater management plan approvals being amalgamated into the larger approval for the regional stormwater management plan area, if one is applied for and approved for the area.

5.5.14 In studying the opportunity to further develop and utilize Stud Horse Lake as a future regional stormwater management/ wetlands area, the review should include the following considerations:

(a) design consideration in development areas for the diversion of stormwater to a regional stormwater facility,

(b) engineering analysis of the required sizing of the reservoir/pond (main storage facility) based on the identified catchment area,

(c) process for the procurement of private land needed to undertake a wetland/ regional stormwater facility development,

(d) engineering analyses and design,

(e) eventual approval by Alberta Environment under the *Water Act* for an overall stormwater management plan for the region, and

(f) the construction of the wetland stormwater facility.

5.5.15 To undertake such a project, the two municipalities should give consideration to the availability of provincial grants, applying levies or development fees, taxes, and special funding or collaborative opportunities (e.g. Ducks Unlimited), and government partnerships (e.g. Alberta Environment coordination and the transferring of wetland restoration projects within the basin area as an alternative compensation scheme).

5.6 General Plan Policies

Intent

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

Policies

5.6.1 Existing land uses with valid development permits that exist as of the date of approval of this Plan may continue to operate in accordance with the provisions of the Lethbridge County Land Use Bylaw and the *Municipal Government Act*. New applications for subdivision and development on these lands shall be subject to this Plan's policies.

5.6.2 Any application submitted for redesignation shall be accompanied by a professionally prepared Area Structure Plan containing the information requirements as prescribed in the Lethbridge County Land Use Bylaw and Municipal Development Plan.

5.6.3 When Area Structure Plans are required for land within the Town adjacent to the municipal boundary, and within the County in the IMDP boundary area, both municipalities shall stipulate that any of the required plans, deign schemes or other reports in support of major subdivisions/developments must be professionally prepared and engineered.

5.6.4 The Intermunicipal Development Plan Committee (Joint Planning Committee) may meet on request by either municipality to review and comment on major development or plan proposals.

5.6.5 The Lethbridge County *Engineering Guidelines and Minimum Servicing Standards* manual shall apply as a minimum stipulation to any commercial, industrial, or residential proposal on any lands within the County jurisdiction of this Plan, and the County may impose additional requirements and standards if they determine it is required and appropriate. Any additional standards as stipulated in Schedules A and B of this Plan shall also apply.

5.6.6 Land use proposals that may not conform or are not clearly defined in the Plan may be discussed and considered with agreement between the two municipalities. Such proposals must be brought before a meeting of the Joint Planning Committee for discussion and comment, and any major amendments to the Plan must be agreed to by both municipal councils and adopted in conjunction with policy 8.2.2.

5.6.7 When making land use decisions, each municipality will:

(a) utilize and incorporate measures which minimize possible impacts on Stud Horse Lake or any other environmentally sensitive or environmentally significant areas;

(b) determine appropriate land use patterns in the vicinity of significant water resources and other water features;

(c) establish appropriate setbacks to maintain water quality, flood water conveyance and storage, bank stability and habitat.

5.6.8 For any development on lands that have been identified within a possible environmentally significant area (ESA) or where the municipality within which the development is proposed is of the opinion that the land may be within an ESA, the developer may be required to conduct an environmental impact assessment (EIA) and is responsible for contacting Alberta Environment and Parks.

5.6.9 For any development on lands that may contain a historic resource value (HRV), the developer may be required to conduct a historical resource impact assessment (HRIA) and is responsible for consulting the *Historical Resources Act* and contacting Alberta Culture and Tourism.

5.6.10 Developers preparing area structure plans (ASPs) are responsible for submitting the final approved ASP to Alberta Culture and Tourism for review to obtain historical resource clearance and must file a copy of any clearance approval with the respective municipality.

5.6.11 Each municipality is responsible for referring development applications and other land use activities within their respective jurisdictions to the appropriate provincial department to determine when an EIA or HRIA may be required.

5.6.12 Both municipalities should consider the provincial Wetland Policy when making land use decisions with the goal of sustaining environment and economic benefits. The developer, not the municipality, is responsible for ensuring compliance with the provincial policy and any associated regulations.

5.6.13 Each municipality encourages applicants of subdivision and development proposals to consult with the respective municipality, irrigation district, and provincial departments, as applicable, regarding water supply, drainage, setbacks from sensitive lands, and other planning matters relevant to the natural environment in advance of submitting a proposal.

5.7 Urban Growth and Annexation

Intent

The identification of the Town's preferred directions for growth will assist decision makers in both jurisdictions when dealing with discretionary situations. Policies are in place to ensure the opinion of all stakeholders into the expansion process is considered. Some policy or guidelines on protecting certain land from conflicting land uses should be taken into consideration.

Policies

5.7.1 In order to allow for the planning and installing of costly infrastructure, the Town and the County have identified in the intermunicipal development plan process the general and long-term directions and likely type of growth to occur. Future annexation of any of these lands will occur in the framework and context of long-range planning documents and in consultation with the County.

5.7.2 Identification of the Town's likely directions and type of growth (see Map 10 of this Plan and Appendix A – Town Future Urban Growth Directions) is to assist decision makers in both jurisdictions when dealing with discretionary situations and attempts to protect these lands from conflicting or incompatible land uses should be taken into consideration in decision making.

5.7.3 When the Town determines that annexation of land is necessary to accommodate growth, it will prepare and share with the County a growth strategy/study which indicates the necessity of the land, describes how land has been utilized to its fullest potential within the Town, outlines proposed uses of the land, servicing implications and any identified financial impacts to both municipalities.

5.7.4 Annexation involves a number of stakeholders that need to be involved in the process including:

(a) land owners directly affected by the application must be part of the negotiation process;

(b) Town of Nobleford, who must make the detailed case for annexation and be a major participant in any negotiations;

(c) Lethbridge County, who must evaluate the annexation application and supporting documentation for the impact on its financial status and land base as well as ratepayer issues. The County will, as part of the negotiation with ratepayers, wish to see arrangements regarding, but not limited to:

- property taxes of ratepayers,
- use of land continuing as agriculture until needed for development,
- ability to keep certain animals on site;

(d) authorities such as Alberta Transportation and Alberta Environment; and

(e) the Municipal Government Board, who will evaluate the application and responses from the stakeholders.

5.7.5 Any annexation study or application proposed must include a detailed description of rural municipal roads that may be affected by the annexation or municipal boundary change. Proposed annexation boundaries should be based on the principle of including the outer limits of any adjacent road right-of-way boundary so that adjacent parcels identified to accommodate Town urban growth (i.e. parcels being the subject of the annexation) will be under the control and management of the urban municipality and the rural jurisdiction will not be affected or responsible for any future management or maintenance issues resulting from urban expansion.

5.7.6 Notwithstanding policy 5.7.3 above, the County or Town may initiate an application for annexation if the proposal is for a minor boundary adjustment to accommodate existing title property line reconfigurations, roads, canals, or utility rights-of-way that may be split by municipal jurisdiction boundaries and the two municipalities agree the annexation proposed is minor and logical.

5.7.7 Proposed annexation boundaries should follow existing legal boundaries to avoid creating fragmented patterns or titles with split municipal jurisdiction.

5.7.8 Within one-year upon a Municipal Board Order approving an annexation, the Joint Planning Committee shall review the Intermunicipal Development Plan boundary to determine whether a need to amend the Plan boundary is warranted.

5.7.9 Within the same one-year timeframe described in policy 5.7.8 above, the County Rural Urban Fringe (RUF) district boundary in the Land Use Bylaw should also be reviewed and amended if recommended by the Joint Planning Committee so that the boundary reflects the municipal boundary change and intent of the policies as applied in this Plan, so that all plans, boundaries and described areas are in conformity with each other.

5.8 Areas of Mutual Cooperation

Intent

Cooperation on joint policy areas should be encouraged and looked at by both municipalities, as there are regional issues or opportunities that may affect or benefit both municipalities.

Policies

5.8.1 The County and Town both support cooperating to work together on joint policy areas to effectively address issues that may impact or provide opportunities for both municipalities.

5.8.2 It is recognized by the two municipalities that some economic or development proposals may be regionally significant and/or mutually beneficial to both parties and the two agree to meet to discuss such proposals when they come forward. Joint council meetings may be used as forum to discuss and negotiate particular proposals.

5.8.3 Both municipalities support the commitment to a Regional Stormwater Master Drainage Plan as it pertains to the area and using Stud Horse Lake as a regional detention area, and may enter into separate discussions or agreements regarding any aspects resulting from such a study.

5.8.4 Both municipalities agree to jointly discuss ways to cooperate with provincial agencies and utility service providers to help facilitate the efficient delivery of infrastructure and services that are of a mutual benefit.

5.8.5 In consideration of providing certain services to areas or proposals agreed to between the two municipalities, the County and Town may discuss the need to create and apply off-site levies, development charges, and/or servicing fees to any and all development areas as part of the agreement.

5.8.6 The County and Town may collaborate and investigate methods of giving support to a variety of community cultural, recreational, environmental (wetlands, parkland, etc.) or heritage projects that may mutually benefit or enhance the quality of life of ratepayers of both municipalities within the region. This could be in the form of: time (municipal staff), gives in kind, materials, municipal letters of support, unified government lobbying, application for grants, or other more permanent arrangements if both municipalities agree and enter into discussions and make specific agreements for such.

PART 6



PLAN ADMINISTRATION AND IMPLEMENTATION



PART 6: PLAN ADMINISTRATION AND IMPLEMENTATION

6.1 Intermunicipal Development Plan Committee

Intent

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

Policies

6.1.1 For the purposes of administering and monitoring the Intermunicipal Development Plan the Lethbridge County and the Town of Nobleford agree that Intermunicipal Development Plan Committee shall be the members assigned by each respective council to the Joint Planning Committee.

6.1.2 The Intermunicipal Development Plan Committee shall be established and shall be a working committee consisting of four elected officials, two from the County and two from the Town. The hosting municipality will chair committee meetings and meetings will rotate between municipalities. At least one member of the Town's and the County's administrative staff should attend all meetings of the Committee in the capacity of technical advisors and non-voting participants only. Each municipality may appoint an alternate member to the committee in the event the regular member cannot attend a scheduled meeting.

6.1.3 The Town and the County agree that the main functions of the Intermunicipal Development Plan Committee are:

(a) to address concerns regarding the policies of the Plan;

(b) to address proposed amendments to the Plan;

(c) to address changes to land use districts or other land use amendments affecting the lands in the Plan;

(d) to address issues in relation to implementation of Plan policies, comments related to subdivision and/or development proposals;

(e) to engage in resolving any conflicts or disputes which arise from this Plan — both municipalities will equally share costs associated with using outside assistance to resolve a dispute;

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

6.1.4 Meetings of the Intermunicipal Development Plan Committee shall be held at least once annually or at the request of either municipality, with the one required meeting to be held prior to the last day of March of each year. Committee meetings should be held as quickly as possible if any conflict arises, or if any matter is brought before it.

6.1.5 If a matter has been referred to the Intermunicipal Development Plan Committee for review, the Committee shall issue a response as soon as possible. Both councils agree that as the Committee is not a decision making body and that the Committee shall issue its response in the form of comments and/or a recommendation to the appropriate and relevant decision making body.

6.1.6 A matter may be brought before the Intermunicipal Development Plan Committee by the administrative staff of either the Town or the County upon the direction of Council, or by any other person or entity affected by the Plan (i.e. government, agency, landowner, developer) through a formal request submitted to either municipality.

6.1.7 A municipality may call a meeting of the Intermunicipal Development Plan Committee at any time upon not less than five days' notice of the meeting being given to all members of the committee and all resource persons, stating the date, time, purpose and the place of the proposed meeting. The five days' notice may be waived with 3/4 of the Committee members' agreement noted. At the time of request for a waiver, the reason(s) for the waiver request shall be provided prior to consideration.

6.1.8 A quorum for meetings of the Intermunicipal Development Plan Committee shall be four. If a member must be absent for an extended period of time, the respective council will appoint a new member to the Committee.

6.1.9 Any changes to the Intermunicipal Development Plan Committee format, composition, roles, responsibilities or any aspect of its existence or operation may be requested by either party.

6.1.10 Where a matter involving the two municipalities cannot be resolved to the satisfaction of the Intermunicipal Development Plan Committee, the Committee is authorized to initiate the conflict resolution system in this Plan (Part 7 – Dispute Settlement).

6.2 Intermunicipal Referrals

Referral Process

6.2.1 Proposed land use bylaws, statutory and non-statutory plans (e.g. Municipal Development Plans, Area Structure Plans, Area Redevelopment Plans, Conceptual Design Schemes), and amendments to such documents, that affect lands in the Plan area or land in the Town adjacent to the Town-County boundary shall be forwarded to the other municipality for comment prior to a decision being made on the application.

6.2.2 In consideration of policy 6.2.1, the receiving municipality may request that a proposed land use bylaw, statutory and non-statutory plan or amendment be referred to the Intermunicipal Development Plan Committee for discussion and comment prior to a decision being rendered.

6.2.3 Any changes to a proposed statutory plan, land use bylaw or amendment following the public hearing that may have an impact on the Plan or municipal expansion should be re-circulated to the other municipality and if deemed necessary by either municipality, the Intermunicipal Development Plan Committee for review prior to 2nd reading. Based on the significance of the

changes, the municipality processing the proposal should consider convening a new public hearing.

6.2.4 Any changes to a non-statutory plan such as a Conceptual Design Scheme that may have an impact on the Plan or municipal expansion should be re-circulated to the other municipality for review and comment prior to approval of the Plan. If deemed necessary by either municipality, it shall be forwarded to the Intermunicipal Development Plan Committee for review and comment in accordance with the processes outlined in this Plan.

6.2.5 Subdivision applications and discretionary use development applications, including appeals of such applications, which affect lands in the Plan area or land in the Town adjacent to the Town - County boundary, shall be forwarded to the other municipality for comment prior to a decision being made on the application.

6.2.6 The municipalities are encouraged to refer to each other for comment, major land use or planning matters that have the potential to impact the other jurisdiction, even if it involves lands that may not be located within the established Plan boundary.

Response Timelines

6.2.7 Unless otherwise agreed to by both municipalities, the responding municipality shall, from the date of mailing, have the following timelines to review and provide comment on intermunicipal referrals:

(a) 15 days for development applications,

(b) 19 days for subdivision applications, and

(c) 30 days for all other intermunicipal referrals.

6.2.8 In the event that an intermunicipal referral is forwarded to the Intermunicipal Development Plan Committee for review and comment, a Committee meeting should be scheduled as soon as possible and a written response shall be provided within 10 days of the Committee meeting date.

6.2.9 In the event that either municipality and/or the Committee does not reply within, or request an extension to, the response time for intermunicipal referrals stipulated in sections 6.2.7 and 6.2.8, it will be assumed that the responding municipality and/or Committee has no comment or objection to the referred planning document or application.

Consideration of Referral Responses

6.2.10 Comments from the receiving municipality and the Intermunicipal Development Plan Committee regarding a statutory plan, non-statutory plan, land use bylaw or amendment that are provided prior to or at the public hearing or meeting shall be considered by the municipality in which the plan, land use bylaw or amendment is being proposed.

6.2.11 Comments from the receiving municipality regarding a subdivision application or a discretionary use development application shall be considered by the municipality in which the application is being proposed, prior to a decision being made on the application.

PART 7



DISPUTE SETTLEMENT



PART 7: DISPUTE SETTLEMENT

Intent

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

Process

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

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

Step 2: If either municipality identifies an issue related to this Plan that may result in a more serious dispute, that municipality should contact the other and request that an Intermunicipal Development Plan Committee meeting be called between the two parties, in order to allow the Committee the first opportunity to discuss the issue.

Step 3: Prior to the meeting of the Committee, each municipality through its administration, must ensure the facts of the issue have been investigated and clarified, and information is made available to both parties and subsequently, the Committee. Staff meetings may occur at this point to discuss possible solutions.

Step 4: The Committee shall meet and should discuss the issue with the intent to seek a solution by consensus.

Step 5: Should the Intermunicipal Development Plan Committee be unable to arrive at a consensus, then either municipality will contact the appropriate chief elected officer to arrange a joint meeting of the two whole councils who will discuss possible solutions.

Step 6: Should the councils be unable to reach a solution, either municipality may contact Alberta Municipal Affairs to commence a mediation process under the department's guidance.

Step 7: In a case where further action under the *Municipal Government Act* is unavailable, the results of the mediation report will be binding on each municipality.

Step 8: In the case of a dispute regarding:

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

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

- In relation to Step 8 above, if by the 29th day after the passing of a bylaw or statutory plan under dispute a resolution has not yet been reached at any step in the dispute resolution process, the municipality initiating the dispute action may, without prejudice, file an appeal with the Municipal Government Board (for statutory plan or land use bylaw issues) so that the provincial statutory right and timeframe to file an appeal is not lost. This appeal may then be withdrawn, without prejudice, if a solution or agreement is reached between the two parties prior to the Municipal Government Board meeting. (This is to acknowledge and respect that the time required to seek resolution or mediation may not be able to occur within the 30-day appeal filing process as outlined in the *MGA*.)

PART 8

PLAN VALIDITY AND AMENDMENT



PART 8: PLAN VALIDITY AND AMENDMENT

8.1 Addressing Provincial Regional Planning Requirements

Intent

The *Alberta Land Stewardship Act* (Bill 36) was passed by provincial Cabinet in June, 2009, and preparation began on a South Saskatchewan Regional Plan (SSRP). As the SSRP came into effect September 1, 2014, the Town of Nobleford and Lethbridge County are under the mandate of this legislation and will need to comply with the adopted regional plan policies.

Policies

8.1.1 Both councils are supportive of the principle that an agreement negotiated locally between the two parties is more desirable than an agreement imposed by the province, and both municipalities will work together to cooperate on joint policy areas under the authority allowed by the province.

8.1.2 Both municipalities agree that they will work in a cooperative manner to try and address the terms and requirements imposed on them by the province through Bill 36, the South Saskatchewan Regional Plan, and any subsequent provincial regulations, and amend the Plan accordingly.

8.1.3 An updated Plan containing policies to address any provincial requirements will be reviewed by the Joint Planning Committee, revised if needed, and then be prepared for municipal review.

8.1.4 If both councils are satisfied that the proposed amendments meet the requirements of the province, statutory public hearings can be conducted in accordance with *Municipal Government Act* notification and advertising requirements. The revised intermunicipal development plan may be adopted on the same date, after the public hearings.

8.2 Addressing Municipal Amendments and Plan Validity

Intent

It is recognized that this Plan may require an amendment from time to time to accommodate an unforeseen situation or to keep the Plan up to date and relevant. This Plan will not contain a "sunset" clause, but rather, a method of continuous updating as required.

Policies

8.2.1 This Plan comes into effect on the date it is adopted by both the Town and the County.

8.2.2 Amendments to this Plan may be necessary from time to time to accommodate agreed to updates or changes and/or unforeseen situations not specifically addressed in the Plan; any amendments must be adopted by both councils using the procedures established in the *Municipal Government*

Act. No amendment shall come into force until such time as both municipalities adopt the amending bylaw.

8.2.3 Requests for amendments to this Plan by parties other than the Town and the County (e.g. landowners or developers) shall be made to the municipality in which the request originated and be accompanied by the applicable fee to each municipality for processing amendments to a statutory plan.

8.2.4 If agreed to by both municipalities, a joint public hearing may be held in accordance with the *Municipal Government Act* for any amendments to this Plan.

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

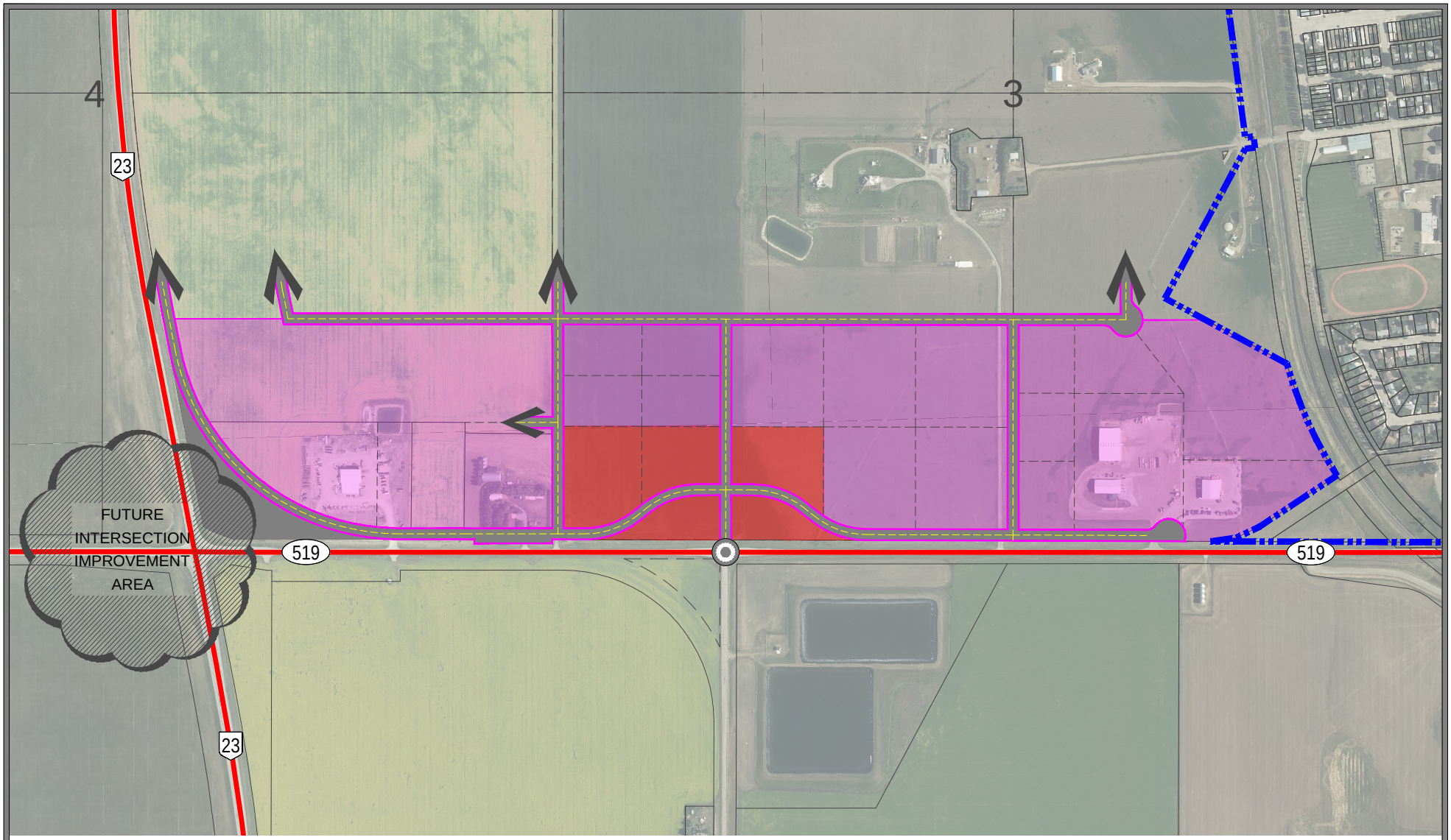
8.2.6 A formal review of the Plan should be undertaken at least once every five years. The Intermunicipal Development Plan Committee shall report to the respective council regarding confirmation of validity of the Plan policies and/or may provide recommendations for: amendment(s), request for additional studies, or other matters identified by the Committee.

8.2.7 Either municipality may request that the Plan be repealed and replaced with a new IMDP upon serving written notice to the other municipality. The dispute resolution process stipulated in Part 7 will be undertaken should the municipalities be unable to reach an agreement.

SCHEDULE A

Map 12 PLANNING AREA 1A – Land Use Concept

Map 13 PLANNING AREA 1 – Development Cells



PLANNING AREA 1A - LAND USE CONCEPT

LEGEND

- TOWN OF NOBLEFORD BOUNDARY
- ROAD
- INTERSECTION UPGRADE
- BUSINESS / LIGHT INDUSTRIAL
- RETAIL COMMERCIAL
- CONCEPTUAL LOT CONFIGURATION

MAP 12

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
TOWN OF NOBLEFORD (BYLAW NO. 623)
Amended To:
Lethbridge County (Bylaw No. 25-011)
Town of Nobleford (Bylaw No. 708)

OLDMAN RIVER REGIONAL SERVICES COMMISSION

June 20, 2025
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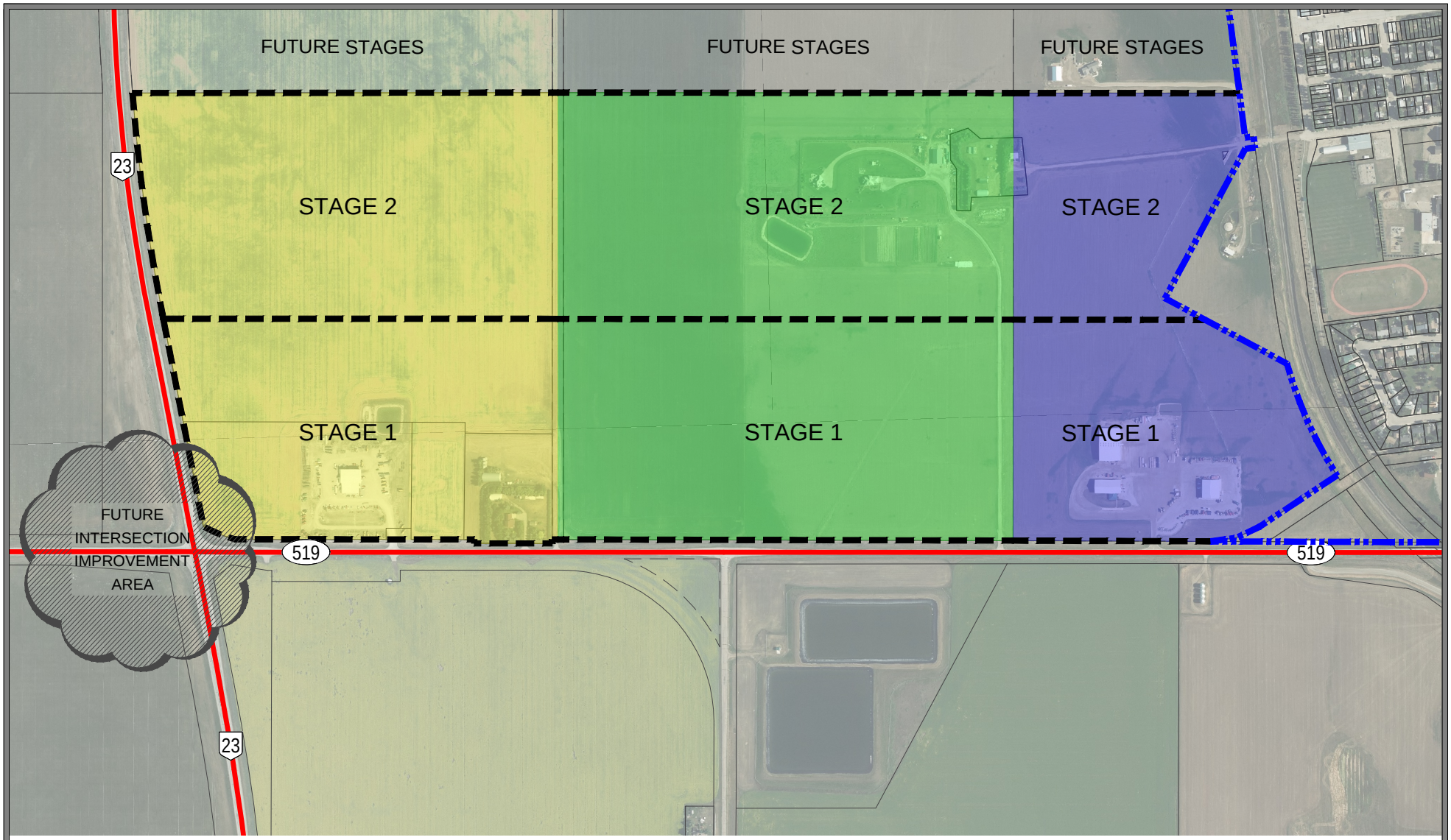
County of Lethbridge & Village of Nobleford IMDP (Amended to Bylaw 708 & 25-011).dwg



DEVELOPMENT CELLS AND STAGES
(REFER TO POLICY 5.3.7)

LEGEND

- TOWN OF NOBLEFORD BOUNDARY
- STAGE BOUNDARY
- DEVELOPMENT CELL 'A'
- DEVELOPMENT CELL 'B'
- DEVELOPMENT CELL 'C'

MAP 13

INTERMUNICIPAL DEVELOPMENT PLAN
LETHBRIDGE COUNTY (BYLAW NO. 1388) &
TOWN OF NOBLEFORD (BYLAW NO. 623)
Amended To:
Lethbridge County (Bylaw No. 25-011)
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SCHEDULE B

PLANNING AREA 1A – COMMERCIAL / BUSINESS LIGHT INDUSTRIAL

Servicing Standards, Performance Standards and Design Guidelines

PLANNING AREA 1A – COMMERCIAL / BUSINESS LIGHT INDUSTRIAL

Servicing Standards, Performance Standards and Design Guidelines

These stipulated standards are to apply to developments proposed in Planning Area 1A (see Schedule A – Map 12). They will also be applied to additional land areas outside the core, once Planning Area 1A is developed out and moves into the future planning areas, development cells or stages.

Part 1
Servicing Standards

Policies

Transportation – Development Standards

1. All internal roads shall be constructed to County standards and have a minimum paved width of 9.0 metres with two travel lanes and a 20.0 metre right-of-way as per the *Lethbridge County Engineering Guidelines and Minimum Servicing Standards*.

2. No full access frontages to parcels from local roads shall be allowed and developers shall be limited to one 9 metre wide maximum access per parcel. Developers may cooperate with neighbors and construct a shared/joint parcel access between two adjacent parcels, which shall be no wider than 15 metres maximum.

3. The roadway is to include an open ditch system to facilitate stormwater drainage, and no parking shall be permitted on the shoulder of the municipal road. All required parking shall be provided on-site for developments.

4. Prior to the approval of an Area Structure Plan, subdivision, development, or other form of pre-subdivision planning, Alberta Transportation may require the completion of a Traffic Impact Assessment (TIA). When a Traffic Impact Assessment (TIA) is required by Alberta Transportation, which may be upon request or when warranted by traffic volumes, a qualified professional Transportation Consultant shall be hired to prepare the said report at the expense of the landowner/developer.

5. When intersection improvements and upgrades are required by Alberta Transportation at Highway 519 into Planning Area 1, or at Highway 23 upon future development build-out to the north in accordance with this Plan, the improvements shall be made to the specifications of Alberta transportation and provided at the expense of the developers.

6. The County may create and adopt an off-site levy bylaw applicable to these lands in Planning Area 1 to address monetary costs applicable to developers, which are to pay for any roads or intersection improvements required and incurred due to the development of Planning Area 1.

Servicing – Development Standards

7. Any commercial or industrial development that either produces or is categorized as a high water user shall be required to connect to municipal sewer services if capacity is available. Individual private septic systems shall not be permitted for those uses falling into this category, which may include, but is not limited to, restaurants, hotels, car/truck washes, and various manufacturing or processing facilities.

8. Any commercial or industrial development that requires a secure source or uses a high volume of potable water (e.g. restaurants, hotels, car/truck washes, food processing) shall be required to connect to municipal water services if capacity is available. If municipal water and wastewater services are unavailable, the developer shall be required to extend services in effectively servicing the development, to the satisfaction of the County.

9. In conjunction with policies 7 and 8 above, the developer shall be required at their expense to install any required service lines or infrastructure to service the development, including turn-outs, pumps, valves or meters, as determined necessary by the municipality and in accordance with the *Lethbridge County Engineering Guidelines and Minimum Servicing Standards*.

10. The County Development Authority should deny the approval of a development permit if the type of development proposed cannot obtain or meet the requirements for water and wastewater services as outlined in this Plan.

11. As an interim development measure, low volume water users may use a holding/pump-out system for private sewer disposal purposes, provided they secure a contract for disposal with a licensed agency, and if agreed to by the County.

12. Developers shall be required to provide a method of fire suppression acceptable to the County based on the National Fire Protection Association (NFPA) standard 1142 as a design guideline. Where required, pressurized water lines and hydrants, or fire ponds and dry hydrant systems if acceptable, are to be designed by a Professional Engineer and conform to equipment available for fire-fighting purposes within the County.

13. Developers shall provide an infrastructure plan prepared by a qualified engineer for water and sewer services which takes into consideration future development and phasing. The plan should identify that there must be acceptable looping of the lines at some point based on engineering requirements.

14. Street lighting and any other required municipal infrastructure shall be provided a the expense of the developer to the standards and satisfaction of the County with regard to the *Lethbridge County Engineering Guidelines and Minimum Servicing Standards* and the 'Performance Standards and Design Guidelines' in Part 2.

15. Planning Area 1 contains a high pressure gas line that is located just west of the boundary of the Town (refer to Map 6). ATCO Pipelines request that all proposed developments be coordinated with their infrastructure requirements to ensure appropriate easements and setbacks are in place and pipeline crossings/setbacks are properly planned and accommodated.

Stormwater Drainage – Development Standards

16. Interim on-site stormwater management will be required as part of a subdivision or development approval process. The developer may work in conjunction with neighbors to create a larger stormwater management system. The applicant is required to obtain any necessary approvals for stormwater management plans from Alberta Environment in accordance with the *Water Act*.

17. Temporary stormwater management facilities may be provided to support logical development and phasing for parcels along the highway corridor in Planning Area 1. Such a proposal would need to be included in part of a larger stormwater management plan for the area, and considered in conjunction with the overall planning concept and design for the area.

18. Stormwater within the development area should be managed to use site contours to minimize site grading as much as possible.

19. Individual sites (lots) may utilize onsite evaporation ponds, rain-gardens, storage and reuse of water for parcel irrigation, etc., without typically obtaining Alberta Environment approval. Any release of water off-site, or if pre- and post-development rates do not match, will require provincial approval under the *Water Act*.

20. All drainage areas on private lands shall be protected by caveat, easement or right-of-way as required, while drainage or stormwater facilities to be owned or maintained by the municipality shall be designated as a Public Utility Lot (PUL). The County may require at its discretion, areas or facilities associated with stormwater drainage to be designated as a PUL.

21. Developers shall be encouraged to use stormwater Best Management Practices (BMPs) as much as possible which should include Low Impact Development (LID) practices consisting of a variety of source controls. These controls may be comprised of: lot grading, surface ponding, absorptive landscaping, bioretention/rain gardens, on-lot infiltration systems, rainwater harvesting, sump pump or foundation/weeping tile drains, grassed bioswales, buffer and filter strips, absorbent landscaping, and permeable pavements (surfaces).

22. Developers shall be required to implement a minimum of one stormwater Low Impact Development (LID) practice consisting of a type of source controls, as a supplementary component of their on-site stormwater management. The type of LID proposed must be clearly indicated in the developer's stormwater plan for the area, and illustrated on any site plans, landscaping plans and development applications.

Part 2
Performance Standards and Development Design Guidelines

Performance standards and development design guidelines contained in this IMDP are intended to provide guidelines for the development of commercial and business light industrial sites, buildings and uses within the applicable and relevant IMDP area (i.e. Planning Area 1A – Land Use Concept) and to establish standards for the management of potential nuisances that may result from the activities occurring in those commercial or business light industrial areas.

Performance Standards

Policies

1. The performance standards contained within this section shall apply to those commercial and business light industrial use areas as shown on Map 10 (Core Area Concept) and Schedule A (Map 12 – Land Use Concept) of this IMDP.

2. When considering applications for redesignation, subdivision and/or development approval of commercial and/or business light industrial uses, all applications must meet or exceed the minimum performance standards as outlined in this IMDP.

3. Air Contaminants, Visible and Particulate Emissions

   No commercial or business light industrial use or operation contemplated within the IMDP area shall cause or create air contaminants, visible emissions, or particulate emissions beyond the building that contains them. Nor shall a commercial or business light industrial use or operation exceed the levels contained within the Province of Alberta *Clean Air Act* and any pursuant and/or applicable legislation. Airborne particulate matter originating from storage areas, yards or roads shall be minimized with the use of landscaping, paving, or watering/wetting of these areas or by other means considered appropriate and acceptable to the County as defined in a development permit in accordance with sound environmental practices.

4. Odour

   No commercial or business light industrial use or operation shall cause or create the emission of odorous matter or vapour beyond the building which contains the use or operation.

5. Noise and Vibration

   No commercial or business light industrial use or operation shall cause or create the emission of noise or vibration beyond the building that contains the use or operation.

6. Toxic Matter

   No commercial or business light industrial use or operation shall cause or create the emission of any toxic matter beyond the building that contains the use or operation. The handling, storage, and disposal of any toxic or hazardous material shall be in accordance with the regulations of any government authority having jurisdiction and in accordance with any approved Chemical

Management Plan that may have been required and approved by the County as part of a development permit.

7. Garbage/Waste Storage

   Garbage and waste material shall be stored in weather proof and animal proof containers located within buildings or adjacent to the side or rear of buildings that shall be screened from view by all adjacent properties and roads.

8. Fire and Explosion Hazards

   All commercial and business light industrial uses that store or utilize material or products that may be hazardous due to their flammable or explosive characteristics shall comply with the applicable fire regulations of the County or the regulations of any other government authority having jurisdiction and in accordance with any hazard or emergency management plan that may have be required and approved by the County as part of a development permit.

Development Design Guidelines

Policies

Administrative

1. The development design guidelines contained within this section shall apply to those commercial and business light industrial use areas as shown on Map 10 (Core Area Concept) and Schedule A – Map 12 (Planning Area 1A – Land Use Concept).

2. When considering applications for redesignation, subdivision or development permit approval of commercial or business light industrial uses, all applications must meet or exceed the minimum development design guidelines as outlined in this IMDP.

Architectural Controls

3. Architectural controls shall be established and provided at the redesignation stage in consistency with this IMDP and any approved Area Structure Plan that may apply to specific lands within the IMDP. The approved architectural controls shall be implemented at the development permit stage.

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

5. All applications for a development permit shall not be deemed to be complete applications and will not be accepted by the County without prior written confirmation of compliance with the approved architectural controls. At the time of the submission of a development permit application to the County, the applicant shall provide written documentation from an architectural professional confirming that the proposed development project complies with the approved architectural controls.

Building / Site Design

Building / Site Design

6. The design, character and appearance of all buildings in the proposed commercial and business light industrial areas of this IMDP shall be acceptable to the County and shall demonstrate sensitivity to the highly visible nature of the commercial and business light industrial interface with Highway 23 and Highway 519.

7. Highway 519 shall be considered as the gateway or entranceway to the Town of Nobleford and therefore requires special design consideration with respect to acceptable and high-quality building design and site design (inclusive of landscaping, signage, outside storage, screening, etc.).

8. Principal buildings associated with commercial and business light industrial uses located on lots immediately adjacent to Highway 23 and Highway 519, 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 with Highway 23 and Highway 519. 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 Highway 23 and/or Highway 519. This front elevation shall be visible and shall not be screened from view with outside display, landscaping or fencing and the principal building shall remain prominent and proud with respect to its placement, design and view from Highway 23 and Highway 519.

    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 complimentary with the character and appearance of the principle building(s) or other similar buildings on the parcel.

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

Landscape Plan

g. A high-quality landscape plan/design shall be used to compliment and augment the building and site designs for those developments adjacent and fronting onto Highway 23 and/or Highway 519. 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 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 impede the corner site triangle, parcel approach access site lines or visibility of adjacent roadways.

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

i. Landscaping provided shall be focussed in those areas of a site determined to be highly visible in providing for a high-quality design aesthetic adjacent to Highway 23 and Highway 519. Any landscaping approved in a development permit is required to be maintained for the life of the development project.

j. Any additional landscaping that may be required at the discretion of the County may include, but is not limited to, the following:
    i. additional separation, or buffering, between adjacent land uses;
    ii. the use of trees, shrubs, fences, walls, and berms to buffer or screen uses of negative impact; and
    iii. the use of trees, shrubs, planting beds, street furniture and surface treatments to enhance the appearance of a proposed development.

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

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

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

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

13. If water is readily available, soft landscaping 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 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

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

Storage and Display

15. Outside storage including the storage of trucks, trailers, recreational vehicles, and other vehicles may be permitted adjacent to the side or rear of a principal building provided such storage areas are not located within a minimum required side or rear yard setback and the storage is visually screened (all year long) from any adjacent existing or future country or urban residential area and the highly visible interface with Highway 23 and Highway 519. All storage must be related to and be an integral part of the commercial or business light industrial operation located on the subject site. Outside storage is prohibited in the front yard of a principal building. Whenever possible, storage shall be highly encouraged to be located inside buildings.

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

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

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

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

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

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

Signage

22. Except for within the retail commercial node (as per Map 10 – Core Area Concept and Map 12 – Planning Area 1A – Land Use Concept), only one free-standing or one multi-tenant sign is permitted per lot/parcel.

23. Billboard signs are prohibited within the area shown as Planning Area 1 (see Map 9 – Land Use Planning Areas) of the IMDP.

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

25. Architectural Controls shall comply with this section of the IMDP and inform the quality of the built environment and shall include but not be limited to the following (at a minimum):

    a. Building design
    b. Building interface treatments

c. On-site parking and loading
d. Site lighting
e. Outside storage
f. Outside display
g. Landscaping
h. Fencing and screening
i. Signage
j. Interface / Transition / Buffer conditions and design (between differing uses, highly visible areas, etc.).

LID and LEED Design

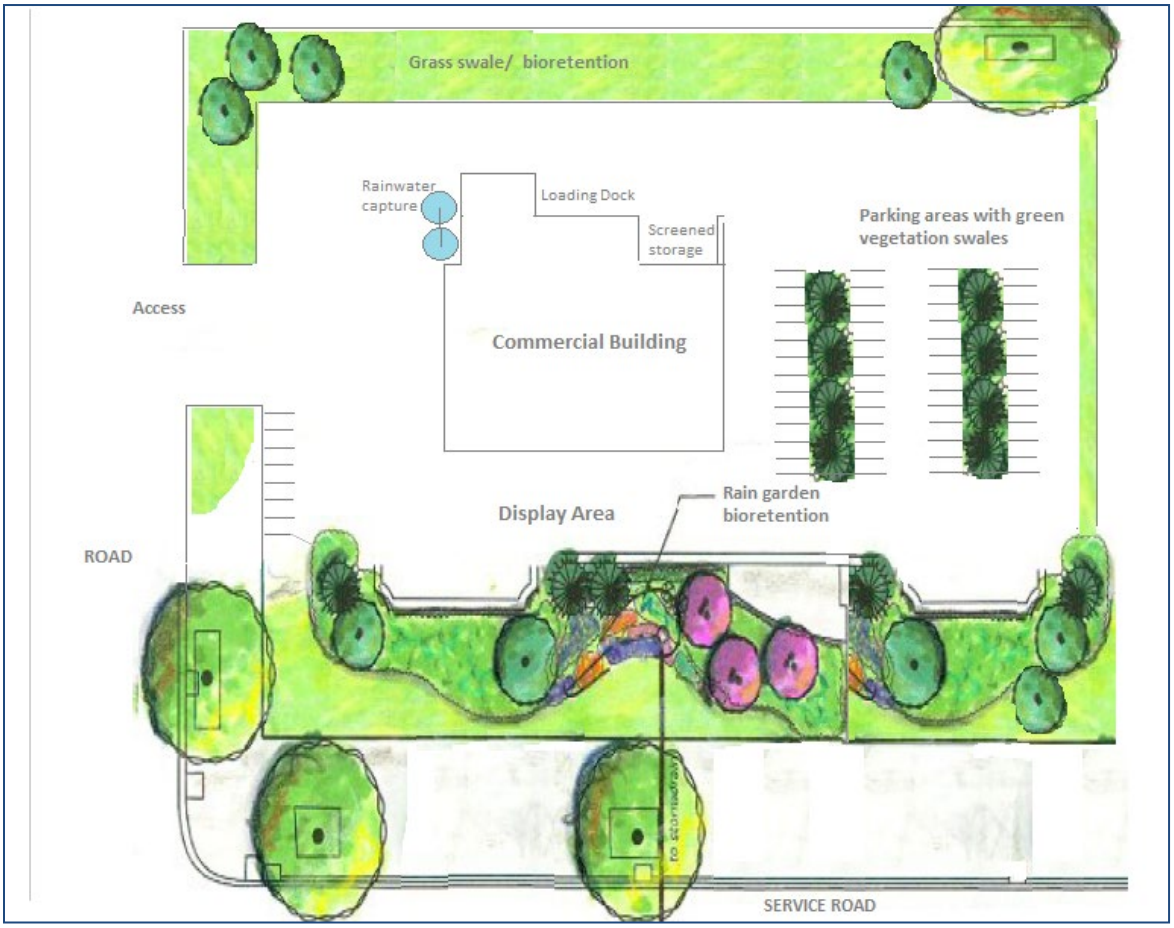
26. Where appropriate and feasible, the County encourages construction and site/building design best management practices, including Low Impact Development (LID) initiatives and Leadership in Energy and Environmental Design (LEED).

27. All development within the development control zone (300 metres from the right-of-way or within 800 metres of the centerline of an intersection) of Highway 23 or Highway 519 shall require a roadside development permit from Alberta Transportation or alternatively, written authorization from Alberta Transportation stating that a roadside development permit is not required as part of the proposed development project. This information shall be submitted by an applicant at the time of submission of a development permit application to the County.

28. As a condition of any development or subdivision approval, the County may stipulate that any or all of the aforementioned standards and guidelines be included in Architectural Controls to be registered as a restrictive covenant on title(s) by the developer.

Low Impact Development (LID)

Concept Examples



Source: ORRSC

Photos of LID design and parking lots:





Source: Minnesota Pollution Control Agency

Development and Design Examples

Encouraged Minimum Site/Building/Design "Quality" & Standards













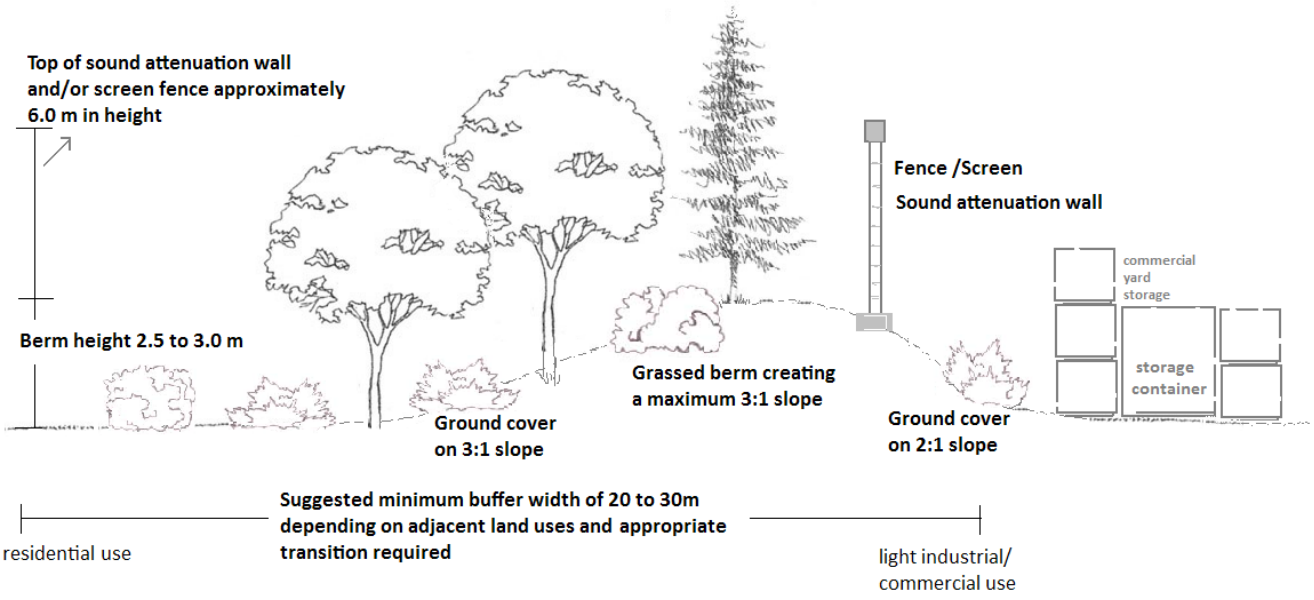




Development and Design Example

Encouraged Buffering/Transition Techniques

BUFFERING TECHNIQUES



Source: ORRSC

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

DEFINITIONS

DEFINITIONS

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

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

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

Agricultural Land, Higher Quality means:

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

(b) land contained in an irrigable unit;

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

  (i) cut-off parcels of 4.0 ha (10 acres) or less. To be considered a cut-off, a parcel must be separated by:
    - a permanent irrigation canal as defined by the irrigation district,
    - a permanent watercourse normally containing water throughout the year,
    - a railway,
    - a graded public roadway or highway,
    - an embankment, or
    - some other physical feature,

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

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

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

(a) the cultivation of land;

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

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

(d) the production of agricultural field crops;

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

(f) the production of eggs and milk;

(g) the production of honey (apiaries);

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Core Area Concept means a defined area within this Plan where future non-agricultural development has been clustered or concentrated in a central area of the Plan for future development in a planned, managed and orderly manner.

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

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

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

County means Lethbridge County.

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

Development means:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Industrial land use:

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

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

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

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

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

Manure Application Exclusion Area means the area in proximity to the Town of Nobleford boundary where there shall be no application, either spreading by surface application or sub-surface injection, of manure to lands by CFO operators, as stipulated in the applicable policies and/or map within the IMDP.

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

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

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

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

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

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

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

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

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

Overlay Plan means the same as Shadow Plan.

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

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

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

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

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

Quasi-urban development means development which is somewhat or partially similar in nature, appearance and standards to urban development, but it is not fully at that scale or level. In other words, it may be categorized as a relaxed urban standard or a higher rural standard than what is normally applied or considered typically rural.

Public Roadway means:

(a) the right-of-way of all or any of the following:
  (i) a local road or statutory road allowance,
  (ii) a service road,
  (iii) a street,
  (iv) an avenue, or
  (v) a lane,
  (vi) that is or is intended for public use; or

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

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

(a) communication by way of telephone, television or other electronic means;

(b) public transportation by bus or other means; and

(c) production, transmission, delivery or furnishing of water, gas or electricity to the general public.

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

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

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

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

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

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

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

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

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

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

Stud Horse Lake means an area north west of the Town of Nobleford and west of the CPR rail-line which is a trapped drainage low area and is considered as a wetland by Alberta Environment, with the land typically under some water, but it fluctuates seasonally and from year to year.

Soils Classifications means the classification of soils in accordance with the Canadian Land Inventory on the basis of soil survey information, and are based and intensity, rather than kind, of their limitations for agriculture. The classes as indicated on Map 4 include:

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

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

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

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

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

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

Town means Town of Nobleford.

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

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

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

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

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

APPENDICES

APPENDIX A

Future Urban Growth Directions

(Municipal Development Plan – Map 4)

VILLAGE OF NOBLEFORD
MUNICIPAL DEVELOPMENT PLAN
FUTURE URBAN GROWTH DIRECTIONS

Bylaw; 611, March 3, 2009
(Amended To And Including Bylaw 618)

MAP 4

FUTURE URBAN GROWTH DIRECTIONS

Future Annexation Direction

MAP PREPARED BY:
OLDMAN RIVER REGIONAL SERVICES COMMISSION
3105 16th AVENUE NORTH, LETHBRIDGE, ALBERTA T1H 5E8
TEL: 403-329-1344
"NOT RESPONSIBLE FOR ERRORS OR OMMISSIONS"

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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July 04, 2011N:\Lethbridge-County\Nobleford\Nobleford MDP Bylaw (Bylaw 611 Mar 3-2009)\Amending Bylaw 618\
Nobleford MDP Maps 2-4 (Bylaw 611 Mar 3-2009)\Amended To Bylaw 618).DWG

GROWTH DIRECTION

PREFERRED GROWTH DIRECTION

LESS PREFERRED GROWTH DIRECTION

300m Sewage Lagoon Buffer From Plan Boundary

300m Buffer From Waste Transfer Site

LAGOON SITE 'D'

DISPOSAL SITE

LAGOON SITE 'C'

LAGOON SITE 'B'

Waste Transfer Site

RESERVOIR B
WATER TREATMENT PLANT

CANADIAN PACIFIC RAILWAY

HIGHWAY 23

RANGE ROAD 23-2 (HIGHWAY 845)

SECONDARY ROAD 519

FIBRE OPTICS R/W

UTILITY R/W

ACCESS R/W

WATER LINE R/W

PIPELINE R/W

TELEPHONE R/W

ROADWAY

LOT A

NE15 11–23–4

SE16 11–23–4

SE15 11–23–4

NE9 11–23–4

NE10 11–23–4

NW11 11–23–4

SE9 11–23–4

SW10 11–23–4

SE10 11–23–4

SW11 11–23–4

NE4 11–23–4

NW3 11–23–4

NE3 11–23–4

NW2 11–23–4

SE4 11–23–4

SW3 11–23–4

SE3 11–23–4

SW2 11–23–4

NW32 10–23–4

NE32 10–23–4

NW33 10–23–4

NE33 10–23–4

NW34 10–23–4

APPENDIX B

Guidelines for the Federation of Canadian Municipalities for Development Adjacent to CPR Lands

Guidelines for the Federation of Canadian Municipalities for Development Adjacent to CPR Lands

Commercial/Industrial Development Adjacent to the CPR

Commercial development serviced by the railway and/or industrial use:

Commercial developments or buildings serviced by the railways may be built adjacent to or over siding tracks in accordance with the clearances stipulated in the Standard Practice Circular – Track.

Commercial development not serviced by rail and/or non-industrial use:

Should at no times be on the railway right of way, and depending on track speed should be no less than the following distances from the nearest rail:

Type of Track	Track Speed	Distance from Centre Line
Main	25 mph or less	30 feet
Main	40 mph or less	40 feet
Main	more than 40 mph	50 feet
Other than	N/A	15 feet

Fencing:

In instances where public parking lots and open spaces are adjacent to railway property, the CPR has concerns with respect to pedestrian trespass and the safety issues associated with same it is recommended that a 1.83 metre high chain link fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense. The developer is to also include a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.

Otherwise, fencing is to be provided by the developer as follows:

Agricultural use	– None - Provided purchaser provides CPR with letter for fencing exemption
Pasture use	– 4 strand barb wire or equal
Industrial use	– 4' chain link or equal

Drainage Existing Patterns:

Any proposed alterations to the existing drainage pattern affecting railway property including but not limited to acceleration of surface runoff must receive prior concurrence from the Railway, and be substantiated by a drainage report.

*Note: Railway road crossings are all subject to Transport Canada requirements. Maintaining proper sight lines at road crossings could affect the positioning of buildings on property adjacent to railways. Should sight lines not be maintained, other crossing protection as required by Transport Canada will be installed at the expense of the developer.

Residential Development Adjacent to the CPR

General:

The CPR typically opposes all residential development adjacent to their right-of-way.

Notwithstanding CPR opposition stated above, should a proposed residential subdivision application adjacent to railway right of way receive approval, Canadian Pacific Railway Co. requests that consideration be given to the following recommendations:

Safety:

To safeguard against issues arising out of possible train derailments, it is recommended that:

(a) No dwellings should be built within 75 metres of the CPR property line.

(b) Should a 75 metre separation from the CPR property line not be achievable, dwellings must be no closer than 30 meters, and berm is to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following specifications:

i. Berm minimum height to be 2.5 metres and side slopes not steeper than 2.5 to 1.

ii. No part of berm is to be constructed on railway property.

While no dwelling may be within 30 meters, an unoccupied building, such a garage, may be built closer.

Because of the nature of a residential subdivision, there is a high possibility of trespass on railway property, and the CPR has concerns with respect to pedestrian trespass and the safety issues associated with same. As such, should no solid noise attenuation fence be required as per item a) under the heading Health and Welfare following, it is recommended that a 1.83 metre high chain link fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense. The developer is to also include a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.

Health and Welfare:

The CPR property is used for train operations, which result in the transmission of noise, vibration and other related industrial nuisances to adjacent properties. As such it is recommended that:

(a) Dwellings be constructed such that the interior noise levels meet the criteria of the appropriate ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures if required. The recommendations of the study are to be implemented. Should the study recommend a sound attenuation fence, the fence, must be constructed without openings and of a durable material weighing not less than 20 kg per m^2 (4 lb./sq. ft.) of surface area.

(b) Ground vibration transmission should be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:

1. Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;

2. Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or

3. Other adequate measures that will retain their effectiveness over time.

Buyer Awareness:

CPR recommends that a clause should be inserted in all offers to purchase, agreements of sale and purchase or lease, and in the title deed or lease of each dwelling, informing prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations, including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units; and that the Railway will not be responsible for complaints or claims arising from use of its facilities and/or operations.

An additional clause should be inserted in all offers to purchase, agreements of sale and purchase or lease, and in the title deed or lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for maintaining these features.

In addition to the preceding recommendations, the following conditions, where applicable must be met in all instances:

Existing Drainage Patterns:

Any proposed alterations to the existing drainage pattern affecting railway property including but not limited to acceleration of surface runoff must receive prior concurrence from the Railway, and be substantiated by a drainage report.

Services:

Any proposed utilities under, over or along railway property to serve the development must be designed in accordance with the appropriate CSA standards, Railway Association of Canada Standards and American Railway Engineering Association Standards as may be applicable. All plans for utility occupancies of railway property must be approved by the Railway prior to construction and installation.

Access Across Railway Property:

Any access roads across the railway will be subject to Railway approval, and must be in compliance with the latest Transport Canada regulations concerning same. If the crossing is approved, the owner will be required to execute a license agreement with respect to the terms and conditions of the crossing.

APPENDIX C

STEPS TO DEVELOPMENT

A Reference Guide for Development within the IMDP

STEPS TO DEVELOPMENT

A Reference Guide for Development within the IMDP

GENERAL OVERVIEW

The purpose of this section is to provide a summary and quick reference of how a developer moves through the approval process to develop land within the IMDP boundary. The intent is to have the applicable policies, requirements and standards as outlined in various sections of the IMDP (the Plan) summarized and integrated into one combined area for developers to follow (i.e. a "handbook"). However, the full Plan and its policies are applicable and must be referred to for the complete requirements. There is a four- to five-stage process for developers/landowners to begin developing a parcel of land as governed by the Plan. The process is as follows:

Quick View - Steps

1. **Area Structure Plan preparation** – prepare a more detailed plan (area structure plan) for the land, with the plan to be approved by County Council.
2. **Rezone/redesignate land** – apply to the County to redesignate (rezone) the land for any non-agricultural land use.
3. **Subdivide land** – submit a subdivision application, applicable to any desired parcel beyond what presently exists (this may or may not be needed/desired depending on the proposal).
4. **Development permit** – apply for a development permit for permission to develop, construct and utilize the parcel for a specific land use. A condition of a development permit will be to obtain any necessary Safety Code permits.
5. **Safety Code permits** – once a development permit is obtained, apply to an accredited Safety Codes agency to obtain all necessary building permits (building/structural, electrical, plumbing and gas, PSDS, fire, etc.).

Any required area structure plan (ASP), subdivision plan, site or landscaping plan must be prepared by an individual qualified (professional) in the associated field of practice, such as an engineer, architect, planner, surveyor, landscape planner/architect, geomatics technician or design draftsmen. Any required storm water management plan, geotechnical report, detailed infrastructure design or traffic impact assessment must be prepared by a licensed engineer.

The Plan provides a general *Core Area Concept* for the land area located between the Town and Highway 23 to the west, which outlines the acceptable land uses and establishes the road/servicing network pattern. The Plan also provides a more detailed *Conceptual Land Use Concept* for the area west of the Town and immediately north of Highway 519 (Planning Area 1A) which specifies the density, layout, road network, and types of land use (development) allowed. As the first stage in the process, Developers will be required to prepare a more detailed professionally prepared plan for their land and redesignate the land to the appropriate use in accordance with the policies of the Plan prior to proposing a development (i.e. subdivision and/or development).

Any area structure plan, subdivision or development permit application shall comply and be subject to the goals, policies, standards and guidelines as stipulated in this Plan. Any inconsistency that may arise with respect to this Plan and the land use bylaw, this Plan shall prevail.

Bylaw Process

NOTE: *An area structure plan approval and redesignation of land will require a public hearing and individual bylaw adoption by County Council. If acceptable to County Council, it is suggested that both bylaws may typically be processed concurrently and considered though a single/joint advertisement and public hearing process.*

STEPS – Details of Process

1. Area Structure Plan Preparation

1.1 Process

Prior to proceeding with any redesignation application or subdivision of any parcel of land located within *Planning Area 1* (for non-agricultural land uses) a developer/landowner must prepare an area structure plan (ASP) that conforms to the *Planning Area 1A Land Use Concept* (see Schedule A) and the *Road Network Concept* (see Map 7) in this Plan. The land area to comprise a proposed area structure plan boundary shall be in accordance with policy 5.3.7 of this Plan and Map 13.

1.2 Procedures/Standards

1.2.1 The ASP shall address lot density and layouts, roads, water, wastewater/sanity sewer, storm water management, fire suppression, utility corridors and private utilities (e.g. gas, electricity and communications) and all *Performance Standards and Design Guidelines* as outlined in this Plan (see Schedule B).

1.2.2 Lot layout and subdivision design for *Planning Area 1A* shall comply with the purpose and intent of the approved *Land Use Concept* (as per Schedule A) of the Plan, and it must also align with the road network as illustrated in Map 12.

1.2.3 Slight deviations that do not alter the design intent of the approved *Land Use Concept* in the proposal in terms of the lot layout may be allowed, provided they are acceptable to Council. However, the overall design scheme including the land uses, density, collector road network and utility corridors should be strictly adhered to.

1.2.4 A transportation impact analysis/assessment (TIA) may be required to be conducted prior to any intense or major development in the highway corridor area to confirm access management standards, roadway cross-sections and other functional considerations, which should be provided at the expense of the developers. This may be provided at the ASP stage if requested by either the County or Alberta Transportation, or it may be delayed until the subdivision stage if agreed to by both the County and Alberta Transportation.

1.2.5 A detailed set of Architectural Controls, prepared at the developer's expense and approved by the County, shall be provided as part of the ASP document.

2. Redesignation (rezoning) of Land

2.1 Process

The majority of the land eligible to be developed or subdivided within the Plan area is designated as Rural Urban Fringe – RUF, Rural Agriculture –RA or Urban Reserve – UR. Any future business type development proposal will need to be reclassified to Rural Commercial RC or Business Light Industry – BLI, or other appropriate district after this Plan has been adopted. The land in Planning Area 1B will need to be reclassified for Grouped Country Residential type land use prior to any further residential type subdivision. Landowners who wish to subdivide and reclassify the lots fronting Highway 519 or 23 will need to apply to Council on an individual basis or may do so collectively depending on an approved area structure plan or conceptual design scheme area. Ideally, landowners should work together with their neighbours in terms of when to initiate development to help prevent the fragmentation of land.

The process for redesignation, as outlined in the *Municipal Government Act*, provides for advertising of the proposal and holding of a public hearing where affected landowners may comment on the proposal. Council will make the final decision to redesignate a parcel(s) and there is no appeal of this decision.

2.2 Procedures/Standards

2.2.1 A land use bylaw amendment (redesignation) application will need to be made to the County by a developer/landowner who desires to further develop their existing parcels in accordance with the Plan. The area being redesignated should correspond to the land included in the ASP provided in support of the proposal; or, it may be for a lesser land area if the area is proposed to be developed in phases.

2.2.2 Uses within *Planning Area 1* shall be consistent with the policies and conceptual design, development criteria and standards of the Plan.

2.2.3 Only the land fronting onto Highway 519 and clustered in the retail node illustrated on Maps 10 and 12 shall be considered for reclassification to the Rural Commercial- RC land use district to accommodate retail or highway commercial type land uses.

2.2.4 Proposals for reclassification of lands shall follow the process outlined in the *Municipal Government Act* which includes the requirement to hold a public hearing.

3. Subdivision and Servicing of Land

3.1 Process

After a parcel of land is redesignated, the landowner may apply for subdivision of the parcel into separate titles. This Plan, in conjunction with the approved ASP, is to be used as a guide for subdivision when the landowners decide that they want to subdivide their existing titles. The desires of one landowner to subdivide their lands shall not force an adjacent landowner to do the same if the adjacent landowner is not interested in development. However, lands as part of the same development cell may be required to be "shadow-planned" and/or consider appropriate linkages between adjacent cells. The landowner or developer will have certain costs to consider that may be associated with the subdivision process. These include, but may not be limited to:

- Subdivision application fees, survey costs and registration costs (i.e. Land Titles fees).
- Provision of municipal reserve by way of land or cash in lieu of land in an amount not exceeding 10 percent of the acreage of the parcel being subdivided or 10 percent of the per acre value of the parcel being subdivided. It is assumed that municipal reserve will be provided as cash in lieu of land, except in locations where transitional buffers will be required and land may be dedicated as MR if acceptable to the County.
- Developers will be required to enter into a Development Agreement with Lethbridge County in regards to providing roads and infrastructure to service the subdivision area.
- Developers will be required to provide the following infrastructure to the County's specifications to adequately service the area:
    - paved roadways and approaches,
    - storm and overland drainage systems,
    - fire suppression system,
    - street lighting,
    - potable water source,
    - wastewater/sanitary sewer.

      Note: If municipal services are proposed and agreed to by the County and Town, the developer is responsible for the costs associated with installing water and sanitary sewer mains/trunks and associated service connections.
    - All private shallow utilities, such as natural gas, electricity, telephone, shall be provided at the developer's expense.

- A County off-site levy may be applied to developers of the area to address costs associated with regional infrastructure required or future intersection improvements required on Highways 519 and 23 as these junctions provide access to the developments in the Plan.

3.2 Procedures/Standards

3.2.1 The developer/subdivision applicant shall be responsible at their own expense for submitting a tentative plan of subdivision as prepared by an Alberta Land Surveyor as part of the application, with the plan clearly illustrating dimensioned lots, roads, utility R/Ws, and any existing buildings on site.

3.2.2 A subdivision proposal shall conform to the area structure plan as approved by Council with regard for Schedule A and the Road Network Concept in this Plan.

3.3.3 The subdivision plan shall dedicate the area required for municipal roadways, including service roads, in conformity with the Plan and any requirements of Alberta Transportation.

3.3.4 When warranted by Alberta Transportation, and if not previously addressed at the area structure plan stage, a Traffic Impact Assessment (TIA) will be required to be provided by the developer. The developer shall conduct traffic studies with respect to impact and access onto the highways. Any improvements identified by traffic studies conducted by developers with respect to the highways, shall be implemented by the developer at its sole cost and to the satisfaction of Alberta Transportation.

3.3.5 As a condition of subdivision approval, the developer shall enter into a Development Agreement with the County. Costs of any infrastructure installation shall be borne by the persons owning and developing land and the County may require that security be provided to secure the terms of the agreement.

3.3.6 The design of utility infrastructure shall be to the County and utility company standards. Any approved municipal services must be designed to align and meet the Land Use Concept in Schedule A of this Plan and in accordance with any Town requirements specified in an agreement with the County.

3.3.7 Due to the expense and comprehensive nature of servicing, it is anticipated that Cell C, Stage 1 will be developed as the initial phase of serviced development, if municipal services are available. Subdivision and development requiring municipal services may occur outside Stage 1 of Cell C; however, the developer/landowner may be required to "front-end" the expense of extending services, if the case need be. At the sole discretion of Council, cost sharing and or *Endeavours to Assist* agreements will be considered where oversized infrastructure is provided beyond what is required for a subdivision or development.

3.3.8 A detailed set of Architectural Controls (registered as a Restrictive Covenant) shall be prepared at the developer's expense for each subdivision or development application and submitted as a condition of subdivision approval or at the development permit stage if no subdivision is applied for.

3.3.9 Developers shall be responsible to provide a detailed engineered storm water management plan for their parcel as it pertains to a proposed development, or for a larger design or subdivision area, to the satisfaction of the County. Post-development runoff rates shall not exceed pre-development runoff rates as per *Lethbridge County Engineering Guidelines and Minimum Servicing Standards*. (Note: this step may have been addressed at the ASP stage.)

3.3.10 The land areas identified for storm water detention/management shall not be eligible for subsequent subdivision and development and shall be designated as a Utility R/W, be protected by an easement, or designated as a PUL, as per the provisions of both this Plan and requirements of the County.

3.3.11 Subdivision applicants (developers) have one year within which to meet the conditions of any subdivision approval to the satisfaction of the Subdivision Authority, and register their subdivision plan at Land Titles.

4. Development of Individual Parcels of Land

4.1 Process

Once the development parcel/site area has been redesignated, and subdivided if needed or desired, and agreements for the necessary infrastructure are in place, the land owner can apply to the County for a development permit to develop on an individual lot. If the land was subject to a subdivision application and received conditional approval, the subdivision conditions must be met and the plan registered at Land Titles prior to the development process commencing. The developer may apply for a development permit for a land use as outlined in the Plan as being acceptable and in accordance with the County's land use bylaw.

The development approval process will include the following:

- The developer will be required to submit an application form, the applicable fee, a professionally prepared site plan showing the location of the proposed building(s) and improvements on the lot, building plans and elevations, and a storm water management plan in keeping with the overall *Land Use Concept* for the Plan area as contained in *Schedule A* and the approved ASP. A landscaping plan in compliance with *Schedule B, Performance Standards and Design Guidelines* will also be required.
- Once the submitted application has been deemed complete, the Development Authority will review and make a decision on the application. If a proposed development conforms to this Plan and the land use bylaw, the Development Authority may issue a development permit, typically with conditions. If the application is for a development permit for a discretionary use, the Development Authority shall send the application to the Town for review and comment, and shall notify persons likely to be affected by the development.
- This Plan is to be used as a reference for development in conjunction with the approved area structure plan and land use bylaw when considering a development permit application. All proposals shall be required to comply with all approved plans and their respective policies, standards and requirements.
- The requirements and policies of this Plan shall take precedence over any land use bylaw standard or regulation.

4.2 Procedures/Standards

4.2.1 The developer is responsible for submitting the required application and professionally prepared site information as outlined in this Plan when making a development permit application.

4.2.2 The types of uses acceptable for the *Core Area Concept – Planning Area 1A* are highway commercial type businesses and/or business/light industrial uses. Noxious or hazardous uses, where such uses may negatively impact neighboring land uses, shall be prohibited from being established in this area (Planning Area 1) of the Plan.

4.2.3 Land uses within the *Core Area Concept*, especially along the highways, shall be developed with an enhanced architectural presence, including landscaping and building form, in a manner consistent with *Schedule B, Performance Standards and Design Guidelines*, of this Plan. As a condition of any development or subdivision approval, the County may stipulate that any or all of the standards and guidelines (*Schedule B, Performance Standards and Design Guidelines* of the Plan) be included in Architectural Controls and registered as a restrictive covenant on title(s) by the developer. Confirmation that a proposal is in compliance with the approved Architectural Controls shall be required at the time of an application.

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

4.2.5 Developments that may be approved without the initial requirements of municipal water and wastewater infrastructure shall be required to enter into *Deferred Servicing* (development) Agreements with the County, to tie-in to major municipal infrastructure at any time in the future whereby it may be installed to or past the property line of the parcel or development project.

4.2.6 All high volume light industrial or commercial buildings shall be required to connect to the municipal water supply and wastewater/sanitary sewage system, if available. A permit may be denied if the needed servicing for a development is not available.

4.2.7 If not provided at an earlier stage, developers shall be responsible to provide an engineered storm water management plan for their parcel in conjunction with a development permit application.

4.2.8 The developer/landowner should be aware of the location of any high pressure gas lines, co-op water lines, municipal water lines or other underground infrastructure services that may be present before any excavation work is commenced. In addition, the person to whom a development permit has been issued is responsible to conduct an Alberta First Call line locate to identify the location of any buried utilities prior to the commencement of construction.

4.2.9 The Development Authority may require that as a condition of issuing a development permit, the applicant enter into a Development Agreement in accordance with the *Municipal Government Act* with the County in regards to the provision of infrastructure services or pay for an off-site levy.

4.2.10 The applicant must commence the development within 12 months from the date of issuance of the permit, unless the development permit is suspended or cancelled; otherwise the permit is no longer valid.

4.2.11 The developer/applicant is responsible to obtain all necessary building permits (building/ structural, electrical, plumbing and gas, PSDS, fire, etc.) from an accredited Safety Codes agency prior to commencement of development.

4.2.12 The developer/applicant is responsible to verify/submit copies of all approved Safety Code permits and final inspection reports with the County, and this may be stipulated as condition of approval on a development permit.