

INTERMUNICIPAL DEVELOPMENT PLAN



COUNTY OF WARNER NO. 5 AND TOWN OF RAYMOND

Bylaw No. 906-13 and Bylaw No. 1004-13

October 2013

Consolidated to Bylaw No. 957-20 and Bylaw No. 1085-20

March 2020

Prepared by the

Oldman River Regional Services Commission

INTERMUNICIPAL DEVELOPMENT PLAN

COUNTY OF WARNER NO. 5 & TOWN OF RAYMOND

ADOPTING BYLAWS

This Plan is a statutory plan in accordance with the Municipal Government Act and has been adopted by bylaw, County of Warner No. 5 Bylaw No. 906-13 and Town of Raymond Bylaw No. 1004-13, after duly convened public hearings. Copies of the signed bylaw(s) are provided on the following page.

PLAN PREPARATION

This Plan has been prepared by the Oldman River Regional Services Commission, municipal planning and land use advisors to both the Town of Raymond and the County of Warner No. 5.

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ACKNOWLEDGEMENTS

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

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Town of Raymond*

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Phillip Jensen – Councillor
Shawn Hathaway – CAO*

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Greg Robinson – Councillor
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Secretary*

**BYLAW NO. 906-13
COUNTY OF WARNER NO. 5
IN THE PROVINCE OF ALBERTA**

Bylaw No. 906-13 of the County of Warner No. 5 is for the purpose of adopting the County of Warner No. 5 and Town of Raymond 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 the municipality has been encouraged by the province to create and adopt an Intermunicipal Development Plan on land use in the fringe areas of urban areas and to work cooperatively in order to pursue joint approaches to common planning issues;

AND WHEREAS the municipal council wishes to adopt a comprehensive plan which establishes a framework for decision making and encourages the orderly and economical development of land use in the designated Intermunicipal Development Plan area in consultation with the Town of Raymond;

AND WHEREAS the purpose of proposed Bylaw No. 906-13 is to adopt an intermunicipal plan that provides a framework and guidelines for dealing with future subdivision and development of lands within the designated intermunicipal plan boundary and promotes the ongoing cooperation, consultation, and coordination the County of Warner No. 5 and Town of Raymond have established;

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 Warner No. 5 duly assembled hereby enacts the following:

1. Council shall adopt the County of Warner No. 5 and Town of Raymond Intermunicipal Development Plan in consultation and as agreed to with the Town of Raymond.
2. This plan, upon adoption, shall be cited as the County of Warner No. 5 and the Town of Raymond Intermunicipal Development Plan Bylaw No. 906-13 and Bylaw No.1004-13.
3. The County of Warner No. 5 and Town of Raymond Intermunicipal Development Plan Bylaw No. 835-04 and Bylaw No. 912-04, and any amendments thereto are hereby rescinded.
4. This bylaw shall come into effect upon third and final reading hereof.

READ a **first** time this 21st day of May, 2013.




Reeve – Ross Ford



Municipal Administrator – Shawn Hathaway

READ a **second** time this 15 th day of October, 2013.




Reeve – Ross Ford

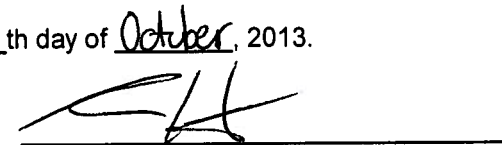


Municipal Administrator – Shawn Hathaway

READ a **third** time and finally PASSED this 15 th day of October, 2013.



Reeve – Ross Ford



Municipal Administrator – Shawn Hathaway

**BYLAW NO. 1004-13
TOWN OF RAYMOND
IN THE PROVINCE OF ALBERTA**

Bylaw No.1004-13 of the Town of Raymond is for the purpose of adopting the County of Warner No. 5 and Town of Raymond 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 the municipality has been encouraged by the province to create and adopt an Intermunicipal Development Plan on land use in the fringe areas of urban areas and to work cooperatively in order to pursue joint approaches to common planning issues;

AND WHEREAS the municipal council wishes to adopt a comprehensive plan which establishes a framework for decision making and encourages the orderly and economical development of land use in the designated Intermunicipal Development Plan area in consultation with the County of Warner No. 5;

AND WHEREAS the purpose of proposed Bylaw No.1004-13 is to adopt an intermunicipal plan that provides a framework and guidelines for dealing with future subdivision and development of lands within the designated intermunicipal plan boundary and promotes the ongoing cooperation, consultation, and coordination the County of Warner No. 5 and Town of Raymond have established;

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 Town of Raymond duly assembled hereby enacts the following:

1. Council shall adopt the County of Warner No. 5 and Town of Raymond Intermunicipal Development Plan in consultation and as agreed to with the County of Warner.
2. This plan, upon adoption, shall be cited as the County of Warner No. 5 and Town of Raymond Intermunicipal Development Plan Bylaw No. 906-13 and Bylaw No.1004-13.
3. The County of Warner No. 5 and Town of Raymond Intermunicipal Development Plan Bylaw No. 835-04 and Bylaw No. 912-04, and any amendments thereto are hereby rescinded.
4. This bylaw shall come into effect upon third and final reading hereof.

READ a **first** time this 21st day of May, 2013.

READ a **second** time this 1st day of October, 2013.

READ a **third** time and finally PASSED this 1st day of October, 2013.



Mayor – George Bohne



Chief Administrative Officer – Scott Barton

County of Warner & Town of Raymond
Intermunicipal Development Plan Bylaw No. 906-13 & 1004-13 – Amendments

Bylaw No.	Amendment Description	Legal Description	Passed
957-20 & 1085-20	Amendments to the existing Intermunicipal Development Plan for compliance with the South Saskatchewan Regional Plan, amend the existing IMDP boundary, and clarify certain transportation and road network policies and overlay plan requirements		3-Mar-2020 3-Mar-2020

TABLE OF CONTENTS

PART 1: INTRODUCTION	page 1
PART 2: INTERMUNICIPAL POLICIES	page 3
2.1 Coordinated Growth Management	page 3
2.2 Agricultural Practices	page 4
2.3 Density	page 6
2.4 Transportation and Road Network	page 7
2.5 Utilities and Servicing	page 10
2.6 Reserves	page 12
2.7 Urban Growth and Annexation	page 14
2.8 Land Uses	page 16
2.9 Planning Requirements Area Structure Plans, Conceptual Design Schemes and Overlay Plans	page 18
2.10 Subdivision and Development Standards	page 20
PART 3: PLAN ADMINISTRATION, DISPUTE RESOLUTION AND PLAN IMPLEMENTATION	page 23
3.1 Plan Validity and Amendment	page 23
3.2 Intermunicipal Development Plan Committee	page 24
3.3 Intermunicipal Referrals	page 25
3.4 Dispute Resolution	page 26
3.5 Plan Implementation	page 28
PART 4: DEFINITIONS	page 31
APPENDIX A – POLICY DIAGRAMS	page 39
MAPS	
Map 1 IMDP Boundary	following page 2
Map 2 Land Use Concept	following page 4
Map 3 Transportation Concept	following page 4
Map 4 CFO Exclusion Areas	following page 4
Map 5 Municipal Reserve Areas	following page 12



PART 1:

INTRODUCTION

Introduction

The County of Warner and the Town of Raymond recognize that the land within the Intermunicipal Development Plan (Plan or IMDP) boundary is of mutual interest warranting a collaborative approach to planning. A unique development pattern within the Plan boundary has evolved, originating from the historic Town of Raymond settlement plans of the early 1900s and comprising an extensive network of subsequently closed road allowances and country residential development based on the 10 acre block. This unique development pattern results in complex linkages between the land use activities in each municipality, furthering the need for enhanced coordination and cooperation to help balance municipal interests.

The Town of Raymond acknowledges the County of Warner's general land use philosophy and policies to support, protect and encourage agricultural operations, while allowing non-agricultural development to occur in areas that do not conflict with agriculture and are already fragmented, such as the land within the IMDP boundary. The County of Warner acknowledges that while the Town of Raymond's key growth priority is to develop land within its town boundaries before pursuing urban expansion, a significant portion of development potential within the town boundary is limited to infill development. As such, maintaining adequate development potential for future expansion within the IMDP boundary is of great importance to the Town of Raymond. Both municipalities desire to establish a coordinated and mutually agreeable approach to development within the IMDP boundary giving due consideration to long-range planning interests.

Purpose

This Plan has been prepared in accordance with the *Municipal Government Act (MGA)* and the *South Saskatchewan Regional Plan (SSRP)* which encourage cooperation and coordination between neighbouring municipalities with regard to planning matters in the vicinity of their joint boundaries (the fringe or joint planning area^{*}). In keeping with the intent of the *MGA* and the *SSRP*, the County of Warner and the Town of Raymond agree that a collaborative approach to planning, promoting coordinated and efficient development, is necessary within this joint planning area. From the perspective of both municipalities, enhanced management of the land within the Intermunicipal Development Plan area will prove advantageous for the long-range interests of the municipalities and their residents.

The *SSRP* uses a cumulative effects management approach to set policy direction for municipalities for the purpose of achieving environmental, economic and social goals within the South Saskatchewan Region until 2024. The *SSRP* strategies were considered by both municipalities within policies of this IMDP and when rendering land use decisions pertaining to development within the Plan area. Strategies contained in the *SSRP* should be considered in the context of each municipality's Municipal Development Plan, Land Use Bylaw, other statutory plans, and through policies found within this Plan.

* References to the "fringe", "joint planning area", and "Plan area" within this Plan correspond to the Intermunicipal Development Plan boundary delineated in Map 1 of this Plan.

The Plan is based on creating a shared vision for future growth, by establishing and agreeing to a long-term strategy to planning and development which attempts to balance the interests of each municipality. The Plan is intended to provide a framework for consideration of municipal interests in decision-making and establishes planning policy that applies to lands in the fringe and within the Town adjacent to the corporate boundary. Most importantly though, the Plan is intended to foster ongoing coordination, collaboration and cooperation between the municipalities by providing a forum to discuss planning matters. Each municipality, however, is ultimately responsible for making decisions within their municipal jurisdiction using the policies and procedures as provided for in this Plan.

The policies of the Plan apply to land within the defined Intermunicipal Development Plan boundary delineated in Map 1 and within the Town on land adjacent to the corporate boundary. The policies of the Plan do not apply to existing legally established land uses until such time expansion or intensification of any such existing use is proposed.

Guiding Principles

1. The County of Warner and the Town of Raymond will ensure that the policies of this Plan are consistently and reasonably implemented.
2. The County of Warner and the Town of Raymond will work in good faith and attempt to reach a consensus on planning matters within the Plan area, wherever possible.
3. The County of Warner and the Town of Raymond support enhanced communication and consultation with regard to planning matters that may have an impact on either municipality.
4. The County of Warner and the Town of Raymond will monitor and review the policies of this Plan on a regular basis and as circumstances warrant to ensure the policies remain current, relevant and continue to meet the needs of the municipalities.



Plan Goals

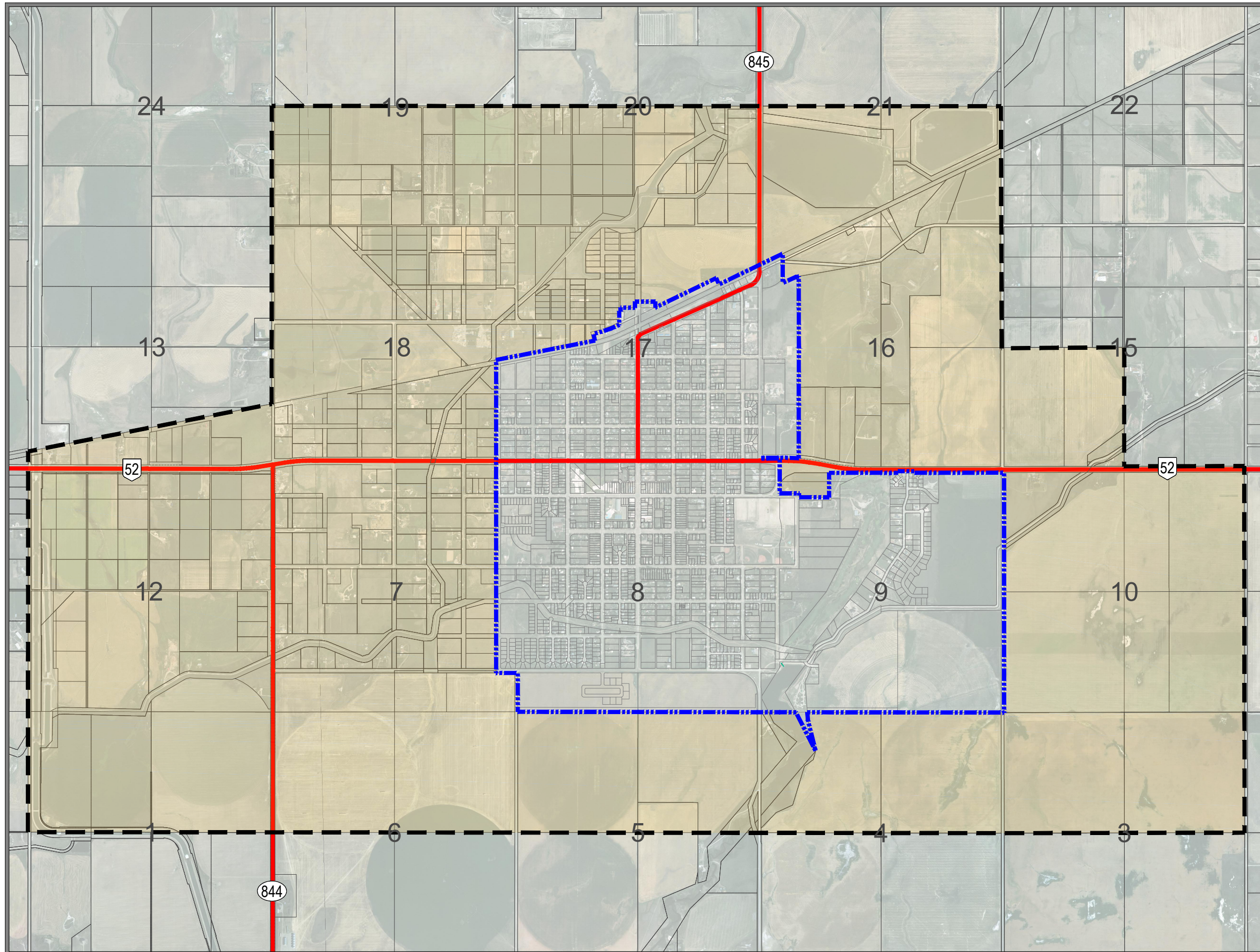
The intended goals of the Intermunicipal Development Plan are:

1. To establish a planning process that promotes intermunicipal collaboration, cooperation and coordination within the Plan area.
2. To provide a clear policy framework that serves to guide future planning decisions for lands located within the Plan area, affording more certainty for and better coordination of development within the Plan area.
3. To promote an orderly and efficient development pattern within the Plan area that balances the long-range interests of the County of Warner and the Town of Raymond.
4. To establish a mutually agreeable planning approach, defined in a land use and transportation concept, that will facilitate an integrated road network, minimize incompatible land uses, and manage density within the Plan area.
5. To address the requirements of the *Municipal Government Act* with respect to plan administration, plan amendment and dispute resolution procedures.

INTERMUNICIPAL DEVELOPMENT PLAN (IMDP) BOUNDARY

LEGEND

-  IMDP BOUNDARY
-  TOWN OF RAYMOND



MAP 1
COUNTY OF WARNER NO. 5
& TOWN OF RAYMOND
INTERMUNICIPAL DEVELOPMENT PLAN
BYLAW NO. 906-13, OCTOBER 15, 2013 (COUNTY) AND
BYLAW NO. 1004-13, OCTOBER 1, 2013 (TOWN)
AMENDED TO BYLAW NO. 957-20 (COUNTY), AND
BYLAW NO. 1085-20 (TOWN)



PART 2: INTERMUNICIPAL POLICIES

2.1 Coordinated Growth Management

The Town of Raymond (Town) and the County of Warner (County) recognize the need for coordinated land use planning regarding subdivision and development in the fringe and have established a Land Use Concept (Map 2) and a Transportation Concept (Map 3) which forms the basis for the policies of this Plan. The Concepts are intended to efficiently manage growth in the fringe and ensure compatible development patterns that meet the needs of both municipalities. Both Concepts establish a broad framework for future development in the fringe founded on neighbourhood units and the likely area of urban expansion for the Town. The general locations for future land uses and major transportation routes and road linkages are identified in the Concepts in order to assist decision makers in the review of subdivision and development proposals within the fringe.

Intent

The Land Use and Transportation Concepts serve as the framework for subdivision and development proposals in the fringe ensuring development takes place in an orderly and efficient manner.

Land Use Concept

The Land Use Concept establishes the general locations for future land uses, potential neighbourhood units and the Town's desired growth direction in the fringe. The future land uses identified in the Land Use Concept serve as a guide in locating future residential, commercial and industrial development in order to ensure the compatibility of uses and minimize potential negative impacts. Residential development will be encouraged to locate in the areas north, west and east of the Town. Industrial development will continue to be directed to the northeast which is compatible and consistent with the pattern of industrial development in the Town boundary. Parcels of land to the south of the Town will be encouraged to remain in agricultural use consistent with the County's policies to preserve agricultural land and the Town's desire to preserve urban expansion potential. Commercial development is encouraged along Highways 52 and 845 recognizing that these areas are not intended for purely commercial use and that other types of uses may locate in the area. Any type of development along these highways will be subject to requirements of Alberta Transportation.

Potential neighbourhood units have been identified in the Land Use Concept to assist decision makers in planning for future parks, schools and neighbourhood commercial development that will be necessary in the future as density increases. At this time, the neighbourhood units are intended to accommodate country residential development in accordance with County policies and the criteria established in this Plan.

The Town's preferred growth directions have been identified in the Land Use Concept and any subdivision and development proposals within these areas may, in accordance with the policies of this Plan, be subject to additional standards which are intended to create cohesive development patterns and allow for an orderly and efficient transition to urban densities in the future.

Transportation Concept

The pattern of development within the fringe is a result of the original plans for the Raymond townsite, dating back to the early 1900s, which divided the Town into 10 acre blocks with a grid pattern network. When the growth of Raymond was not realized, the Town boundaries were contracted and many of the roads and lanes were closed and disposed of to private interests. The Town and the County recognize the importance of establishing and creating a continuous network of roads within the fringe in order to efficiently manage future growth. As development within the fringe is reflective of the original plan for the area, both municipalities have agreed that future road networks should be based on the 10 acre grid network blocks and have established a Transportation Concept identifying transportation routes and major road linkages. Accounting for the location of existing development, topography and other site specific considerations, there may be circumstances where the road alignments identified in the Transportation Concept are not feasible. Therefore, the need for flexibility is acknowledged in implementing the Transportation Concept and is reflected in the policies of this Plan. The road network identified in the Transportation Concept is intended to be implemented at the subdivision and development stage through the policies of this Plan.

Policies

- 2.1.1 Subdivision and development decisions within the Plan area will have regard to the future land uses and road networks identified in the Land Use Concept and Transportation Concept.
- 2.1.2 Both municipalities agree that the potential neighbourhood units identified in the Land Use Concept will establish the basis for future development patterns in the fringe. Development within the neighbourhood units will be primarily country residential; however, provisions should be made to ensure that adequate land is available in the future for neighbourhood parks, schools and associated commercial development.
- 2.1.3 Subdivision and development proposals located in the areas identified as a Town growth direction must address, as part of the planning process, linkages between the two municipalities to accommodate lot layout, setbacks, roads and uses to ensure future orderly and efficient transition to urban densities.



2.2 Agricultural Practices

Intent







Extensive agricultural activities are to continue to operate under acceptable farming practices within the Intermunicipal Development Plan boundary. The policies will attempt to provide a consultation process to discuss and possibly negotiate solutions if problems should arise. The County and Town both recognize that it is the jurisdiction of the Natural Resources Conservation Board (NRCB) to grant approvals and regulate confined feeding operations (CFOs). 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 land uses, especially residential, and CFOs within the Intermunicipal Development Plan boundary. The Town is supportive of any County plans to expand the CFO Exclusion Area (Map 4), if the County feels it is warranted. In attempting to minimize nuisance and

LAND USE CONCEPT

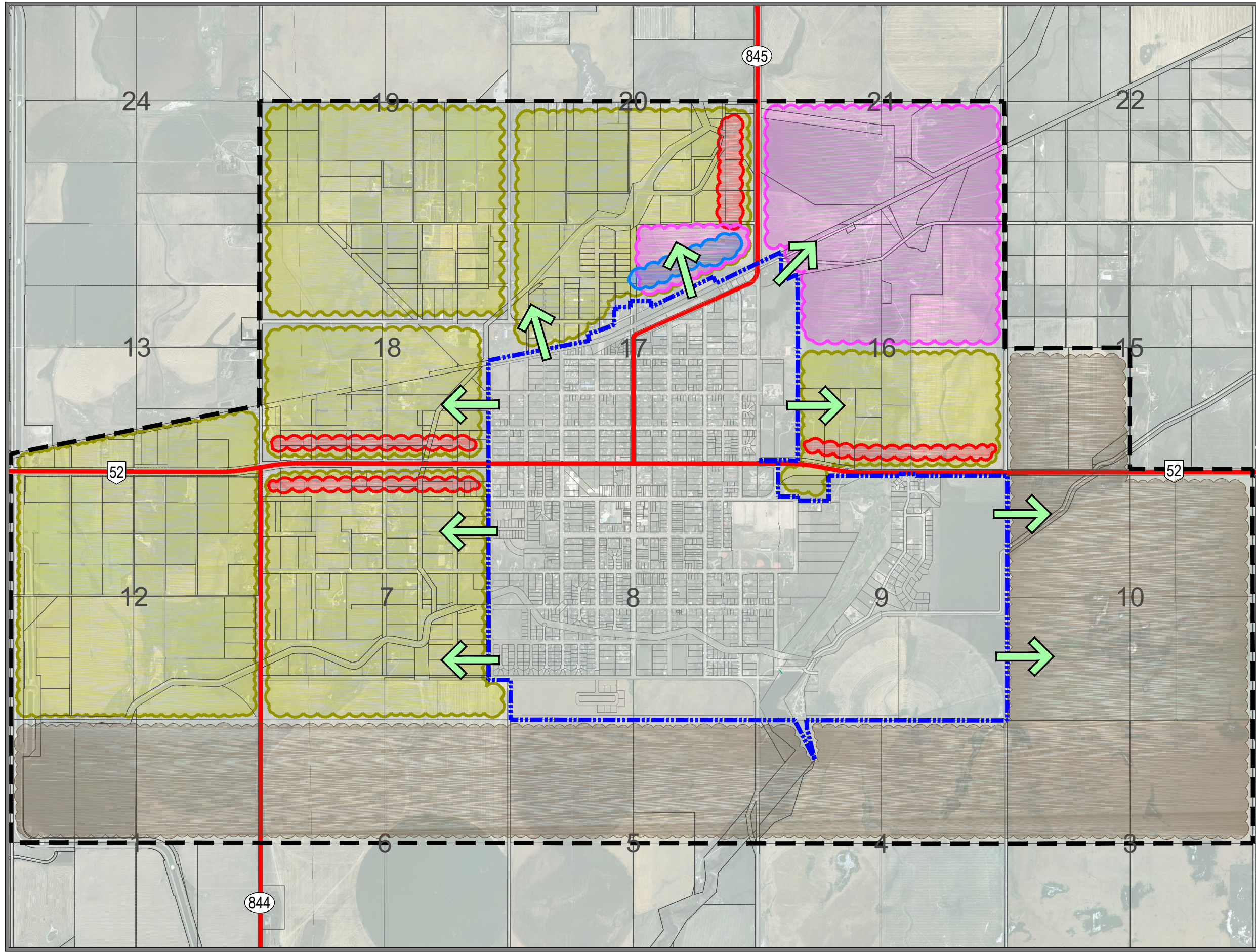
LEGEND

-  IMDP BOUNDARY
-  TOWN OF RAYMOND

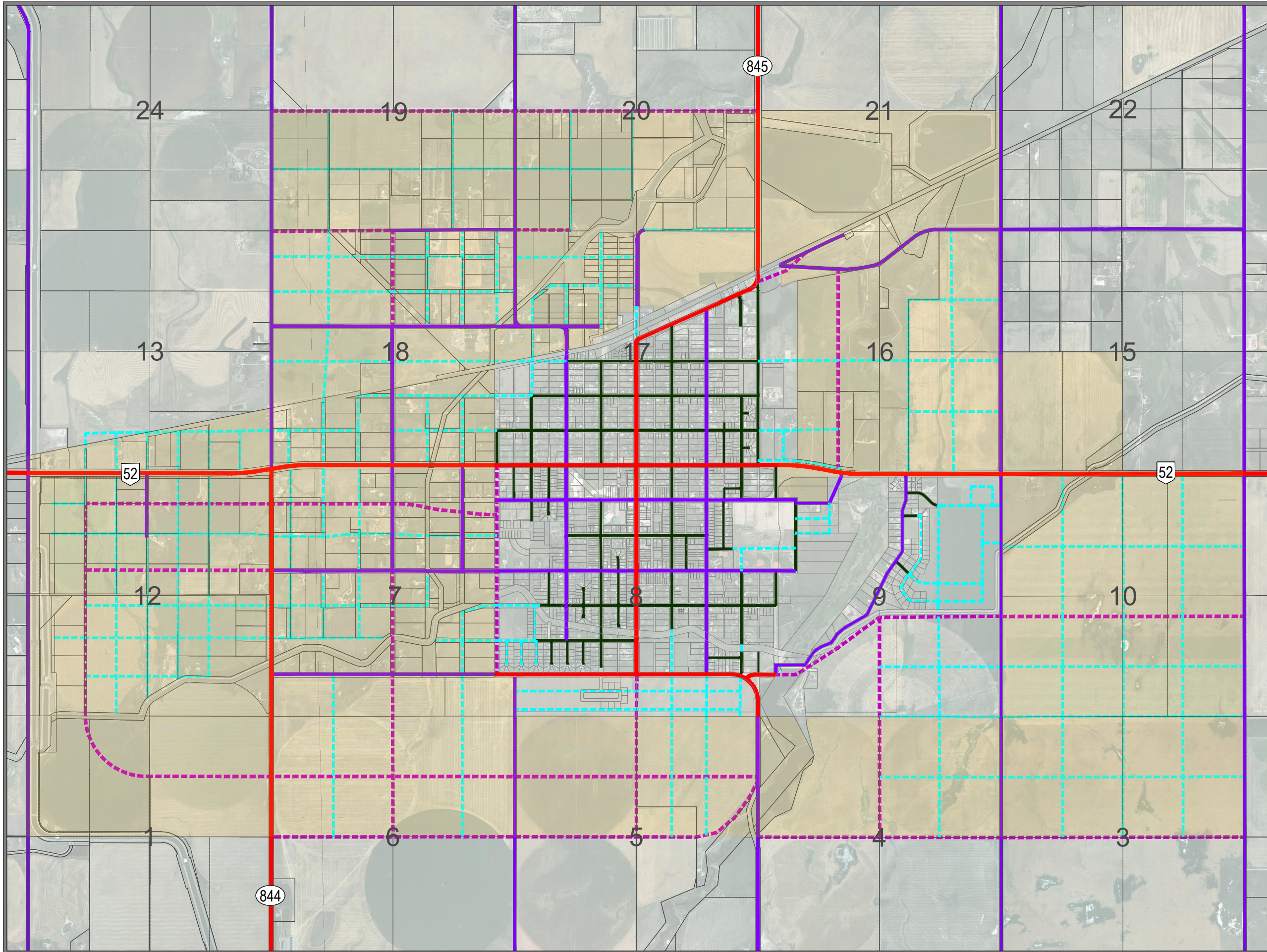
LAND USE CONCEPT*

-  POTENTIAL NEIGHBOURHOOD UNIT (COMPRISED OF RESIDENTIAL, ASSOCIATED COMMERCIAL & NEIGHBOURHOOD PARKS AND SCHOOLS TO SERVE THE NEIGHBOURHOOD.)
-  POTENTIAL HIGHWAY COMMERCIAL MIXED USE
-  POTENTIAL INDUSTRIAL
-  POTENTIAL AGRICULTURAL RESERVE
-  POTENTIAL STORM WATER MANAGEMENT
-  TOWN GROWTH DIRECTION

*LAND USE AREAS DEPICTED ARE CONCEPTUAL AND ARE TO BE USED FOR PLANNING PURPOSES IN ACCORDANCE WITH THE PLAN. THE CONCEPT REPRESENTS GENERAL AREAS AND IS NOT INTENDED TO PRESCRIBE EXACT LOCATIONS.



MAP 2
 COUNTY OF WARNER NO. 5
 & TOWN OF RAYMOND
 INTERMUNICIPAL DEVELOPMENT PLAN
 BYLAW NO. 906-13, OCTOBER 15, 2013 (COUNTY) AND
 BYLAW NO. 1004-13, OCTOBER 1, 2013 (TOWN)
 AMENDED TO BYLAW NO. 957-20 (COUNTY), AND
 BYLAW NO. 1085-20 (TOWN)



TRANSPORTATION CONCEPT

LEGEND

- IMDP AREA
- TOWN OF RAYMOND

EXISTING ROAD NETWORK

- ARTERIAL
- COLLECTOR
- LOCAL

TRANSPORTATION CONCEPT*




- POTENTIAL HIGHER CAPACITY ROAD
- POTENTIAL LOWER CAPACITY ROAD

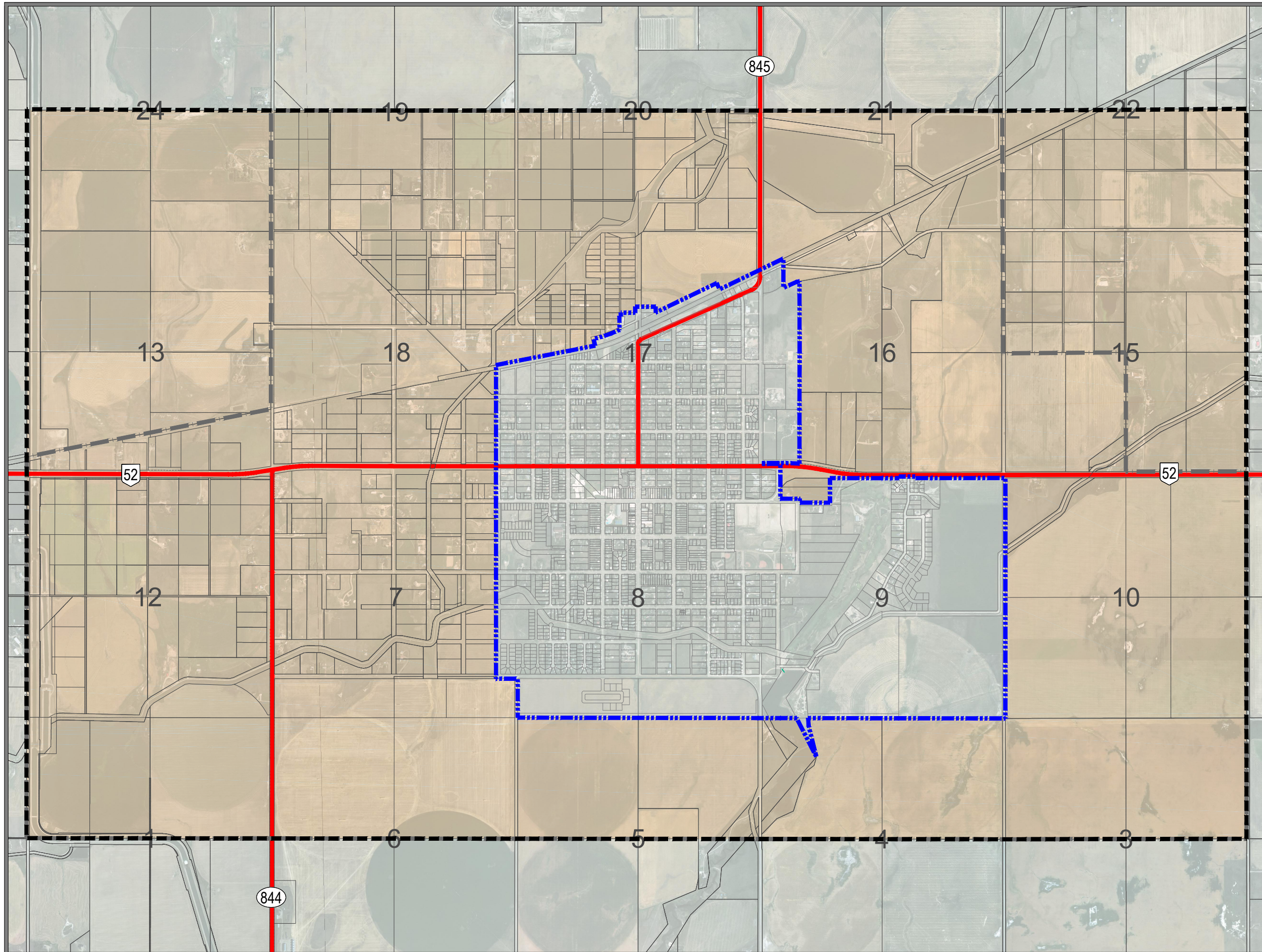
*POTENTIAL ROADS DEPICTED ON THIS MAP ARE CONCEPTUAL AND WILL BE DESIGNED IN MORE DETAIL AT THE AREA STRUCTURE PLAN OR SUBDIVISION STAGE WITH CONSIDERATION FOR EXISTING ALIGNMENTS, PARCEL BOUNDARIES, TOPOGRAPHY, IMPROVEMENTS, ETC.

MAP 3
 COUNTY OF WARNER NO. 5
 & TOWN OF RAYMOND
 INTERMUNICIPAL DEVELOPMENT PLAN
 BYLAW NO. 906-13, OCTOBER 15, 2013 (COUNTY) AND
 BYLAW NO. 1004-13, OCTOBER 1, 2013 (TOWN)
 AMENDED TO BYLAW NO. 957-20 (COUNTY), AND
 BYLAW NO. 1085-20 (TOWN)

**CONFINED FEEDING OPERATION (CFO)
EXCLUSION AREA**

LEGEND

-  CFO EXCLUSION AREA
-  TOWN OF RAYMOND
-  IMDP BOUNDARY



MAP 4
 COUNTY OF WARNER NO. 5
 & TOWN OF RAYMOND
 INTERMUNICIPAL DEVELOPMENT PLAN
 BYLAW NO. 906-13, OCTOBER 15, 2013 (COUNTY) AND
 BYLAW NO. 1004-13, OCTOBER 1, 2013 (TOWN)
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 BYLAW NO. 1085-20 (TOWN)

conflict, the County is also committed to monitoring the number of livestock operations in the fringe that fall below the NRCB animal threshold and permitting requirements.

Extensive Agriculture

Policies

- 2.2.1 Within the Plan area, extensive agriculture will continue to be a main land use for the lands designated as Urban Fringe or Rural Agriculture on the County of Warner's Land Use Districts Map, or until these lands are redesignated in a land use bylaw in accordance with this Plan. Land uses will be regulated in accordance with the applicable land use district contained within the County of Warner Land Use Bylaw.
- 2.2.2 Both municipalities recognize the importance of existing extensive agricultural (cultivation and grazing) uses of land found within the County's portion of the Intermunicipal Development Plan area. These agricultural activities may continue to operate under acceptable farming practices and are protected under the *Agricultural Operation Practices Act (AOPA)*.
- 2.2.3 Both municipalities will attempt to work cooperatively in encouraging and supporting 'considerate' good neighbour farming practices, such as for dust, weed, and insect control adjacent to developed areas, through best management practices and Alberta Agriculture guidelines. If problems should arise and the County is notified of the issue, the County will attempt to consult with the landowner to emphasize, and enforce if needed, the County of Warner Agriculture Service Board or other applicable policies.
- 2.2.4 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.

Livestock Operations (Confined Feeding Operations and Minor Livestock)

Policies

- 2.2.5 New confined feeding operations (CFOs) are not permitted to be established within the Confined Feeding Exclusion Area illustrated on Map 4. Any existing permit holders are also not allowed to expand operations within the designated CFO Exclusion Area.
- 2.2.6 In regard to manure application on lands in the CFO Exclusion Area, the standards and procedures as outlined in the *Agricultural Operation Practices Act, Standards and Administration Regulation* shall be applied.
- 2.2.7 Both municipalities request the NRCB to circulate all applications for confined feeding operations' registrations or approvals in the Plan area to each respective municipality.

- 2.2.8 The County will, through its Land Use Bylaw, continue to regulate the type and number of animal units for those animal or livestock operations within the Urban Fringe district that fall below the minimum threshold criteria for registrations or approvals under the mandate of the NRCB as outlined in *AOPA*.
- 2.2.9 The Town agrees that it will notify and consult with the County prior to engaging the NRCB or other provincial authorities, should problems or complaints arise regarding a CFO operator's practices. Similarly, if problems or complaints should arise regarding a minor livestock operation that was issued a permit from the County of Warner Development Authority, the Town will notify and consult with the County in accordance with the processes of this Plan.

2.3 Density

Intent

Policies are intended to balance the County's desire to allow subdivision of fragmented land in the fringe thereby preserving agricultural land throughout the County, and the Town's interest in maintaining adequate urban expansion potential in the fringe. It is also recognized that higher density development is generally more appropriate within an urban boundary where municipal infrastructure, services and amenities can be made available.

Policies

- 2.3.1 To facilitate orderly and efficient development patterns compatible with future urban expansion, subdivision of land within the IMDP boundary will be subject to the following density criteria:
- a. land identified as "Potential Neighbourhood Unit" and "Potential Highway Commercial Mixed Use" in the Land Use Concept (Map 2), will be limited to a maximum density of 4 lots per 10 acres* (4.05 ha), provided the soils are capable of supporting such a density and the proposal is consistent with the intent of the Transportation Concept (Map 3);
 - b. land identified as "Potential Industrial" in the Land Use Concept (Map 2) will be limited to the density permitted in the County of Warner's Urban Fringe Industrial district and any other applicable County policies contained in the County of Warner Municipal Development Plan, provided the proposal is consistent with the intent of the Transportation Concept (Map 3);
 - c. land identified as "Potential Agricultural Reserve" in the Land Use Concept (Map 2) will be limited to the County of Warner's agricultural subdivision policies, which generally restricts density to 4 parcels per quarter section, provided the proposal is consistent with the intent of the Transportation Concept (Map 3).
- 2.3.2 The minimum lot size for any lot proposed within the IMDP boundary that requires a means of sewage disposal shall be 2 acres (0.8 ha). The minimum lot size for uses not requiring a means of sewage disposal shall be as regulated by the County.

* Acreage is to be calculated to two decimal places and rounded to the nearest acre using conventional rounding rules; that is, acreages of 9.50-9.99 are rounded up to 10.

- 2.3.3 If permitted in the County of Warner’s Land Use Bylaw, the Town is agreeable to allowances for the creation of lots less than 2 acres (0.8 ha) in size within the IMDP boundary that require a means of sewage disposal, provided:
- a. the proposed lots are located 0.5 miles (0.8 km) or greater from the Town of Raymond corporate boundary;
 - b. the density stipulated in policy 2.3.1 is not exceeded; and
 - c. the lots are served by either a municipal sewer system or a communal sewage treatment facility that minimizes the cumulative impacts of individual sewage disposal systems and is compatible with the Town of Raymond municipal sewer system.
- 2.3.4 Higher density development (that which exceeds the density stipulated in policy 2.3.1) is encouraged to occur within the Town boundary and be connected to municipal services.
- 2.3.5 Upon adoption of this Plan, the County will review their Land Use Bylaw and undertake any necessary amendments to the land use district standards and requirements to provide consistency with the provisions of this part of the Plan.

2.4 Transportation and Road Network

Intent

Policies should attempt to address and deal with expected development and growth pressures and provide a forum for consultation when dealing with transportation issues that will impact both municipalities. Both municipalities recognize the efficiencies of a conceptual transportation network and the need to protect future road linkages in the fringe area.

General Policies

- 2.4.1 Prior to any development or subdivision proposal approval that will result in access being required from a road under the adjacent municipality’s control or management, that municipality must be notified in accordance with the referral time frames as stipulated in Part 3 of this Plan. The affected municipality must give its decision or approval for access and any requested conditions in writing, prior to the application being approved.
- 2.4.2 The County or Town may require an agreement regarding the construction, repair, and maintenance of any municipal boundary area roads which may be impacted by subdivision or development, when the development requires access to come from the adjacent municipality’s road.
- 2.4.3 In conjunction with policy 2.7.3 of this Plan, any annexation study or application proposed by the Town must include identification and a detailed description of rural municipal roads that may be affected by the annexation or municipal boundary change.

- 2.4.4 The County and Town agree to consult and work with Alberta Transportation regarding the implementation of this Plan and consider how subdivision or development proposals may impact Highways 52, 844 and 845. A developer/landowner may be required to conduct traffic studies with respect to impact and access onto these highways. Any upgrading identified by traffic studies conducted by developers/landowners with respect to the highways, shall be implemented at the sole cost of the developer/landowner and to the satisfaction of Alberta Transportation.
- 2.4.5 Roadways in the Plan area shall be developed to provide access to all lots and future blocks and these shall be provided to conform to the County of Warner Engineering Road Standards at the expense of the developer/landowner, when required by the County, in accordance with this Plan and any subsequent Area Structure Plan or subdivision approval.

Transportation Concept / Future Road Policies

- 2.4.6 The County and Town are both supportive of the principle of protecting future road linkages in the fringe area as identified on the Transportation Concept Map (see Map 3).
- 2.4.7 The County and Town agree that undeveloped road rights-of-way and titles to closed roads owned by either municipality should be protected and used for future access and circulation to provide for a coordinated transportation system between the two municipalities. Road rights-of-way and titles to closed roads owned by either municipality will not be disposed of to private landowners except in circumstances where it is mutually agreed that it is not a detriment to the Plan, subject to the following:
- a. In considering a request to sell or transfer a undeveloped road right-of-way or closed road titles, the “Transportation Concept” network as illustrated on Map 3 must be taken into consideration and a determination made if the subject road is identified as a ‘higher capacity’ or ‘lower capacity’ road, as a ‘higher capacity’ road should not be disposed of in most cases unless unique circumstances exist.
 - b. In allowing an undeveloped road right-of-way or closed road title to be sold and transferred, a caveat may be required to be registered on title as a form of restrictive covenant to ensure no permanent buildings are located over the former road area, if it is determined there may be a potential need for the road to be reopened in the future.
 - c. The proposal for sale and transfer of an undeveloped road right-of-way or closed road title must be referred to the other IMDP municipal party for review and comment, and if both the County and Town are in agreement to the proposal, an IMDP Committee meeting is not required. Where there is no clear agreement or a concern with the proposal is stated in a response, then an IMDP Committee meeting shall be scheduled in accordance with Part 3.2 and 3.3 of the Plan.
- 2.4.8 Integrating the future road network in the fringe to the grid-pattern road network within the Town is a priority of this Plan, as it provides for efficient vehicular and pedestrian circulation and future extension of municipal water and wastewater infrastructure.
- 2.4.9 The proposed roadway system depicted in the Transportation Concept (Map 3) is conceptual and must be defined in more detail at the Area Structure Plan and subdivision stage as prepared by developers/landowners.

2.4.10 For any subdivision proposal within the IMDP area, a professionally prepared Overlay Plan identifying road networks identified in the Transportation Concept shall be required to be provided by developers/landowners and must be submitted in conjunction with the subdivision application. Exceptions to the requirement of providing an Overlay Plan may be considered in the following circumstances:

- a. if a subdivision application is made for a common boundary or property line adjustment between existing adjacent titles of land;
- b. a subdivision application involves land being subdivided and consolidated to create larger sized agricultural parcels of land, with no resulting parcel being less than 10 acres in size;
- c. the land is located in the Agricultural Reserve area as illustrated on the Land Use Concepts (Map 2) and a subdivision application is made for the first subdivision from the quarter-section or is an agricultural title being split into two 80-acre titles;
- d. a subdivision application involves land being subdivided to create a single titled parcel 10 acres or greater in size.

2.4.11 In areas where existing buildings or structures are located in future road alignments as shown on the Transportation Concept, the developer/landowner must consult with the County and prepare an alternative transportation plan that suitably addresses road linkages to the satisfaction of the County and the Town.

2.4.12 The County will require dedication of road right-of-way, in consideration of the Transportation Concept, on the final plan of subdivision:

- a. for any proposal located 0.5 miles (0.8 km) or closer to the Town boundary where:
 - i. the application involves creating more than two (2) titles from an existing block or parcel with a titled area of 10-acres or less in size; and
 - ii. on a site specific basis when it is deemed necessary as agreed to by the Town and County; or
- b. in areas identified in the Land Use Concept as 'Potential Agricultural Reserve' on a site specific basis, having regard to the implementation of the Transportation Concept and the facilitation of orderly and efficient subdivision and development.

2.4.13 In relation to policy 2.4.12, the dedicated road right-of-way must be constructed to County standards as a condition of subdivision approval. An exception to this policy may be considered:

- a. if only one lot is to be created from an existing block or title of 10 acres* or more, allowing the dedicated road right-of-way to be developed (constructed) at a later subdivision or development stage subject to a deferred servicing/development agreement with the County; or
- b. if an existing alternate road access exists to provide physical and legal access to the lots being subdivided, then road construction may be deferred to a later time, as per the terms of the servicing/development agreement that must be entered into and registered on title.

* Acreage is to be calculated to two decimal places and rounded to the nearest acre using conventional rounding rules; that is, acreages of 9.50-9.99 are rounded up to 10.

As part of the terms of the agreement, the developer/landowner shall be required to maintain the undeveloped road area until such time it is developed as a municipal road.

- 2.4.14 For subdivision and development located more than 0.5 miles (0.8 km) from the Town boundary, other mechanisms to preserve road right-of-way within the IMDP area in consideration of the Transportation Concept shall be required, consisting of all of the following:
- a. registering Restrictive Covenants on title, limiting the location of permanent buildings and structures to ensure they are not located in the right-of-way of future road alignments;
 - b. identifying and protecting building envelopes on overlay plans;
 - c. signing deferred servicing/development agreements with developers/landowners, requiring road areas to be preserved and allowing construction at a later subdivision or development stage; or
 - d. deferring the requirement to a future subdivision stage on a site specific basis if mutually agreed to by the Town and County.
- 2.4.15 In respect of policy 2.4.14, if a proposed subdivision located more than 0.5 miles (0.8 km) from the Town results in a density of 4 lots per 10 acres*, the County will require road right-of-way dedication (in consideration of the Transportation Concept) at the time of subdivision.
- 2.4.16 The developer/landowner, not the County or the Town, will typically be responsible for the costs associated with the construction of any required roads. At the time of subdivision, the developer/landowner will be required to enter into a development agreement which will establish the road construction requirements and the assignment of costs.
- 2.4.17 Developers/landowners shall dedicate road right-of-way, as stipulated in this Plan, at the time of subdivision. Road right-of-way dedication may also be required at the time of development if the road is necessary to serve the proposed development. Both municipalities recognize that the County will not be responsible for the purchase or acquisition of any roads in the fringe.
- 2.4.18 In respect of policy 2.4.14(d), the County must refer the proposal to the Town for review and comment, and if both the County and Town are in agreement to defer the requirement to a future subdivision stage, an IMDP Committee meeting is not required.

2.5 Utilities and Servicing

Intent

Policies are intended to foster enhanced coordination in the provision of utilities and services to ensure that these systems are functional, compatible and effective in order to facilitate orderly and planned growth and development that does not compromise future development potential in each jurisdiction. Both municipalities desire quality development with consistent, efficient and acceptable servicing standards that account for and manage cumulative impacts.

Policies

- 2.5.1 Due to the fragmentation of parcels in the fringe and the proximity to the Town, both municipalities recognize the importance of coordinating the provision of services and ensuring that adequate infrastructure is provided by the developer/landowner to support their subdivision and development proposals.
- 2.5.2 If a private sewage system is proposed to serve a subdivision, the developer/landowner shall be required to undertake a professional soil test/analysis and report prior to a decision being made on the application in order to determine the cumulative impact and site suitability of the private sewage system and to ensure that any applicable provincial and municipal regulations can be met.
- 2.5.3 Subdivision applications creating 5 or more lots, that propose to install a private sewage system, shall be required to conduct, at a minimum, a level 3 site assessment in accordance with *The Model Process for Subdivision Approval and Private Sewage (prepared by the Alberta Association of Municipal Districts & Counties in partnership with Alberta Municipal Affairs)* in order to determine the suitability and viability of the private sewage system prior to approval of the subdivision application.
- 2.5.4 When municipal water and wastewater services are proposed:
- a. it is the responsibility of the developer/landowner to enter into an agreement with the Town for the provision of such services. Any costs associated with connecting to municipal water and wastewater, including extending waterlines and installing associated infrastructure shall be defined in the agreement and typically will be at the expense of the developer/landowner;
 - b. the location of the required infrastructure to provide those services shall be approved by the County based on discussions and negotiations between the County, the Town and the developer/landowner.
- 2.5.5 Prior to any subdivision or development approval which proposes the use of municipal water or sewer under the adjacent municipality's control or management, the developer/landowner must obtain approval in writing from the applicable municipality regarding the use of such infrastructure to serve the development or subdivision.
- 2.5.6 The County or the Town may use Endeavour to Assist Clauses in Development Agreements, to compensate developers/landowners who may be required to oversize or install infrastructure to service their development, where later developments may access or tie-in to those services.
- 2.5.7 When municipal water and wastewater services are not available for any subdivision or development proposal located 0.5 miles (0.8 km) or closer to the Town boundary, the developer/landowner shall be required to enter into Deferred Service Development Agreement with the County, requiring connection and/or provision of such infrastructure in the future when warranted. Considerations for defining when such infrastructure is warranted or required include: private system failure, proposed replacement of the system or upon subsequent subdivision.
- 2.5.8 When municipal water and wastewater services are available to service any proposed subdivision or development, the developer/landowner shall be required to connect to such services.

- 2.5.9 Both municipalities recognize the importance of efficient provision of utilities and services and agree to coordinate, wherever possible, to determine appropriate locations and alignments of any utility or servicing infrastructure required to serve a proposed subdivision or development within the Plan area.
- 2.5.10 The County and the Town recognize that there may be areas of mutual benefit in the provision of infrastructure and other services and agree to discuss these opportunities.

2.6 Reserves

Intent

Coordination regarding reserve lands will ensure adequate provisions for school and park lands in the IMDP area. While dedication of municipal and school reserve may be premature given the current densities in the fringe, it is recognized that there will be a need for such lands in the future. Defining Municipal Reserve Areas, accompanied by clear and uncomplicated policy, provides the best opportunity to implement and develop an effective system of parks, schools and open space when urban expansion occurs and density increases in the future.



Policies

- 2.6.1 The County and the Town acknowledge that the historic development pattern within the IMDP area necessitates unique considerations for reserves to ensure school and park land can be established in the future. Additional studies or plans, such as a park and open space plan, may be necessary to facilitate adequate provisions for future school and park land.
- 2.6.2 For the purpose of administering municipal reserve within the IMDP area, Municipal Reserve Areas A, B and C are established, as illustrated on Map 5. Where municipal reserve is applicable in accordance with the *Municipal Government Act*, subdivision approvals will be subject to the following:
- a. Within Municipal Reserve Area A, municipal reserve will be either:
 - i. deferred in its entirety and registered proportionally on each lot;
 - ii. dedicated as prescribed in an adopted Area Structure Plan or approved Conceptual Design Scheme or a park and open space plan; or
 - iii. as otherwise mutually agreed to by the County and Town.
 - b. Within Municipal Reserve Area B, municipal reserve will be provided as follows:
 - i. for any parcel 10 acres or greater that is the subject of a subdivision application, at least 50% of the municipal reserve owing will be either deferred or dedicated as land unless otherwise mutually agreed to by the County and the Town; the remaining 50% of the municipal reserve owing will be as determined by the County;
 - ii. for any parcel less than 10 acres* (4.05 ha), municipal reserve shall be as determined by the County. (Refer to illustrations in Appendix A, Figure 1.)




* Acreage is to be calculated to two decimal places and rounded to the nearest acre using conventional rounding rules; that is, acreages of 9.50-9.99 are rounded up to 10.

MUNICIPAL RESERVE AREAS

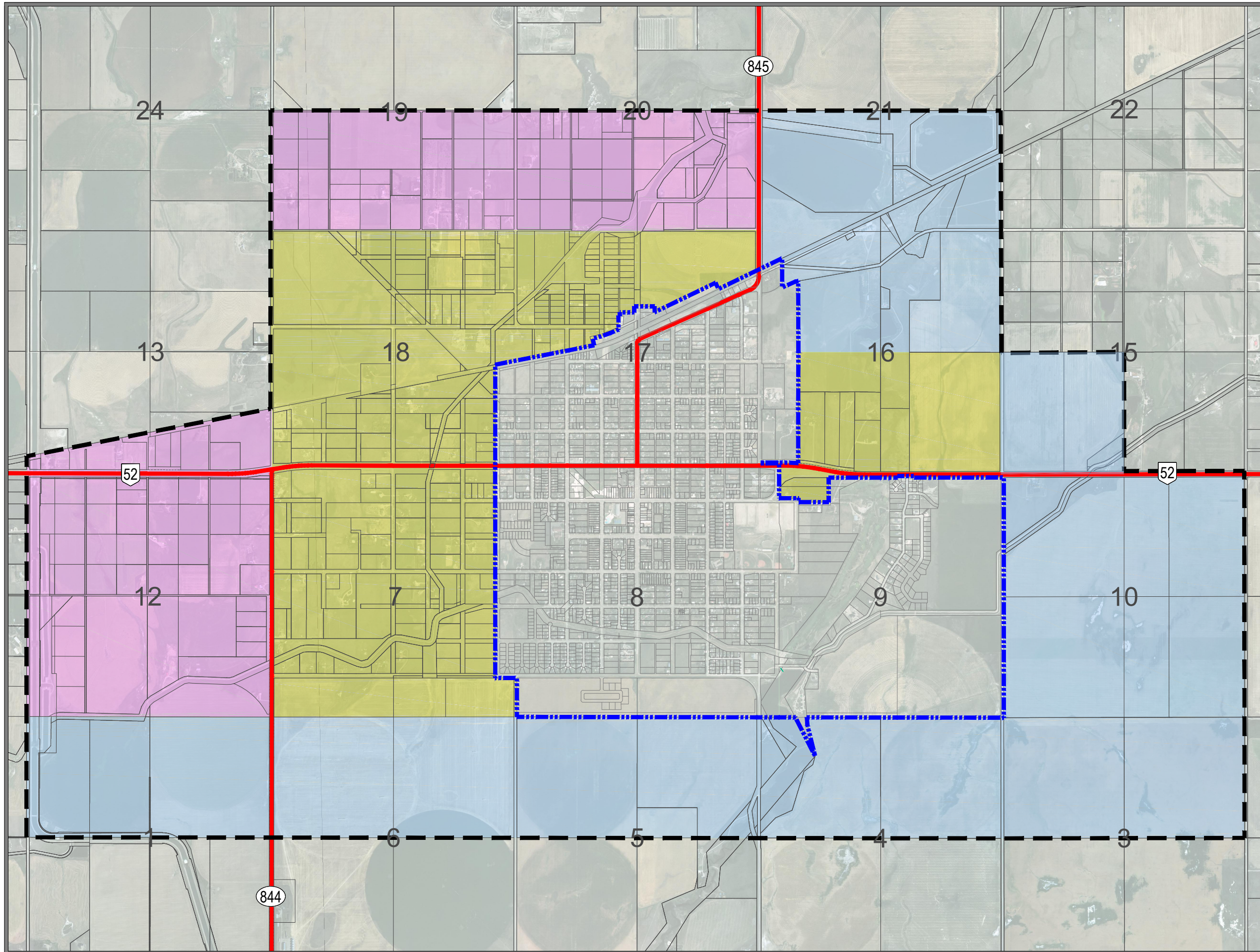
LEGEND

-  IMDP BOUNDARY
-  TOWN OF RAYMOND

MUNICIPAL RESERVE AREAS*

-  AREA 'A'
-  AREA 'B'
-  AREA 'C'

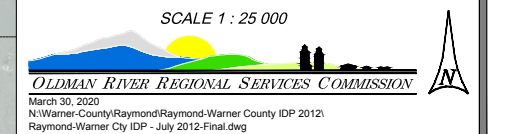
*FOR THE PURPOSE OF ADMINISTERING MUNICIPAL RESERVE IN ACCORDANCE WITH THE PLAN.



MAP 5

COUNTY OF WARNER NO. 5
 & TOWN OF RAYMOND
 INTERMUNICIPAL DEVELOPMENT PLAN
 BYLAW NO. 906-13, OCTOBER 15, 2013 (COUNTY) AND
 BYLAW NO. 1004-13, OCTOBER 1, 2013 (TOWN)
 AMENDED TO BYLAW NO. 957-20 (COUNTY), AND
 BYLAW NO. 1085-20 (TOWN)

SCALE 1 : 25 000



OLDMAN RIVER REGIONAL SERVICES COMMISSION
 March 30, 2020
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 Raymond-Warner City IDP - July 2012-Final.dwg

- c. Within Municipal Reserve Area C, municipal reserve will be as required by the County.
- 2.6.3 When the policies of this Plan stipulate that municipal reserve is to be deferred, it will be registered proportionally on each lot, except as determined by the County of Warner's Subdivision Authority, where there may be topographical or other site considerations limiting further subdivision that support alternative apportioning.
- 2.6.4 Deferred municipal reserve is intended to be used for future parks and open space and will not be collected as money in lieu of land dedication at the time of subdivision except in accordance with this Plan or unless mutually agreed to by the County and the Town.
- 2.6.5 To foster a coordinated approach to managing municipal reserve within all Municipal Reserve Areas:
- a. Area Structure Plans or Conceptual Design Schemes proposing multi-lot subdivision and encompassing more than 10 acres (4.05 ha) of land will be required to address the provision of municipal reserve, and may be required to identify areas for land dedication.
 - b. Where more than one developer/landowner is proposing subdivision within a 10 acre* (4.05 ha) block, coordination of municipal reserve (dedication, deferral, payment in lieu of land dedication) through an Area Structure Plan or Conceptual Design Scheme will be required.
- 2.6.6 Developers/landowners may be required to address the following design standards when an Area Structure Plan or Conceptual Design Scheme is required to address dedication of municipal reserve:
- a. the preferred service area for neighbourhood parks is one park per ½ to ¼ mile (0.8 km - 0.4 km);
 - b. linkages between open space, parks, and schools through the dedication of trails and linear parks is encouraged;
 - c. land dedicated for municipal reserve should be suitable for either active or passive recreation.
- 2.6.7 The County and the Town recognize that municipal reserve serves a valued public function. As such, disposal of municipal reserve is generally discouraged, except in circumstances where the disposed municipal reserve acreage is replaced in its entirety at another location(s) within the IMDP area.
- 2.6.8 Determining the need for school reserve in the Plan area will remain the responsibility of the school districts. Area Structure Plans, as applicable, and all subdivision applications are circulated to the school districts for their review and comment. Dedication of school reserve may be required by the County as applicable. In accordance with the County of Warner Municipal Development Plan, the County will receive all municipal reserve funds paid in the County and, should a school district in the future require land for a school, an agreement for possible County assistance will be discussed at that time.

2.7 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. At some point, planning for annexation in consultation with the County will need to occur. The Town recognizes the need for in-fill development but experiences challenges and constraints as the majority of land is privately owned. Therefore, annexation may be required to accommodate growth. Annexation involves a number of stakeholders that need to be involved in the process including:

- land owners directly affected by the application who must be part of the negotiation process;
- the Town, who must make the detailed case for annexation and be a major participant in any negotiations;
- the 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;
- government authorities such as Alberta Transportation and Alberta Environment;
- utility and service providers such as gas cooperatives, water cooperatives and electric companies; and
- the Municipal Government Board (MGB), who will evaluate the application and responses from the stakeholders.

Plan policies are provided to outline a clear process to guide annexation while also ensuring the opinions of all affected stakeholders into the expansion process are considered.

Policies

- 2.7.1 In order to allow for the planning and installing of costly infrastructure, the Town and the County have identified, through the Plan process, the general and long-term directions for growth. 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.
- 2.7.2 Identification of the Town's likely directions and type of growth (see Map 2) is to assist decision makers in both jurisdictions when dealing with discretionary situations. Attempts to protect these lands from conflicting or incompatible land uses will be taken into consideration in decision making.
- 2.7.3 To facilitate cooperation and assist in the annexation process, the Town, when it determines that annexation of land is necessary to accommodate growth, will prepare and share with the County an annexation report which indicates the necessity of the land, outlines proposed uses of the land, servicing implications including consideration of potential impacts to and consultation with utility providers, and any identified financial impacts to both municipalities.
- 2.7.4 Notwithstanding policy 2.7.3, the County or Town may initiate an application for annexation without the need for a detailed annexation report being prepared, 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.

- 2.7.5 Within 30 days of receiving the aforementioned annexation report to review, and prior to an annexation application being filed by the Town with the Municipal Government Board, the County shall indicate in writing to the Town whether or not it has objections or concerns, or whether it requires additional clarification on any matters within the report.
- 2.7.6 In relation to policy 2.7.5, if concerns are brought forward, the IMDP committee can be requested by either municipality to meet to discuss the concerns raised or conclusions presented and attempt to arrive at a consensus on the issue. If the committee is unable to achieve consensus, the dispute resolution mechanism processes in accordance with this Plan may be initiated.
- 2.7.7 The County may request, as part of the negotiation with ratepayers, to see arrangements regarding, but not limited to:
- a. property taxes of ratepayers, including provisions for reasonable assessment/taxation policy/adjustment formulas for impacted property owners, unless otherwise agreed to by the affected ratepayer;
 - b. the use of land continuing as agriculture until needed for urban development;
 - c. the ability to keep limited numbers of certain animals on site until the land is proposed and designated for urban residential use. The County of Warner Land Use Bylaw Minor Livestock Operations policies should be used as the applicable regulation in this regard.
- 2.7.8 Any annexation report or application proposed must include a detailed description of County 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.
- 2.7.9 It is recognized that the Municipal Government Board prefers that proposed annexation boundaries follow existing legal boundaries and, wherever possible, this will be attempted to avoid creating fragmented patterns or titles with split municipal jurisdiction.
- 2.7.10 Within one year upon a Municipal Board Order approving an annexation:
- a. the IMDP Committee shall review the Intermunicipal Development Plan boundary to determine whether a need to amend the Plan boundary is warranted; and
 - b. if the Plan boundary is amended, the IMDP Committee shall review the land use designation(s) within the area affected by the boundary change to ensure consistency with the intent of the Plan and make a recommendation to both Councils for amendment if deemed necessary;
- so that all plans, boundaries and described areas are in conformity with each other.

2.8 Land Uses

Intent

To promote development that is suitable and compatible with existing development patterns and ensure that future development is located in a manner that does not compromise adjacent land uses and minimizes any potential negative impacts.

Policies

- 2.8.1 Both municipalities recognize that lands located 0.5 miles (0.8 km) or closer to the Town are likely areas for future urban expansion. As such, any development located 0.5 miles (0.8 km) or closer to the Town boundary shall be primarily residential and limited to uses that are compatible and consistent with existing development patterns in the vicinity.
- 2.8.2 High intensity uses such as abattoirs, boarding stables, breeding facilities, intensive horticulture, kennels, isolated single lot industrial, minor livestock operations and other similar uses are encouraged to locate at least 0.5 miles (0.8 km) from the Town boundary.
- 2.8.3 Mobile homes are discouraged in areas 0.5 miles (0.8 km) or closer to the Town boundary to promote consistency and compatibility with the Town's Land Use Bylaw which prohibits such use.
- 2.8.4 When reviewing applications for commercial uses in the fringe, the County is encouraged to consider potential impacts to nearby residential uses and existing and future commercial development within the Town. Small-scale commercial development that enhances and complements the services in the Town and does not negatively impact existing residences is encouraged.
- 2.8.5 The areas identified as "Potential Highway Commercial Mixed Use" in the Land Use Concept (Map 2) are not reserved exclusively for commercial uses, but have been identified as the suitable areas for commercial development given the proximity to Highways 52 and 845. Residential and other non-commercial uses (e.g. public and institutional uses) may be appropriate and given consideration by the County to locate in these areas.
- 2.8.6 To foster the future establishment of viable neighbourhood units in the fringe, the County will consider the potential impacts that non-residential development may have on existing and future residential uses when reviewing these types of applications.
- 2.8.7 The scale and intensity of the proposed uses and the proximity of adjacent residential development will be taken into consideration by the respective municipality when reviewing:
- a. applications for redesignation to accommodate commercial and industrial land uses; or
 - b. applications for uses in the County which could be accommodated without redesignation.
- Where negative impacts cannot be mitigated, such uses will be discouraged.

- 2.8.8 Lands identified as “Potential Agricultural Reserve” in the Land Use Concept (Map 2) are encouraged to remain in agricultural production. Isolated commercial and industrial uses including, but not limited to, anhydrous ammonia storage, automotive dealerships, farm machinery and industrial vehicle sales and service, resource extraction and associated works and other similar uses are encouraged to locate in either the Urban Fringe Industrial – UFI land use district or the Town’s industrial area.
- 2.8.9 Isolated industrial uses are encouraged to locate in the Urban Fringe Industrial – UFI land use district or the Town’s industrial area; however, these uses will only be approved if it can be demonstrated that adequate measures and high operational standards will be undertaken and maintained to minimize any nuisance, hazard or noxious effect on nearby land uses.
- 2.8.10 With respect to the Urban Fringe Industrial – UFI land use district, the County and the Town agree to monitor, on an ongoing basis:
- a. the types of developments locating in the district to ensure they do not create any nuisances or negative impacts to surrounding land uses;
 - b. land uses listed in the district to ensure they adequately meet the needs of both municipalities and are consistent with the Plan;
 - c. the Plan boundary and the extent of the district to ensure there is an adequate supply of suitably designated land to accommodate future industrial development.

Historical and Environmental Policies

- 2.8.11 On any lands identified as a site of a potential historical resource, the developer shall be responsible at their expense of undertaking any required archeological study or complying with an order of Alberta Culture and Tourism and obtaining any necessary clearances and approvals as it relates to their proposal and compliance with the *Historical Resources Act (HRA)*.
- 2.8.12 For lands in the Plan area that may contain, or have been identified by the province to contain wetlands, developers shall be responsible for avoiding any identified provincial wetlands or undertaking mitigation measures at their expense as required in accordance with the *Water Act* and *Alberta Wetlands Policy*.
- 2.8.13 Developers undertaking subdivision or development in either municipal jurisdiction are required to address storm water management as part of their proposal, and are responsible for obtaining any necessary approvals from Alberta Environment and Parks that may be required with respect to the provincial *Water Act*.
- 2.8.14 Both municipalities agree to consult and find ways to cooperate with other government departments or agencies where provincial interests may be affected, or other levels of government approvals may be required.

2.9 Planning Requirements

Area Structure Plans, Conceptual Design Schemes and Overlay Plans

Intent

A variety of planning instruments are necessary to effectively plan for the orderly, efficient, and beneficial development of lands located within the IMDP boundary. The Plan provides that more detailed information will be required to address subdivision and development proposals in relation to the density, layout, road network, and types of land use (development) allowed. The policies are intended to establish a hierarchy of required plans based on the density of the proposal.

At a minimum, developers/landowners will be required to prepare an Overlay Plan for their land, as per the IMDP criteria, to illustrate road alignments and building envelopes for future lots. As subdivision or development intensifies, developers/landowners will be required to submit a more detailed professionally prepared plan for their land 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 with and be subject to the goals, policies, standards and guidelines as stipulated in this Plan. In the case of any inconsistencies with respect to this Plan and the Land Use Bylaw, this Plan shall prevail.

Policies

Plan Hierarchy and Requirements

2.9.1 For any subdivision proposal within the IMDP boundary, where an exception is not applicable under policy 2.4.10, a professionally prepared Overlay Plan shall be required to be provided by developers/landowners and must be submitted in conjunction with the subdivision application. The Overlay Plan is to illustrate:

- a. the proposed subdivision design or lot layout;
- b. the future road network alignment, based on the Transportation Concept and how it fits into the overall development (in accordance with Transportation policy 2.4.10);
- c. the future lot property lines illustrated at higher density development; and
- d. the building envelopes for the proposed and future lots based on the applicable land use district setbacks clearly illustrated on the plan.

(Refer to illustrations in Appendix A, Figure 2, Diagrams A-F).

- 2.9.2 The density (or number of lots) proposed in a subdivision plan shall determine which type of higher level design plan is required in conjunction with a subdivision proposal:
- a. For subdivision of a single lot or a 10 acre* (4.05 ha) block into two titles, an Overlay Plan will be required that includes a surveyor's sketch identifying any existing buildings or structures on the parcel.
 - b. For 3-4 lots, in addition to the mandatory Overlay Plan, a Conceptual Design Scheme will be required to be submitted by the developer/landowner. The Conceptual Design Scheme must address, land use, lot sizes and layout, servicing, roadways and access points, and any other matters deemed necessary by the County.
 - c. For 5 or more lots, a more detailed Area Structure Plan will be required in conformity with the County of Warner Municipal Development Plan requirements and this Plan. The Overlay Plan diagram shall form part of the Area Structure Plan document.
- 2.9.3 Information that may be requested for a Conceptual Design Scheme or Area Structure Plan in the County shall be in accordance with the requirements of the County of Warner Municipal Development Plan, Land Use Bylaw and this Plan, and may include: site plans, lot density and layout, sewer and water systems, roadways and access points, utilities and services, surface drainage and stormwater management, fire suppression, municipal reserve, development concept, staging of development, development specifications and density, overlay plans, and any other matters deemed necessary by the County.
- 2.9.4 When a Conceptual Design Scheme or Area Structure Plan is required, it shall be submitted by a developer/landowner and approved by the County prior to making a decision on a subdivision, development or the redesignation of any parcel of land located within the Plan area.
- 2.9.5 When a Conceptual Design Scheme or Area Structure Plan is required to be submitted by a developer/landowner, it must be professionally prepared at the developer's/landowner's expense, and shall comply with any and all relevant and applicable policies and schedules of this Plan.
- 2.9.6 Where one developer/landowner is proposing subdivision within a 10 acre* (4.05 ha) block, which may contain existing titles owned by different individuals, the developer/landowner may be required to 'shadow-plan' those lands under separate title that may be part of a logical Area Structure Plan area, as determined by the County.
- 2.9.7 All Conceptual Design Schemes and Area Structure Plans shall be circulated by the County to the Town in accordance with the referral policies and timelines stipulated in the Plan (refer to section 3.3.).
- 2.9.8 All Overlay Plans shall be circulated to the Town as part of the subdivision application referral process at the time a subdivision application is made.

* Acreage is to be calculated to two decimal places and rounded to the nearest acre using conventional rounding rules; that is, acreages of 9.50-9.99 are rounded up to 10.

* Acreage is to be calculated to two decimal places and rounded to the nearest acre using conventional rounding rules; that is, acreages of 9.50-9.99 are rounded up to 10.

- 2.9.9 A Conceptual Design Scheme or Area Structure Plan will be required by the Town for the subdivision of land adjacent to the municipal boundary in accordance with the Town of Raymond’s Municipal Development Plan policies. Information that may be requested for a Conceptual Design Scheme or Area Structure Plan within the Town shall be subject to the requirements of the Town of Raymond Municipal Development Plan.
- 2.9.10 In respect of policy 2.9.9, for any subdivision proposal within the Town located adjacent to the municipal boundary where a Conceptual Design Scheme or Area Structure Plan is required, it shall be circulated by the Town to the County in accordance with the referral policies and timelines stipulated in the Plan (refer to section 3.3.).

Provisions for Protection of Road Networks

- 2.9.11 For subdivision and development located more than 0.5 miles (0.8 km) from the Town boundary and where 4 or less lots are proposed, a Restrictive Covenant is required to be registered on title limiting the location of permanent buildings and structures to ensure they are not located in the right-of-way of future road alignments, consistent with the approved Overlay Plan. The Restrictive Covenant shall be prepared at the developer’s/landowner’s expense to the satisfaction of the County.
- 2.9.12 For any subdivision proposal located 0.5 miles (0.8 km) or closer to the Town boundary, and in conformity with Transportation policies 2.4.11 and 2.4.13, when road right-of-way is required to be dedicated at the time of subdivision, the road alignment shall be illustrated on the tentative plan of subdivision prepared by the developer’s/landowner’s surveyor.
- 2.9.13 When an alternative transportation plan is required in conformity with Transportation policy 2.4.11, the resulting approved plan shall be incorporated into the layout and design of the accompanying Conceptual Design Scheme or Area Structure Plan as it applies to the proposal.

2.10 Subdivision and Development Standards

Intent

In addition to the other policies of this Plan and the County of Warner land use standards and requirements, the following development standards apply to subdivision and development in the Plan area. The standards in this section are intended to further enhance the compatibility, cohesiveness and efficiency of land use within the Plan area.

Policies

General

- 2.10.1 Redesignation, subdivision or development of land for uses involving schools, hospitals, food establishments or residential uses, should not be approved within 984 feet (300 m) of the Town of Raymond sewage lagoons.

- 2.10.2 Subdivision and development will be required to demonstrate consistency with the intent of the Land Use Concept and Transportation Concept.
- 2.10.3 Where stormwater management facilities are required to support subdivision or development, the developer/landowner shall be responsible:
- a. for providing an engineered plan to the satisfaction of the County (incorporation of Best Management Practices in the design of stormwater management facilities is encouraged, where possible); and
 - b. for demonstrating future compatibility and integration of the facility design with an urban stormwater management system for subdivision and development proposals located 0.5 miles (0.8 km) or closer to the Town boundary.
- 2.10.4 Development proposing commercial or industrial uses adjacent to residential uses or the Town boundary is encouraged to:
- a. limit the intensity and scale of the development; and
 - b. incorporate enhanced standards of development, such as dark sky lighting, buffers and increased setbacks, screening, landscaping and architectural features to minimize and mitigate potential impacts.
- 2.10.5 In consideration of a request to reduce the County of Warner's 150 foot (45.7 m) development setback requirement from the centerline of a road, the developer/landowner will be required to demonstrate that the reduction would not compromise future development or subdivision potential and is consistent with the Land Use Concept and Transportation Concept.

Subdivision Applications

- 2.10.6 In addition to the standard application requirements for all subdivisions, the developer/landowner shall be responsible at their own expense for submitting:
- a. a tentative subdivision plan, prepared by an Alberta Land Surveyor as part of the application, with the plan clearly illustrating dimensioned lots, roads, and utility rights-of-way; and
 - b. for any existing buildings or structures on site, a surveyor's sketch prepared by an Alberta Land Surveyor as part of the subdivision application to illustrate the location, setbacks or encroachments of any buildings or structures on the parcel.
- 2.10.7 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.
- 2.10.8 For any subdivision proposal which requires an Area Structure Plan in accordance with the Plan (refer to policy 2.9.2), the Area Structure Plan must be approved by County Council prior to a decision by the Subdivision Authority.
- 2.10.9 All subdivision proposals shall conform to the approved Conceptual Design Scheme or Area Structure Plan.

- 2.10.10 All subdivision applications will be required to include a site plan that identifies:
- a. a building envelope defining the developable area for each proposed lot that establishes adequate setbacks to protect potential road rights-of-way consistent with the Transportation Concept and the applicable policies in sections 2.1, 2.4 and 2.9;
 - b. any existing private sewage disposal systems so a record of the systems is available should further development or subdivision occur in the future;
 - c. any stormwater management facilities, existing and/or proposed, to ensure that the location of the facilities will not negate implementation of the Transportation Concept; and
 - d. any other information required under section 2.9.
- 2.10.11 A detailed set of Architectural Controls establishing building envelopes to serve as a building scheme for the subdivision shall be provided to ensure buildings and improvements are suitably located on the land in relation to future roadways, property lines, and development. The Architectural Controls are to be approved by the County and prepared at the developer's/landowner's expense and registered on title. The Architectural Controls must be provided in conjunction with the Conceptual Design Scheme or Area Structure Plan, or as a condition of subdivision or development approval.
- 2.10.12 The Architectural Controls may also be required to establish specified or minimum design standards to ensure a quality, controlled development occurs. These standards may include, but are not limited to, exterior building materials and finishes, building orientation and siting, building square footage restrictions, setback variations, storage and screening, and landscaping.

Development Applications

- 2.10.13 Development will be required to maintain adequate setbacks from potential road rights-of-way consistent with the Transportation Concept and the applicable policies in sections 2.1, 2.4 and 2.9.
- 2.10.14 When preparing a development permit application, developers/landowners are encouraged to consider:
- a. building orientation with respect to future subdivision potential, municipal reserve, the Land Use Concept and the Transportation Concept;
 - b. placing accessory structures to the rear or side of the principal structure; and
 - c. siting shelterbelts, dugouts, and development that may not require a development permit in a manner such that maximizes future subdivision and development potential having regard to the Transportation Concept.
- 2.10.15 A comprehensive development plan (i.e. site plan) will be required to be submitted with a development permit application for any large-scale or multi-tenant commercial and industrial developments to illustrate building layouts, parking, storage, loading areas/bays, ingress/egress and landscaping. A comprehensive development plan may be required at the County's discretion for small-scale, isolated commercial and industrial developments.



PART 3:

PLAN ADMINISTRATION,

**DISPUTE RESOLUTION AND
PLAN IMPLEMENTATION**

3.1 Plan Validity and Amendment

Intent

It is recognized that this Plan may require amendment from time to time to keep the Plan current. This Plan incorporates a method of regular review to ensure its relevancy and a framework to guide the amendment process.

Policies

- 3.1.1 This Plan comes into effect on the date it is adopted by both the Town and County. It remains in effect until by mutual agreement of both municipalities, it is amended or repealed. In respect of this:
- a. either municipality may request that the Plan be repealed or replaced with a new IMDP upon serving written notice to the other municipality; and
 - b. the dispute resolution process outlined in section 3.4 will be undertaken should the municipalities be unable to reach an agreement.
- 3.1.2 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.
- 3.1.3 Requests for amendments to this Plan, by parties other than the County or the Town, 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.
- 3.1.4 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.
- 3.1.5 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.
- 3.1.6 At a minimum of ten years after the adoption of this Plan, the councils of both municipalities shall determine if a formal and comprehensive review of the Plan and any subsequent amendments is necessary to ensure the validity and relevancy of the Plan.

3.2 Intermunicipal Development Plan Committee

Intent

The establishment of the Intermunicipal Development Plan Committee is intended to facilitate continued cooperation and, wherever possible, the resolution of potential conflict through a consensus based decision making process.

Policies

- 3.2.1 An Intermunicipal Development Plan Committee (Committee) shall be established between the County and the Town for the purposes of ensuring continued communication between the municipalities and to provide a forum to review and comment on matters that may have an impact on either municipality.
- 3.2.2 The Intermunicipal Development Plan Committee shall be an advisory body and may make comments or recommendations to the County and the Town. In its advisory capacity, the Committee does not have decision making authority or powers with respect to planning matters in the County or the Town.
- 3.2.3 The County and the Town agree that the purpose of the Committee is to:
- a. provide a forum for discussion of land use matters within the Plan area;
 - b. provide recommendation(s) for proposed amendments to the Plan;
 - c. discuss and address issues regarding Plan implementation;
 - d. review and provide comment on referrals under section 3.3 and any other matters referred to the Committee;
 - e. provide recommendation(s) regarding intermunicipal issues in an effort to avoid a dispute;
 - f. provide a forum for discussion of any other matter of joint interest identified by either municipality.
- 3.2.4 The Committee shall be comprised of six elected officials, three from the County and three from the Town. The Committee may, at its discretion, also include whatever number of resource personnel deemed appropriate in a non-voting capacity. Resource personnel may serve as secretary to the Committee and is responsible for recording the minutes of all Committee meetings and preparing the recommendations of the Committee.
- 3.2.5 Members of the Committee will make their best efforts to attend each meeting. Quorum of the Committee requires that each municipality is represented by a minimum of two of its committee members.
- 3.2.6 Changes to the Committee format, composition, roles, responsibilities or any aspect of its existence or operation may be requested by either municipality. Council may refer any proposed changes to the Committee for recommendation. Any changes to the Plan require an amendment to the Plan and adoption in accordance with section 3.1.2 of Plan Validity and Amendment.

- 3.2.7 Annually, the Committee shall appoint one of its members to chair its meetings for the ensuing year. The Committee shall determine by consensus when and where the meetings will be held.
- 3.2.8 Meetings of the Committee shall be held as required to address items in Part 3. At least five days' notice shall be provided for the scheduling of Committee meetings, unless otherwise agreed to by both municipalities.
- 3.2.9 If a matter has been referred to the Committee for comment, the supporting documentation shall be sent to Committee members prior to the meeting. If all Committee members respond with no concerns regarding the referred matter, the meeting may be cancelled at the Committee's discretion.
- 3.2.10 Where a matter involving the two municipalities cannot be resolved to the satisfaction of the Committee, the Committee shall provide a report summarizing their discussions to each respective council. At the discretion of either council, the dispute resolution process outlined in this Plan may be initiated.

3.3 Intermunicipal Referrals

Intent

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

Policies

3.3.1 Referral Process

- a. The following documents or applications that affect lands in the Plan area or land in the Town of Raymond adjacent to the corporate boundary shall be forwarded to the other municipality for comment prior to a decision being made on the application or document:
- Municipal Development Plans
 - Area Structure Plans
 - Area Redevelopment Plans
 - Conceptual Design Schemes
 - Overlay and Shadow Plans
 - Land Use Bylaws
 - Subdivision Applications
 - Discretionary Use Development Applications

The receiving municipality may request the above mentioned document(s) or application(s) be referred to the Intermunicipal Development Plan Committee for comment prior to a decision being rendered.

- b. Any changes to the documents or applications referred to in section 3.3.1.a that may have an impact on the Plan or municipal expansion will be recirculated to the other municipality and if deemed necessary by either municipality, the Intermunicipal Development Plan Committee prior to second reading or approval of the document. Based on the significance of the changes, the municipality processing the proposal will consider convening a new public hearing or meeting.
- c. 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 Plan area.

3.3.2 Response Timelines

- a. Unless otherwise agreed to by both municipalities, the receiving municipality shall, from the date of mailing, have the following timelines to review and provide comment on intermunicipal referrals:
 - i. 15 days for development applications;
 - ii. 19 days for subdivision applications; and
 - iii. 30 days for all other intermunicipal referrals.
- b. In the event that an intermunicipal referral is forwarded to the Intermunicipal Development Plan Committee for review and comment, a Committee meeting will be scheduled as soon as possible and a written response shall be provided within 10 days of the Committee meeting date.
- c. 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 section 3.3.2(a) and (b), it will be assumed that the responding municipality and/or Committee has no comment or objection to the referred planning document or application.

3.3.3 Consideration of Referral Responses

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

3.4 Dispute Resolution

Intent

The intent of the dispute resolution process is to maximize opportunities for discussion and review in order to resolve areas of disagreement early in the process. Despite the best efforts of both municipalities it is understood that disputes may arise from time to time affecting land use within the Plan boundaries. The following process is intended to settle disputes through consensus and minimize the need for formal mediation.

Policies

3.4.1 General Agreement

The County and the Town agree that:

- a. It is important to avoid dispute by ensuring that the Plan is adhered to as adopted, including full circulation of any permit or application that may affect the municipality or as required in the Plan and prompt enforcement of the Plan policies.
- b. Prior to the meeting of the Committee, each municipality through its administration, will ensure the facts of the issue have been investigated and clarified, and information is made available to both parties. Staff meetings are encouraged to discuss possible solutions.
- c. The Committee should discuss the issue or dispute with the intent to seek a recommended solution by consensus.

3.4.2 Dispute Resolution

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

- a. When a potential intermunicipal issue comes to the attention of either municipality relating to a technical or procedural matter, such as inadequate notification or prescribed timelines, misinterpretation of Plan policies, or a clerical error regarding the policies of this Plan, either municipality's land use bylaw, or any other plan affecting lands in the Plan area, it will be directed to the administrators of each municipality. The administrators will review the technical or procedural matter and if both administrators are in agreement, take action to rectify the matter.
- b. Should either municipality identify an issue related to this Plan that may result in a dispute that cannot be administratively resolved under section 3.4.2.a or any other issue that may result in a dispute, the municipality should contact the other and request that an Intermunicipal Development Plan Committee meeting be scheduled to discuss the issue. The Committee will review the issue and attempt to resolve the matter by consensus.
- c. Should the Intermunicipal Development Plan Committee be unable to arrive at a consensus, the administration of each municipality will schedule a joint meeting of the two councils to discuss possible solutions and attempt to reach consensus on the issue.
- d. Should the councils be unable to resolve the matter, either municipality, may initiate a formal mediation process to facilitate resolution of the issue.

3.4.3 Filing an Intermunicipal Dispute under the *Municipal Government Act*

- a. In the case of a dispute involving the adoption of a statutory plan, land use bylaw or amendment to such, within 30 days of adoption, the municipality initiating the dispute may, without prejudice, file an appeal to the Municipal Government Board under section 690(1) of the *Municipal Government Act* so that the provincial statutory right and timeframe to file an appeal is not lost.
- b. The appeal may then be withdrawn, without prejudice, if a solution or agreement is reached between the two municipalities 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*.

Note: Using section 690(1) of the *MGA* is the final stage of dispute settlement, where the municipalities request the Municipal Government Board to intercede and resolve the issue.

3.5 Plan Implementation

Intent

The County and the Town agree that a collaborative approach to planning is necessary within the Plan area. The policies in the Plan serve as the framework for decision making on subdivision and development proposals. As such, each municipality will need to review and amend their respective Municipal Development Plan and Land Use Bylaw, to achieve consistency with and to implement policies in the Plan. The *Municipal Government Act (MGA)* also stipulates that all statutory plans adopted by a municipality must be consistent with each other. To address this, the following process and policies will need to be implemented by each municipality.

Adoption

- 3.5.1 The County and Town prepared the Plan in accordance with the requirements of the *MGA*, including advertising and conducting a public consultation process, prior to passing the respective adopting bylaws.
- 3.5.2 The Plan or any agreed to amendments comes into effect on the date it was adopted by both the Town and the County, after receiving three readings of the bylaw(s).

Implementation

- 3.5.3 The Town and County agree that they shall ensure that the policies of this Plan are properly, fairly and reasonably implemented.
- 3.5.4 The County's and the Town's Land Use Bylaws and Municipal Development Plans will need to be amended to conform with and reflect specific policies of this Plan. Amendments will be required to address various policy actions that deal with issues such as density, lot sizes, plan hierarchy requirements (e.g. area structure plans, conceptual design schemes, overlay plans), standards for soils analysis for private septic treatment, servicing standards, and ensuring the compatibility of uses within the fringe with respect to the Plan policies and the Land Use Concept. To achieve conformity upon adoption of the Plan, the County and Town will each undertake the following actions:
 - a. Review and amend the Municipal Development Plan to reflect the principles, goals and policies of this Plan.
 - b. Review, amend and maintain the Land Use Bylaw to ensure the bylaw reflects and conforms to the policies of this Plan.

- 3.5.5 To achieve continued success in implementing the Plan and help ensure that the goals and coordinated land use planning approach emphasized is successful, the County and Town agree to:
- a. consider and respect both the Land Use and Transportation Concepts and associated policies outlined in the Plan when making decisions on subdivision and development proposals, and when considering other municipal bylaws and plans; and
 - b. require that all area structure plans or conceptual design scheme proposals, submitted by a developer/landowner within the Plan area, conform to the principles and policies of the Plan; and
 - c. consult on an ongoing basis, and will refer to each other, major land use or planning matters that have the potential to impact the other jurisdiction, even if it involves land that may not be located within the Plan area.
- 3.5.6 The County and Town will monitor and review the policies of the Plan to ensure the policies remain current, relevant and continue to meet the needs of both municipalities.
- 3.5.7 The *Alberta Land Stewardship Act (Bill 36)* was passed by provincial Cabinet in June, 2009, and preparation began on a South Saskatchewan Regional Plan. As of the date of this Plan, the South Saskatchewan Regional Plan has not yet been completed or adopted. If regional land use policies are directed by the province, the Town and the County will be under the mandate of this legislation and will need to comply with the adopted regional plan policies. To address this, the County and Town will consider the following processes once the South Saskatchewan Regional Plan becomes legislation:
- a. Amendments may be required to be made to the Plan to adhere to provincial requirements and the policies of the South Saskatchewan Regional Plan once adopted, and both municipalities will discuss possible amendments at that time.
 - b. Proposed plan amendments containing policies to address any provincial requirements will be reviewed by the Intermunicipal Development Plan Committee, revised if needed, and then be prepared for each municipal council's review.
 - c. If both councils are satisfied that the proposed amendments meet the requirements of the province, statutory public hearings can be conducted in accordance with *MGA* notification and advertising requirements. After the public hearings, the revised IMDP may be adopted by each council.
- 3.5.8 When any amendments to the Plan are proposed, the municipalities must follow the process and policies as outlined in section 3.1 of the Plan. No amendment shall come into force until such time as both municipalities adopt the amending bylaw.



PART 4: DEFINITIONS

PART 4: DEFINITIONS

A

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

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 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.

Agriculture Service Board means the County of Warner 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*.

AOPA means the *Agricultural Operation Practices 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 registered with Land Titles Office.

Area Structure Plan means a statutory plan in accordance with the *Municipal Government Act* and the County of Warner or Town of Raymond Municipal Development Plan, as applicable, 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.

B

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 Envelope means a specific portion of the land that is the subject of an application on which a building or structure can or may be constructed considering the applicable land use bylaw, required setbacks to roads and property lines, the Transportation Concept, and any other applicable requirements.

C

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 be expanded.

Comprehensive Development Plan (site plan) means a detailed site layout plan which provides for the orderly development of a parcel or group of parcels and which has taken into account the effects of such development on the immediate and surrounding use.

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.

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 Operations Practices Act (AOPA)*, as amended from time to time, but does not include seasonal feeding and bedding sites.

Council within the boundary of the Town of Raymond means the Town Council, and within the boundary of the County of Warner means the County Council.

County means the County of Warner No. 5.

D

Deferred Servicing Development Agreement means an agreement made in consideration of sections 650 or 655 of the *Municipal Government Act*, between a developer/landowner and the municipality for the provision of services to serve the development, whereby the municipality may agree to have the developer/landowner 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/landowner 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;
- (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;
- (c) a change 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 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 or building.

Development Agreement means an agreement made in consideration of sections 650 or 655 of the *Municipal Government Act*, between a developer/landowner and the municipality for the developer's/landowner's provision of roadways, walkways, public utilities, parking facilities, loading and unloading facilities, off-site or redevelopment levies and any other services and facilities to serve the development or subdivision.

Developer/landowner means the individual, agent, corporation, partnership or entity which owns property that is the subject of subdivision or development or which proposes to subdivide or develop the property on behalf of the property owner.

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.

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.

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 Districts Map.

E

Endeavour to Assist means an agreement and process used by a municipality to compensate initial developers/landowners 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/landowners who install infrastructure as a front end service that will be a benefit to adjacent developers/landowners 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.

F

Farming practices 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.

Fringe means the area outside of the Town of Raymond municipal boundary located in the County of Warner that falls within the Intermunicipal Development Plan boundary delineated in Map 1 of this Plan.

I

Intensive Agricultural Operations 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.

Intermunicipal Development Plan (IMDP) means the County of Warner Town of Raymond Intermunicipal Development Plan.

Intermunicipal Development Plan (IMDP) Boundary means the boundary delineated on Map 1 of this Plan.

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

Isolated Single Lot Commercial means commercial uses located or proposed to be located on parcels of land not adjacent to other proposed or existing commercial uses.

Isolated Single Lot Industrial means industrial uses located or proposed to be located on parcels of land not adjacent to other proposed or existing industrial uses.

J

Joint Planning Area means the fringe.

L

Land Use Concept means the concept identified in Map 2 which establishes the general locations for future land uses, potential neighbourhood units and the Town's desired growth directions. The future land uses identified in the Land Use Concept serve as a guide in locating future residential, commercial and industrial development in order to ensure the compatibility of uses and minimize potential negative impacts.

Level 3 Assessment means a level 3 site assessment as defined in *The Model Process for Subdivision Approval and Private Sewage* prepared by the Alberta Association of Municipal Districts and Counties in partnership with Alberta Municipal Affairs, prepared by a qualified professional. There are four levels of site assessment. Each level of site assessment relate to the level of risk and impact the subdivision served by a private sewage treatment system may have on the receiving environment and the nature of the proposed development.

M

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

Means of Sewage Disposal means a method of capturing, treating and managing wastewater generated by a development. Sewage disposal systems may be private such as an individual septic system or public such as a municipal sewage disposal facility.

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

Mobile Home means, as defined in the County of Warner Land Use Bylaw, a factory built dwelling used or constructed in such a manner that enables it to be conveyed upon public streets or highways notwithstanding that its running gear may be removed or that it may be placed on a temporary or permanent foundation. It does not meet the year 2000 manufactured housing industry standards (or either the CSA Z241 or CSA A277 standard) and does not include prefabricated or sectional dwellings. The term mobile home includes "Double-wide" and "Single-wide" mobile homes, as defined, but the term does not include motor homes, travel trailers, recreation vehicles and any similar vehicles that are neither intended for permanent residential habitation nor subject to the current provincial building requirements.

Mobile Home, Double-Wide means, as defined in the County of Warner Land Use Bylaw, a "Mobile home" that is permanently fixed to two chassis, or is permanently fixed to one chassis and has a section which can be expanded or telescoped from the mobile home for additional floor area. Double-wide mobile homes are typically not less than 20 feet (6.1 m) in width.

Mobile Home, Single-Wide means, as defined in the County of Warner Land Use Bylaw, a “Mobile home” which is:

- (a) typically not greater than 16 feet (4.9 m) in width; and
- (b) permanently fixed to a single chassis; and
- (c) not intended to be expanded, telescoped or twinned for additional floorspace.

“Double-wide mobile home” is a separate use.

Municipal Boundary Area Road means a road under local municipal jurisdiction that traverses or crosses over the boundary between the Town of Raymond and the County of Warner, starting in one municipality and continuing into the other municipality, effectively linking the road network between the two municipalities; or, is a road that is located immediately beside the legal municipal boundary between the Town of Raymond and the County of Warner which may contain access points or road linkages from the adjacent municipality.

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.

Municipal Reserve means the land designated as municipal reserve under Division 8 of the *Municipal Government Act*.

Municipal Reserve Areas means Municipal Reserve Area A, Municipal Reserve Area B and Municipal Reserve Area C identified on Map 5 of the IMDP for the purposes of administering the municipal reserve policies of the IMDP.

N

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

NRCB means the Natural Resources Conservation Board.

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

O

Overlay Plan means a plan professionally prepared in accordance with the IMDP requirements and any applicable municipal bylaws and is typically a conceptual plan that illustrates matters such as the proposed lot layouts, future lots at full urban density, road alignments, existing and proposed development, and building envelopes identifying where dwellings should be located, so as not to fragment land or interfere with future subdivision and urban growth plans.

P

Plan means the County of Warner and Town of Raymond Intermunicipal Development Plan (IMDP).

Plan Area means the area within the IMDP Boundary delineated in Map 1 of the Plan and includes the land within the Town adjacent to the corporate boundary.

Plan of Survey means a detailed survey that includes a sufficient number of measurements that illustrates and represents the survey as made on the ground in accordance with the *Surveys Act*. A survey includes the position and nature of all survey monuments found and placed in the course of the survey and the original boundary lines of any parcel of land affected by the survey and any boundary line established by the survey. A registered Alberta Land Surveyor is the only person who may legally establish boundaries in accordance with the *Surveys Act*.

Planning Instrument means a plan of subdivision and an instrument as defined in the *Land Titles Act*.

Professionally Prepared Plan or Professionally Prepared means that any required area structure plan (ASP), conceptual design scheme, overlay plan, 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 stormwater management plan or design, geotechnical report, detailed infrastructure design or traffic impact assessment must be prepared by a licensed engineer.

Potential Neighbourhood Unit means an area that has been identified in Map 2 of the IMDP as having potential to serve as a neighbourhood in the future. A neighbourhood unit is comprised of a mix of residential uses, associated commercial and business uses, and parks and schools which serves higher density development in the future.

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

Provincial Land Use Policies means those policies adopted by the Minister of Municipal Affairs pursuant to section 622(1) of the *Municipal Government Act*.

R

Road or 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*.

S

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.

School Reserve means the land designated as school reserve under Division 8 of the *Municipal Government Act*.

Shadow Plan means a conceptual design drawing similar to an Overlay Plan which indicates how parcels of land may be further subdivided and incorporates or includes adjacent lands, which may not be part of a specific application proposal but it makes logical sense to include the lands, as they form part of a contiguous or affected area. It typically illustrates lot layouts, 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, Must or Will 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 Plan means a plan drawn to scale that conceptually illustrates the subdivision or development proposal for the subject property prepared in accordance with the requirements of this Plan and applicable municipal bylaws and plans.

Stormwater Management 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.

T

Tentative Plan of Subdivision means a preliminary plan of subdivision prepared by an Alberta Land Surveyor (A.L.S.) which typically illustrates parcel dimensions, building locations, easements or rights-of-way, and noted encroachments if present.

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/landowner's responsibility for specific off-site improvements.

Transportation 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 Raymond road system and adjacent highway systems.

Town means Town of Raymond.



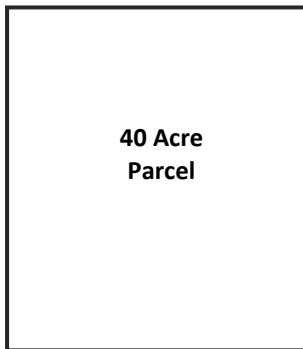
APPENDIX A

POLICY DIAGRAMS



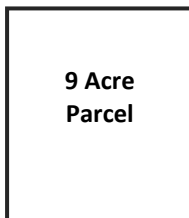
Figure 1 – Municipal Reserve Policy 2.6.2b

The following diagrams are intended to illustrate municipal reserve policy 2.6.2b.i and ii which requires that at least 50% of the municipal reserve be dedicated or deferred (unless otherwise mutually agreed to by the municipalities) for any parcel 10 acres or greater that is the subject of a subdivision application located within Municipal Reserve Area B (refer to Map 5).



Policy 2.6.2b.i

Acreage of Parcel Subject of Subdivision Application:	40 Acres
Municipal Reserve Owing:	10% X 40 Acres = 4 Acres
50% Municipal Reserve Dedicated or Deferred (unless otherwise agreed to by County and Town):	2 Acres
50% Municipal Reserve as Required by County:	2 Acres



Policy 2.6.2b.ii

Acreage of Parcel Subject of Subdivision Application:	9 Acres
Municipal Reserve Owing:	10% X 9 Acres = 0.9 Acres
100% Municipal Reserve as Required by County:	0.9 Acres

Figure 2 – Overlay Plan Policy 2.9.1

The following diagrams A-F are intended to conceptually illustrate the Overlay Plan components stipulated in policy 2.9.1. This sample Overlay Plan is based on a proposed two-lot subdivision and is for illustrative purposes only. An actual Overlay Plan must be professionally prepared and drawn to scale and include dimensions and all other requirements stipulated in this Plan, and the applicable municipal development plan and municipal land use bylaw.

Diagram A

Subject parcel, surrounding parcels and Transportation Concept.

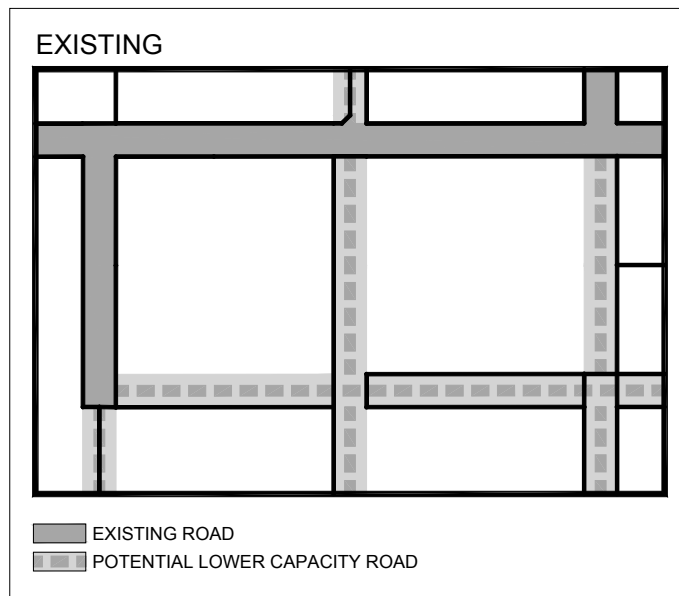


Diagram B

Proposed 2 lot subdivision.

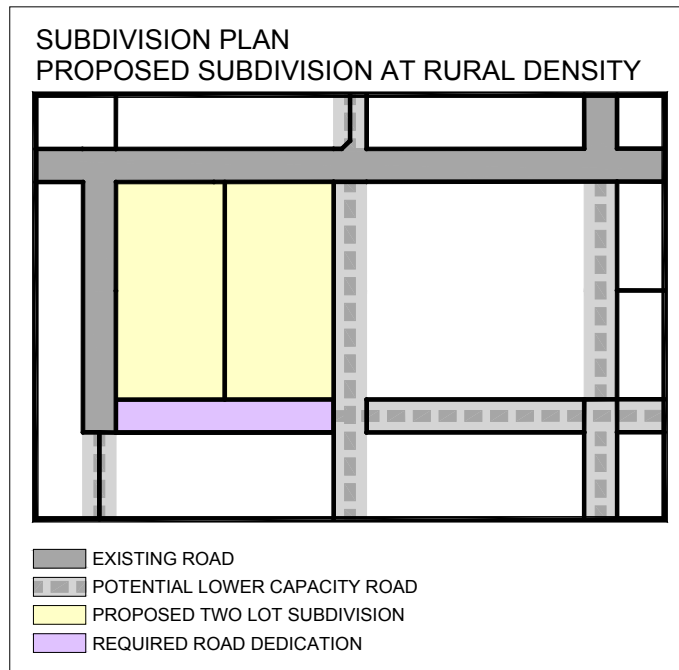


Figure 2 Continued – Overlay Plan Policy 2.9.1

Diagram C

Overlay Plan illustrating future rural density.

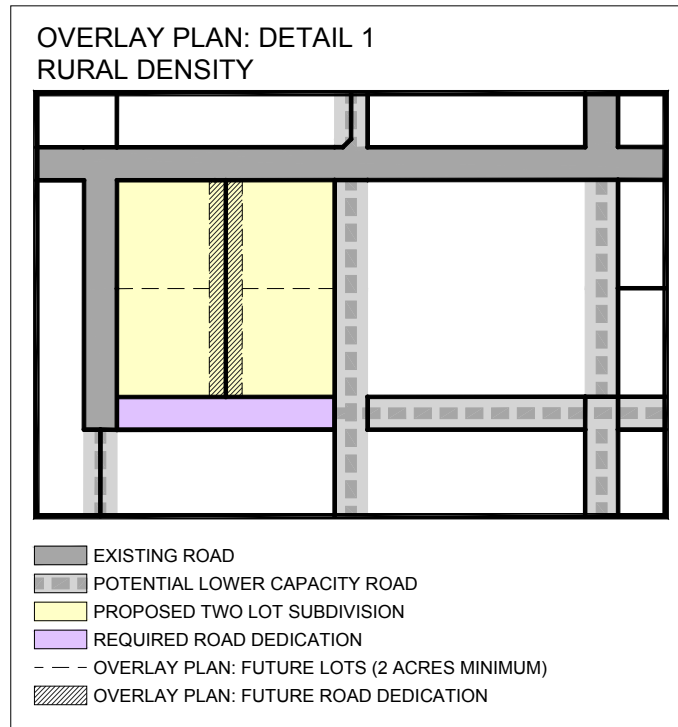


Diagram D

Overlay Plan illustrating future urban density.

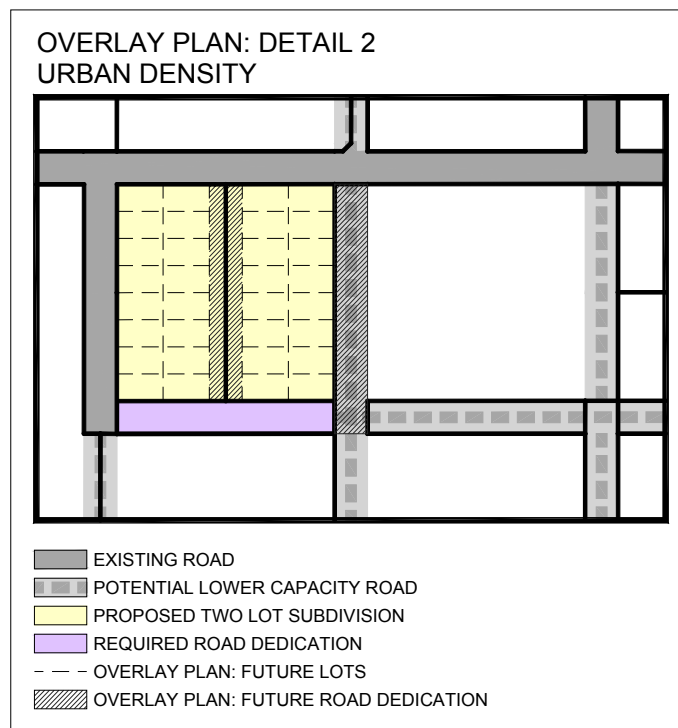


Figure 2 Continued – Overlay Plan Policy 2.9.1

Diagram E

Overlay Plan illustrating building envelopes.

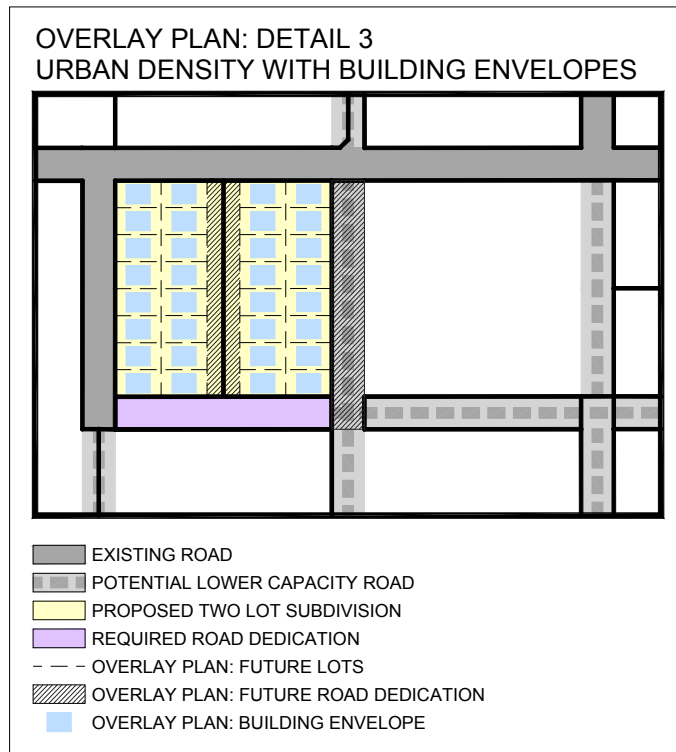


Diagram F

Future multi-lot subdivision proposal at urban density.

