





Lethbridge County & Town of Picture Butte

Intermunicipal Development Plan

May 2018

Lethbridge County Bylaw No. 18-009
Town of Picture Butte Bylaw No. 865-18



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LETHBRIDGE COUNTY
IN THE PROVINCE OF ALBERTA

BYLAW NO. 18-009

Bylaw No. 18-009 of Lethbridge County is for the purpose of adopting the Lethbridge County and Town of Picture Butte Intermunicipal Development Plan in accordance with sections 631 and 692 of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, as amended.

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

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

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

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

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

1. Council shall adopt the Lethbridge County and Town of Picture Butte Intermunicipal Development Plan in consultation and as agreed to with the Town of Picture Butte.
2. This plan, upon adoption, shall be cited as the Lethbridge County and Town of Picture Butte Intermunicipal Development Plan Bylaw No. 18-009 and Bylaw No. 865-18.
3. This bylaw shall come into effect upon third and final reading thereof.

GIVEN first reading this 15th day of March, 2018.

Reeve

Interim / CAO Sheldon Steinke

GIVEN second reading this 19th day of April, 2018.

Reeve

Chief Administrative Officer

GIVEN third reading this 3rd day of May, 2018.

Reeve

Chief Administrative Officer

BYLAW NO. 865-18

TOWN OF PICTURE BUTTE

IN THE PROVINCE OF ALBERTA

Bylaw No. 865-18 of the Town of Picture Butte is for the purpose of adopting the Lethbridge County and Town of Picture Butte Intermunicipal Development Plan in accordance with sections 631 and 692 of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, as amended.

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

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

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

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

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

1. Council shall adopt the Lethbridge County and Town of Picture Butte Intermunicipal Development Plan in consultation and as agreed to with Lethbridge County.
2. This plan, upon adoption, shall be cited as the Lethbridge County and Town of Picture Butte Intermunicipal Development Plan Bylaw No. 18-009 and Bylaw No. 865-18.
3. This bylaw shall come into effect upon third and final reading thereof.

READ a **first** time this 12 day of March, 2018.

Mayor - Cathy Moore | *Chief Administrative Officer - Keith Davis*

READ a **second** time this 9 day of April, 2018.

Mayor - Cathy Moore | *Chief Administrative Officer - Keith Davis*

READ a **third** time and finally PASSED this 9 day of April, 2018.

Mayor - Cathy Moore | *Chief Administrative Officer - Keith Davis*

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PART 1

INTRODUCTION



PART 1

INTRODUCTION

1.1 Purpose of Plan

The Intermunicipal Development Plan (IDP) (also referred to as an IMDP) is a statutory planning document and agreement entered into by two adjacent municipalities to clarify and address the land use expectations each municipality has for an agreed to land area (usually in the vicinity of the shared municipal boundary between the two municipalities or an agreed to fringe area). An IDP is intended to address land use and development matters, occurring in one jurisdiction which has, or may have, an impact on another jurisdiction, as well as procedures or addressing these matters.

Municipalities are encouraged by the province to adopt an IDP to:

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

This Plan has been prepared in accordance with the *Municipal Government Act* and the provincial *South Saskatchewan Regional Plan (SSRP)*, which encourage cooperation and coordination between neighbouring municipalities. In keeping with the intent of the SSRP strategies, Lethbridge County and the Town of Picture Butte 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. A detailed background review and land analysis was completed as part of the preparation of this Plan and may be found in Part 3.

Lethbridge County and the Town of Picture Butte have agreed to create an IDP in order to facilitate orderly and mutually beneficial planning practices for an agreed to Plan area. By creating a shared vision for future growth by establishing and agreeing to a long-term strategy to planning and development, the Plan 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, the Plan is intended to foster on-going 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.

1.2 Legislative Requirements

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

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

Specifically, the MGA states:

631(1) Two or more councils of municipalities that have common boundaries that are not members of a growth region as defined in Section 708.01 must, by each passing a bylaw in accordance with this Part or in accordance with Sections 12 and 692, adopt an intermunicipal development plan to include those areas of land lying within the boundaries of the municipalities as they consider necessary.

631(2) An intermunicipal development plan

a) must address

i. the future land use within the area,

ii. the manner of and the proposals for future development in the area,

iii. the provision of transportation systems for the area, either generally or specifically,

iv the co-ordination of intermunicipal programs relating to the physical, social and economic development of the area,

vi environmental matters within the area, either generally or specifically, and

vii any other matter related to the physical, social or economic development of the area that the councils consider necessary.

and

b) must include

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

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

iii. provisions relating to the administration of the plan.

It is noted that with amendments to the modernized *Municipal Government Act introduced by the provincial government,* Intermunicipal Development Plans are becoming mandatory for all municipalities in Alberta.

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

Pursuant to section 13 of the *Alberta Land Stewardship Act (ALSA)*, regional plans are legislative instruments. The SSRP has four key parts including the Introduction, Strategic Plan, Implementation Plan and Regulatory Details Plan. Pursuant to section 15(1) of *ALSA*, the Regulatory Details of the SSRP are enforceable as law and

bind the Crown, decision makers, local governments and all other persons while the remaining portions are statements of policy to inform and are not intended to have binding legal effect.

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

Objectives:

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

Strategies:

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

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

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

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

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

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

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

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

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

Other Aspects to Consider

In the past, many IDPs were often more general in their scope and sometimes were basic land use plans with referral and consultation policies and a section on dispute resolution. Over more recent years, many municipalities are preparing and adopting IDPs that are more detailed in regard to land use and applying a more prescriptive approach, based on environmental best practices, transportation alignments, servicing considerations, logical land use, and sustainable planning practices (clustering, smart growth concepts, etc.). Typically, IDPs have elevated their scope to often consider many of the following matters:

- *to recognize the need for coordinated land use planning regarding subdivision and development*
- *to focus on land use related matters requiring intermunicipal consultation & cooperation to promote development for both municipalities*
- *to encourage orderly and economical development in the designated IDP area that has regard for both municipalities' needs*
- *make a cooperative effort to plan efficiently and sustainably*
- *to provide clear development criteria and land use guidelines in order to meet the growth and planning goals and objectives of each municipality for the defined area*
- *to recognize the constraints and opportunities of the land and various servicing issues*
- *to create responsive land policies that focus on cooperative "regions", more so than individual jurisdictions*

With respect to the above, and given the changing environment within which the Town and County operate, it seems appropriate to develop a comprehensive IDP that reflects growth and development plans for both jurisdictions and that also takes into account the South Saskatchewan Regional Plan.

The Plan is intended to foster on-going 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 lands adjacent to the corporate boundary. Unless otherwise stated, 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. The Appendices form part of this Plan and apply.

1.3 Guiding Principles

1. Lethbridge County and the Town of Picture Butte will work in good faith and attempt to reach a consensus on planning matters within the Plan area, wherever possible.

2. Lethbridge County and the Town of Picture Butte will attempt to collaborate and work more cooperatively on matters that may impact or be of mutual benefit to both municipalities.

3. Lethbridge County and the Town of Picture Butte will work at enhancing consultation with regard to planning matters that may affect either municipality.

4. Lethbridge County and the Town of Picture Butte will ensure that the policies of this Plan are consistently and reasonably implemented.

5. Lethbridge County and the Town of Picture Butte 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 partnering municipalities.

1.4 Plan Goals

The intended goals of the Intermunicipal Development Plan are:

1. To promote an orderly and efficient development pattern within the Plan area that balances the long-range interests of the County and Town.

2. To provide for a continuous planning process that facilitates ongoing consultation, collaboration, and cooperation between the two municipalities.

3. To enable both municipalities to grow and prosper together in a regional context and to identify logical areas to accommodate future development and growth, as agreed to by both parties.

4. To achieve a balance of land uses compatible with agriculture, urban interest, economic growth and sustainable development practices.

5. 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.

6. To establish an agreeable planning approach to identify possible areas to enter into joint ventures and agreements, for more efficient planning and potential delivery of services.

7. To address the requirements of the *Municipal Government Act* with respect to plan administration, plan amendment and dispute resolution procedures.

1.5 Procedure for Adoption

Adoption

1.5.1 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.

1.5.2 This Plan comes into effect on the last date it was adopted by both the Town and the County by bylaw, after receiving three readings of the bylaw(s) by Council.

PART 2

IDENTIFICATION OF ISSUES & AREAS OF COMMONALITY



PART 2

IDENTIFICATION OF ISSUES & AREAS OF COMMONALITY

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

Intensive Agriculture (Confined Feeding Operations)

Currently new confined feeding operations are prohibited by the Natural Resources Conservation Board (NRCB) in the designated rural urban fringe. An issue for the Town has been the sometimes poor practices associated with manure disposal/application in proximity to the Town. How to manage manure application to lands in the fringe area is the main issue of discussion, and this will need further review, especially since it is the jurisdiction of the NRCB.

Industrial / Commercial & Other Uses

Both parties see the need to manage growth, rather than just responding to developers demands. Both municipalities have indicated a desire to have quality development with a plan that properly manages growth with suitable standards for development to be consistently applied. Both municipalities are in agreement that both the County and Town have a need and right to commercial/industrial development to diversify their respective tax bases. The area east of Town and Factory Drive has been discussed as a suitable area and potentially an area for a joint venture to occur. The County and Town both identify that area west of Town on Highway 25 may be suitable for some highway commercial use, dependent on some factors (access, drainage, compatibility), and need to agree on the best way to manage this.

Shared Services & Economic Development Cooperation

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

Transportation Issues

Growth and development in proximity to provincial Highway 25 and Highway 519 needs to be considered by both municipalities. Service road development and future intersection upgrades for more intensive development areas will need to be addressed. Consultation with Alberta Transportation regarding access points, intersection improvements and an access management strategy will be needed. It is recognized a more collaborative planning approach between both municipalities is needed, as future development will require internal road networks which should align between the two parties on both sides of the shared municipal boundary.

Urban Expansion

The Town has sufficient land to accommodate residential growth at its present rate for the foreseeable future, but does see the need for additional commercial and industrial land use opportunities on the more immediate horizon. The plan is to work in conjunction with the Town's identified preferred growth areas to ensure coordinated, compatible development occurs, and to provide for an agreed upon process in dealing with future urban growth, expansion and annexation issues.

Planning & Administrative Issues

Both parties recognize that it is important to remember an intermunicipal development plan should give consideration to both sides of the municipal boundary (i.e. be reciprocal) and it should be a "living" document (so to speak). Therefore, policies in the Plan have been created to cooperatively address: referrals and notifications, the on-going role of the standing committee, staff roles and authority in implementing the Plan, the process to update or amend the Plan, etc. On collaborative issues, both parties see that the process and managing of those items needs to be clearly spelt out, along with roles and responsibilities of administration and committee members, etc., depending on the item or agreement, so there is no misunderstanding between the two.

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

- Both the Town and County's Strategic Plans and goals indicate the need to create policy frameworks that encourage well-planned, orderly and managed growth;
- Both recognize the value of agriculture and agri-business, and the economic benefits to the region;
- Both parties see the need to manage growth, rather than just responding to developers demands., and agree the plan should illustrate where feasible and appropriate land uses should occur;
- The Town and County support the application of acceptable minimum municipal standards for servicing new developments and also desire some level of design standards to be applied;
- Both municipalities seek opportunity to expand and diversify the local economy and tax base while being respective of each other's needs;
- Both the Town and County generally agree on need for additional consideration for planning east of Factory Drive and along Highway 519, and that this may be an area to discuss a joint venture;
- Both desire to work collaboratively and seek benefits and opportunities of mutual cooperation;
- The County and Town agree that they need to work more closely, less adversarial, for mutual benefit of each municipality, the region, and ratepayers;
- Both desire to cooperate on issues of a regional nature, and be proactive and ready when preparing to deal with the various land use issues that exist in the IDP area.

PART 3

BACKGROUND & ANALYSIS OF THE STUDY AREA



PART 3

BACKGROUND & ANALYSIS OF THE STUDY AREA

3.1 Background

With the steady population growth of urban centers experienced in Alberta over the past several decades, it has become increasingly clear that municipalities cannot make effective land use decisions in isolation. Furthermore, changes to planning regulations contained in the Modernized *Municipal Government Act* further solidify the requirement for municipalities to consider and consult their neighbors during the planning process. An Intermunicipal Development Plan (IDP) recognizes that the fringe area of an urban municipality such as the Town of Picture Butte is subject to different pressures, problems, conflicts, and opportunities than a purely rural or urban area.

The background and analysis of the Plan area was undertaken to provide an overview of the existing circumstances in the fringe area in order to assist in the development of a functional, effective planning document. Maps (see Appendix B) will assist in providing a basic understanding of existing conditions, opportunities, and constraints associated with future development in the Plan area.

3.2 Existing Planning Documents, Agreements & Partnerships

The Town of Picture Butte and Lethbridge County adopted a Joint General Municipal Plan in 1995 which provided a general overview of planning concerns and best practices in the fringe area. The plan contained a sunset clause and was rendered invalid on May 1, 2000. No new Intermunicipal plan has been implemented since that time.

The Town has taken steps to manage its projected growth by identifying preferred growth directions in its Municipal Development Plan (MDP). This includes identification of preferred areas of growth for new Residential, Commercial, and Industrial land. Furthermore, the plan acknowledges the need for some residential growth to occur through the redevelopment of existing areas and through finding appropriate ways to encourage higher density development where possible. Finally, the plan acknowledges the need to consult with the Lethbridge County to find ways to improve communication, resolve disputes, share services, and plan for growth.

The County's primary focus is on retaining its agricultural character and diversifying its tax base in a way that supports the agricultural sector. The Town acknowledges its close ties to the surrounding rural area and the importance of agriculture by recognizing its "function as a service centre to the surrounding rural community, but also as a growing residential community for people employed in local farming operations and for retired rural people".

In addition to each municipality's planning documents, this Plan must conform to provincial regulations, most notably the South Saskatchewan Regional Plan (SSRP) and the Land Use Framework. These documents provide direction on a number of critical issues which will be addressed in this Plan, including but not limited to the need to preserve Agriculture through effective land use planning, responsible water management in accordance with the Approved Water Management Plan for the South Saskatchewan River Basin, and consideration for the efficient use of land in accordance with the Land Use Framework.

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

- the Joint Chiefs Committee (JCC) of emergency services departments;
- regional emergency services provisions through intermunicipal agreement;
- planning, mapping and GIS services provided by the Oldman River Regional Services Commission (ORRSC);
- regional economic development services provided by the SouthGrow Economic Initiative;
- waste services provided by the Lethbridge Regional Waste Management Services Commission; and
- cooperation and partnerships on waterline infrastructure.

3.3 Land Use & Zoning

There are five land use districts located within the Plan area. The Plan area is comprised primarily of land zoned Rural Urban Fringe in the areas directly adjacent to the Town municipal boundaries, with the majority of land zoned Rural Agricultural otherwise. There is a small Grouped Country Residential area located in the South East portion of the Plan area south of Highway 519 and east of Highway 843. The Southwest portion of the Plan area includes two lots zoned Rural Grouped Industrial (owned by the County) and a small piece of land zoned Rural Recreational. Map 13 in Appendix B illustrates existing zoning within the Plan area.

Land use within the study area is predominantly made up of agricultural uses, including a relatively dense composition of confined feeding operations. Residential uses are concentrated into the existing Grouped Country Residential area in the southeastern quadrant of the Plan area, though scattered farmsteads can be found throughout the area. The lone industrial land use within the Plan area is owned by the County and serves as their regional public works facility. The small Rural Recreational parcel located on the western boundary of the plan study area is an RV site serving the adjacent Picture Butte Golf and Winter Club. Map 18 displays existing land uses within the plan boundary.

The planning area also includes the Picture Butte reservoir located directly north of the Town. This reservoir is fed from Keho Lake by way of a Lethbridge Northern Irrigation District canal. The Town's wastewater lagoon and solid waste transfer station are located south of Town adjacent to Highway 843. Map 22 illustrates the existing infrastructure in the Plan area including Highways 25, 519, and 843. The area also includes a number of active and abandoned gas wells as shown on Map 17.

3.4 Topography

The land in the planning area can be categorized as being generally flat, with the highest point in the North West corner of the planning area sloping gently towards the East and South. The slope steepens greatly in the South Eastern portion of the Plan area, with the coulee descending into the Oldman River basin along the Southern edge of the South-East quadrant. The topography of the planning area is highlighted in Map 12.

3.5 Agricultural Practices

Both the County and the Town acknowledge the importance of agriculture as a fundamental building block of their municipality. The Town in their MDP acknowledge its position as a sub-regional service center and its important historical contribution as a hub of intensive livestock feeding and diversified farming. Indeed the MDP acknowledges that "since its origin, Picture Butte's main function has been that of providing services to the surrounding rural area, and as such its services have tended to be related to agriculture." The County likewise acknowledges its commitment to the agricultural sector in their MDP, noting as one of the principal goals of the document being to "preserve the agricultural land base and facilitate and enhance agriculture and agricultural-related industries in the municipality."

Land in the Plan area is predominantly of a reasonably high quality, with the majority of lands being designated as class 2 (moderate limitations) with small patches of class 3 (moderately severe limitations). Much of the land in the area contains irrigation rights. The steeply slopped areas located in the southeastern quadrant descending into the Oldman River basin include soils in the class 6 (improvement practices not feasible) range. Map 14 indicates the Canada Land Inventory (CLI) soil classification and agricultural capability of the lands within the Plan area.

The SSRP clearly outlines policies with respect to agriculture with which all municipal plans, including an IDP, should comply. These include:

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

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

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

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

Confined feeding operations (CFOs) represent a major component of the agricultural industry within the planning area. While both municipalities acknowledge the important contributions these operations make to the area economy, the large concentration of CFOs and their associated negative externalities (dust, noise, traffic, odour, etc.) are sometimes a source of contention amongst the public. The most contentious issue has historically been with respect to the practice of spreading of manure (a practice not limited to CFOs specifically) and the odour that this practice generates, particularly in the western portion of the Plan area which is generally upwind of the Town.

Difficulty managing these conflicts between land uses is further compounded by the relative lack of control either municipality has on the management of these operations, as they fall under the oversight and regulation of the Natural Resources Conservation Board (NRCB). Prior to approving the establishment or expansion of a CFO, the staff of the NRCB will review local municipal plans (including this IDP where applicable) and request comments from affected municipalities. The "Agricultural Operations Practices Act Standards and Administration Regulation" generally limits the establishment or expansion of CFOs in designated fringe areas through the application of a minimum distance separation.

Map 19 outlines the location, type, and size of CFOs within the Plan area. This includes:

- 4 Beef operations with a total animal units of 15,400
- 4 Pig operations with a total animal units of 800
- 1 Dairy operation with a total animal units of 250
- 1 Sheep operation with a total animal units of 200

(Note: the size and type are a snap-shot in time of study report preparation, and it is further noted some operations are inactive, grandfathered or have no permit records associated to them.)

3.6 Existing Subdivision & Development

The planning area is somewhat fragmented, particularly in the southeast portion south of Highway 519 and east of highway 843. In addition to a grouped country residential subdivision, this area includes a number of farm sites, utility lots, and slopes and soil qualities which make preservation of large agricultural parcels less critical than in other portions of the planning area. Other quadrants of the Plan area are less fragmented, with fragmentation generally occurring to accommodate subdivision of farmsteads from otherwise unsubdivided quarter sections. Exceptions to this would include those parcels that may have been created by virtue of having been fragmented by the development of a highway, rail line, or other public use.

3.7 Projected Urban Growth

The Town of Picture Butte has experienced slow growth in the range of 0.5% per annum over the 20 year period between 1996 and 2016. Residential growth within Town boundaries is expected to occur in the southwest (first north of Highway 25) further growth being available in the north portion of the Town lying to the west of the reservoir. The Town MDP confirms that residential growth is expected to be accommodated through a mix of growth to the South and West, in addition to encouraging densification primarily through infill in the northwest. Developers will be encouraged to provide a mix of housing types to provide for greater densification and to accommodate changing needs in housing, particularly with respect to an aging population.

Industrial and commercial (principally highway commercial) can be accommodated in the easterly portion of the Town; demand for additional commercial and industrial development will continue to be directed to the area north of Highway 519 and east of Highway 25. Opportunities for partnership or collaboration between the Town and County for commercial and/or industrial development outside of Town boundaries may be explored where warranted.

3.8 Background Mapping & Land Analysis

A detailed analysis of the Plan study area was undertaken to provide an overview and basic understanding of existing conditions, opportunities, and constraints of the existing circumstances in the general fringe area. The background information maps are found in Appendix B. A comprehensive review was undertaken of various planning documents, mapping and geographical information data, land forms, existing land use, subdivision and development activity, cadastral and title mapping information, soils and topography, provincial data (abandoned and active wells, underground mining activity, etc.) and various municipal engineering documents and infrastructure studies, to highlight a few of the main study areas.

PART 4

ADMINISTRATION



PART 4

ADMINISTRATION

4.1 Plan Validity & Amendment

Intent

This Plan may require to be amended from time to time in order to keep the Plan current and in conformity with any provincial regulations or initiatives. This Plan does not contain an expiry date or "sunset" clause, but rather, incorporates a method of regular review and policy mechanisms to enable amendments to ensure its relevancy.

Policies

4.1.1 This Plan comes into effect on the date it is adopted by both the Town and the County. It remains in effect as prescribed by the MGA, or until such time both municipalities mutually agree to renegotiate a new IDP agreement and rescind the current Plan through the bylaw process.

4.1.2 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.

4.1.3 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.

4.1.4 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.

4.1.5 The Intermunicipal Committee shall informally 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.

4.1.6 Within ten years of 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.

4.2 Intermunicipal Development Plan Committee

Intent

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

Policies

4.2.1 An Intermunicipal 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.

4.2.2 The Intermunicipal 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.

4.2.3 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 4.3 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.

4.2.4 The Committee shall be comprised of five elected officials, three from the County and two from the Town and that each municipality must appoint an alternate member. 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.

4.2.5 Members of the Committee will make their best efforts to attend each meeting. Quorum of the Committee will be four members and requires that each municipality is represented by a minimum of two of its committee members or a committee member and an alternate member.

4.2.6 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 4.1.2 of Plan Validity and Amendment.

4.2.7 The Committee shall appoint a member as chair at the beginning of each meeting and the position of chair shall alternative between the two municipalities. The Committee shall determine by consensus when and where the meetings will be held.

4.2.8 Meetings of the Committee shall be held at least annually or more frequently as required to address items in Parts 5 through 7. At least five days' notice shall be provided for the scheduling of Committee meetings and including agenda package and background information, unless otherwise agreed to by both municipalities.

4.2.9 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.

4.3 Intermunicipal Referrals

Intent

To establish a fair and clear process for consistent and transparent sharing of information necessary to make decisions consistent with the intent of this Plan and to encourage good intermunicipal relationships and cooperation.

Policies

Referral Process

4.3.1 The following documents or applications that affect lands in the Plan area or land in the Town of Picture Butte 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 (either new or proposed amendment):

- Municipal Development Plans
- Area Structure Plans
- Area Redevelopment Plans
- Conceptual Design Schemes
- Outline or Overlay and Shadow Plans
- Land Use Bylaws (new bylaws or amendments for land use redesignations)
- Subdivision Applications
- Discretionary Use Development Applications

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

4.3.3 Any subsequent changes to the documents or applications referred to in section 4.3.1 that occur after the item has been referred which may have an impact on the Plan or other municipality will be re-circulated to the other municipality and if deemed necessary by either municipality, the Intermunicipal Committee prior to second reading or approval of the document. Based on the

significance of the changes from the original document circulated, the municipality processing the proposal will consider convening a new public hearing or meeting.

4.3.4 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.

Response Timelines

4.3.5 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:

a. fifteen (15) days for development applications,

b. nineteen (19) days for subdivision applications, and

c. thirty (30) days for all other intermunicipal referrals.

4.3.6 In the event that an intermunicipal referral is forwarded to the Intermunicipal Committee for review and comment, a Committee meeting will be scheduled as soon as possible and a written Committee response shall be provided within ten (10) days of the Committee meeting date.

4.3.7 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 4.3.2(a), (b) and (c), it will be assumed that the responding municipality and/or Committee has no comment or objection to the referred planning document or application.

Consideration of Referral Responses

4.3.8 Comments from the receiving municipality and the Intermunicipal 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.

4.4 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 dispute through consensus and minimize the need for formal mediation.

Policies

General Agreement

The County and the Town agree that:

4.4.1 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.

4.4.2 Prior to a 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.

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

Dispute Resolution

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

4.4.4 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.

4.4.5 Should either municipality identify an issue related to this Plan that may result in a dispute that cannot be administratively resolved under section 4.4.4 or any other issue that may result in a dispute, the municipality should contact the other and request that an Intermunicipal Committee meeting be scheduled to discuss the issue, per the procedures and times prescribed in sections 4.2.8 and 4.3.6. The Committee will review the issue and attempt to resolve the matter by consensus.

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

4.4.7 Should the Councils be unable to resolve the matter, either municipality, shall be able to initiate a formal mediation process to facilitate resolution of the issue.

4.4.8 The mediation process available through Municipal Affairs may be used to facilitate mediation.

Filing an Intermunicipal Dispute under the Municipal Government Act

4.4.9 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.

4.4.10 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.

4.5 Plan Implementation

Intent

The County and the Town agree that a collaborative approach to planning is both desirable and 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 which is a statutory planning document. The *Municipal Government Act* also stipulates that all statutory plans adopted by a municipality must be consistent with each other. To address this requirement, the following processes and policies will be implemented by each municipality.

Implementation

4.5.1 This Plan comes into effect on the last date it was adopted by both the Town and the County by bylaw, after receiving three readings of the bylaw(s) by Council.

4.5.2 The Town and County agree that they shall ensure that the policies of this Plan are properly, fairly and reasonably implemented.

4.5.3 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 may 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 land use districts with respect to the Land Use Concept of the Plan (refer to Planning Areas in Part 6). 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 and conform to 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.

4.5.4 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 the Land Use Concept 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 on-going 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.

4.5.5 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.

4.5.6 The *Alberta Land Stewardship Act* (Bill 36) was passed by provincial Cabinet in June, 2009, and the subsequent South Saskatchewan Regional Plan was approved in September 1, 2014 for the southern portion of the province. To address this, the County and Town will consider the following processes to address the South Saskatchewan Regional Plan legislation and any amendments made thereto:

a. The Town and the County will consider and respect the mandate of this legislation and will cooperate to comply with the adopted regional plan policies.

b. Amendments may be required to be made to the Plan to further adhere to provincial requirements and the policies of the South Saskatchewan Regional Plan or any amendments thereto. If Plan amendments regarding policies to address any provincial requirements are needed, those amendments 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 intermunicipal development plan may be adopted by each Council.

4.5.7 When any amendments to the Plan are proposed, the municipalities must follow the process and policies as outlined in section 4.1 of the Plan. No amendment shall come into force until such time as both municipalities adopt the amending bylaw.

PART 5

INTERMUNICIPAL LAND USE POLICIES



Part 5

INTERMUNICIPAL LAND USE POLICIES

5.1 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.

Policies

Extensive Agriculture

5.1.1 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 can continue to operate under acceptable farming practices and may be protected provided they are operating in accordance with the *Agricultural Operation Practices Act (AOPA)*.

5.1.2 The lands designated as Rural Urban Fringe or Rural Agriculture within the County's current Land Use Bylaw shall remain designated as such until such time they may be redesignated to non-agricultural uses in accordance with this Plan. Until redesignation occurs, land uses within the plan boundary will be regulated in accordance with the Rural Urban Fringe or Rural Agriculture district contained within the Lethbridge County Land Use Bylaw.

5.1.3 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 Lethbridge County Agriculture Service Board or other applicable policies.

5.1.4 If disputes or complaints in either municipality should arise between citizens 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.

Confined Feeding Operations

5.1.5 New confined feeding operations (CFOs) are not permitted to be established within the Intermunicipal Development Plan Confined Feeding Exclusion Area as illustrated on Diagram 1 (as corresponding to the IDP boundary) and specifically on Map 20, CFO Exclusion Area (Appendix B).

5.1.6 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.

5.1.7 Both municipalities request the NRCB to circulate all applications for confined feeding operations' registrations or approvals within the Intermunicipal Development Plan Boundary to each respective municipality.

5.1.8 Both Councils recognize and acknowledge that existing confined feeding operations located within the Plan area will be allowed to continue to operate under acceptable operating practices and within the requirements of the *Agricultural Operation Practices Act and Regulations*.

5.1.9 The Town agrees that it will notify and consult with the County prior to engaging the NRCB or other provincial authorities, should a problem or complaints arise regarding a CFO operator's practices.

5.1.10 For statutory plan consistency, as required under the *Municipal Government Act*, the County Municipal Development Plan CFO policies and associated map shall be reviewed and should be updated to reflect the CFO Exclusion Area as defined by Map 20 (Appendix B) within the first year of this Plan being adopted.

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

5.2 Urban Growth & Annexation

Intent

The general identification of development and growth directions will assist decision makers in both jurisdictions when dealing with discretionary situations. At some point, when the planning for annexation by the Town needs to occur, it must be planned for in consultation with the County. The annexation procedure needs to be clearly defined for both parties to successfully guide the process. 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; 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

5.2.1 In order to allow for the planning and installing of costly infrastructure, the County and Town have identified in the Plan the general and long-term areas for growth and development. Future annexation of any of these lands will occur in the framework and context of long-range planning documents and in consultation with the County.

5.2.2 Identification of the likely development areas and types of land use (Diagrams 3-10) are 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.

5.2.3 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 a growth study or report which indicates the necessity of the land, outlines proposed uses of the land, servicing implications and any identified financial impacts to both municipalities.

5.2.4 Notwithstanding policies 5.2.3 through 5.2.8, the County or Town may initiate an application for annexation without the need for a detailed growth study or 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.

5.2.5 Within 60 days of receiving a growth study or report to review, and prior to the County or Town submitting a notice of intent to annex land with the Municipal Government Board, the County or Town shall indicate in writing whether or not it has objections or concerns, or whether it requires additional clarification on any matters within the report or study.

5.2.6 In relation to policy 5.2.5, if concerns are brought forward the 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.

5.2.7 In respect of annexation discussions the County or Town may request as part of the agreements, consideration for, but not limited to:

a. property taxes of citizens, 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.

5.2.8 Diagrams 2-10 indicate the general areas of land use and development growth to enable compatible development to occur in either municipality in respect of the policies of this plan. In the future when the Town determines it is necessary to extend its municipal boundary and undertake an annexation of lands, the Town will address (in consideration of policy 5.2.3 and the financial impacts) proposals for compensation and tax revenue sharing.

5.2.9 Any growth study or annexation report 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.

5.2.10 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.

5.2.11 Within one year upon a Municipal Board Order approving an annexation:

a. the IDP 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 IDP 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.

5.3 Transportation & Road Networks

Intent

The following policies attempt to address expected development and growth pressures and provide a mechanism for consultation when dealing with transportation issues that transcend municipal borders or will impact both municipalities. There is recognition of the need to protect future road linkages in the fringe area and the efficiencies of a conceptual transportation network to guide future development in certain areas. Processes should also be clear on entering into and managing road agreements between the municipalities and also developers.

Policies

General

5.3.1 Each municipality must be notified of any development or subdivision proposal in the other municipality that will result in access being required from an adjoining road under its control or management. The affected municipality must give its approval or decision in writing prior to the application being considered as complete by the other municipality. In relation to this policy, the referral time frames as stipulated in Part 4, Section 4.3 of this Plan should be respected.

5.3.2 The County or Town may require an agreement regarding the construction, repair, and maintenance of any municipal roads, which may be impacted by subdivision or development, when the development requires access to come from the adjacent municipality's road.

5.3.3 Municipal roads that may be affected by an annexation or municipal boundary change must be identified in the growth or annexation study provided in accordance with policies 5.2.3 and 5.2.8 of this Plan.

5.3.4 The County and Town agree to consult and work with Alberta Transportation regarding the implementation of this Plan. When required by Alberta Transportation, developers shall conduct traffic studies with respect to impact and access onto the highways. Any upgrading identified by traffic studies conducted by developers with respect to the highways shall be implemented by the developer at its sole cost and to the satisfaction of Alberta Transportation.

5.3.5 Both the County and Town acknowledge that a Traffic (Transportation) Impact Analysis (TIA) will be required to be conducted prior to any intense or large-scale major development to confirm access management standards, roadway cross-sections and other functional considerations, which should be provided at the expense of the developers.

5.3.6 To address a road or access management issue between both municipalities, an *"Assignment of Jurisdiction"* as it applies to public roads may be discussed and agreed to, in consultation with and approval by Alberta Transportation, if all three parties agree that it is an appropriate mechanism to deal with the particular road issue.

Transportation Concept / Future Road

5.3.7 The County and Town are both supportive of the principle of protecting identified future major road linkages in portions of the fringe area and as illustrated on the various planning Land Use Concept Maps (Diagrams 8 through 10) showing potential transportation routes.

5.3.8 The proposed roadway system depicted in the Concept maps are conceptual and must be defined in more detail at the Area Structure Plan and subdivision stage as prepared by developers/landowners, or municipality if applicable.

5.3.9 Integrating future local roadway systems to the internal roads pattern networks within the adjacent Town system to provide logical and efficient access to all parts of the east and north development area is important.

5.3.10 In areas where existing buildings or structures are located in future road alignments, 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 Town.

5.3.11 Roadways within the Plan area of the County shall be developed to provide access to all lots and future blocks and these shall be provided to conform to the Lethbridge County *Engineering Guidelines and Minimum Servicing Standards* at the expense of the developer when required by the County in accordance with this Plan, and any subsequent Area Structure Plan or subdivision approval.

5.3.12 Roadways within the Plan area of the Town should be designed to integrate with existing and future local roadway systems within the adjacent County road network, and shall be provided to conform to the Town's engineering standards at the expense of the developer.

5.3.13 In relation to policy 5.3.11, the dedicated road right-of-way must be constructed to County standards as a condition of subdivision approval. Reviewed on a case-by-case basis and in consideration for the location, type or density of subdivision proposed in the Plan area, the County may allow 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. 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.

5.3.14 The County or Town may use *Endeavour to Assist Clauses* in Development Agreements, to compensate initial developers who may be required to construct a public road as a condition of a subdivision or development approval to provide access, and where other developers or landowners may later benefit from or use the road that was constructed at the initial developer's expense.

5.4 Utilities & Servicing

5.4.1 The County and Town recognize that there may be areas of mutual benefit in the provision of infrastructure and other services and agree to discuss these opportunities and may enter into separate agreements to address this.

5.4.2 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.

5.4.3 The County's *Engineering Guidelines and Minimum Servicing Standards* manual shall apply as a minimum stipulation to all development proposals on any lands within the County jurisdiction of this Plan, and the County may impose additional requirements and standards if they determine it is required and appropriate. Any additional standards as stipulated in Appendix A of this Plan shall also apply.

5.4.4 Where required in accordance with this Plan (within either jurisdiction) or either municipality's Municipal Development Plan, developers shall be responsible to provide at their expense an engineered storm water management plan and obtain any necessary approvals under the *Water Act*.

5.4.5 For lands within the County, developers shall be responsible to provide storm water management for their parcel as it pertains to a proposed development, or for a larger design or subdivision

area, to the satisfaction of the County. Post-development runoff rates shall not exceed pre-development runoff rates as per Lethbridge County *Engineering Guidelines and Minimum Servicing Standards*.

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

PART 6

PLANNING AREAS & LAND USE CONCEPTS



PART 6

PLANNING AREAS & LAND USE CONCEPTS

6.1 Coordinated Growth Management & Land Use Concepts

Lethbridge County and the Town of Picture Butte recognize the need for coordinated land use planning in the fringe and have established an overarching Land Use Concept (Diagrams 2-10) which forms the basis for the policies of this Plan. The Land Use Concept is based on six specific Planning Areas intended to efficiently manage growth in the fringe and establishes a broad framework for future decision making regarding growth and development to meet the needs of both municipalities. The general locations for future land uses and some major transportation routes are identified in the Plan in order to assist decision makers. Any type of development along the highway(s) will also be subject to requirements of Alberta Transportation.

6.2 General Plan Policies

Intent

These policies are general policies applicable to all land, proposals and processes pertaining to the Plan.

Policies

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

6.2.2 The existing land areas designated as Rural Urban Fringe, Rural General Industrial or Rural Agriculture may remain as such and are regulated by any and all applicable County Land Use Bylaw policies for those respective land use districts.

6.2.3 Any application submitted for a land use redesignation in Lethbridge County may be required to be accompanied by a professionally prepared Area Structure Plan containing the information requirements as prescribed in the Lethbridge County Land Use Bylaw, Municipal Development Plan and this Plan.

6.2.4 When Area Structure Plans are required for land within the Town adjacent to the municipal boundary, and within the County in the IDP boundary area, both municipalities shall stipulate that any of the required plans, design schemes or other reports in support of major subdivisions/developments must be professionally prepared and engineered. (Note: An ASP must address, including, but not limited to: conformity with planning documents, proposed land uses, lot sizes and density, access, transportation linkages, fire suppression, soil conditions, sub-surface conditions, storm water management, municipal reserve provisions, architectural controls, and all servicing (deep and shallow utilities), etc.).

6.2.5 Land use proposals that may not conform or are not clearly defined in the Plan may be discussed and considered with agreement between the two municipalities. Such proposals must be brought before a meeting of the Intermunicipal Committee for discussion and comment, and any major amendments to the Plan must be agreed to by both municipal Councils and adopted in conjunction with Part 4, policy 4.1.2.

6.2.6 Non-agricultural buildings and uses or intensive agricultural uses that may more suitably be located within a commercial or industrial area shall be required to locate the proposed business operation within sub-planning areas 1A or 1B, or in Planning Areas 4 and 5 (proposed east and north industrial areas) of the Plan, or within suitably designated land within the Town, and parcels outside those predetermined areas should not be considered eligible for redesignation to industrial land use districts.

6.2.7 Land areas situated outside of specifically identified Planning Areas and their sub-planning Areas are subject to the County's present Rural Urban Fringe, Rural General Industrial or Rural Agriculture land use policies. This generally restricts subdivision to a single title out of a quarter-section or the resubdivision of titles containing 8.1 ha (20 acres) or less of agricultural land.

6.3 Coordinated Growth / Planning Areas

Intent

The Land Use Concept (Planning Areas) serves as the framework for subdivision and development proposals in the fringe ensuring development takes place in an orderly and efficient manner. The Land Use Concept (Concept) establishes the general locations for future land uses, the Town and County's desired growth areas, and some potential road network considerations. The future land uses identified in the Concept serve as a guide in locating future land uses and development in order to ensure the compatibility of uses and minimize potential negative impacts, while allowing for the efficiencies of future servicing.

6.4 Planning Area 1

Planning Area 1 is situated to the west of the Town, and is inclusive of lands within the Town adjacent to the west municipal boundary. The area immediately west of the current Town municipal boundary (north of the highway) is adjacent to a new residential subdivision (Sunset Park) the Town is developing. Both municipalities may benefit from planning for some highway commercial development along Highway 25 at the west entrance to Town. Planning Area 1 illustrates the appropriate areas where future highway commercial development may be considered. The very northwest area of Planning Area 1, (west of the reservoir) is presently noted as a land area that will be more difficult and expensive to provide municipal services (water & sewer) due to land and topography constraints.

Policies

6.4.1 Outside the stipulated sub-planning areas, subdivision and development in Planning Area 1 is regulated by any and all applicable County agricultural policies (related to extensive agriculture) contained in the County's Municipal Development Plan and Land Use Bylaw and any other relevant policies that may be contained in this Plan.

6.4.2 The existing land areas designated as Rural Urban Fringe, Rural General Industrial or Rural Agriculture may remain as such and are regulated by any and all applicable County Land Use Bylaw policies for those respective land use districts.

6.4.3 Outside the specifically identified sub-planning areas, agricultural uses shall be the primary use of land in this area. The CFO policies and exclusion area as prescribed in Section 5.1 of the Plan shall be applied.

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

6.4.5 Non-agricultural land uses or developments which are considered as noxious or hazardous uses, where such a use may negatively impact (i.e. smoke, dust, noise, vibration or glare) neighboring land uses, or heavy industrial type uses shall be prohibited from being established in this area.

6.4.6 Non-agricultural buildings and uses in Planning Area 1 (specifically commercial and industrial) shall be considered on the basis of anticipated traffic volumes and potential impacts to Highway 25 and the Town of Picture Butte entrance, and any use which is determined to have a major traffic impact should not be approved.

6.4.7 For this Plan, Planning Area 1 is divided into 3 sub-planning areas, with Area 1A (north of Highway 25) and Area 1B (south of Highway 25) identified for future highway commercial development, and Area 1C identified for longer-term future growth including residential uses. Areas 1A and 1B are considered the more likely and priority areas to initially be planned for and commercially developed.

6.4.8 The County and Town may agree to enter into a separate agreement for a joint development venture project and plan for and/or develop the identified highway commercial areas adjacent to Highway 25, as both the County and Town determine is practice and feasible, as a municipal partnership.

6.4.9 Area structure plans shall be prepared prior to multi-lot subdivision or at the redesignation stage for development proposals in any of the stipulated sub-planning areas for highway commercial development (1A and 1B). Alberta Transportation must be consulted as part of the planning process.

6.4.10 Access points and the planning for service roads in respect of Alberta Transportation requirements shall be taken into consideration in the planning process. The preparation of Traffic Impact Assessments (TIAs) will need to be completed as part of the ASP process or as required by Alberta Transportation.

6.4.11 Storm water management and drainage considerations, especially along the highway and west Town entrance, must be addressed as part of the area structure plan preparation and subsequent development of lands.

6.4.12 If the north and south sides of Highway 25 are planned for and developed separately by the Town and the County, similar development standards (i.e. reciprocal) should be agreed to and applied by both municipalities.

6.4.13 The type of highway commercial land uses permitted along the Highway 25 corridor will be dependent on the need and availability of servicing in relation to that use.

6.4.14 Any non-agricultural development located in either municipality that is visible from the highway corridor area (Highway 25) shall provide landscaping and architectural elements that enhance the visual/aesthetic appeal and impact along roadways for the travelling public, as per Appendix A of this Plan.

6.4.15 If and when the Town determines it may want to discuss with Lethbridge County the possibility of annexing land to support urban growth towards the west (in SW 3-11-21-W4M), it will discuss its proposal with the County and follow the process outlined in section 5.2 of this Plan. A growth study is required to demonstrate the need, purpose and servicing issues that need to be addressed.

6.4.16 Area Structure Plans submitted by a developer/landowner must be professionally prepared at the developer's expense and shall comply with all relevant and applicable policies and appendices of this IDP. (Note: An ASP must address, including, but not limited to: conformity with planning documents, proposed land uses, lot sizes and density, access, transportation linkages, fire suppression, soil conditions, sub-surface conditions, storm water management, municipal reserve provisions, architectural controls, and all servicing (deep and shallow utilities), etc.).

6.4.17 Developers shall provide and construct at their expense the required access, service roads, or major and minor roadways as needed in accordance with Alberta Transportation conditions, municipal requirements, and the transportation policies in Part 5, Section 5.3 of the Plan. The County will use "*Endeavor to Assist*" agreements wherever possible to aid the initially develop to recoup planning/engineering costs that later developers may benefit from.

6.4.18 Developers shall be responsible to provide at their expense Traffic Impact Assessments that may be required by Alberta Transportation or either municipality for any major subdivision or development which may impact the provincial road network or local municipal roads.

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

6.4.20 The three existing country residential uses situated north of the County's municipal public works shop (and to the immediate south of Highway 25) may continue to remain for such use, but can be considered for redesignation to highway commercial use in the future when it is deemed logical to do so. The long-term concept would be for these lots to eventually be converted to highway commercial use to be contiguous and compatible with adjacent commercial uses.

6.5 Planning Area 2

Planning Area 2 is situated to the southwest and south of the Town (south of the present municipal boundary) (refer to Diagram 4). These lands are located in an area that is contiguous to existing residential development within the Town boundary, and engineering studies indicate it is an area that could be readily serviced in the future. A small portion of and within the Town boundary adjacent to Highway 25 may accommodate some commercial use, with future residential use planned to the south of that. The majority of the future growth lands identified would be compatible with additional residential and accompanying public-institutional type land uses. The very southeast portion is slightly impacted by the location of the Town's municipal sewage lagoons and the waste transfer station. No residential, school or food establishments may be located within 300 meters of the working area of the cells or waste transfer site.

Planning Area 2 is described and divided into three main planning sub-areas. Future development in this area should be contiguous with existing development so that no leap frog development occurs or is allowed. The most southerly sub-area is identified as an agricultural holding area as it is not foreseen to be used for anything other than agriculture for the foreseeable future.

Policies

6.5.1 For lands currently in the County's jurisdiction in Planning Area 2, the subdivision of lands for uses other than agricultural related use should be discouraged and the County's standard agricultural subdivision criteria shall be applied.

6.5.2 Any type of development proposal or future land use planning in Planning Area 2 must take into consideration the location of the Town of Picture Butte municipal sewage lagoons and waste transfer site and apply the required setback requirements. No residential development or development related to the processing and/or preparation/ serving of food shall be permitted within 300 metres (984 ft.) of the Town's sewage lagoons and within 300 metres (984 ft.) of the waste transfer site, as per section 12 of the Province of Alberta's *Subdivision and Development Regulation*.

6.5.3 Grouped country residential use within the County, or even the Town, is not deemed to be an appropriate or compatible land use in the vicinity of the sewage lagoons and waste transfer site and is highly discouraged within 400 m (¼-mile) of those uses.

6.5.4 No residential or grouped country residential development shall be permitted within 300 metres (984 ft.) of the Town's parcel (Lot 1, Plan 8910795) that may be required and used for the future expansion of the town's sewage lagoons, as illustrated on Diagrams 4 and 5.

6.5.5 The existing land areas designated as Rural Urban Fringe, Rural General Industrial (e.g. County public works shop) or Rural Agriculture may remain as such and are regulated by any and all applicable County Land Use Bylaw policies for those respective land use districts. The Town recognizes that the County may in the future expand the municipal administrative uses on its public works shop parcel and has no major concerns with such a proposal.

6.5.6 Subdivision and development of land areas in Planning Area 2 are subject to the County's present Rural Urban Fringe, Rural General Industrial or Rural Agriculture land use policies. This generally

restricts subdivision to a single title out of a quarter-section or the resubdivision of titles containing 8.1 ha (20 acres) or less of agricultural land.

6.5.7 When the Town determines that the annexation of lands within Planning Area 2 (NW 33-10-21-W4M or North-half of South-½ 33-10-21-W4M) are necessary to accommodate urban growth, all associated requirements of this Plan shall be followed including the necessity of the Town to prepare a Growth Plan in consideration of Part 5 (section 5.2).

6.5.8 Prior to approving any multi-lot subdivision or large scale commercial development for the land area identified within the Town boundary at the entrance to the Town (south-side of Highway 25) as potential highway commercial use, the Town will require an Area Structure Plan, Area Concept Plan or Concept Design Scheme plan to be prepared (and referred to Alberta Transportation and Lethbridge County in accordance with Section 4.3).

6.5.9 The lands identified as the Agriculture Holding Area are primarily foreseen to be utilized for agriculture in the foreseeable future (identified as Agricultural Holding Area on Diagram 4), and the County's current agricultural related subdivision and development policies shall apply.

6.5.10 Should potential suitable uses other than agriculture be identified and agreed upon by the County and Town, any proposals for multi-lot subdivision on these lands shall be supported by a professionally prepared Concept Design Scheme plan or Area Structure plan that meets the requirements of this Plan**.**

6.5.11 An area of slightly poor quality land in the SW 34-10-21-W4, located over 400 m north of the Town owned parcel identified for future sewage lagoon expansion (Lot 1, Plan 8910795), may be planned and considered for redesignation to grouped country residential use if a professionally prepared Area Structure Plan or Conceptual Design Scheme is provided by the landowner/developer and is approved by the municipality (as illustrated on Diagram 4).

6.5.12 It is understood the area identified for grouped country residential use may be part of a future growth and annexation area for the Town, as it is recognized the Town may logically at some point expand south to include the Town's sewage lagoons and waste transfer site infrastructure into its municipal jurisdiction.

6.6 Planning Area 3

Planning Area 3 is located southeast of the Town, to the south of Highway 519. This is a subdivided and fragmented area that contains some mixed land use within the County, including a few commercial parcels and a church adjacent to the highway, and to the south towards the coulees is a grouped country residential area. The main grouped country residential use is adjacent to the County road and south along the start of the coulees that proceed south into the Oldman River basin. This area may continue to be developed for grouped country residential use with additional planning undertaken. It is anticipated that additional highway commercial development would be planned for the northeast quadrant adjacent to Highway 519, and to the south either some mixed land use or additional grouped country residential may occur. The identified sub-planning areas should have an Area Structure Plan or Area Concept Plan prepared for them prior to allowing further subdivision.

Policies

6.6.1 Outside the stipulated sub-planning areas, subdivision and development in Planning Area 3 is regulated by any and all applicable County agricultural policies (related to extensive agriculture) contained in the County's Municipal Development Plan and Land Use Bylaw and any other relevant policies that may be contained in this Plan.

6.6.2 The existing land areas designated as Rural Urban Fringe, Grouped County Residential or Rural Agriculture may remain as such and are regulated by any and all applicable County Land Use Bylaw policies for those respective land use districts.

6.6.3 Planning Area 3 is an area foreseen to be further planned for, subdivided and developed in consultation between the County and Town, and in consideration of the planning and development standards as outlined in this Plan.

6.6.4 Sub-planning Area 3A is identified as potentially suitable for business, highway commercial type land use just to the south of Highway 519. The south portion of Area 3A may also be considered for mixed land use or grouped country residential use if appropriately planned and with consideration of transitioning to existing grouped country residential uses to the south. The area identified in sub-planning Area 3A as a "Special Planning Area" will require an Area Structure Plan to be prepared prior to any subdivision or at the redesignation stage for development proposals.

6.6.5 For land within the Town on the west side of the municipal boundary and coulee draw, also within sub-planning Area 3A, highway commercial and residential uses may be considered with additional planning undertaken.

6.6.6 Area Structure Plans shall be prepared prior to any subdivision or at the redesignation stage for development proposals in any of the stipulated sub-planning area for highway commercial development (3A). Alberta Transportation must be consulted as part of the planning process.

6.6.7 Access points and the continuation for the planning for service roads in respect of Alberta Transportations requirements shall be taken into consideration in the planning process. The preparation of Traffic Impact Assessments (TIAs) will need to be completed as part of the ASP process or as required by Alberta Transportation.

6.6.8 Storm water management and drainage considerations, especially along the highway, must be addressed as part of the area structure plan preparation and subsequent development of lands.

6.6.9 In sub-planning Area 3B there is some limited potential to the south, towards the coulees, for additional grouped country residential uses as generally highlighted in accordance with Diagram 5. Geotechnical analysis and archeological reports (for historical/cultural resource clearance) may be required for lands in proximity to coulee edge, as determined on a case by case basis.

6.6.10 Individual on-site private treatment septic systems are acceptable in sub-planning Areas 3A and 3B, provided a professional soils analysis is completed with favorable results in accordance with municipal and provincial requirements.

6.6.11 Area Structure Plans submitted by a developer/landowner must be professionally prepared at the developer's expense and shall comply with all relevant and applicable policies and appendices of

this IDP. (Note: An ASP must address, including, but not limited to: conformity with planning documents, proposed land uses, lot sizes and density, access, transportation linkages, fire suppression, soil conditions, sub-surface conditions, storm water management, municipal reserve provisions, architectural controls, and all servicing (deep and shallow utilities), etc.).

6.6.12 Developers shall provide and construct at their expense the required access, service roads, or major and minor roadways as needed in accordance with Alberta Transportation conditions, municipal requirements, and the transportation policies in Part 5, Section 5.3 of the Plan. The County will use "*Endeavor to Assist*" agreements wherever possible to aid the initially develop to recoup planning/engineering costs that later developers may benefit from.

6.6.13 Developers shall be responsible to provide at their expense Traffic Impact Assessments that may be required by Alberta Transportation or the municipality for any major subdivision or development which may impact the provincial road network or local municipal roads.

6.6.14 When considering applications for redesignation, subdivision and/or development approval for business light industrial, highway or rural commercial, or grouped country residential uses, all applications must meet or exceed the policy for minimum performance standards and development design guidelines as outlined in Appendix A of the Plan.

6.6.15 The eastern portion (portions of NE and SE 34-10-21-W4M) of Planning Area 3 is foreseen to remain and used as primarily agricultural land use for the foreseeable future and is identified as Agriculture Holding Area on Diagram 5. Any proposed changes to this existing land use should be discussed between the County and the Town and may require amendments made to this Plan.

6.7 Planning Area 4

Planning Area 4 is located to the east of the Town, including lands along Factory Drive and North of Highway 519. This area is primarily suited for future business and industrial type development. The SE 2-11-21-W4M contains approximately 160 acres and to the north, a portion of NE 2-11-21-W4M contains approximately 71 acres that also eventually could be converted for non-agricultural use. There may be some potential for a strip of highway commercial development along Highway 519, but the majority of land use would be planned for industrial and business/light industrial type development. This area is compatible with the Town's industrial area to the west of Factory Drive and is considered a logical and suitable location to establish a business park.

Planning Area 4 is identified as suitable for industrial/business type land uses, as there are a number of such uses already established in the area and it has convenient access to a major transportation route. This planning area may be divided into complementary and compatible portions and have some land developed in each municipality; or, both municipalities may consider and agree to enter into a joint business park venture. The west-half portion of the quarter-section (SE 2-22-21-W4) is the main focus of industrial type development and the east-half is to be preserved as agricultural use and is categorized as an Agriculture Holding Area for the foreseeable future (see Diagram 6). The east side of Factory Drive (west-half of the SE 2-22-21-W4) is identified as a preferred industrial/business growth area. The Town recognizes that Lethbridge County contributed to the upgrades made to Factory Drive in 2011 and is to therefore also benefit from development in this area to help recover its financial contribution.

The success of future development in Planning Area 4 therefore, is dependent on feasible and logical land use planning, servicing considerations, on-going collaboration between the two municipalities, and agreement on a

fair and shared vision for the area, and likely several methods of implementation and future actions/ agreements.

Policies

6.7.1 Land uses acceptable for land east of Factory Drive, Planning Area 4, Diagram 6, are various industrial uses as outlined in the next section (Planning Area 4A and long-term for Area 4B,) and which must conform to the additional criteria in this section of the Plan.

6.7.2 The west-half portion of the quarter-section (Sub-Area A) is the main focus for industrial type development and the east-half (Sub-Area B) is to be preserved as agricultural use and is categorized as an Agriculture Holding Area for the foreseeable future (see Diagram 6). Future industrial land use growth into this east area (Sub-Area B) is foreseen to be very long-term.

6.7.3 In the planning and approving of development east of Factory Drive it is recognized that Lethbridge County is to also benefit from industrial/business development occurring in this area, as the County contributed to improvements made to this major transportation roadway.

6.7.4 The Town and County agree that both municipalities will further consult and enter into a formal Memorandum of Understanding (MOU) to address the 2011 upgrades and contributions made to Factory Drive within the town, and to acknowledge that Lethbridge County is to have a means to recoup its financial contribution made to the road improvements.

6.7.5 Highway commercial type businesses and/or business/light industrial uses may be considered in the south portion of Planning Area 4, adjacent to the north side of Highway 519 (area shown on Diagrams 7 - 9). This area could be developed as a possible joint venture area between the two municipalities if agreed to, and pending any separate plans (i.e. ASP) or agreements entered into. This area will require consultation with Alberta Transportation and be dependent on the types of uses proposed and servicing availability in respect of this.

6.7.6 Approximately 71 acres of land identified as Sub-Area C (portion of NE 2-11-21-W4) is categorized as an Agriculture Holding Area for the foreseeable future (see Diagrams 6 and 7). This may be an area of potential future industrial land use growth but it is foreseen to be very long-term. This area is depicted to be planned for cohesively with consideration for road network connections to the land south (Sub-Areas A and B) and north (Planning Area 6) as identified in this Plan.

6.7.7 Both parties agree that both the Town and the County are to benefit in the planning and development of industrial land use along Factory Drive as per the ultimate management and planning approach that may be agreed upon, either independently or in a joint venture.

6.7.8 If in the future the Town determines it is necessary to extend its municipal boundary to the east and undertake an annexation of lands in Planning Area 4, it will demonstrate the rationale and need to Lethbridge County as outlined in a growth study as referenced in Section 5.2. Any annexation report and annexation agreement must provide for the matters of compensation and tax revenue sharing for lands located east of Factory Drive. Those items must be addressed in consideration of Lethbridge County's contribution made to the 2011 improvements to Factory Drive, and also in respect of any agreements in the MOU entered into between the two municipalities.

6.7.9 An Area Structure Plan will be required prior to multi-lot subdivision or at the redesignation stage for development proposals in any of the stipulated Planning Sub-Areas 4A and 4B, submitted in compliance with the requirements of this Plan and the County's Municipal Development Plan.

6.7.10 The County and Town may enter into agreements to collaborate and jointly prepare a plan to guide future development in Planning Area 4. This may be a detailed Area Structure Plan or a higher level Area Concept Plan which will be determined by future agreement between the two municipalities.

6.7.11 The two municipalities may enter into discussions to seek agreement on the provision and method of municipal servicing, along with a framework to fairly share in costs, management, responsibilities and revenue attributed to any agreed upon regional joint business park venture.

6.7.12 A higher level road network plan should be considered for Planning Area 4, which will require consultation with Alberta Transportation. An overall detailed traffic management strategy and TIA needs to be considered that includes projections of industrial traffic, planning for service roads, intersection spacing to the highway, and area road connectivity.

6.7.13 Storm water management must be comprehensive planned for and included in any Area Structure Plan prepared for Planning Area 4. The two municipalities may make separate agreements to jointly share in a regional type storm water management system to handle drainage from future growth and development.

6.7.14 Area Structure Plans submitted by a developer/landowner must be professionally prepared at the developer's expense and shall comply with all relevant and applicable policies of this IDP. (Note: An ASP must address, including, but not limited to: conformity with planning documents, proposed land uses, lot sizes and density, access, transportation linkages, fire suppression, soil conditions, sub-surface conditions, storm water management, municipal reserve provisions, architectural controls, and all servicing (deep and shallow utilities), etc.).

6.7.15 Developers shall provide and construct at their expense the required access, service roads, or major and minor roadways as needed in accordance with Alberta Transportation conditions, municipal requirements, and the transportation policies in Part 5, Section 5.3 of the Plan. The County will use "*Endeavor to Assist*" agreements wherever possible to aid the initially develop to recoup planning/engineering costs that later developers may benefit from.

6.7.16 Developers shall be responsible to provide at their expense Traffic Impact Assessments that may be required by Alberta Transportation for any major subdivision or development which may impact the provincial road network.

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

6.7.18 The types of industrial land use development permits approved in Planning Area 4 will be dependent on the need and availability of servicing in relation to that use.

6.8 Planning Area 5

Planning Area 5 is located to the north of the present Town boundary, east of the reservoir and Highway 25. This planning area is identified as suitable for highway commercial and some industrial type land uses. The area contains 68 acres with approximately 56 acres of development in-fill potential available. This area will need to be appropriately planned for in consultation with Alberta Transportation.

Policies

6.8.1 Incompatible land uses shall not be approved in Planning Areas 5 that would conflict with the future industrial/commercial designation being planned for.

6.8.2 As long as Planning Area 5 is within the jurisdiction of Lethbridge County, the Rural Urban Fringe lands use designation shall apply and the associated development and subdivision policies applicable to this district shall be applied in decision making. Proposed business type land uses will require a redesignation to the appropriate industrial or commercial land use district prior to a decision being made on development proposals.

6.8.3 Further development and subdivision of this area will require consultation with Alberta Transportation as it is adjacent to the east side of Highway 25, and setbacks and access (including restrictions) onto the highway will need to be considered in the planning processes.

6.8.4 If the Town determines that the annexation of lands within Planning Area 5 are necessary to accommodate urban growth, all associated requirements of this Plan shall be followed including the necessity of the Town to prepare a Growth Plan in consideration of Part 4.

6.8.5 An Area Structure Plan will be required prior to multi-lot subdivision or at the redesignation stage for development proposals submitted in compliance with the requirements of this Plan. Future road connectivity to adjacent lands (Planning Areas 4 and 5) must be considered and illustrated in the overall plan design.

6.8.6 Area Structure Plans submitted by a developer/landowner must be professionally prepared at the developer's expense and shall comply with all relevant and applicable policies of this IDP. (Note: An ASP must address, including, but not limited to: conformity with planning documents, proposed land uses, lot sizes and density, access, transportation linkages, fire suppression, soil conditions, sub-surface conditions, storm water management, municipal reserve provisions, architectural controls, and all servicing (deep and shallow utilities), etc.).

6.8.7 Developers shall provide and construct at their expense the required access, service roads, or major and minor roadways as needed in accordance with Alberta Transportation conditions, municipal requirements, and the transportation policies in Part 5, Section 5.3 of the Plan. The municipality having jurisdiction will use "*Endeavor to Assist*" agreements wherever possible to aid the initially develop to recoup planning/engineering costs that later developers may benefit from.

6.8.8 Developers shall be responsible to provide at their expense Traffic Impact Assessments that may be required by Alberta Transportation for any major subdivision or development which may impact the provincial road network.

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

6.9 Planning Area 6

This planning area is located east of Planning Area 5 and contains approx. 76 acres of land (Diagram 10). It is presently used as an irrigated agricultural parcel and planned for and anticipated to remain in that state for the foreseeable future. This area may be considered and planned as a long-term growth future extension to Planning Area 5 located to the west. It is not foreseen that this land would be converted from its present agricultural state until such time other identified industrial areas of this Plan are more fully developed out and is considered a very distant, long-term development area.

Policies

6.9.1 Planning Area 6 is foreseen to remain and be used as primarily agricultural land use for the foreseeable future and is identified as Agriculture Holding Area on Diagram 10. Any proposed changes to this existing land use should be discussed between the County and the Town and may require amendments made to this Plan.

6.9.2 Planning Area 6 is identified as a potential future long-term industrial land use area. Incompatible uses should not be approved in this area that would conflict with the future industrial designation being planned for or adjacent industrial uses being planned for to the south and south west due to its downwind location.

6.9.3 Planning Area 6 is considered a very long-term business/industrial growth area and this land should not be converted from its present agricultural state until such time other identified priority industrial areas of this Plan are more fully developed out. Isolated non-agricultural developments proposed for this area may be considered and should be discussed between the County and the Town and may require amendments made to this Plan. Isolated non-agricultural developments in this area could be developed within the County if deemed suitable or as a possible joint venture area between the two municipalities if agreed to.

6.9.4 As Planning Area 6 could be planned for to accommodate industrial growth and eventually developed as a future long-term extension of Planning Area 5 located to the west, any ASPs or plans prepared should take into consideration future road connectivity and drainage between the adjacent land areas.

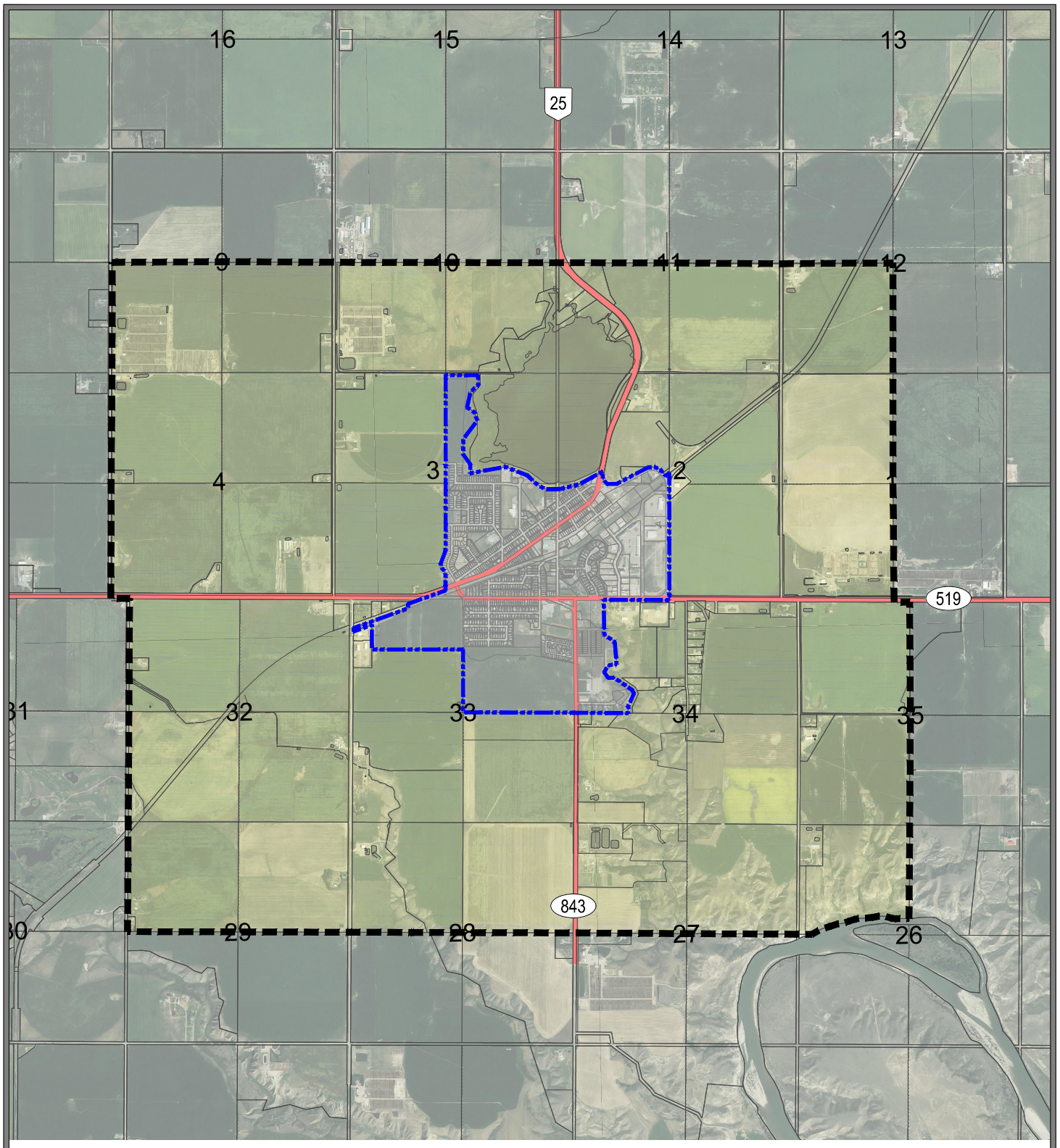
6.9.5 As long as Planning Area 6 is within the jurisdiction of Lethbridge County, the Rural Urban Fringe lands use designation shall apply and the associated development and subdivision policies applicable to this district shall be applied in decision making. This area should not be redesignated to an incompatible land use, such as grouped country residential. Proposed business type land uses will require a redesignation to the appropriate industrial or commercial land use district prior to a decision being made on development proposals.

6.9.6 If the Town determines that the annexation of lands within Planning Area 6, Future Growth Area (long-term), are necessary to accommodate urban growth, all associated requirements of this

Plan shall be followed including the necessity of the Town to prepare a Growth Plan in consideration of Part 4. At the time of this plan adoption, Planning Area 6 is not considered as the most immediate priority growth area.

6.9.7 If agreed to by the two municipalities, Planning Area 6 could be planned for and eventually developed as a joint venture and future long-range extension of Planning Area 4 located to the south, especially sub-planning Area 4C. Future road connectivity and drainage between the adjacent lands are two of the primary factors that should be considered as part of high-level planning or engineering exercises or studies.

6.9.8 Planning Area 6 is identified as being situated at a slightly lower lying elevation than land to the west and generally slopes to the northeast corner, with an approximate 25 foot drop in elevation from the west. In respect of this, future analysis regarding development and storm water drainage and servicing constraints will need to be considered to determine feasibility of accommodating future development and servicing costs.



IMDP BOUNDARY

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP BOUNDARY

DIAGRAM 1

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 40 000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

March 07, 2018
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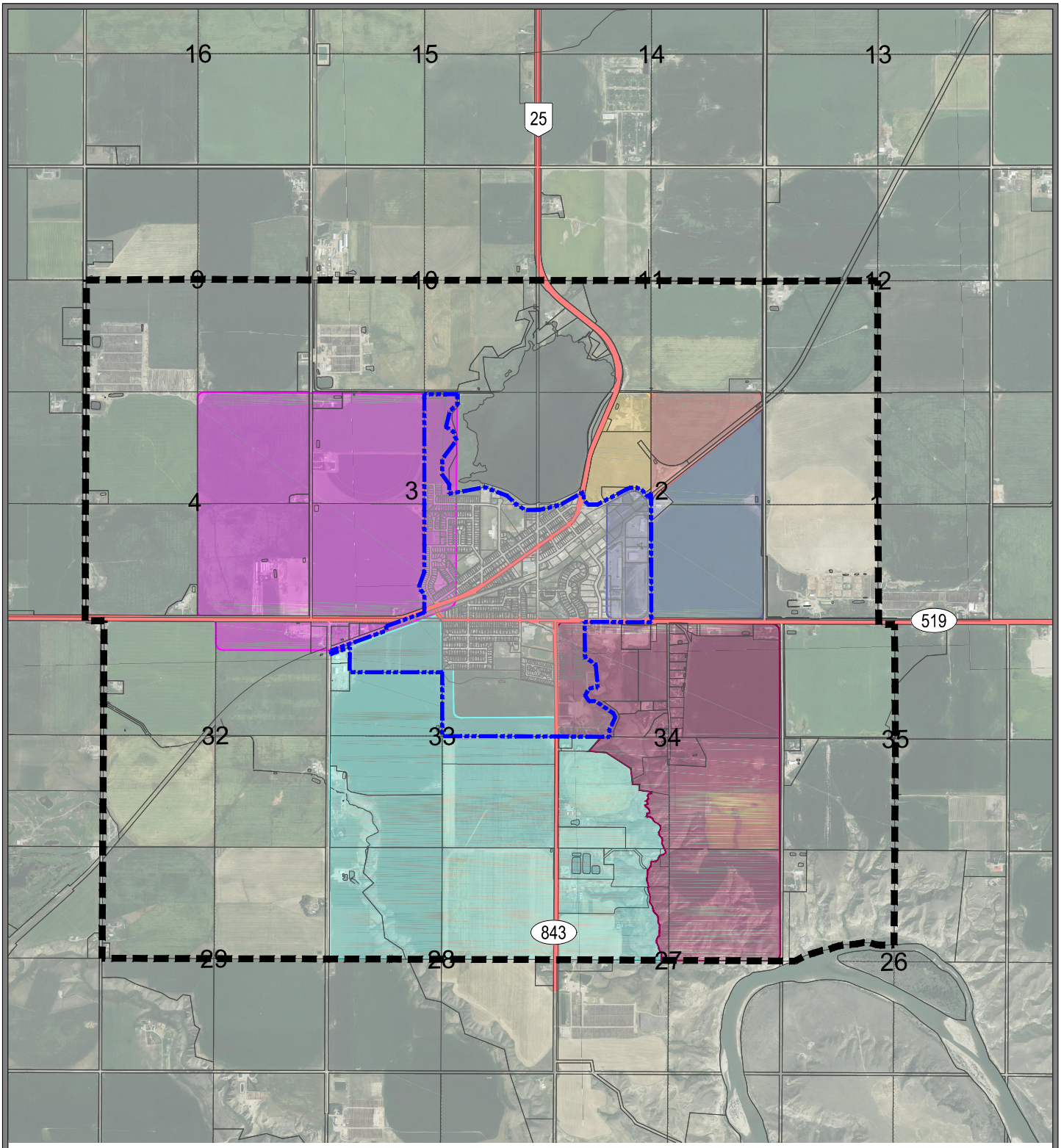

PLANNING AREAS

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP BOUNDARY
- PLANNING AREA 1
- PLANNING AREA 2
- PLANNING AREA 3
- PLANNING AREA 4
- PLANNING AREA 5
- PLANNING AREA 6

DIAGRAM 2

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 40 000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

March 07, 2018
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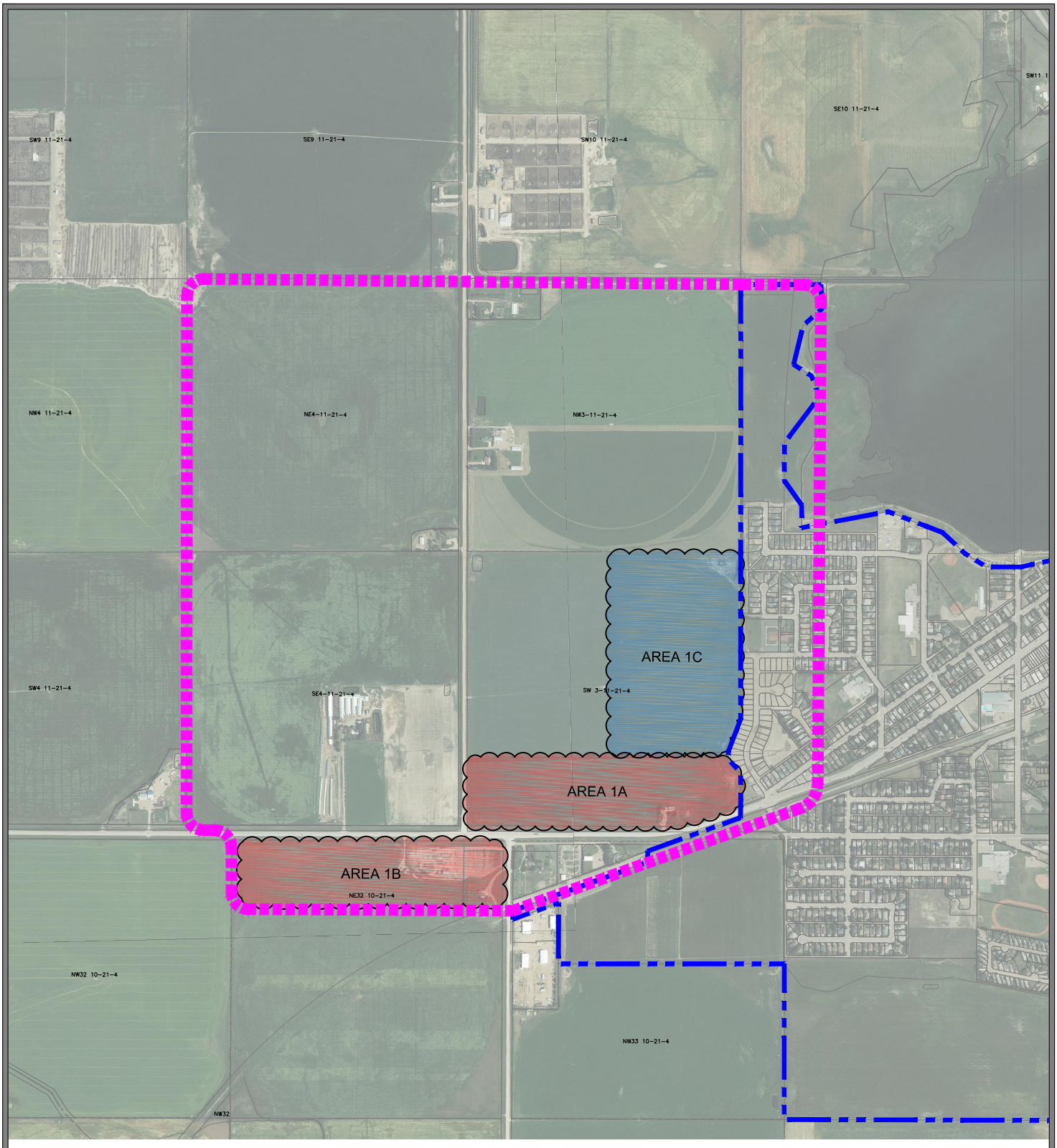

PLANNING AREA 1

LEGEND

- TOWN OF PICTURE BUTTE
- PLANNING AREA 1
- POTENTIAL HIGHWAY COMMERCIAL
- POTENTIAL FUTURE EXPANSION GROWTH
  Primarily Residential

DIAGRAM 3

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 16 000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

March 07, 2018
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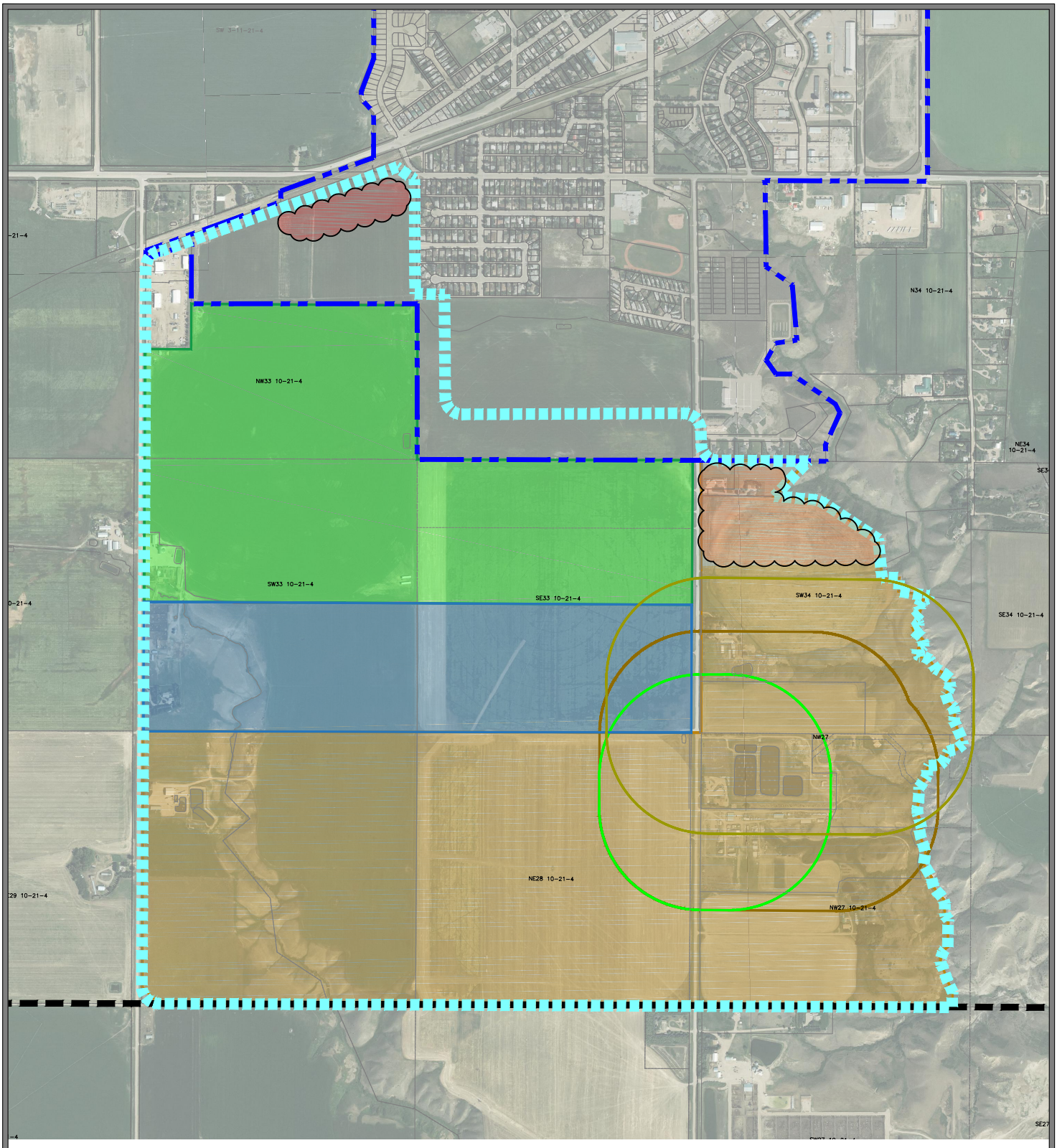

PLANNING AREA 2

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP BOUNDARY
- PLANNING AREA 2
- POTENTIAL HIGHWAY COMMERCIAL
- POTENTIAL COUNTRY RESIDENTIAL
- PRIMARILY RESIDENTIAL GROWTH AREA
- FUTURE GROWTH - LONG TERM
- AGRICULTURE HOLDING AREA
- 300m SEWAGE LAGOON BUFFER FROM PLAN BOUNDARY
- 300m WASTE TRANSFER BUFFER FROM PLAN BOUNDARY
- 300m BUFFER FROM FUTURE SEWAGE LAGOON PLAN BOUNDARY

DIAGRAM 4

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 16 000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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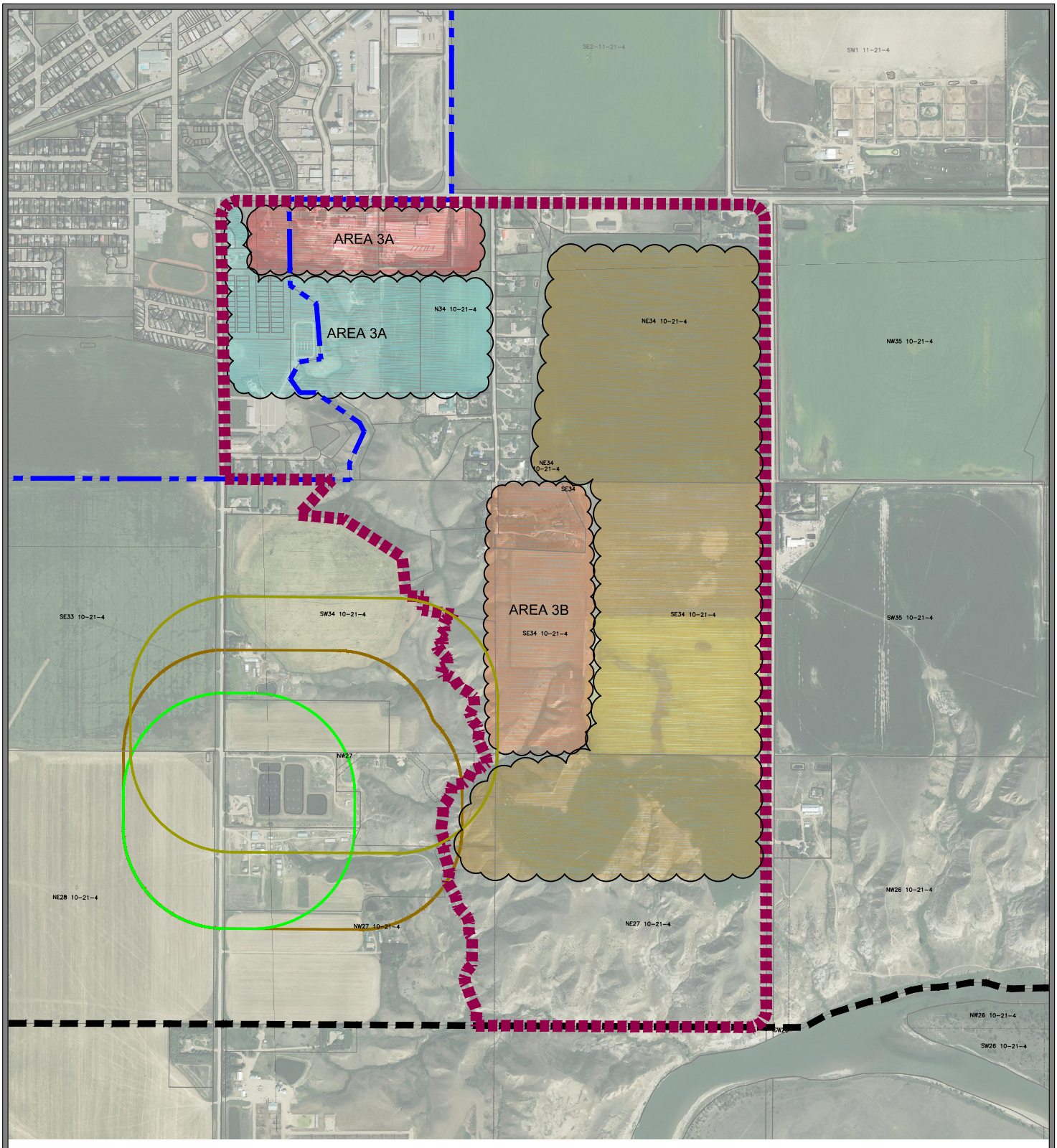

PLANNING AREA 3

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP BOUNDARY
- PLANNING AREA 3
- POTENTIAL HIGHWAY COMMERCIAL
- SPECIAL PLANNING AREA
- POTENTIAL COUNTRY RESIDENTIAL
- AGRICULTURE HOLDING AREA
- 300m SEWAGE LAGOON BUFFER FROM PLAN BOUNDARY
- 300m WASTE TRANSFER BUFFER FROM PLAN BOUNDARY
- 300m BUFFER FROM FUTURE SEWAGE LAGOON PLAN BOUNDARY

DIAGRAM 5

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 16 000

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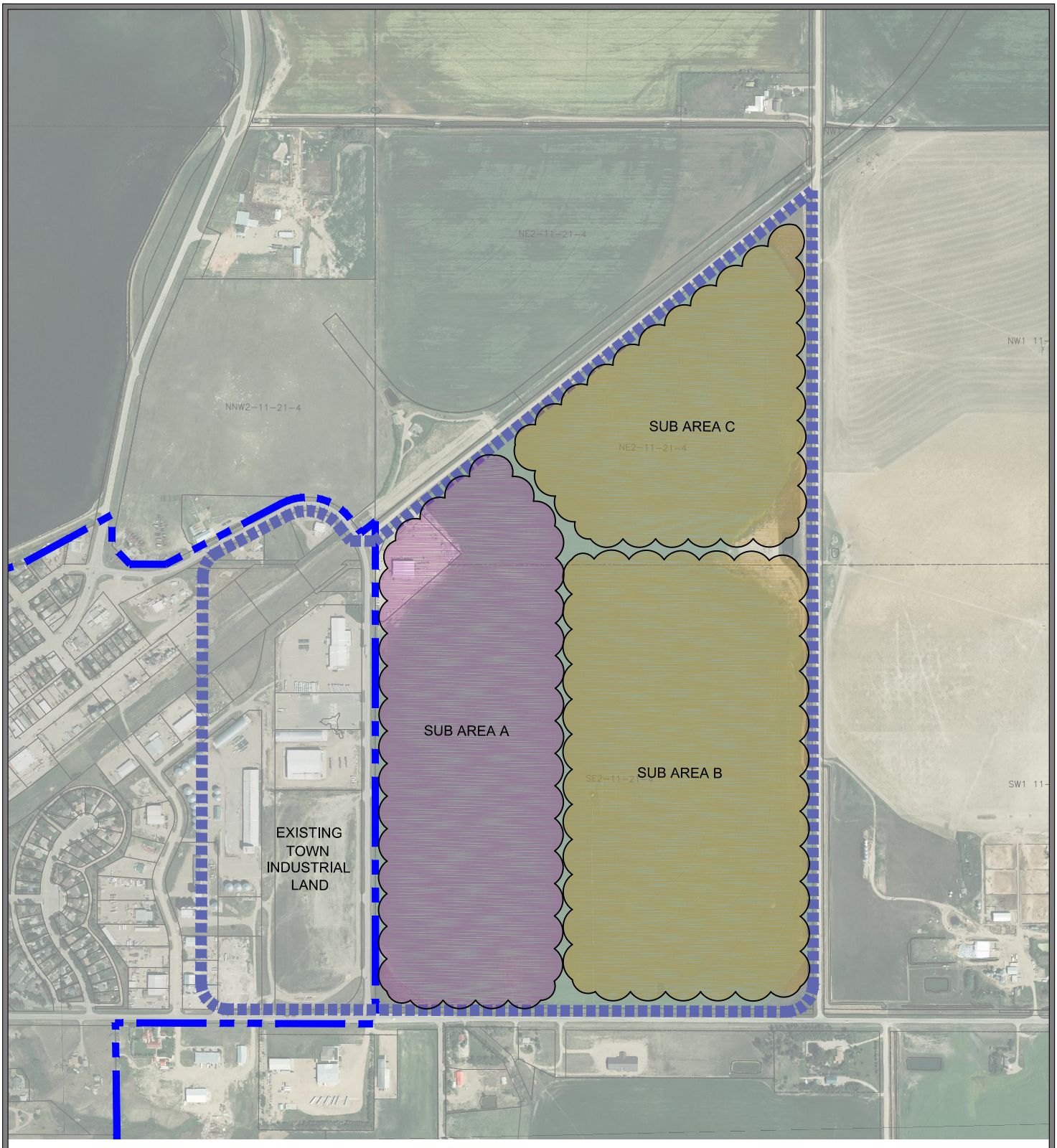

PLANNING AREA 4

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP BOUNDARY
- PLANNING AREA 4
- POTENTIAL INDUSTRIAL AREA
- AGRICULTURE HOLDING AREA

DIAGRAM 6

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 10 000

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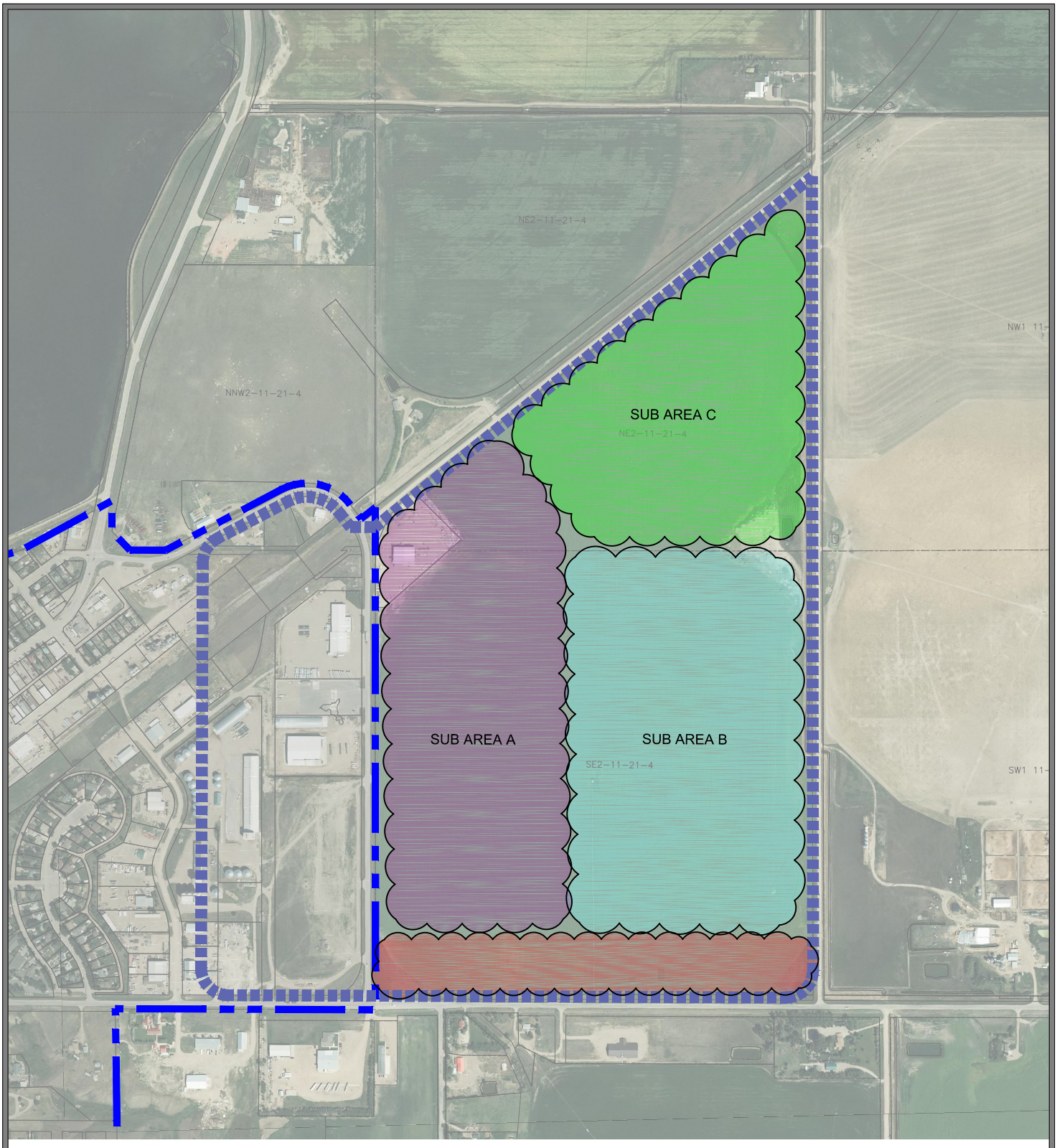

PLANNING AREA 4 SUBAREAS

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP BOUNDARY
- PLANNING AREA 4
- POTENTIAL HIGHWAY COMMERCIAL
- PRIORITY INDUSTRIAL GROWTH
- FUTURE INDUSTRIAL GROWTH (LONG-TERM)
- POTENTIAL INDUSTRIAL AREA (LONG-TERM)

DIAGRAM 7

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 10 000

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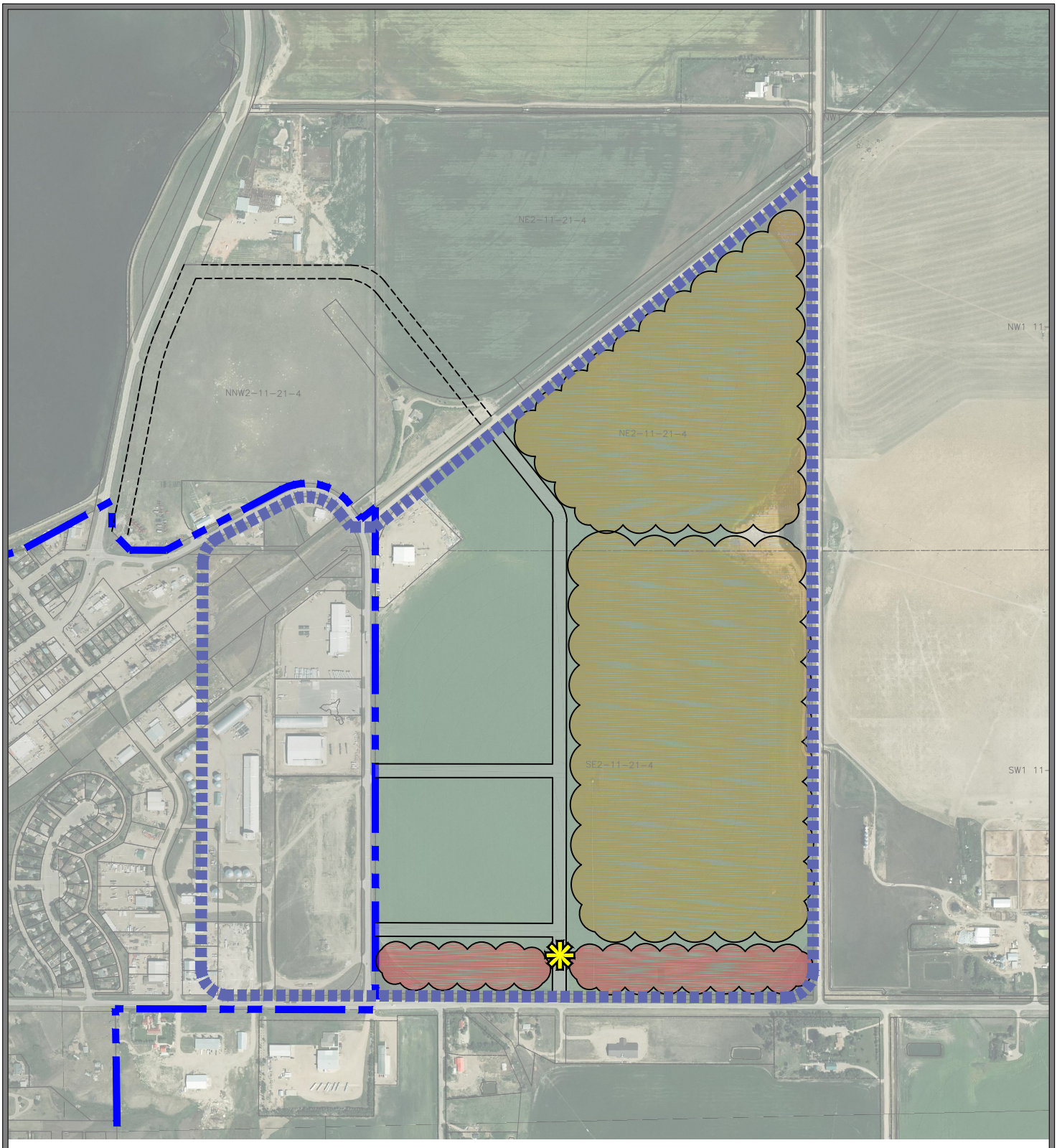

PLANNING AREA 4 CORE CONCEPT PLAN

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP BOUNDARY
- PLANNING AREA 4
- POTENTIAL HIGHWAY COMMERCIAL
- AGRICULTURE HOLDING AREA
- CONCEPTUAL ROAD (25.15m)
- POTENTIAL FUTURE ROAD NETWORK
- NOTE: Potential connection to Highway 519 pending Alberta Transportation approval

DIAGRAM 8

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 10 000

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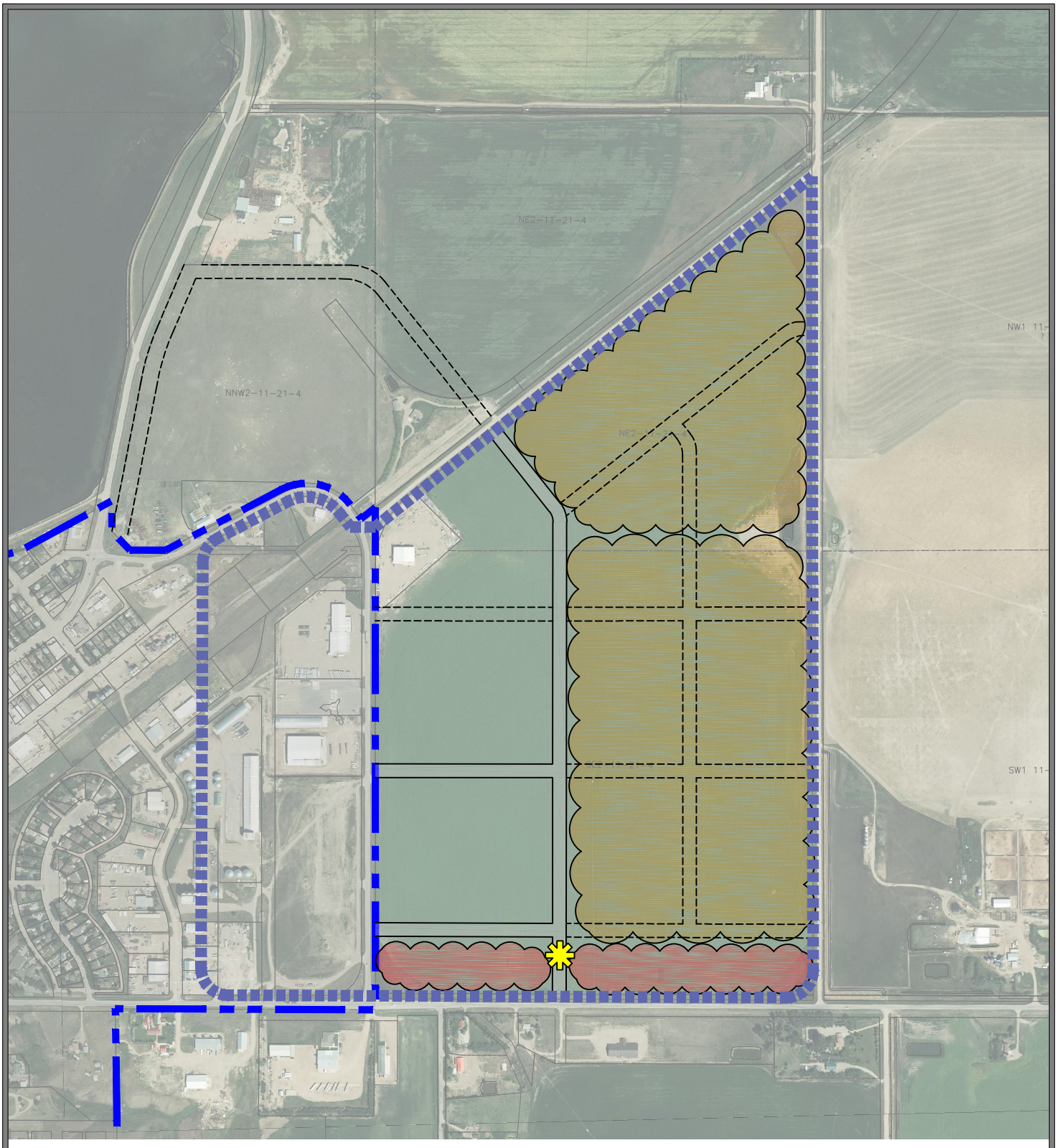

PLANNING AREA 4 CORE CONCEPT PLAN

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP BOUNDARY
- PLANNING AREA 4
- POTENTIAL HIGHWAY COMMERCIAL
- AGRICULTURE HOLDING AREA
- CONCEPTUAL ROAD (25.15m)
- POTENTIAL FUTURE ROAD NETWORK
- NOTE: Potential connection to Highway 519 pending Alberta Transportation approval

DIAGRAM 9

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 10 000

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PLANNING AREAS 5 & 6

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP BOUNDARY
- PLANNING AREA 5
- PLANNING AREA 6
- POTENTIAL HIGHWAY COMMERCIAL
- PRIORITY INDUSTRIAL GROWTH
- AGRICULTURE HOLDING AREA
  Long-term Growth Area
- POTENTIAL FUTURE ROAD NETWORK

DIAGRAM 10

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2015
SCALE 1 : 10 000

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PART 7

MUTUAL BENEFIT & COOPERATION



PART 7

MUTUAL BENEFIT & COOPERATION

Intent

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

Policies

7.1.1 The Town and the County agree to work together to try and enhance and improve the region for the benefit of both municipalities.

7.1.2 The County and Town agree that they will continue to consult and cooperate together in discussing and planning in a positive, collaborative manner, land use and development strategies for the area with a "regional" perspective.

7.1.3 Both parties agree to continue to have an active intermunicipal committee (either as an IDP committee or joint planning committee) whose composition shall be identified by agreement of both municipalities, and will include representatives of Council and/or Administration to meet regularly or as required, to keep the lines of communication and consultation open.

7.1.4 It is recognized by the two municipalities that some development or economic proposals may be regionally significant and/or mutually beneficial to both parties and the two agree to meet to discuss such proposals when they come forward to find methods to accommodate such proposals for the benefit of the shared region. Joint Council meetings may be used as forum to discuss and negotiate particular proposals.

7.1.5 Both municipalities agree to discuss and find ways to cooperate with other government departments, agencies and utility service providers to help facilitate the efficient delivery of infrastructure and services that may transcend municipal boundaries or are of a mutual benefit.

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

7.1.7 Where feasible, the County and Town should jointly develop and implement storm water planning and infrastructure to make use of the potential cost and land use efficiencies gained through the sharing of this important and required infrastructure.

7.1.8 As a municipal cost saving initiative endeavour, the County and Town may discuss and plan for the sharing of various municipal equipment, machinery, and services where feasible, practical and workable, which may be managed through separate agreements.

7.1.9 The two parties will proactively work together on preparing an Intermunicipal Collaborative Framework, as required by the Modernized *Municipal Government Act*, in a cooperative spirit in an attempt to give due consideration to regional perspectives on municipal governance and community services.

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

APPENDIX A

DEVELOPMENT DESIGN GUIDELINES



APPENDIX A

DEVELOPMENT DESIGN GUIDELINES

The following may be applied, in accordance with the policies of the Plan, to any future development along the identified highway entranceways (Highways 25 and 519) for commercial/industrial land use.

Policies

Administrative

1. The Highway Entranceways Design Guidelines contained within this section shall apply to commercial and industrial development in the areas of the Town of Picture Butte and Lethbridge County identified as future Highway Commercial land use on the various IDP diagrams.

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

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

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

Building /Site Design

5. The design, character and appearance of all buildings in identified highway entranceways should be acceptable to the Town of Picture Butte and Lethbridge County and shall demonstrate sensitivity to the highly visible nature of development occurring along a highway entranceway considered to have a significant visual impact.

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

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

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

be required to implement the appropriate setbacks and higher levels of architectural and landscaping treatment accordingly.

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

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

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

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

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

   i. If possible on the lot layout, a minimum of 10 percent of the parcel/lot area shall be required to be provided as soft landscaping (soft landscaping is defined as grass, trees, shrubs, plants, ground cover, etc.);

   ii. Soft landscaping is highly encouraged, but not required, to be provided in the form of xeriscaping;

   iii. To encourage the use of drought tolerant species, soft landscape consisting of vegetation such as trees, shrubs, hedges, grass and ground covered should use native plant species wherever possible;

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

   v. Any trees, hedges or other vegetation must be sited so as not to not reduce or eliminate visibility of the front elevation, impede the corner site triangle, parcel approach access site lines or visibility of adjacent roadways. The siting of trees must take into account the tree size at full maturity. The placement of landscaping shall not interfere with any utility right-of-way or existing infrastructure (e.g. powerlines).

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

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

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

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

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

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

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

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

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

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

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

a. Trees shall be planted in the overall minimum ratio of one tree per 130 m^2 (1400 ft^2) of landscaped area provided. A mixture of tree types (deciduous and coniferous) is encouraged.

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

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

d. All plant materials should be planted according to Canadian Nursery Landscape Association (CNLA) standards.

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

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

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

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

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

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

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

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

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

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

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

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

Signage

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

21. Billboard signs are prohibited within a highway entranceway.

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

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

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

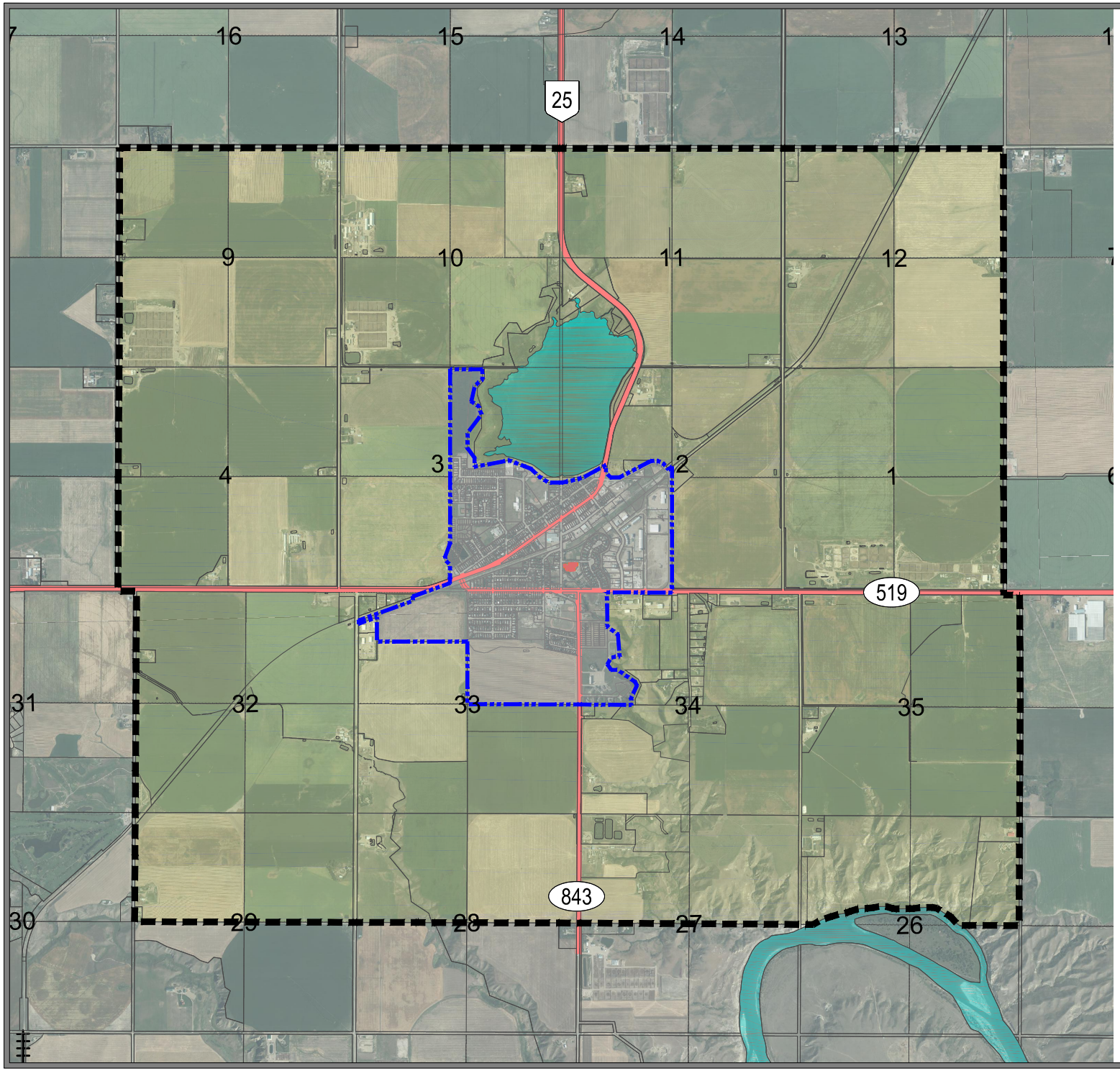
25. In addition to guidelines 20 through 24; the type, number, and location of signage permitted on a parcel shall be restricted by the regulations of each municipality's Land Use Bylaw.

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

APPENDIX B

BACKGROUND MAPS





IMDP STUDY AREA

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP STUDY AREA

MAP 11

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 40 000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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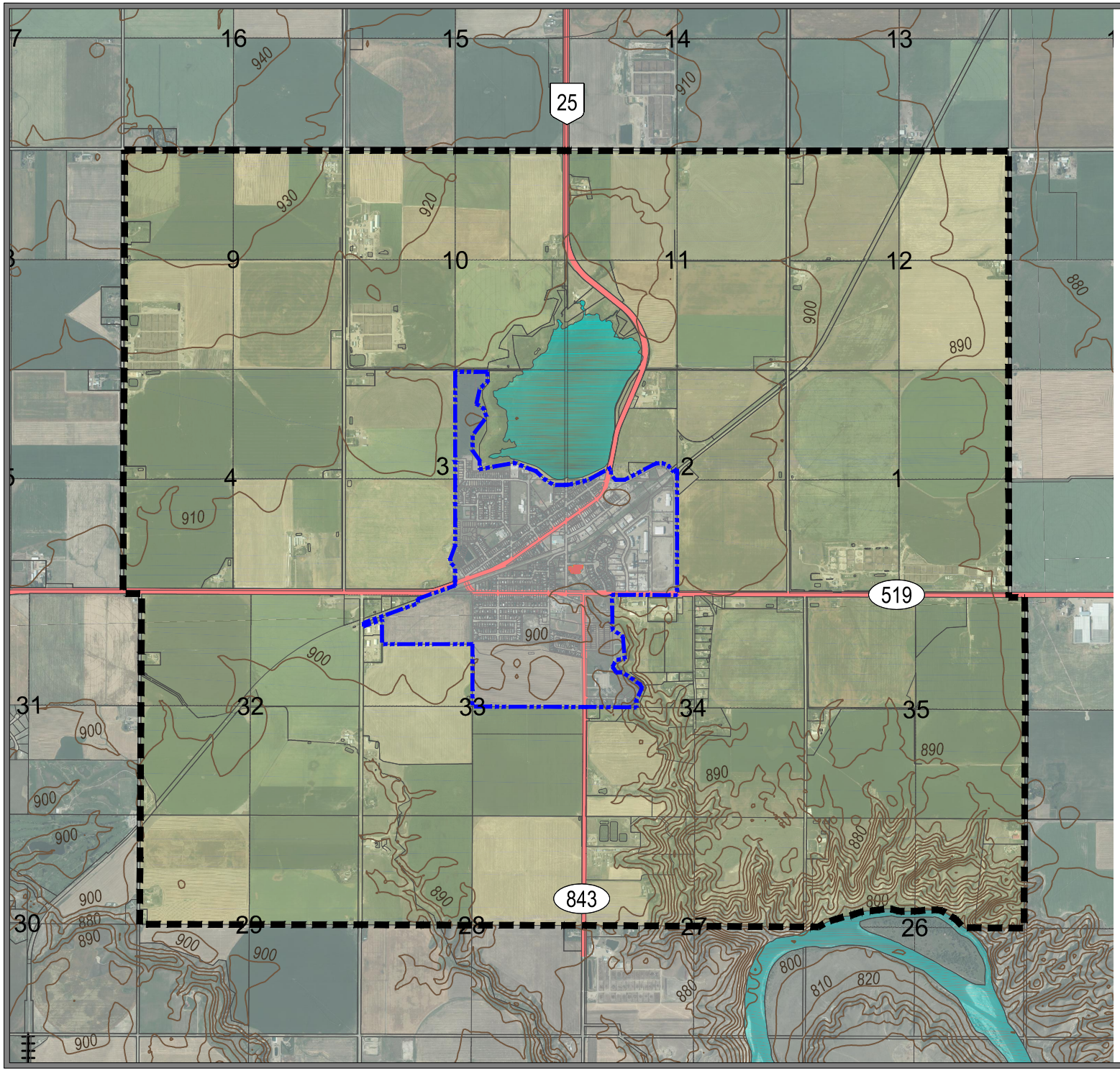

TOPOGRAPHY

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP STUDY AREA
- CONTOURS (10m)

MAP 12

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

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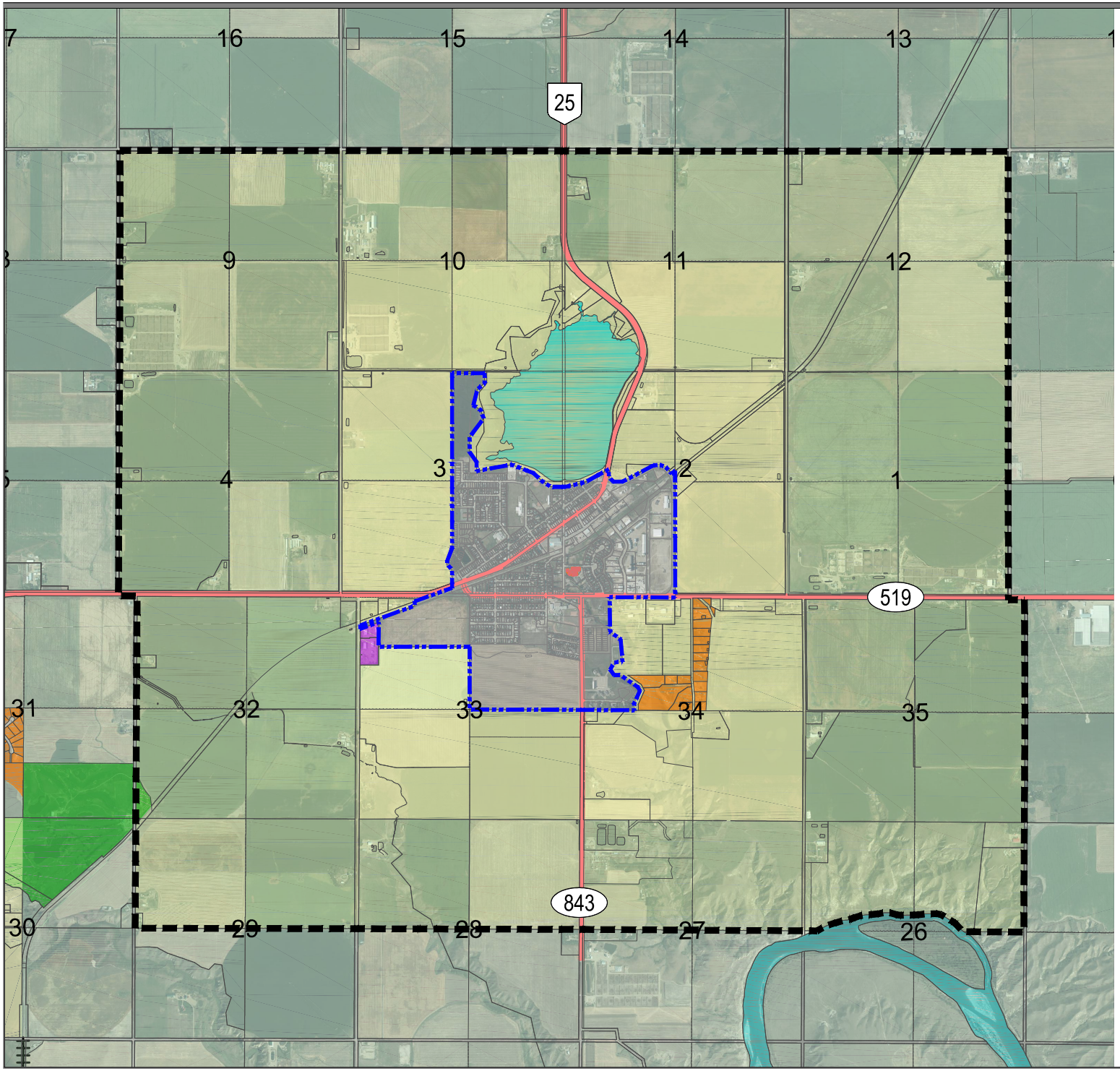

ZONING

LEGEND

TOWN OF PICTURE BUTTE

IMDP STUDY AREA

ZONING

RURAL AGRICULTURE 'RA'

RURAL URBAN FRINGE 'RUF'

GROUPED COUNTRY RESIDENTIAL 'GCR'

RURAL GROUPED INDUSTRIAL 'RGI'

RURAL RECREATIONAL - RR

MAP 13

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

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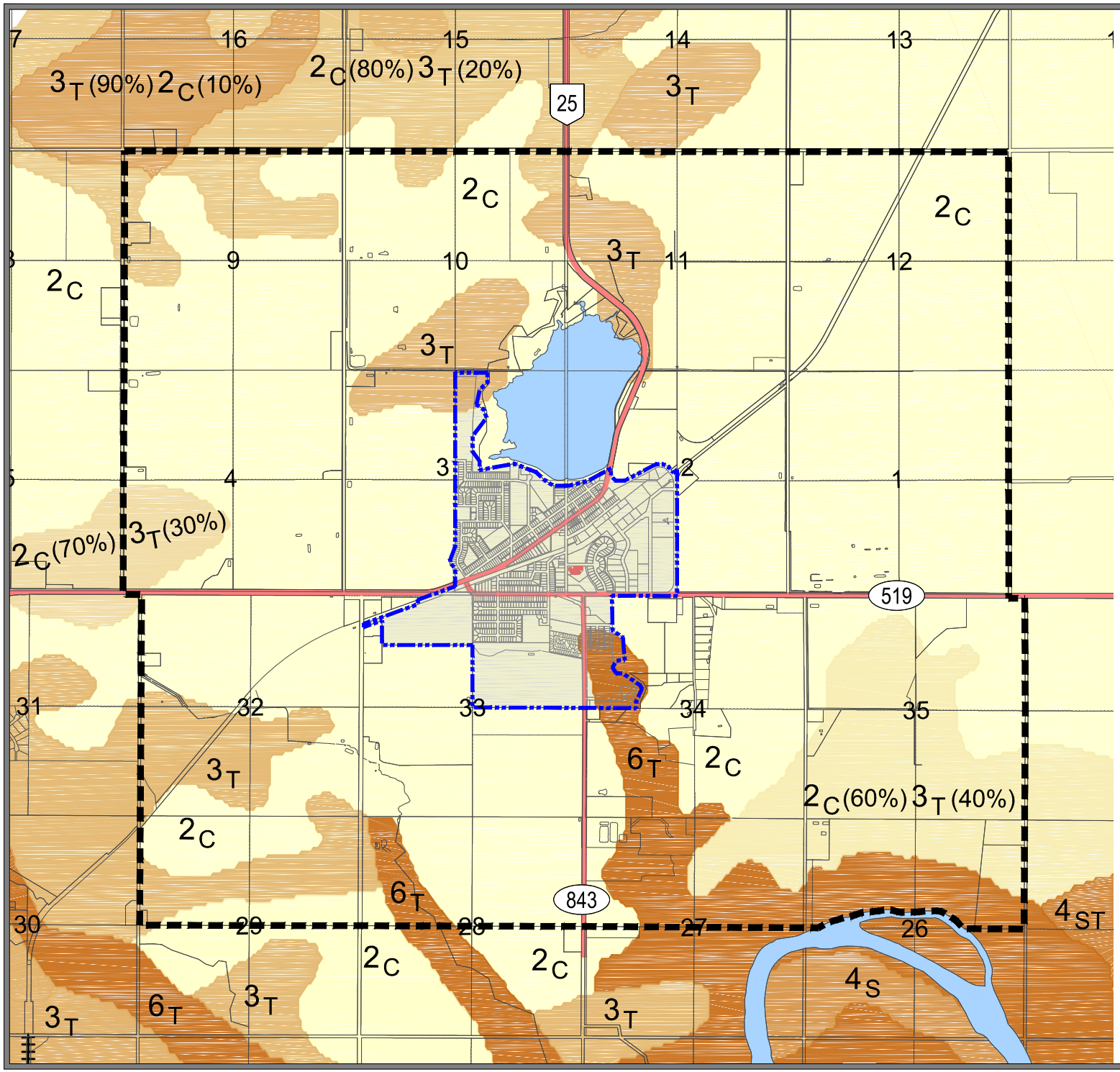

SOILS CAPABILITY FOR AGRICULTURE

LEGEND

TOWN OF PICTURE BUTTE

IMDP STUDY AREA

SOILS CAPABILITY FOR AGRICULTURE AS INDEXED BY CANADIAN LAND INVENTORY

- SOIL CLASS 2_C
- SOIL CLASS $2_{C(60\%)}\ 3_{T(40\%)}$
- SOIL CLASS $2_{C(70\%)}\ 3_{T(30\%)}$
- SOIL CLASS $2_{C(80\%)}\ 3_{T(20\%)}$
- SOIL CLASS 3_T
- SOIL CLASS $3_{T(90\%)}\ 2_{C(10\%)}$
- SOIL CLASS 4_S
- SOIL CLASS 4_{ST}
- SOIL CLASS 6_T

SOIL CLASSES

2 - Moderate Limitations; moderate conservation practices required.
3 - Moderately Severe Limitations; range of crops restricted or special conservation practices required.
6 - Forage Crops; improvement practices not feasible

LIMITATION SUBCLASSES

C - Adverse climate
S - Cumulative adverse soil characteristics
T - Topography limitation

MAP 14

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 40 000

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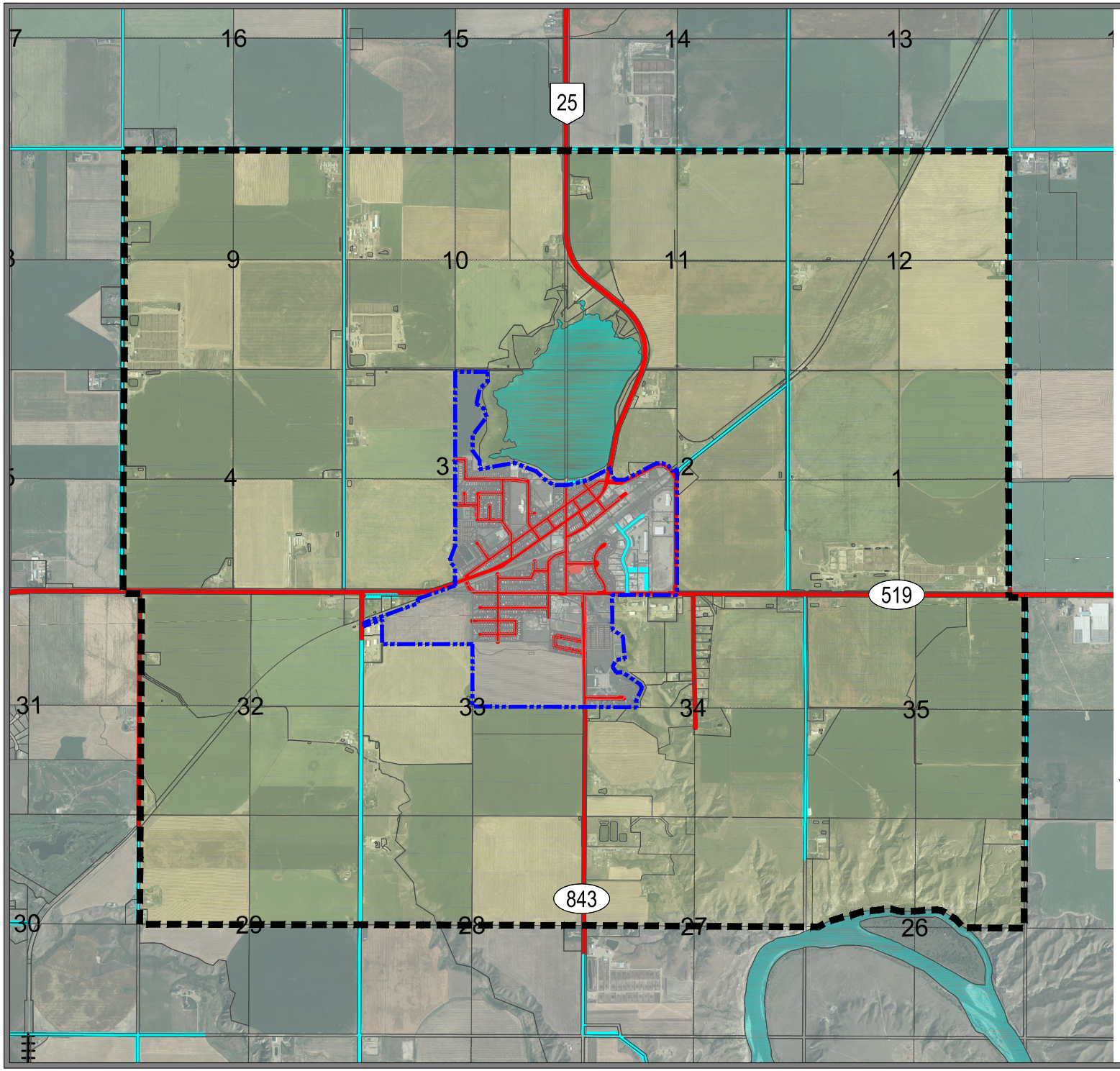

TRANSPORTATION NETWORK

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP STUDY AREA

TRANSPORTATION NETWORK

- PAVED ROAD*
- UNPAVED ROAD*
- RAILWAY

*Data source:
National Road Network, Alberta Edition 9.0 (GeoBase)*

MAP 15

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

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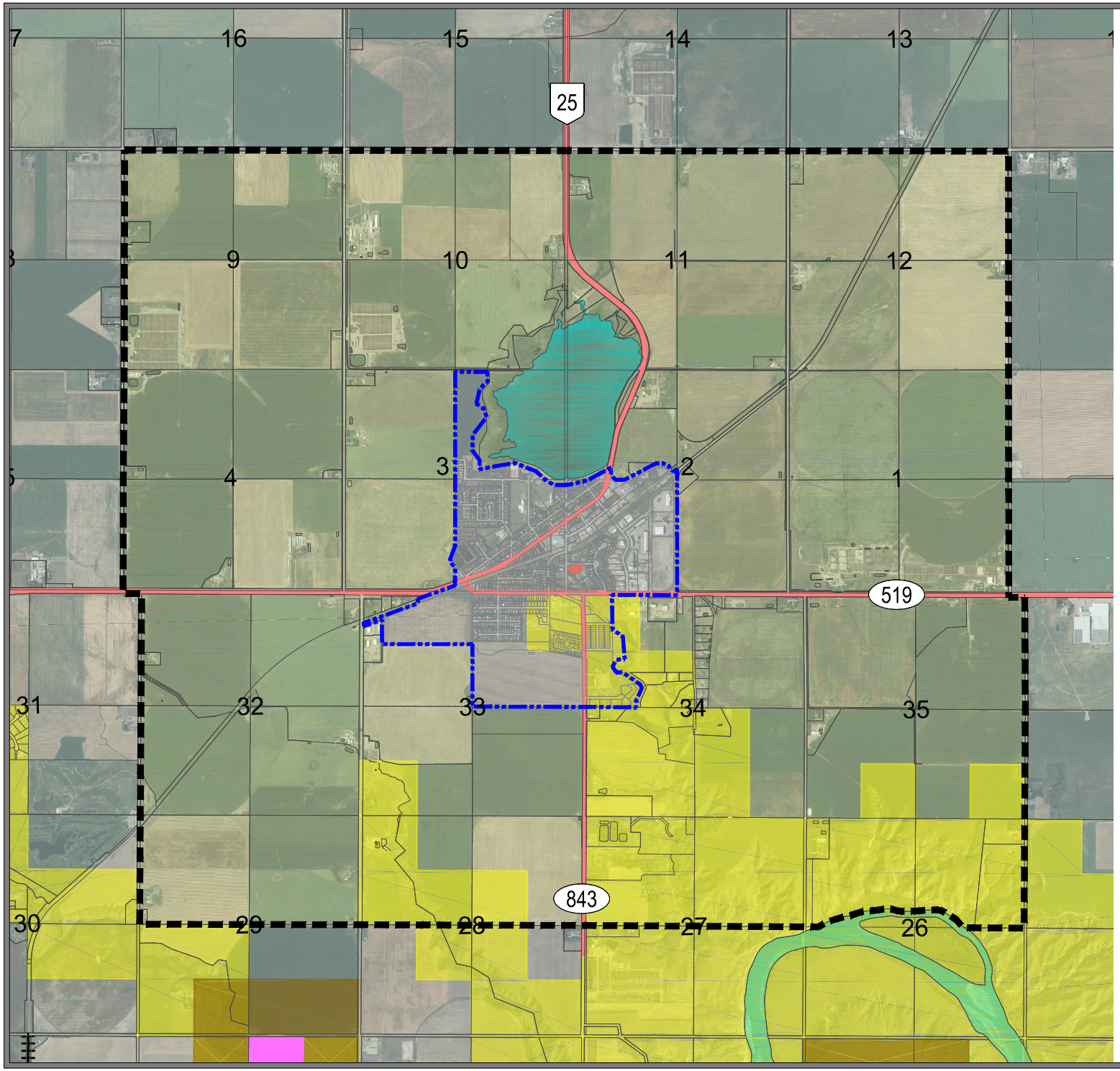

HISTORIC RESOURCES

LEGEND

TOWN OF PICTURE BUTTE

IMDP STUDY AREA

HISTORIC RESOURCE VALUE AND CATEGORY*

4A

5A

5P

HISTORIC RESOURCE VALUE

4 - Contains a historic resource that may require avoidance
5 - Believed to contain a historic resource

HISTORIC RESOURCE CATEGORY

A - Archaeological
P - Palaeontological

*Data Source:
Alberta Culture
Listing of Historic Resources
Release date: March 2014
(http://culture.alberta.ca/heritage/resourcemanagement/landuseplanning/default.aspx)

MAP 16

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 40 000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

July 25, 2019
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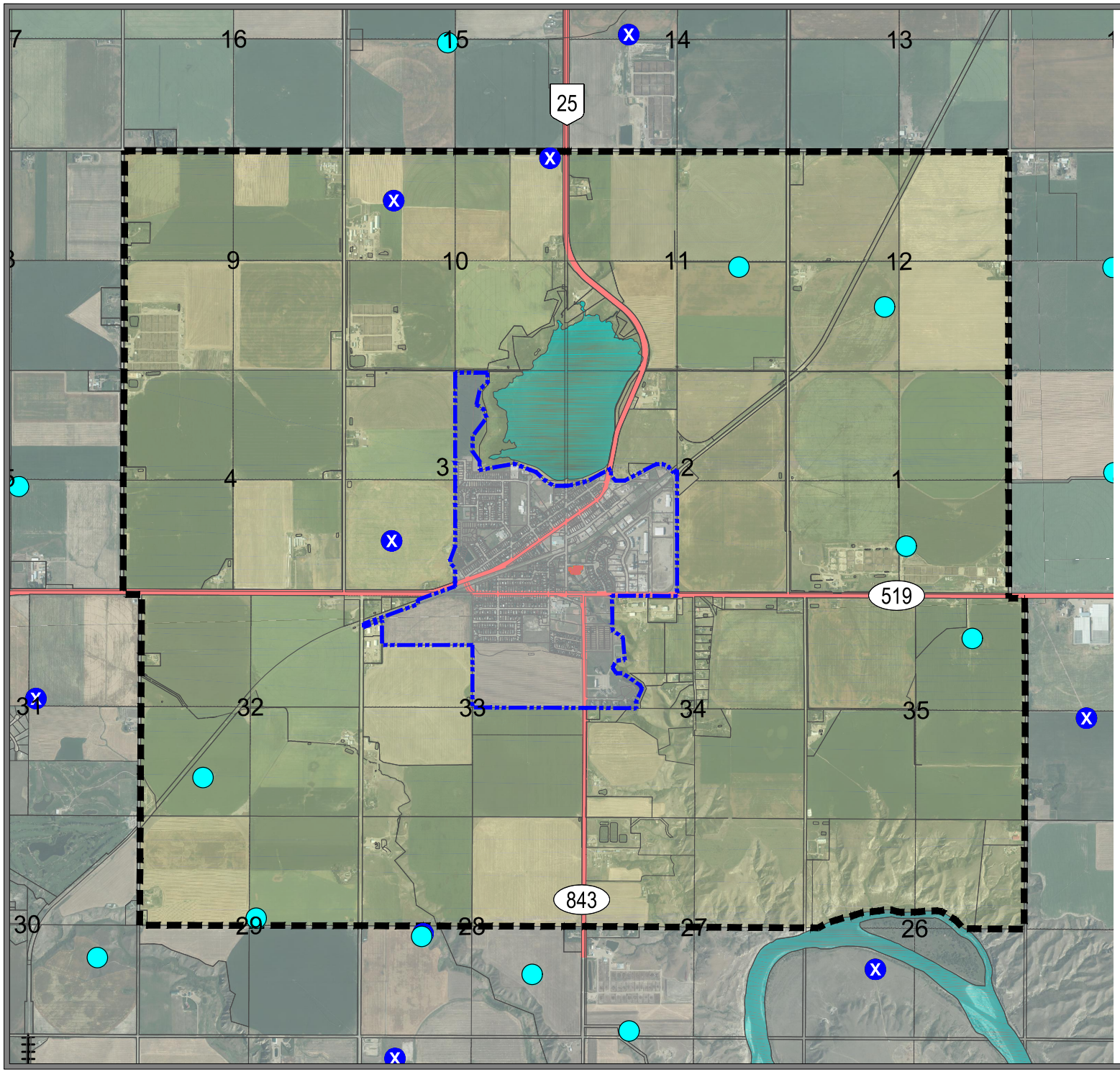

OIL AND GAS WELLS

LEGEND

TOWN OF PICTURE BUTTE

IMDP STUDY AREA

WELLS*

WELL

WELL - ABANDONED

*Data Source: Abacus Datagraphics Ltd.

MAP 17

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
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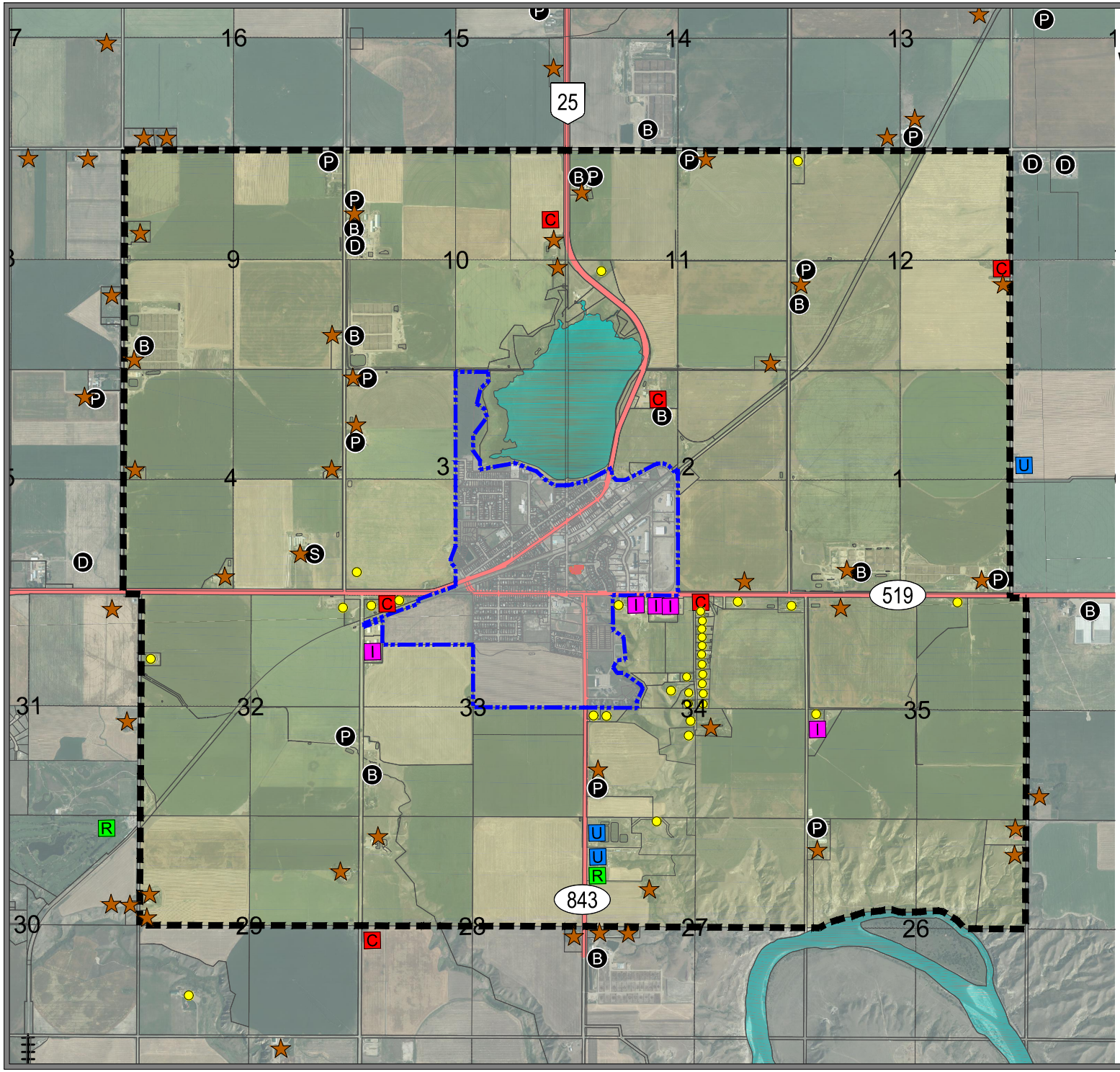

EXISTING LAND USE WITHIN IMDP STUDY AREA

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP STUDY AREA

EXISTING LAND USE (FEB, 2003)

- COUNTRY RESIDENCE
- FARMSTEAD
- C COMMERCIAL
- I INDUSTRIAL
- U UTILITY
- R RECREATION

CONFINED FEEDING OPERATION

- B BEEF
- D DAIRY
- P PIG
- S SHEEP

MAP 18

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 40 000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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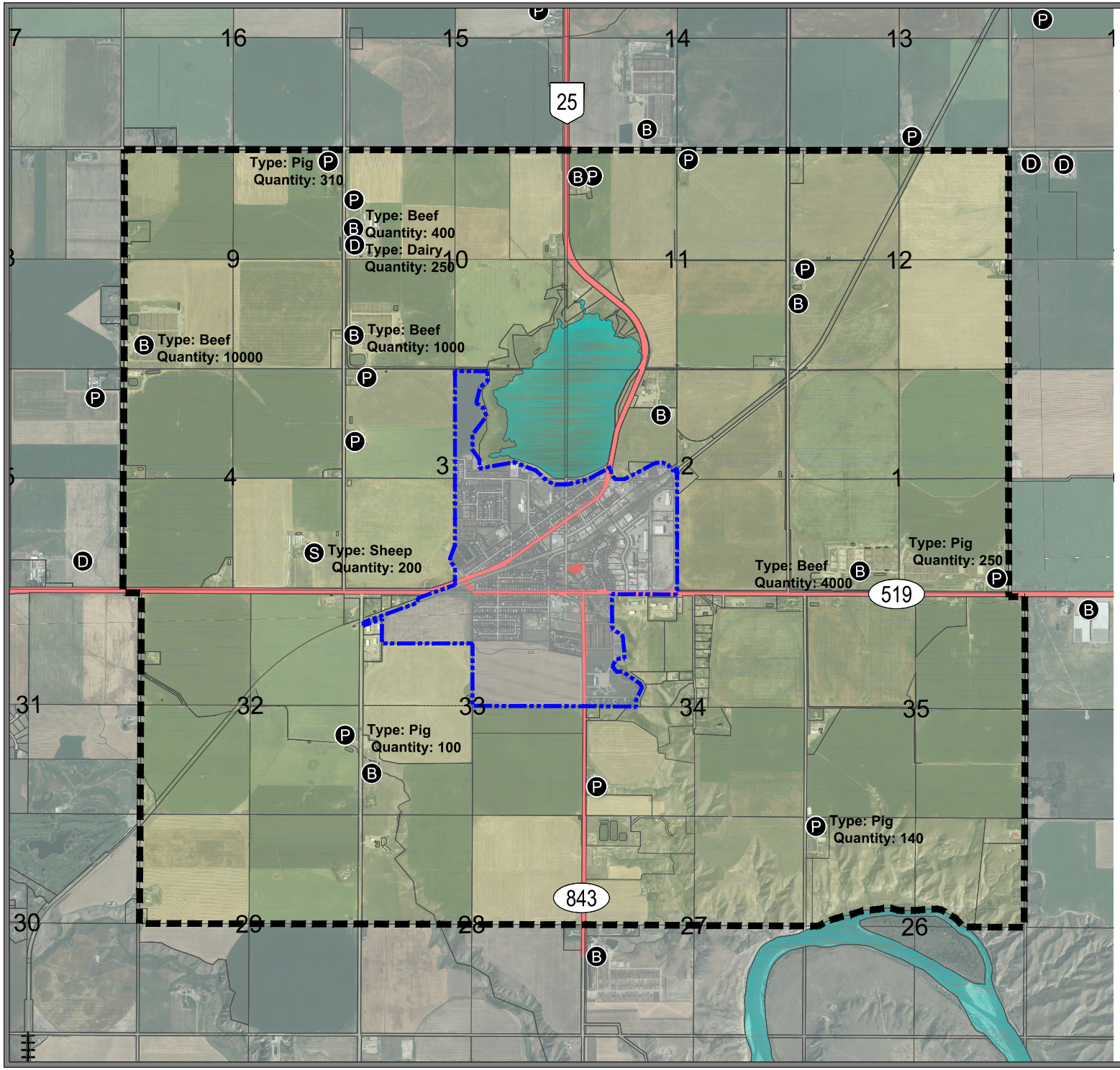

CONFINED FEEDING OPERATIONS WITHIN IMDP STUDY AREA

LEGEND

TOWN OF PICTURE BUTTE

IMDP STUDY AREA

CONFINED FEEDING OPERATION

- B BEEF
- D DAIRY
- P PIG

MAP 19

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 40 000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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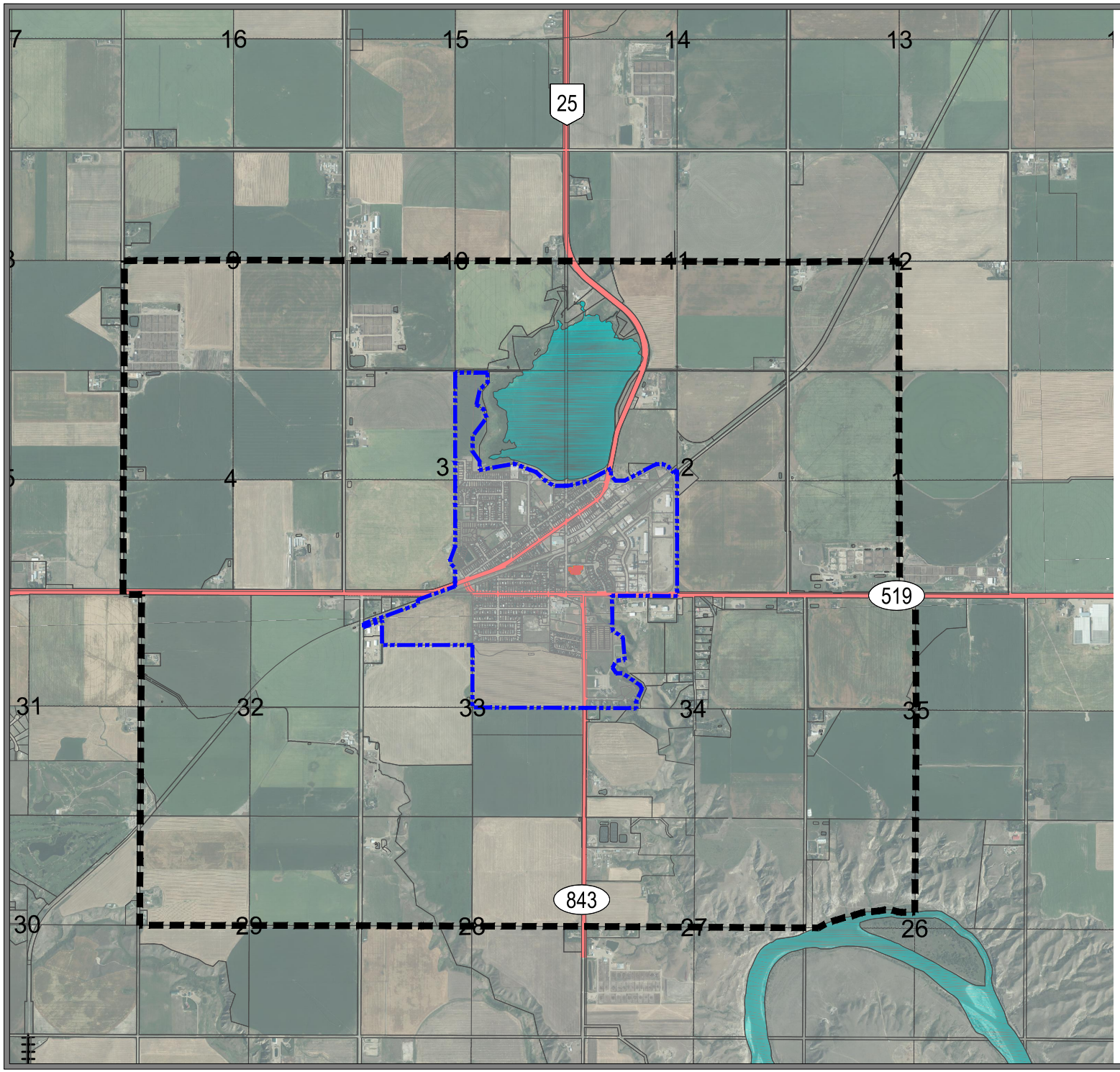

CONFINED FEEDING OPERATION (CFO) POLICY AND EXCLUSION AREA

LEGEND

TOWN OF PICTURE BUTTE

CFO EXCLUSION AREA

MAP 20

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 40 000

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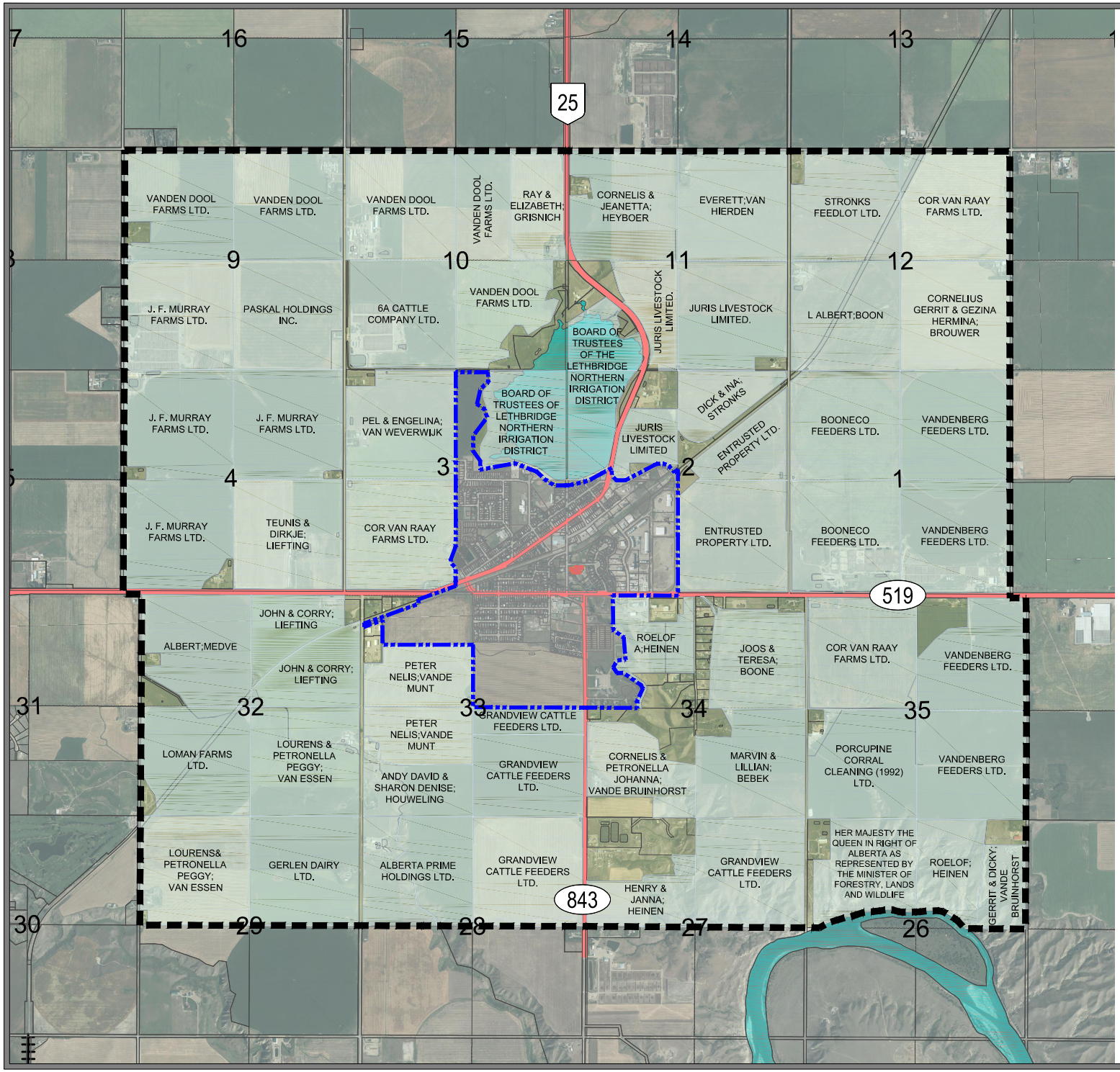

OWNERSHIP

LEGEND

TOWN OF PICTURE BUTTE

IMDP STUDY AREA

PARCEL OVER 40 ACRES

FIRST NAME; LAST NAME — OWNER (JULY 15, 2014)

MAP 21

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 40 000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

July 25, 2019
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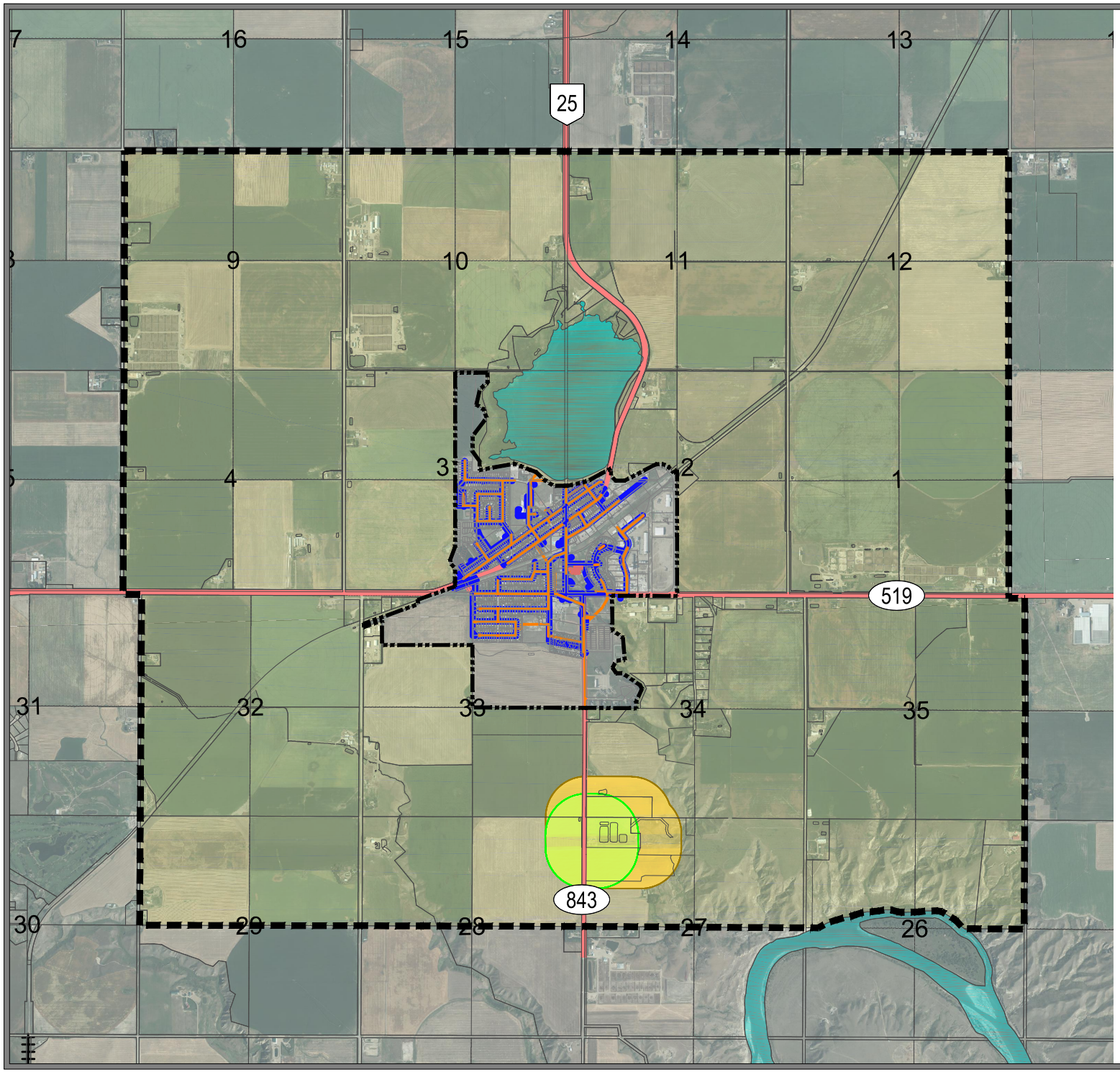

INFRASTRUCTURE

LEGEND

- TOWN OF PICTURE BUTTE
- IMDP STUDY AREA

SANITARY AND WATER INFRASTRUCTURE*

- SANITARY GRAVITY MAIN
- SANITARY FORCE MAIN
- SANITARY OUTFALL MAIN
- WATER PRESSURE MAIN
- 300m SEWAGE LAGOON BUFFER FROM PLAN BOUNDARY
- 300m WASTE TRANSFER BUFFER FROM PLAN BOUNDARY

**Sanitary and water infrastructure data within the IMDP study area is supplied by MPE Engineering and the County of Lethbridge and is intended to be used as a visual representation only.*

MAP 22

LETHBRIDGE COUNTY
(BYLAW NO. 18-009)
& TOWN OF PICTURE BUTTE
(BYLAW NO. 865-18)
INTERMUNICIPAL DEVELOPMENT PLAN

AERIAL PHOTO DATE: 2012
SCALE 1 : 40 000

OLDMAN RIVER REGIONAL SERVICES COMMISSION

July 25, 2019
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Town of Picture Butte and County of Lethbridge IMDP Background.dwg

APPENDIX C

DEFINITIONS

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

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

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

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

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

APPENDIX C

DEFINITIONS

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

Agricultural Land, Higher Quality means:

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

(b) land contained in an irrigable unit;

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

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

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

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

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

Agricultural Land, Poorer Quality means:

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

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

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

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

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

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

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

(a) the cultivation of land;

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

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

(d) the production of agricultural field crops;

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

(f) the production of eggs and milk;

(g) the production of honey (apiaries);

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

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

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

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

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

Area Concept Plan means a higher level plan which both describes and contains diagrams for the purpose of illustrating an overview of potential development for a defined area, and typically illustrates larger parcel (block) layouts, existing and proposed land uses, and transportation patterns (main road connectivity and networks), with more detailed servicing details and engineering to be provided later.

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

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

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

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

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

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

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

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

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

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

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

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

County means Lethbridge County.

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

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

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

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

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

Development Design Guidelines means the jointly agreed to minimum development controls or standards of the Plan that shall apply to commercial and industrial development in highway entranceways, typically including landscaping, storage, screening, signage, etc. and are to be applied reciprocally by both Lethbridge County and the Town of picture Butte for fairness and consistency on both sides of a shared municipal boundary, as stipulated in the maps and policies of the Plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Long-term Future Growth Area means an identified area of land that may be suitable to be converted to non-agricultural land uses at some future point of time but it is anticipated that it would not be in the foreseeable future, and would likely be a longer horizon before it would occur, such as 20-years or more.

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

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

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

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

Municipal Council within the municipal boundary of the Town of Picture Butte means the Town Council, and within the municipal boundary of Lethbridge County means the County Council.

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

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

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

Overlay Plan means the same as Shadow Plan.

Plan means the Lethbridge County and Town of Picture Butte Intermunicipal Development Plan.

Priority Future Growth Area means an identified area of land that may be logical and suitable to accommodate development and growth and be converted to non-agricultural land uses at some very near time in the immediate or foreseeable future, and is likely contiguous to an already developed area. The area may have been examined, studied or agreed on by the municipalities as a desired and suitable area to grow and develop and is an area that initial planning preparation would be focused.

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

Public Roadway means:

(a) the right-of-way of all or any of the following:
    (i) a local road or statutory road allowance,
    (ii) a service road,

(iii) a street,

(iv) an avenue, or

(v) a lane,

that is or is intended for public use; or

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

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

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

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

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

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

Town means the Town of Picture Butte.

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