

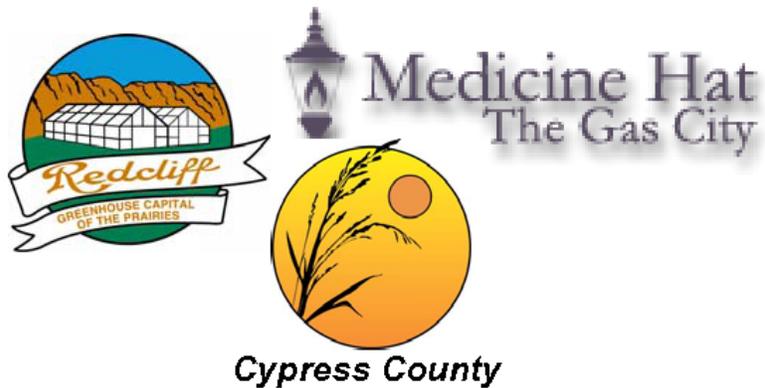
TRI AREA INTERMUNICIPAL DEVELOPMENT PLAN 2010

- CYPRESS COUNTY BYLAW #2009-15
- TOWN OF REDCLIFF BYLAW #1616-2009
- CITY OF MEDICINE HAT BYLAW #3938



Cypress County





Tri-Area Intermunicipal Development Plan

Prepared by:
Cypress County
Town of Redcliff
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July 20, 2010

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- B DUNMORE FUTURE LAND USE CONCEPT
- C LONG TERM AIRPORT PROTECTION AND OBSTACLE LIMITATIONS
- D FUTURE IDP ASP'S

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- APPENDIX A SUMMARY OF IDP IMPLEMENTATION TASKS
- APPENDIX B A FUTURE VISION FOR THE IDP AREA
- APPENDIX C SKETCH OF THE LIMITED COUNTRY RESIDENTIAL
SUBDIVISION POLICY

1. INTRODUCTION

1.1 HOW TO USE THIS DOCUMENT

This Intermunicipal Development Plan (IDP) is divided into three sections:

- Section 1 provides an introduction and legal basis of the IDP
- Section 2 explains the intent of the IDP concept and specific policies that will guide the Approving Authorities in their decisions and
- Section 3 outlines the Implementation of the IDP. It sets out specific directives as to what steps must be taken to ensure the strategies and policies become reality. It also sets out a dispute resolution process.

The Appendices contain support information including details of Implementation tasks and a Vision statement. A report was prepared in 2007 to provide background information for consideration in the development of the IDP. This report, entitled Tri-Area IDP Background Information Report 2007, does not form part of the IDP and is not intended to be used in the interpretation of the IDP. Landowners may find the information contained in this additional resource material to be of interest.

1.2 IDP PURPOSE

The purpose of the IDP is to establish a regional framework for attracting economic opportunities and managing land use, subdivision and development in the IDP area. Cypress County, the City of Medicine Hat and the Town of Redcliff want to improve opportunities to secure a robust and durable economic base, improve consistency in land development and enhance inter-municipal efficiency and communication. Further, the municipalities want to be “development ready”

and future-oriented in their planning efforts and thus improve their services, cost efficiency and attractiveness to additional economic activity within the tri-area community.

1.3 IDP HISTORY

Rural Urban Fringe Plan - In 1992, a Rural Urban Fringe Plan was prepared and passed as a resolution of Council by the Councils of Cypress County, Redcliff and Medicine Hat. The Plan set out advisory policies to address a number of issues, including the placement and operation of Intensive livestock operations (now referred to as Confined Feeding Operations). Many things have changed in the intervening years including transportation pressures, availability of water, development pressures and site-specific issues among the three municipalities.

IDP Steering Committee - In March, 2006, the Councils of the three municipalities met and agreed to prepare an Intermunicipal Development Plan. The planning process included a steering committee of elected officials and senior administration. The committee met regularly to review intermunicipal issues and drafts of the plan and administered the public consultation process. The steering committee then recommended a proposed Plan for consideration of the three municipal Councils in 2009.

Public consultation process - A draft set of concepts was released for public review in November 2006 and draft Plan was circulated for comment to the public and other agencies in August 2008. During the process, two public meetings were held; one to describe draft IDP concepts and a second meeting to describe a draft IDP. Consultants also conducted in-person and telephone interviews with IDP area landowners in December 2006 to gauge landowner desires with respect to the concept IDP and the IDP process. Direct contact was made with 35 landowners in the area who together held interests in approximately 3885 hectares (9600 ac) or approximately 10% of the IDP area. In addition, the

steering committee prepared information notifications for affected landowners and municipal websites were created to allow the public to download and review written information and maps relevant to the plan progress. In September 2008, the Steering committee held a public meeting to review the next version of the Draft IDP. This resulted in further presentations on November 27, 08 by landowners in Cypress County. Thereafter, the steering committee considered the comments and submitted a revised, proposed IDP for consideration by the three Councils.

1.4 ENACTMENT

The policies contained within this Intermunicipal Development Plan come into force once the Councils of the Town of Redcliff, the City of Medicine Hat and Cypress County have passed Third Reading to the Bylaw adopting the IDP. Municipal bylaw amendments designed to ensure conformity with the IDP Bylaw have also been prepared for consideration by the Three Councils.

1.5 ENABLING LEGISLATION

The Alberta Municipal Government Act - The legislation concerning an Intermunicipal Development Plan is outlined in Section 631 of the Alberta Municipal Government Act, which reads:

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

(2) An intermunicipal development plan

(a) may provide for;

- (i) the future land use within the area,*
- (ii) the manner of and the proposals for future development in the area, and*
- (iii) any other matter relating to the physical, social or economic development of the area that the councils consider necessary,*

(b) must include

- (i) a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the Intermunicipal Development 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.*

In accordance with the Municipal Government Act Section 638, all statutory Plans passed by a municipality must be consistent with each other.

2. FUTURE LAND USE CONCEPT

2.1 HOW TO USE THIS SECTION

This section of the IDP presents the policy context, intent and policy statements for the IDP topic by topic and by specific land use areas. Each area or topic contains an explanation of policy intent followed by specific policy statements. Policy statements should be interpreted more narrowly than the intent. Variations to policy are allowed only where specifically stated. The mapping included in the IDP may require further field survey measurements to rectify any discrepancies in measurement. The boundaries of mapped policy areas will be refined to the site-specific parcel level during the preparation of more detailed statutory plans and/or during the consideration of individual planning applications and will be evaluated within the spirit and intent of the Plan goals and policies. Refer to Maps A to D as the primary policy reference maps.

2.2 GOALS OF THE IDP

The overall goals of the IDP are to:

- Outline the future land uses that may develop over time within the IDP area.
- Maintain and enhance mutually beneficial policies and the sharing of services among Cypress County, Redcliff and Medicine Hat.
- Provide more certainty of development potential in the County, the Town and the City.
- Continue to strengthen lines of communication to better address problems and opportunities for mutual benefit.
- Outline a framework for the more detailed implementation of land development, economic development, transportation systems, municipal infrastructure and timing of development and infrastructure.

2.3 IDP TIME HORIZON

Municipalities operate for the long term - as long as there are residents to serve. Yet, many municipalities in the past have planned no further than 20-30 years - essentially the lifespan of an overlay of asphalt on a road, or enough of a land inventory until the next urban annexation. Yet, development, subdivision and infrastructure projects, once approved and constructed, are essentially irreversible decisions. Therefore, the IDP strategy plans for at least a 50 year time horizon. A long term view requires municipalities to create a strategy, anticipate the impacts of change and plan for it together rather than simply reacting to immediate pressures. Long term planning results in more efficient, cost-effective land use and infrastructure.

Annexation - Land for annexation is anticipated to be required within the 50 year horizon for Redcliff. This includes land for commercial/ industrial development to the north of Redcliff in the 2007- 2008 timeframe. While the City has ample land for 50 years growth, the City may need to consider annexation closer than 50 years to maintain an adequate land inventory and choice. This Plan does not preclude the City requesting land for annexation prior to the expiry of the 50 year timeframe or in areas that are not currently identified for future annexation.

Phasing - A Phasing of the plan area development will be determined in part by market forces willing to place risk capital into the Plan area. These are individual landowner decisions and cannot be easily predicted. Phasing will also be determined according to future infrastructure planning by the municipalities. In addition, there are areas that will be subject to more detailed area structure plan preparation.

As conditions change, the IDP will require regular reviews and updates of the strategy to ensure the IDP continues to meet the needs of the region. This Plan outlines a Plan review process as part of the Plan implementation in section 3.

2.4 IDP CONCEPT FRAMEWORK

2.4.1 Overall Strategy

The IDP embodies a long term land use strategy for the cooperative development of Cypress County land surrounding the Town of Redcliff and City of Medicine Hat. The IDP is in part, based on the provision of water and sewer services to the County. Piped servicing in the IDP area is implemented in accordance with a new water “gate agreement” approved between the County and the City. This new agreement was a condition of IDP approval. A new sewer gate agreement will be required for the expansion of sewer services in the County. Future water service to the Town of Redcliff by the City shall also require a new gate agreement.

The City will deliver water to the County at the approved gates pursuant to the terms and conditions of the gate agreement. The County will be responsible for the allocation of the water in the IDP area subject to the specific policies in this Plan.

The IPD identifies land for protection from inappropriate land uses that would work against a regional strategy. As a result, the IDP identifies specific locations in the County for expansion of water and sewer services under a variety of servicing capacities. However, it is recognized that the South Saskatchewan River is closed to the allocation of additional water licenses. Therefore, it will be the responsibility of each municipality to acquire adequate water licenses for their current and long term requirements for the provision of potable water. Such acquisitions will likely be through transfers from others willing to give up a portion of existing licenses. Some or all of the municipalities may also require developers to acquire some or all of the water license requirements for their development as a condition of land use and subdivision approval.

The emergence of a more integrated regional economy offers more opportunities for a reasonable choice in urban living, rural living and commerce while providing a consistent IDP strategy that investors can use for long term business planning. Finally, the IDP establishes a framework for coordinated communication, information sharing and policy implementation among the three municipalities. Section 3 outlines an implementation framework that identifies the tasks each municipality must undertake to bring the IDP to life including changes to existing documents, new cooperative processes, plus additional, more specific land use planning.

The IDP assumes that not all land will be developed to alternative land uses envisioned within the life of this Plan. The IDP also assumes that some land is most suitable for agricultural use due to previous land use allocations elsewhere, poor site conditions, lack of access, etc. Therefore, landowners cannot assume that all applications for land use, subdivision or development will be approved. It is also recognized that much of the Plan area is composed of better agricultural land and that some land will unavoidably be converted to non-agricultural uses as the IDP area develops. However, the agricultural land west and south of Medicine Hat is expected to be mostly retained for agricultural uses within the time horizon of this plan.

A vision of the Plan area for the year 2057 is identified in Appendix B. The Future Land Use Concept is shown in the Future Land Use map, being Map A with a more detailed future Land use map of Dunmore being Map B.

2.4.2 Future Land Use Context

The three parties to the IDP have decided that Medicine Hat and Redcliff are in the business of providing fully serviced, urban densities for residential and non-residential uses. Cypress County is in the business of growing its non-residential tax base and growing Dunmore eventually as a fully-serviced residential

community. In addition, it is not in the long term interests of either the County, the Town or the City to encourage further, urban-style residential subdivisions in the County on the Town or City's doorstep.

Further, urban municipalities require secure, accessible growth directions well beyond a 50 year timeframe. Land for future urban growth outside current urban boundaries will be eventually considered for annexation. In the interim, better agricultural land suited to irrigation will be protected until required for City or Town annexation, or until required for other serviced, non-residential uses where specified in the IDP. As a result of this understanding, a limited amount of residential subdivision will be considered south and west of Medicine Hat in the Potential Growth Area under specific circumstances. The intent is to ensure that a) sufficiently large parcels remain for both continued agricultural and future urban development beyond the 50 year horizon and b) some of the less productive portion of large parcels may be subdivided in a way that will be compatible with eventual urban densities and land uses.

The IDP also establishes the County's long term "sphere of influence" that allows development of the Dunmore area and along Township Road 120 with the possibility of full-pressure water and sewer services at some point in the future. These areas are not subject to future annexation for the life of this Plan and therefore this allows the County a secure opportunity to grow its non-residential tax base. A sphere of influence is also identified north and west of Redcliff to secure the Town's long term growth directions. While the current City MDP policy does not anticipate annexing land from the County within the IDP time horizon, its current interests lie in developing its existing land base and limiting premature, high-density, urban development around the west and south IDP Potential Growth Area. This then allows the City a long term "vector of growth" to the west and south. The area is intended to contain many large, developable parcels and few intervening physical constraints to contiguous urban growth over the long term. The constraint to growth in this direction would be the values

associated with irrigated agricultural land. City growth eastward beyond the 50 year time horizon is possible but expansion in this direction is limited by the extensive coulee system and the Ross Creek valley that would constrain east-west arterial road access. In addition, the single two lane road servicing the area (Highway 41A) would need to undergo extensive widening. A second easterly arterial would need to be constructed to provide alternative access. The existing rail line provides a further barrier to eastward urban expansion.

Other IDP areas north and east of the two urban municipalities may develop under existing County Land Use Bylaw districts as long as conflicts between incompatible land uses are minimized. Finally, development pressures around major future highway interchanges present opportunities for non-residential land development and these areas are recognized for their non-residential development potential.

2.5 OVERALL LAND USE AREAS

Appendix D of the IDP (under separate cover) identifies a future land use capacity and urban growth footprint to 2057 for Redcliff and Medicine Hat. In summary, the future population of the IDP area in 2057 is expected to be 127,170 for the City of Medicine Hat, 14,000 for the town of Redcliff and approximately 4,000 – 5,000 for the hamlet of Dunmore. Therefore, the total regional urban population is projected to be close to 145,000. This population does not include the rural population within the study area. Within this population, the projections calculate that the City will have sufficient land base to develop within the City limits for that time period while Redcliff may need to annex residential land prior to that time. In 2009, the Town successfully annexed land to the north of the Town for commercial/ industrial purposes.

2.5.1 Land Use Designation summary

The IDP area contains seven land use designations, an 'overlay' IDP designation for airport vicinity protection, another overlay designation that refers to highway commercial/ light industrial potential around future interchanges and one referral designation intended to ensure the municipalities coordinate development processes. The designations were established as a result of discussions with the IDP steering committee members and refined through added research, as well as landowner comments and joint Council discussions.

Future Land Use Designation Summary

| Designation | Hectares (Ac) |
|---|------------------------------------|
| Potential Growth Area | 4596 hectares (11358 ac) |
| Dunmore Urban Services (DUS) | 1634 hectares (4038 ac) |
| Potential Serviced Commercial/ Industrial (PSCI) | 1344 hectares (3322 ac) |
| Urban Reserve (Redcliff) | 714 hectares (1764 ac) |
| Sand and Gravel Resource (SG) | 1043 hectares (2577 ac) |
| Rural Commercial/Industrial (RCI) | 4280 hectares (10577 ac) |
| Rural Development (RD) | 6395 hectares (15802 ac) |
| Total | 20,006 hectares (49,434 ac) |

The IDP provides policies that link the existing City, Town and County Municipal Development Plans and the Land Use Bylaws to the IDP. Direction is provided as to how these County documents should be changed or coordinated with this IDP. It is intended that the existing districts of the County Land Use Bylaw Map will be changed and this will affect the districts in a number of areas inside and outside the IDP area.

2.5.2 General Land Use Policy

- Application**
- a) All future land use, subdivision and development in the IDP Area shall comply with the policies of this IDP and Maps A to D. The County Municipal Development Plan should also be consulted for additional policies that would apply to this area.
- A-1 district retained**
- b) Until applications for Land Use Bylaw amendments are adopted by the County, the Agricultural District 1 (A-1) of the County Land Use Bylaw as amended, will continue to apply to lands presently zoned A-1 in the IDP area as of the date of approval of this IDP.
- Amend LUB A-1 and A-2 Districts to be consistent with IDP**
- c) The IDP boundary establishes the urban fringe. Therefore, prior to third reading of the IDP,
- The County will consider amending the Land Use Bylaw district map for that area outside the IDP boundaries that is currently under the Agricultural District 1 (A-1) district and consider an amendment to Agricultural District 2 (A-2).
 - Further, those areas within the IDP area that are A-2 should be amended to a revised A-1 district.
 - In addition, the A-2 District that would replace the A-1 District for those areas outside the IDP boundary should not permit new Confined Feeding Operations to be a permitted or discretionary land use within the restricted area identified in the 1992 Rural Urban Fringe Plan. This exclusion area map should be included in amended County documents.

**Existing
districts and
uses continue**

d) Parcels within the IDP area that are currently zoned for other than A-1 District uses may continue under those Districts identified in the County Land Use Bylaw. New applications for subdivision and development are subject to any required amendments to the Land Use Bylaw as required by the policies of this IDP.

**Grandfathering
existing uses**

e) 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 Land Use Bylaw and the Municipal Government Act.

**Environmental
Reserve**

f) Subdivision applicants will be required to dedicate, as environmental reserve, all lands in an area to be subdivided that can be defined as environmental reserve in accordance with the provisions of the Municipal Government Act. In some instances the approving authority may consider conservation easements in place of environmental reserves as provided for in Section 22 of the Environmental Protection and Enhancement Act.

**MR and SR in
areas outside
Potential
Growth Area
designation**

g) County subdivision applications for all parcels in designations other than the Potential Growth Area as shown on Map A will be required to dedicate, defer or pay cash in lieu for the full amount of Municipal Reserve owing as required by the County on a case by case basis in the forms provided for in the Municipal Government Act.

right of way
dedication

h) Applicants shall, at the subdivision application stage, dedicate surveyed rights of way for future road networks, pipelines, power lines, trunk servicing and stormwater management as conceptually identified in this Plan, any other statutory Plan in effect and/ or as identified by any road or utility authority.

public
infrastructure
buffers

i) Infrastructure such as landfills, treatment plants, potential wind farms and airports shall require adequate buffers from incompatible uses. In some cases these buffers are mandated by Provincial or federal legislation. All Land Use Bylaw amendments, subdivision, or development applications should provide an appropriate distance separation in their applications.

CFO's

j) New applications for confined feeding operations in the IDP area, or applications for the expansion of any existing confined feeding operations are not supported within the ILO exclusion district first identified in the 1992 Urban Fringe Plan and revised by the County Municipal Development Plan. This revision includes the IDP area. Expansion of existing CFO's will require approval under the Natural Resources Conservation Board (NRCB) regulations. The County Council and IDP Liaison Committee will review the applications for CFO expansion of existing operations and submit joint comments to the NRCB on a case-by-case basis.

Hwy 1
landscaping
enhancement
provisions

k) The City, Town and County may prepare an overlay district to be incorporated into their Land Use Bylaws to address the landscaping and architectural design of commercial and industrial Area Structure Plans, subdivision applications and development permits adjacent to Highway 1 and the proposed Highway 1 re-alignment.

- 80 ac splits not allowed
- l) Subdivision of an unsubdivided quarter section into two 32 hectare (80 ac) parcels is not permitted.
- protection of better agricultural land
- m) Better agricultural land shall continue to be protected for agricultural purposes as long as possible until required for urban expansion.
- Alberta Transportation referral
- n) Cypress County shall refer all applications for development permits, subdivision and proposed statutory plans located within the Highway 1 Bypass alignment to Alberta Transportation for comment prior to approval.

2.6 POTENTIAL GROWTH AREA

2.6.1 Policy Context

The Potential Growth Area comprises 4596 hectares (11,358 ac) of land bordering the western and southern boundaries of Medicine Hat . Much of this land is irrigated with water rights typically allocated at the rate of two feet/acre per year. Urban development in south Medicine Hat extends to the limits of this policy area while City land on the western boundary is some years away from development.

Intermunicipal Interests

The County wishes to retain the rural nature of its ratepayers and believes that serviced residential development outside existing hamlets becomes more costly and difficult to administer and maintain. The County has a limited capacity to provide an urban level of water and sewer services to the IDP area and its other

hamlets. Therefore, the IDP strategy applies this limited capacity to two IDP development nodes as well as servicing its other hamlets.

The City has made long term servicing decisions. It has established an internal trunk-servicing pattern that is intended to service future City development in accordance with its Municipal Development Plan (MDP). It is also concerned that excessive urban densities in the area will use urban services but not pay urban taxes.

The IDP recognizes that it is in the interests of the City and County to retain large parcel sizes for agricultural purposes in the west and south urban fringe for the long term beyond the 50 year timeframe of this Plan. The City must look beyond this timeline and retain viable growth directions. As noted in section 2.4.2, easterly expansion is limited by topography, the South Saskatchewan River, a rail line and a single arterial access. While all this can be overcome, it would require considerable expenditure and possibly intrusion into established City neighbourhoods for new arterial roads. Existing industrial designations adjacent to residential expansion areas in the north of the City limit contiguous residential growth options to the northwest. This leaves south and west of the City for residential expansion.

Limited Country Residential Subdivision

Larger parcels are more desirable for continued agricultural use due to economies of scale. In addition, larger parcels allow agricultural machinery more flexibility to work around physical constraints. Large parcels are also more easily developed for future urban density - there is less landowner conflict, more efficient, economical servicing and more design flexibility. Generally, parcels less than 16.18 hectares (40ac) become less viable for conversion to urban scale development. It is especially difficult to coordinate adjacent landowners of smaller rural parcels to work together to achieve urban densities. The IDP does

accept however, that in the interim, limited, rural residential subdivision of up to 10% of parcels may be considered as long as;

- the parcel is deemed suitable for the use intended (suitable access, topography, geotechnical, etc),
- the subdivision application does not unduly hinder the continued agricultural use of the larger parcel and
- does not occur on better agricultural land as defined by the County MDP.

Subdivision to small residential parcels is usually a permanent fixture on the landscape. Fragmenting large parcels around the urban fringe into many small parcels becomes an obstacle for re-development to urban densities. Therefore, the intent of this strategy is to control the proliferation of large tracts of country residential subdivision in favour of low density clusters on large parcels and thereby retain the vast majority of a quarter section and other large parcels intact. This also allows some measure of choice for the country residential market while retaining the option for urban densities beyond the 50 year IDP timeframe. As such, consideration of subdivision for “Limited Country Residential” use in the Potential Growth Area designation will be confined to low densities that would have the equivalent density of allowing 4 parcels from an unsubdivided quarter section plus the balance. It is estimated that an additional 200 - 250 country residential parcels could be theoretically added if all landowners in the Potential Growth Area applied for the maximum subdivision potential.

Farmstead Separation Option

Under certain circumstances, County policy permits a first parcel out of a quarter section for an established farmstead without a need to amend the land use bylaw. However, the applicant for this first parcel out should be aware that the size of the proposed parcel to be subdivided out of the quarter will be counted towards the 6.47 hectare (16 ac) maximum footprint for future applications to limited country residential use for that quarter section (the maximum area being 10% of the unsubdivided quarter section) regardless of whether the land is

subsequently sold to another landowner. Therefore, it is in the best interests of the applicant for a farmstead separation to create a 0.60 hectare (1.5 ac) minimum parcel size should the applicant wish to maximize the allowable density for limited country residential use within the 6.47 hectare (16 ac) footprint allowed in an unsubdivided quarter section. In no case will a parcel larger than 6.47 hectare (16 ac) be allowed for a farmstead separation.

Sewer servicing for "Limited Country Residential" will typically be on-site. Any future consideration of piped water servicing may be available on a user pay basis, where it is in keeping with the business plan and policies of the County and will be at low levels not exceeding 0.5 imperial gallons per minute per household. The likelihood of potable piped water for country residential uses will be determined by the County as water allocations become available to the prospective development with costs borne by the development.

Non-residential Development

Other non-residential uses may be approved for development on a variety of existing parcel sizes if they are suitable for the intended use and

- are deemed to be related to agricultural industry or extensive recreation uses such as stand alone golf courses (without associated residential uses),
- occur on less capable agricultural lands and
- conform to the A1 land use district of the County Land Use Bylaw.

2.6.2 Potential Growth Area Policy

policy intent

- a) The intent of the Potential Growth Area designation in the IDP as shown on Map A is to retain the agricultural use and extensive recreation uses of large parcels in the area while at the same time providing for some limited country residential options at a low density over the time horizon of this Plan. The

further intent is to retain large parcels for economical re-subdivision for future urban densities.

b) The Potential Growth Area is generally suitable for continued agricultural and agricultural support uses, extensive recreation uses and limited country residential use. Uses other than what is provided for in the A-1 and CR-IDP Districts of the Land Use Bylaw shall not be allowed unless the proposed or existing use is within another district existing as of the date of this IDP approval. The intent of this Plan is that future rezoning applications to CR and CR-2 will not be allowed in this IDP policy area.

amendment to A-1
District

c) The County should amend the A-1 District of the Land Use Bylaw to ensure compliance with the IDP concurrently with IDP approval. Specifically this would; i) ensure that land uses and the densities therein are in conformity with the IDP and ii) amend the purpose statement to recognize the IDP as the guiding policy document.

A-1 subdivision
density

d) The only subdivision allowed in the Potential Growth Area under the A-1 District shall be one parcel from an unsubdivided quarter section where it is for the sole purpose of an established farmstead separation up to a maximum parcel size of 6.47 hectares (16 acres).

“Limited Country
Residential” use
policy defines
10% subdivision
concept

e) Parcels located within the Potential Growth Area designation of the IDP may be considered by the County for a Land Use Bylaw amendment and subdivision approval for “Limited Country Residential” use. “Limited Country Residential” use is a policy

concept exclusive to the Potential Growth Area and Urban Reserve (Redcliff) designations of the IDP. It is intended to provide a limited amount of residential development on less agriculturally productive parts of a parcel while still retaining the larger remnant parcel for continued agricultural use and where the County considers the application compatible with other planning considerations such as access, physical constraints, water supply, sewage disposal and environmental constraints, etc. The application of the “Limited Country Residential” use policy is explained in sketch form in Appendix C.

**Amendment to
CR-IDP District**

- f) The County should create a new CR-IDP District of the Land Use Bylaw to ensure compliance with the IDP and do so concurrently with IDP approval. Specifically this would;
- create a minimum size of a residential parcel of 0.6 hectares (1.5 ac),
 - ensure that residential land use densities therein are in conformity with the IDP and
 - provide a density provision for subdivision within the IDP that recognizes the 10% subdivision policy within the Potential Growth Area and specified portions of the Urban Reserve Area of the IDP.

**minimum lot size
variance and
10% subdivision
policy**

- g) Minimum parcel size shall be 0.60 hectares (1.5 ac). However, the lot size may be varied by the County due to physical constraints or other factors, but in no cases shall the cumulative area of the parcels exceed 10% of the area of the original parcel to be subdivided as it existed as of the date of IDP approval.

- application of 10% subdivision policy to farmstead separation**
- h) The area of land available for limited country residential use under the 10% subdivision policy shall be reduced by the area of any farmstead separation previously subdivided from the quarter section after the date of adoption of this Plan.
- Maximum Parcel density**
- i) The maximum residential density allowed to be subdivided per parcel shall not exceed the equivalent of 1 parcel for every 16.18 hectares (40 ac) in title. This represents the equivalent of 4 parcels plus the balance of the quarter for a total maximum of 5 parcels from an un-subdivided quarter section. For unsubdivided parcels in the A-1 District, the maximum subdivision density without an amendment to the CR-IDP District shall be one parcel from an unsubdivided quarter section only for an established farmstead separation.
- Minimum parcel size eligible for subdivision**
- j) In order to be eligible for further subdivision into limited country residential lots, a parcel must be greater than 16.18 hectares (40 acres) in size. Subdivision of a parcel 16.18 hectares (40 acres) or less shall not be permitted.
- Density reduced due to rights of way**
- k) Where public rights of way have reduced the potential subdivision density by one parcel, the County at its discretion may allow the additional parcel to be subdivided as if the rights of way were not exempted from the area in title.
- Limited Country Residential Performance Criteria**
- l) Limited Country Residential land uses may be considered in the Potential Growth Area where the proposed use meets the following performance criteria to the satisfaction of the County;
- Subdivision does not occur on better agricultural land as defined by the County MDP.
 - Wherever possible, subdivision must occur on the less

capable agricultural lands of the parcel to be subdivided.

- Wherever possible, limited country residential subdivision should be contiguous and use common internal access road except where, in the opinion of the County, this is impractical by physical constraints or parcel configuration.
- Subdivisions that are proposed to be located at the intersection of Range and Township Roads shall be designed so that the subdivision does not interfere with safety of turning movements, access management or long term road widening requirements.

**Future re-design
to urban
densities**

- m) Subdivision applicants should include in their submission a subdivision and road design that would facilitate potential re-subdivision to urban-sized residential parcels over the long term. The alternative design is an advisory step that provides an opportunity for the landowner to consider long term re-subdivision potential especially for lots in close proximity to urban densities. This alternative design will be kept on file with the approval for future review.

**Municipal
Reserve**

- n) Subdivision applications for “Limited Country Residential” purposes shall address Municipal and School Reserve as required by the County in accordance with the provisions of the Municipal Government Act. Municipal Reserve for the balance of the quarter or parcel that is subject to the subdivision shall be deferred.

**low volume
water where
available**

- o) The County may provide piped water to the Potential Growth Area designation at low volumes (a maximum volume of 0.5 igpm) where there is sufficient demand, where the service is on a user pay basis and is in keeping with the business plan and

policies of the County and the policies of this IDP.

2.7 DUNMORE URBAN SERVICES AREA (DUS)

2.7.1 Policy Context

The Dunmore Urban Services Area (DUS) is bounded to the west by Bullshead Creek and to the east and south by the future Highway 1 re-alignment. The IDP strategy envisions Dunmore as an alternative residential, commercial and industrial option in which to live and work in the Tri-area region.

There is continued growth potential for this area for both residential and non-residential uses. The County estimates that Dunmore growth has the potential to approach 4,000 to 5,000 persons by 2057. The lots in Dunmore are currently larger than typical city-sized lots in order to accommodate on-site servicing. This individual, on-site servicing tends to increase residential lot sizes and hence Dunmore will have a larger future development footprint of the hamlet when compared to a similarly populated Medicine Hat or Redcliff neighbourhood.

While the hamlet is currently serviced with individual on-site sewage systems, a piped sewage disposal system will be required well before this population threshold if Dunmore is to avoid sewage disposal issues and reach its full potential for residential, commercial and industrial growth. The County may prepare a study to assess the costs and potential for a piped sewage system within a regional service delivery model as development pressures increase.

The DUS has sufficient land to grow well beyond the 2057 population horizon. An Area Structure Plan will be prepared for the hamlet to ensure that future

development and servicing is coordinated. At this time there is no consideration by the Province to realign Highway 41 south along Eagle Butte Road to tie into the Highway 1 bypass alignment. However, the potential for a future 24 hour international border crossing has been considered at Wild Horse Alberta. That development may in future create a highway linkage with a proposed interchange near the intersection of Highway 41 and the proposed Highway 1 and 3 re-alignment, thus creating added non-residential development opportunities in the long term.

Much of the DUS includes commercially viable sand and gravel deposits. While this is a limited and valuable resource, the extraction of this resource should not create additional conflicts with existing and future residential areas in the hamlet. Once fully depleted and reclaimed, alternative land uses may be considered by the County.

2.7.2 Dunmore Urban Services Area Policy

- | | |
|-------------------------------|---|
| Policy area intent | a) The intent of the DUS designation as shown in Map B is to provide a secure future land base for the orderly expansion of the Hamlet of Dunmore. The hamlet is considered as an alternative regional option for the development of a fully serviced community in the long term. |
| hamlet boundaries | b) As development proceeds, the County shall re-designate the official boundary of the hamlet in accordance with the IDP and its policies as applications arise for development within the Dunmore Urban Services Area. An amendment to the boundaries of the hamlet of Dunmore and subsequent new development will not require an amendment to this IDP. |

Master ASP

c) The County shall prepare a detailed Dunmore Master Area Structure Plan for the Dunmore Urban Services area in advance of continued development pressures. The ASP shall include consideration of transportation and road standards, transition planning from on-site sewage disposal to servicing with piped water and sewer, economical staging of development, mitigating potential conflicts between sand and gravel, residential and other potentially conflicting land uses, transitional provisions for re-development of exhausted sand and gravel sites, landscaping of non-residential uses, trails, protection of riparian areas and creek banks and any other matters the County requires. The Intermunicipal Liaison Committee shall review the terms of reference and draft plans and make comments.

ASP required
for subdivision

d) Future applications for subdivision and development within the Dunmore Urban Services area that create more than 6 lots may be required to prepare an ASP or conceptual scheme. The ASP or conceptual scheme shall be in conformity with the Dunmore Master ASP.

Future re-
design to
urban
densities

e) Subdivision applications for minor subdivision from a large parcel within the DUS area should include in their submission a subdivision and road design that would facilitate potential re-subdivision to urban-sized residential parcels over the long term. The alternative design is intended to ensure that long term re-subdivision into urban densities has been analyzed. This alternative design will be kept on file with the approval for future review.

Bullshead
creek

f) That part of Bullshead Creek between the City limits and Township Road 120 has been identified on Map B by request of

the landowner as an environmentally significant area. It is also a potential resource for sand and gravel. Therefore, the specifically identified riparian areas of Bullshead creek for lands located north of Township Road 120 shall be protected from erosion and disturbance from development. Map B identifies Riparian Protection areas in general as being approximately 100 metres from creek banks. However, lands abutting Bullshead Creek south of Township Road 120 shall be subject to a 30 metre setback as identified in the County Land use bylaw. A more detailed assessment of the actual riparian areas of concern shall be defined in more detail as part of the Dunmore Master Area Structure Plan.

Sewage
disposal study

- g) As development pressures increase, the County may prepare a comprehensive sewage disposal study for the Hamlet of Dunmore and include the larger Dunmore Urban Services Area as part of the study area..

sand and
gravel
resources

- h) The County shall review applications for sand and gravel extraction operations to ensure that potential conflicts with future residential areas are minimized. The County shall also review applications for subdivision of new residential areas in proximity to existing or potential future sand and gravel extraction operations to ensure that future conflicts with resource extraction are minimized. Impacts of noise, groundwater, de-watering, dust, visual impacts, vibration and erosion should be assessed at the application stage.
- i) Existing and future sand and gravel operations may be redeveloped to alternative uses as part of, or after reclamation to equivalent capability has been undertaken in accordance with

provincial regulations.

2.8 POTENTIAL SERVICED COMMERCIAL/ INDUSTRIAL AREA (SCI)

2.8.1 Policy Context

The Potential Serviced Commercial/ Industrial area is comprised of approximately 1344 hectares (3322 ac) in area extending for approximately 8km (5 miles) east to west along Township Road 120 between the Highway 1 re-alignment and Bullshead Creek. The intent of this designation is to encourage commercial and industrial uses to develop along this east/ west arterial over the long term.

While the IDP policy shows this area as suitable for piped water and sewer, the actual decision to deliver piped water and sewer will be subject to the terms of the gate agreements and also dependent upon the availability of water licences by the developer, the capacity of the City to supply the requested volume, of developers and/or the County to fund the infrastructure and the approval of the County to develop the lands in accordance with the IDP and related statutory documents.

Non-residential development along Township Road 120, encourages a net, positive County tax base over the next 50 years. Serviced Commercial/ Industrial areas along Township Road 120 would require an Area Structure Plan to pre-plan trunk servicing and major roads including major intersections that may become development nodes, access provisions, public rights of way, land use districts, etc. An ASP should be prepared in conjunction with more detailed municipal servicing agreements between the County and developers. This ASP should be prepared in advance of large scale development. Since the overall intent of the area is to minimize conflicts with residential uses, residential subdivision is limited to the first parcel out of the quarter section.

2.8.2 Potential Serviced Commercial/ Industrial Area Policy

- Policy intent**
- a) The intent of the Potential Serviced Commercial/ Industrial (SCI) designation as shown in Map A is to provide a long term location for highway commercial and light industrial uses where, in the County’s opinion, potential exists for servicing with piped water and sewer.
- Future ASP required**
- b) Cypress County shall prepare a Township Road 120 Master Area Structure Plan (ASP) for the overall future development of this designation. In addition to legislative requirements of the MGA, the ASP shall identify at a minimum, future access provisions, general distribution and separation of future land uses, preferred parcel sizes, future right of way requirements for roads and trunk servicing, interim servicing standards, mitigation of existing land uses that may be in conflict with future development, commercial / industrial landscaping provisions on public and private lands, recreation provisions, engineering standards and conceptual stormwater management.
- More detailed Planning**
- c) Applications for rezoning or subdivision that would result in more than 6 parcels being created shall prepare a more detailed Area Structure Plan or conceptual scheme as required by the County, prior to consideration of subdivision approval. Where applications for subdivision or development are decided prior to the approval of the Master ASP, the County shall ensure that joint highway access is provided where possible and sufficient rights of way are reserved for potential future water and sewer servicing.

County LI and
Hwy-C LUB
districts apply

d) With the exception of those uses that are in compliance with the existing Land Use Bylaw district at the time of approval of this Plan, all applications for more detailed Area Structure Plans, conceptual schemes, subdivision and development shall require an amendment to the Light Industrial (LI) or Highway Commercial (Hwy-C) District of the Land Use Bylaw, as amended from time to time. Alternatively, a similar, purpose-built, non-residential district may be prepared for County approval without a requirement to amend the IDP.

Nuisance
mitigation

e) Light industrial/highway commercial development may result in some unavoidable nuisance factors. However, the application for light industrial/ highway commercial uses within 100m of an existing dwelling is a development consideration by the County. Applications for subdivision and development permits shall identify the expected nature, duration and intensity of potential nuisances such as noise, dust, heat, smoke, odours and glare and describe methods of mitigating those nuisances if the County deems these excessive. As a general rule, nuisances should not unduly extend beyond the boundaries of the light industrial/ highway commercial parcel.

dwellings
within 100m

f) Developers are expected to work with nearby residential landowners to identify what visual mitigations can be offered for the existing residences. This may include landscaping and/or berming improvement for residences that may be affected within approximately 100m of proposed highway commercial or light industrial development. It may also address mitigations for nuisances such a dust control, lighting, odours, etc.

no multi-parcel
rural residential
subdivision

g) Multi-parcel residential subdivisions shall not be permitted in the SCI designation. Subdivision of an unsubdivided quarter section intended for a single residential parcel may be permitted in accordance with the policies in this IDP, the County MDP and the existing Land Use Bylaw District.

h) Residential subdivision density in this area shall not exceed one parcel out of an unsubdivided quarter section of a minimum parcel size of 0.60 hectares (1.5 acres). Previously subdivided quarter sections shall not be permitted to subdivide additional parcels for residential purposes.

Municipal
reserve

i) Municipal Reserve shall be taken as cash in lieu except where the County is of the opinion that land would provide recreation purposes for the benefit of the area or provide a separation between less compatible land uses.

2.9 RURAL COMMERCIAL/ INDUSTRIAL (RCI) AREA

2.9.1 Policy Context

This area has long been identified as a location for commercial and industrial uses that do not require piped water or sewer services. Site conditions, strategic location near major roads and nodes of complementary land uses (existing industrial, landfill, sand and gravel, etc) are appropriate for non-residential uses in this area. While the intent is to minimize residential occupancy of the area, an unsubdivided quarter may be subdivided for an existing residence.

This designation identifies a long-term commercial/industrial location for large land holdings that include uses such as open storage yards, oil and gas support industry and the potential for the types of heavy industry where piped water is not

required. The area is a candidate site for a City-sponsored location for wind generators, contains an existing regional landfill as well as several existing industrial land uses, especially along Highway 524. The future Highway 1 and 3 re-alignment interchange design will also affect future land uses in this area and likely intensify development pressures over the long term.

2.9.2 Rural Commercial/ Industrial Area Policy

- | | |
|---|---|
| Policy area intent | a) The intent of the RCI designation is to provide for the orderly development of rural industrial and compatible commercial uses that may occur on large parcels and do not require piped water or sewer. |
| low volume piped water where available | b) The County may provide piped water to the RCI designation at low volumes (a maximum volume of 0.5 igpm) where there is sufficient demand, where the service is on a user pay basis and is in keeping with the business plan and policies of the County and the policies of this IDP. |
| wind farms | c) The three municipalities support the potential for a windfarm in this area. The feasibility of this initiative will be assessed as further study is undertaken. Land use applications in the vicinity shall be made aware of the potential for future wind turbines being located in the area. |
| Highway 524 ASP | d) The County shall prepare a Master Highway 524 Area Structure Plan in advance of continued development pressures. |
| no-multi parcel CR | e) Multi-parcel country residential is not permitted in this area. |

2.10 RURAL DEVELOPMENT AREA (RD)

2.10.1 Policy Context

The intent of the Rural Development designation is to allow for a variety of land uses that capitalize on the natural attributes of the area where they are compatible with existing land uses, provide on-site sewage disposal systems and do not require large volumes of piped water. This includes general agricultural operations (excepting confined feeding operations), multi-parcel country residential, farmsteads and home occupations. A wide range of commercial and industrial uses may be suitable where it can be demonstrated that their location can co-exist with existing residential uses. Likewise, country residential uses should not unduly affect ongoing farming operations or constrain existing commercial and industrial uses.

When compared to the Potential Growth Area to the south and west of Medicine Hat, this area is mostly dryland farming with some water licences from Ross Creek. Many parcels south of Highway 41A are not considered better agricultural land due to the topography and the Ross creek valley. Potential City expansion eastward is possible, but it is constrained by a major rail line, a coulee system and a single east-west access road (Highway 41A). However, there is potential for country residential uses in the Ross Creek coulee system, some associated recreational uses and some commercial and industrial uses along Highway 41 and 41A. Provincial studies consider the upper Ross Creek valley as a Nationally Significant Area and as such, there needs to be a consideration of riparian protection and environmental assessments prior to subdivision and development approvals in this area. Trails along the benches of the Ross Creek valley may be appropriate, but such trails should be approved as part of subdivision and development applications and in consultation with area landowners.

2.10.2 Rural Development Area Policy

- Policy intent**
- a) The intent of the Rural Development area is to provide for a wide range of rural uses with on-site servicing and land uses that include, but is not limited to continued agricultural uses, extensive recreational uses and compatible country residential uses. Commercial and industrial uses may be permitted where they do not unduly conflict with existing agricultural and residential uses. Residential uses may be permitted where they do not unduly conflict with existing commercial and industrial uses.
- Country Residential provisions**
- b) Clustering of multi-parcel country residential development in this area is a preferred pattern to dispersed development. Applications for Country residential development are encouraged to concentrate their applications using a reduced residential parcel size and to retain the balance of their holdings as agricultural, extensive recreational and/or other open space.
- c) Multi-parcel country residential parcel density shall not exceed the equivalent of 30 parcels per quarter section.
- non-residential uses**
- d) A broad range of commercial and industrial uses may be permitted where, in the opinion of the County, they do not create conflict with residential and agricultural uses.
- hamlet of Veinerville**
- e) The hamlet of Veinerville is serviced with water and sewer but will not expand its service area to accommodate additional dwellings or other uses.

- Nuisance mitigation**
- f) Industrial/commercial development may result in some unavoidable nuisance factors. The presence of non-residential uses within 300m of an existing dwelling is a development consideration by the County. Applications for subdivision and development permits shall identify the expected nature, duration and intensity of potential nuisances such as noise, dust, heat, smoke, odours and glare and describe methods of mitigating those nuisances if the County deems these excessive. As a general rule, such nuisances should not unduly extend beyond the legal boundaries of the proposed use.
- ASP required for subdivision**
- g) Future applications for subdivision and development within the Rural Development Area that create more than 6 lots may be required to prepare an ASP or conceptual scheme. Applications requiring an ASP where they are located within or near the Ross Creek valley shall prepare an Environmental Review in accordance with criteria defined by the County.
- proximity to sand and gravel designation**
- h) Applications for multi parcel country residential within 500 metres of the boundary of the Sand and Gravel IDP designation as shown on Map A shall require the applicant to prepare a study prepared by a qualified individual to assess the sand and gravel extraction potential within one kilometre of the boundaries of the proposed subdivision and mitigation measures by the applicant to ensure that the potential for future conflicts are minimized.
- low volume piped water where available**
- i) The County may provide piped water to the RD designation at low volumes (a maximum volume of 0.5 igpm) where there is sufficient demand, where the service is on a user pay basis and

is in keeping with the business plan and policies of the County and the policies of this IDP .

2.11 URBAN RESERVE (REDCLIFF) AREA

2.11.1 Policy Context

This designation identifies the Town of Redcliff future growth interests up to and beyond its 50 year planning horizon. The Town is active in acquiring and developing land for residential and non-residential uses and this pattern is expected to continue. The Town also has limited directions in which it can expand. Physical constraints, the regional landfill to the west, Highway 1 and the County's interest in encouraging industrial uses to the north all factor into the shape and size of the Urban Reserve (Redcliff) designation. Existing agricultural uses within this designation may continue and expand under a revised A-1 district of the Land Use Bylaw. The Future Urban Reserve lands are divided into two classes of future urban land use; mainly future urban residential use south of Highway 1 and future serviced industrial uses north of Highway 1.

Industrial Land Use North of Highway 1

The Future Urban Reserve (Redcliff) land located north of Highway 1 contain 570 hectares (1408 ac). This land is reserved for future annexation by the Town for mainly industrial uses and therefore, residential development of any kind is prohibited. As of January, 2009 the Town successfully annexed 374 hectares (924 ac) of land north of Highway 1 into the Town boundaries. The remnant 156 hectares (385 ac) will remain in the County until the Town requires that land for future annexation.

The County and Town agree that industrial uses may be developed inside the County's remnant 156 hectares (385 ac) in advance of further annexation. This understanding must be implemented by a mechanism that ensures the orderly

development of land uses on both sides of the municipal boundary and in consideration of eventual annexation and conversion to urban densities and urban servicing.

Map D of the IDP identifies the requirement for an “Extension ASP” to be prepared for the Future Urban Reserve (Redcliff) area north of Highway 1. This ASP requirement will be further divided into

- i) an ASP undertaken by the Town to guide growth in the 374 hectares (924 ac) of land expected to be annexed in the near future and
- ii) a Joint ASP prepared by the Town and County for the remnant 156 hectares (385 ac) under guidelines that contemplate eventual annexation to the Town of Redcliff.

Limited Country Residential South of Highway 1

On lands south of Highway 1 and west of the existing Town boundaries, private landowners in the County are eligible to apply to subdivide 10% of an unsubdivided quarter section for limited Country Residential purposes in advance of annexation as long as the subdivided land is able to be re-subdivided in order to facilitate efficient urban densities over the long term.

Non-residential Development South of Highway 1

For lands South of Highway 1, other non-residential uses may be approved for a development permit on a variety of existing parcel sizes if they are suitable for the intended use and

- are deemed to be related to agricultural industry or extensive recreation uses such as stand alone golf courses (without associated residential uses),
- occur on less capable agricultural lands and
- conform to the A1 land use district of the County Land Use Bylaw.

2.11.2 Urban Reserve (Redcliff) Area Policy

Overall policy intent

a) The intent of the Urban Reserve (Redcliff) designation in the IDP as shown on Map A is to protect land for long term urban expansion, allow for the continued use of agricultural pursuits and in some areas south of Highway 1, extensive recreation uses. The further intent is to retain large parcels for economical re-subdivision for future urban densities. Interim subdivision and development applications should plan for eventual annexation and urban densities.

For future urban reserve lands located north of Highway 1, there is provision for subdivision and development for industrial uses under specific circumstances as identified in this IDP. For future urban reserve lands located south of Highway 1, there is provision for some limited country residential options at a low density prior to future annexation.

Amendment to A-1 District

b) The County should amend the A-1 District of the Land Use Bylaw to ensure compliance with the IDP concurrently with IDP approval. Specifically this would; i) ensure that land uses and the densities therein are in conformity with the IDP and ii) amend the purpose statement to recognize the IDP as the guiding policy document.

A-1 subdivision density

c) The only subdivision allowed in the Urban Reserve (Redcliff) policy area under the A-1 District shall be one parcel from an unsubdivided quarter section where it is for the sole purpose of an established farmstead separation up to a maximum parcel size of 6.47 hectares (16 acres). No other A-1 land uses shall be considered other than what is provided for in the

A-1 District of the Land Use Bylaw unless the existing or proposed use is already within another district existing as of the date of this IDP approval.

North of Highway
1 - Maximum
Parcel density

- d) For unsubdivided quarter sections under the A-1 District, the maximum subdivision density shall be one parcel from an unsubdivided quarter section only for an established farmstead separation.

North of Highway
1 Land use

- e) That portion of the Urban Reserve (Redcliff) Area located north of Highway 1 is generally suitable for continued agricultural and agricultural support uses. In addition, applications for subdivision and development permits for industrial uses may be considered by the County in advance of Town annexation and within Area Structure Plans as described in this IDP. However, all applications on County land must be preceded by a land use bylaw amendment to the County's Industrial District (I) or Light Industrial District (LI) as amended from time to time.

North of Highway
1 Extension ASP

- f) One or more "Extension Area Structure Plans" (ASP) as identified in Map D shall be prepared to address future land uses within that portion of the Urban Reserve (Redcliff) Area located north of Highway 1. The ASP's will identify allowable land uses, appropriate land use districts, parcel sizes, subdivision densities, conditions for land use bylaw map amendment and development permit approvals plus other matters required for the orderly development of the land for eventual urban servicing and urban densities.

By agreement of the Town and County, the ASP's may be divided into;

- i) an ASP undertaken by the Town to guide growth in the 374 hectares (924 ac) of land annexed in 2009 and
- ii) a Joint ASP prepared by the Town and County for the remnant 156 hectares (385 ac) under guidelines that contemplate eventual annexation to the Town of Redcliff.

South of Highway
1 Land use

- g) That portion of the Urban Reserve (Redcliff) Area located south of Highway 1 is generally suitable for continued agricultural and agricultural support uses, extensive recreation uses and limited country residential use. Land uses other than what is provided for in the A-1 and CR-IDP Districts of the Land Use Bylaw shall not be allowed unless the existing or proposed use is already within another district existing as of the date of this IDP approval. The intent of this Plan is that future rezoning applications to CR and CR-2 will not be allowed in this IDP policy area.

South of Highway
1 - Future re-
design to urban
densities

- h) Subdivision applicants for "Limited Country Residential" purposes should include in their submission a subdivision road design that would facilitate potential re-subdivision to urban-sized residential parcels over the long term. The alternative design is an advisory step that provides an opportunity for the landowner to consider long term re-subdivision potential especially for lots in close proximity to urban densities. This alternative design will be kept on file with the approval for future review.

South of
Highway 1-
"Limited
Country
Residential"

- i) Parcels located within those portions of the Urban Reserve (Redcliff) designation of the IDP south of Highway 1 may be considered by the County for a Land Use Bylaw amendment and subdivision approval for "Limited Country Residential"

policy and
10% subdivision
concept

use. "Limited Country Residential" use is a policy concept exclusive to the Potential Growth Area and that portion of the Urban Reserve (Redcliff) designations of the IDP located south of Highway 1. It is intended to provide a limited amount of residential development on less agriculturally productive parts of a parcel while still retaining the larger remnant parcel for continued agricultural use and where the County considers the application compatible with other planning considerations such as access, physical constraints, water supply, sewage disposal and environmental constraints, etc. The application of the "Limited Country Residential" use policy is explained in sketch form in Appendix C.

South of Highway
1 - Amendment to
CR-IDP District

- j) The County should create a new CR-IDP District of the Land Use Bylaw to ensure compliance with the IDP concurrently with IDP approval. Specifically this would;
- create a minimum size of a residential parcel of 0.60 hectares (1.5 ac),
 - ensure that residential land use densities therein are in conformity with the IDP and
 - provide a density provision for subdivision within the IDP that recognizes the 10% subdivision policy within the Potential Growth Area and those portions of the Urban Reserve (Redcliff) Area of the IDP located south of Highway 1.

South of Highway
1 - minimum lot
size variance and
10% subdivision
policy

- k) Minimum parcel size within the CR-IDP District shall be 0.60 hectares (1.5 ac). However, the lot size may be varied by the County due to physical constraints or other factors, but in no cases shall the cumulative area of the parcels exceed 10% of the area of the original parcel to be subdivided as it existed as

of the date of IDP approval.

- South of Highway 1 - application of 10% subdivision policy to farmstead separation**
- l) The area of land available south of Highway 1 for limited country residential use under the 10% subdivision policy shall be reduced by the area of any farmstead separation previously subdivided from the quarter section after the date of adoption of this Plan.
- South of Highway 1 - Maximum Parcel density**
- m) The maximum residential density allowed to be subdivided per parcel shall not exceed the equivalent of 1 parcel for every 16.18 hectares (40 ac) in title. This represents the equivalent of 4 parcels plus the balance of the quarter for a total maximum of 5 parcels from an un-subdivided quarter section. For unsubdivided parcels in the A-1 District, the maximum subdivision density without an amendment to the CR-IDP District shall be one parcel from an unsubdivided quarter section only for an established farmstead separation.
- South of Highway 1 - Minimum parcel size eligible for subdivision**
- n) In order to be eligible for further subdivision into limited country residential lots a parcel must be greater than 16.18 hectares (40 acres) in size. Subdivision of a parcel 16.18 hectares (40 acres) or less shall not be permitted.
- South of Highway 1 - density reduced due to rights of way**
- o) Where public rights of way have reduced the potential subdivision density by one parcel, the County at its discretion may allow the additional parcel to be subdivided as if the rights of way were not exempted from the area in title.
- South of Highway 1 - Limited Country**
- p) Limited Country Residential land uses may be considered in the Redcliff Urban Reserve area where the proposed use meets the following performance criteria to the satisfaction of the County;

**Residential
Performance
Criteria**

- Subdivision does not occur on better agricultural land as defined by the County MDP.
- Wherever possible, subdivision must occur on the less capable agricultural lands of the parcel to be subdivided.
- Wherever possible, multi-parcel country residential subdivision should be contiguous and use common internal access road except where, in the opinion of the County, this is impractical by physical constraints or parcel configuration.
- Subdivisions that are proposed to be located at the intersection of Range and Township Roads shall be designed so that the subdivision does not interfere with safety of turning movements, access management or long term road widening requirements.

**South of
Highway 1 -
Future re-design
to urban
densities**

- q) Subdivision applicants should include in their submission a subdivision road design that would facilitate potential re-subdivision to urban-sized residential parcels over the long term. The alternative design is an advisory step that provides an opportunity for the landowner to consider long term re-subdivision potential especially for lots in close proximity to urban densities. This alternative design will be kept on file with the approval for future review.

**South of
Highway 1 -
Municipal
Reserve**

- r) Subdivision applications for "Limited Country Residential" purposes shall address Municipal and School Reserve as required by the County in accordance with the provisions of the Municipal Government Act. Municipal Reserve for the balance of the quarter or parcel that is subject to the subdivision shall be deferred.

2.12 SAND AND GRAVEL RESOURCE (SG) AREA

2.12.1 Policy Context

Sand and gravel is a non-renewable resource identified as scarce in this region by the Alberta Geological Survey. As the nearby resources become exhausted over time, increased transportation costs and increased construction costs will affect the entire region across all sectors of the economy. A long term IDP requires a strategy to ensure the resource is available for the long term. The Alberta Geological Survey has indicated that this economic region does not have a comprehensive inventory or assessment of the local sand and gravel resource and hence lacks an understanding of the volume of reserves and the depletion rate of those reserves. The most recent mapped sand and gravel inventory of 1981 is used as the basis for the policy area.

The SG designation is intended to retain the potential for sand and gravel extraction and limit potential for other, especially residential development in the designation and in nearby areas that may conflict with extraction operations. These conflicts include dust, vibration, heavy truck traffic, de-watering, impacts on views, noise and hours of operation.

2.12.2 Sand and Gravel Resource Area Policy

- | | |
|----------------------------------|---|
| Policy area intent | a) The intent of the Sand and Gravel designation is to protect the sand and gravel resources for extraction and discourage potentially conflicting land uses in the vicinity from developing until such time as the resource has been reclaimed to its former equivalent use. |
| A-1 district retained | b) The Agricultural 1 (A-1) District of the County Land Use Bylaw as amended from time to time will continue to be applied to the |

SG designation of the IDP as of the date of approval of this IDP.

SG boundary
can change

c) The boundaries and locations of the SG designation may change as new sand and gravel resources are identified. IDP re-designations of Map A should be included as part of any overall IDP review or as applications for new extraction areas becomes known.

Single parcel
from a quarter
section only

d) One parcel may be subdivided from an unsubdivided quarter section where it is for an existing residence in accordance with County policy. Multi parcel country residential is not permitted in the designation.

non-residential
uses

e) Commercial and Industrial uses may only be considered where

- it conforms with the A-1 District of the Land Use Bylaw,
- is in support of the sand and gravel extraction operations and
- it does not preclude further recovery of the resource.

sand and
gravel
assessment
study

f) The County, City and Town, in cooperation with the Province, the Alberta Geological Survey, the Energy Resources and Conservation Board and area operators should jointly prepare a more detailed resource analysis and assessment of the occurrence, production and projected consumption of the region's sand and gravel resource. The purpose of the study is to control aggregate production and transportation costs, limit environmental and safety hazards associated with sand and gravel development and determine aggregate resource revenue over the 50 year IDP plan horizon.

2.13 AIRPORT PROTECTION OVERLAY (APO)

2.13.1 Policy Context

The Medicine Hat airport has been in existence since 1912. In 2003, it recorded 21,306 total annual aircraft movements. Aircraft movements are forecast to increase by 300 to 400 movements per year (1.4% to 1.9%). This is projected to increase to between 32,000 and 37,000 movements annually.

The continued protection of aircraft from incompatible land uses is critical if the airport is to remain a generator of economic activity. The 2006 Medicine Hat Airport Master Plan recommended that the airport protect the option to extend its existing 1524 metre (5000 ft) runway length by an additional 610 metres (2000ft). This would provide the potential for an overall length of 2134 metre (7000ft). Future constraints to extending the runway include the current location of Highway 3, existing land uses in the path of the expansion, a significant cost component and a requirement to demonstrate a need for the type of aircraft that require a longer runway. While future airport plans to the year 2033 do not include the expansion of the southwest runway, it is in the regional interest that the IDP protect the glide path and outer surface limitations for the longer runway beyond the Airport Master Plan's 2033 time horizon.

City and County Airport Vicinity Protection Plan (AVPA)

The City and County Land Use Bylaws currently contain appendices for Airport Vicinity Protection Plans (AVPA) that were adopted in 1991. The provisions will continue to apply except for the future NEF contour, the Outer Surface and the Take-off/Approach Surface. These components reflect land use regulations that protect aircraft from the development of incompatible land uses with the following characteristics;

- land uses that may be affected by noise,
- land uses where the height of structures may exceed that which is acceptable to aircraft,
- land uses that may create electronic interference and

- Land uses that may create an obstruction (eg. Land uses that attract birds or produce smoke).

Maps A and Map C of the IDP identify the geographical extent to which such land use limitations may be considered in future land use, subdivision and development applications. The actual shape and size of the Noise Exposure Forecast (NEF) contours in the IDP will apply to the IDP policy implementation. The 1991 version of the City and County Land Use Bylaw should be amended as a result of the more recent NEF calculations. However, the detailed land use and area regulations are beyond the scope of this IDP and requires that applicants for land use approvals consult their respective municipalities for the details of allowable land uses and building envelopes.

It should be noted that the regulated dimensions of the “Outer Surface” and the “Take-off/Approach Surface” assume a 2057 time horizon in accordance with the IDP strategy (see Map C). As a result, the IDP assumes a longer runway Take-off/Approach Surface but a less restrictive noise exposure forecast (NEF). The 1991 NEF calculation was created in accordance with aircraft that were louder than those in operation today.

Land uses in the vicinity of the airport runway approaches will need to recognize the potential for higher volumes of use and by larger aircraft in future. Therefore, the land use policies of the Airport Protection Overlay (APO) area do not replace the Potential Growth Area policies. Instead they apply as an overlay in addition to the Potential Growth Area Area. Details of the regulations are identified in more detail in the County and City AVPA Regulations.

2.13.2 Airport Protection Overlay (APO) Policy

- Policy intent**
- a) Protection of the potential expansion of the Medicine Hat Regional Airport is an important consideration for regional economic development. The Airport Protection Overlay (APO) area is intended to identify municipal regulations that govern land uses surrounding the airport as well as provide protection for the long term operation of airports from incompatible land uses.
- Land Use Bylaw**
- b) Unless otherwise noted in this Plan, land use and subdivision in the Airport Protection Overlay (APO) area of the IDP shall be in accordance with the City and County AVPA's overlay district as identified in the Land Use Bylaw as amended from time to time.
- c) The Airport Vicinity Protection Area (AVPA) overlay district of the County Land Use Bylaw shall continue to be in effect respecting uses, height limitations and wildlife hazards (bird attractants). Additional considerations of electronic interference potential shall be considered at the time of applications for a Land Use Bylaw amendment, subdivision and development permit approval.
- Map C**
- d) Map C identifies a 4 kilometre (2.5 mile) "Outer Surface" area which identifies a height limitation of 45 metres (148 ft). The Takeoff /Approach Surface identifies a glide path that contains graduated height limitations along the approach axis. These land use restrictions are contained in more detail in the County AVPA regulation as may be amended from time to time.

- review AVPA's
- e) The City and County shall review their respective AVPA's to re-examine the land uses, NEF contours, take-off/ approach surfaces, Outer Surface and extent to which the existing Land Use Bylaw map and district supports the future airport protection objectives.

2.14 URBAN REFERRAL (UR) AREA

2.14.1 Policy Context

The Urban Referral area as shown on Map A identifies a referral area where the County would be provided with information respecting urban planning and expansion within the Town and the City. Amendments to ASP's within half mile of municipal boundaries are subject to referrals to the neighbouring municipality. In addition, studies and initiatives that are not typical planning referrals such as engineering studies and municipal land use studies would be referred to the County for comment.

2.14.2 Urban Referral Area Policies

- land considered for referrals
- a) Land within Medicine Hat and Redcliff boundaries shall be included in the IDP as shown in Map A for purposes of municipal planning referrals, dispute resolution and major extension of services and roads.
 - b) Referrals to the adjacent municipality will include land that is within 800 metres (0.5 mi.) of the adjacent municipality and is currently identified as Urban Reserve or Agricultural within the City of Medicine Hat or Town of Redcliff Land Use Bylaw.

documents to
be circulated

c) The City and Town shall refer applications for discretionary use development permits, Area Structure Plans, bylaw amendments, subdivision applications within the Urban Referral Area to the adjacent municipality.

referral expiry

d) When an Area Structure Plan is adopted by the Town or City for areas considered part of the Urban Referral area, further applications for planning approvals will not require referral to the adjacent municipality, unless the approving authority is of the opinion that a referral is appropriate due to the nature or scale of the development. Referral for municipal engineering or planning studies will continue to be referred to the adjacent municipality.

2.15 HIGHWAY INTERCHANGE OVERLAY AREA

2.15.1 Policy context

The Highway 1 re-alignment will essentially result in a “barrier and gate” model for future urban expansion westward from Medicine Hat and Redcliff. According to The Highway Development and Protection Act of 2004 (not yet proclaimed as of May 2009), all access to or from a major Highway (including Highway 1 and 3) will eventually be limited to interchanges only. Ultimately, there will be no at-grade intersections along its length. Three interchanges within the IDP area will be “system interchanges” to connect major highways. Another four “service interchanges” are proposed by the Province to serve other roads (ie. Hwy 524, Hwy 523, Range Road 55 and Highway 41). Ultimately, the only “gates” that will offer access across the Highway will be these four service interchanges. These interchanges will be constructed in the long term future and development pressures surrounding the service interchanges will likely follow. Therefore, Map A identifies a “*Highway Interchange Overlay*” area in recognition of the

development pressures that will likely accompany the construction phase of the Highway 1 re-alignment. “*Overlay*” policy statements serve as an overlay in addition to the underlying policy area that is shown on Maps A and B. These overlay provisions will guide non-residential development within the overlay area. Multi-parcel country residential densities are generally not permitted except where limited country residential use provisions apply in the Potential Growth Area.

2.15.2 Highway Interchange Overlay Area Policies (HIO)

- | | |
|--|--|
| <p>Highway 1 Interchange Overlay area</p> | <p>a) Notwithstanding subdivision and development limitations identified in any IDP area designation shown on Map A, the <i>Highway Interchange Overlay</i>” area is intended to address non-residential land use in the vicinity of interchange alignments as identified in an Alberta Transportation and Infrastructure Highway 1 & 3 Network Functional Planning Study.</p> |
| <p>multi-parcel country residential restrictions</p> | <p>b) The intent of the Highway Interchange Overlay Area policy is to ensure that suitable commercial and industrial development is considered as development opportunities arise as a result of the Highway 1 re-alignment. Multi-parcel country residential development shall not be allowed except where Limited Country Residential is provided for in the Potential Growth Area designation of the iDP .</p> <p>c) The Highway Interchange Overlay Area policy will be applied to applications for map amendments to the County land use bylaw.</p> |

d) The area within the Highway Interchange Overlay area as shown in Map A will allow County Council to consider applications for commercial and industrial land uses that may be suitable in the vicinity of a Highway Service Interchange to serve the public or compatible uses that may take advantage of the location of the interchange to provide more convenient access to the region.

**water or sewer
servicing**

e) Servicing with piped water and/or sewer may be considered by the County in accordance with this IDP and the policy respecting low volume or full service water supply.

**IDP amendment
not required to
rezone to
commercial or
industrial uses**

f) Applications for commercial or industrial land uses in this area will require an amendment to the County Land Use bylaw but shall not require an amendment to the IDP. The County shall circulate applications for amendments to the Land Use Bylaw to the City of Medicine Hat and the Town of Redcliff for their comment.

**Highway 523
interchange area**

g) The land surrounding the service interchange planned for Highway 1 and Highway 523 is within the Potential Growth Area and as such, is intended as eventual future urban use in the long term. The development of this area should be closely monitored and planned for its long term conversion to urban uses.

2.16 INTERMUNICIPAL SERVICING

2.16.1 Policy Context

a) IDP Area Servicing

The City currently provides bulk potable water sales to the County at four supply gates (Dunmore, Veinerville, Desert Blume and Seven Persons) as well as sewer for Desert Blume and Veinerville. The Town of Redcliff water treatment plant currently services the land within the Town boundaries. In addition, the City accepts bulk sewer service from the Town of Redcliff at one service gate under an existing agreement.

The current provision of bulk water and sewer identified above will remain. In order for the County to receive any additional water capacity from the City, a new “Gate Agreement” between the two municipalities has been signed by both municipalities as a pre-condition for IDP approval. The “New Gate Agreement” specifies the terms and conditions under which the City will provide piped water services to the County. IDP Maps A and B specify the geographical location of future piped water and the IDP policy specifies the level of services and criteria. The County will be responsible for the allocation of the water in the IDP area subject to the specific policies in this Plan. Likewise, the County would request a gate agreement from the City in order to provide the County with piped sewer. For their part, the County and the Town will enter into negotiations for the provision of water for the Rural Commercial/ Industrial area of the IDP.

b) Water and Sewer Services Criteria

This IDP provides direction as to which IDP areas are desired for piped water and sewer services and at what general level of service (such as low volume or full service water distribution). A City-County water gate agreement allows the County to proceed with future, sequential construction of piped water services in accordance with the IDP and in accordance with available City supply, available water licences, County demand and financial resources of potential users.

Although the IDP provides a framework for planned growth and servicing, the considerations noted above will require time to clarify and organize. The governance mechanism that implements this servicing concept may also change over time. Therefore, an amendment to the water agreements among the municipalities will not require an amendment to this Plan except where the servicing levels for a specified land use in the IDP is changed between low volume or full service as defined in this IDP.

c) Water Supply – A Valuable Resource

This IDP recognizes water as a limited resource. The IDP also provides direction for enhanced conservation measures undertaken by the three municipalities.

As time goes on, it becomes more clear that water cannot be taken for granted. The closure of the South Saskatchewan River basin to the provision of new water allocation licenses has created a market for water and the acquisition/ transfer of water rights. A secure water supply is essential if the IDP area is to achieve its intended strategy of serviced County nodes and long term security for the continued growth of Redcliff and Medicine Hat over the next 50 years and beyond. As indicated in section 2.4.1, it is the responsibility of each municipality to acquire adequate water licenses for their long term requirements for the provision of potable water. Some, or all of the municipalities may also require developers to acquire some or all of the water license requirements for their development as a condition of development.

d) Piped Sewage Disposal

At the present time, Redcliff pipes its sewage by gravity to Medicine Hat for treatment. Dunmore does not have a piped sewage disposal system. However, in order for Dunmore to develop to 5,000 population over the IDP horizon, the County may choose to install a piped sewage system in order to accommodate such growth. A piped sewage collection and disposal system will require high capital cost at the outset and recovery of those costs over a long time period.

Therefore, the County is reluctant to directly invest in a municipal sewage system in the Dunmore or Twp Rd 120 area without additional evidence of a user base prepared to fund the cost recovery over time. The County would need to review the business case for the timing and feasibility of such a commitment.

e) Solid Waste Management

Currently, the County and the Town have a long term regional solid waste landfill located NW of Redcliff and the City has a municipal landfill north of Veinerville. The Town-County landfill currently has capacity for one quarter section with another three quarters available for future expansion. The three municipalities will review the opportunities for regionalization of solid waste disposal operations under a regional service provider.

2.16.2 Intermunicipal Servicing Policies

- | | |
|--|--|
| Future County piped water County/City Agreement | a) As a condition of IDP approval, the City and County have signed a new Gate Agreement for the provision of water in the IDP area. The provision of additional piped water and/or sewer by the City of Medicine Hat to serve the County IDP area or to provide the Town of Redcliff with water shall first require new Gate Agreements or an amendment to existing gate agreements between municipalities party to the required services. |
| Implementation of servicing agreements | b) Intermunicipal provision of any piped water and/or sewer services shall be implemented by one or more agreements without the need to amend the IDP. |
| Future County/Town water negotiation | c) The County and the Town will enter into negotiations for the provision of water for the Rural Commercial/ Industrial area of the IDP. |

**Service levels
defined**

- d) For the purpose of this IDP, the following definitions shall apply to this plan;
- “Low volume” water service in rural areas is considered as 0.5 gallons per minute and suitable to service country residential uses served by individual sewage disposal systems.
 - “Full service” means piped water and piped sewer applying urban engineering standards (ie. volumes, pipe size, pressures, facilities, etc) intended to service urban areas that are, or will be serviced with municipal piped sewage systems.

**Potential
service levels
allocated**

- e) Full-service water and sewer services are suitable in the IDP area for the Dunmore Urban Services Area and the Potential Serviced Commercial/ Industrial Service Area along Highway 120. Moreover, the Urban Reserve (Redcliff) Area would be serviced with full services at such time as the land is annexed to the Town of Redcliff and when the Town deems it appropriate to develop full services. All other identified IDP areas may potentially be serviced with a “low volume” piped water system. The provision of a low volume water system will depend on location, availability of water licences, servicing economics and demonstrated demand.
- f) When water service is proposed or requested by landowners, the County will conduct a broad survey of potential water users to assess interest levels in water service (in both low volume or full service areas) to ensure pipelines are appropriately sized and to reduce unnecessarily replacing or twinning waterlines later.

- Existing water licences for serviced development
- g) The three municipalities will review the potential to utilize existing water licences of those parcels that are removed from agricultural production as a result of redevelopment to more intensive uses that would benefit from piped water.
- Water conservation
- h) Each of the three municipalities should consider measures to encourage their customers to reduce their overall water consumption through differential water rates, education and other measures as appropriate.

2.17 TRANSPORTATION NETWORK

2.17.1 Policy Context

Just as with other municipal infrastructure, new and improved roads spur demand for development along their length. Therefore it is important that the IDP examine the future major road network as a potential magnet for future development. Alberta Transportation and Infrastructure has now endorsed the recommended bypass alignment as shown conceptually in Map A as the southern and western IDP boundary. Maps A and B currently show a proposed Highway 1 road alignment for the bypass and proposed interchange locations. Amendments to Map A may be required that reflect detailed alignments, changes to County road patterns and future integration with Medicine Hat and Redcliff arterial roads.

At present, it is expected that Highway 524, Highway 523 (Holsom Road), Highway 3, Range Road 55 and Range Road 50 may become 'service interchanges' in the long term. It is expected that the Highway 1 and 3 re-alignment will be constructed in the next 20-30 years as volumes require. The disposition of the existing Highway 1 within the IDP boundary will be clarified at

that time respecting maintenance, repairs, additional access and speed limits. Once the Highway 1 re-alignment is constructed, Highway 3 will be de-gazetted North of its interchange with Highway 1. As a result, access will not be restricted as it would no longer be a Provincial Highway. The future development of the Potential Serviced Commercial/ Industrial area will also have an impact on County Range Roads and City road connections. These will be further examined ahead of future development pressures.

2.17.2 Future Transportation Network and Trails Policies

- | | |
|---------------------------------------|--|
| Coordinate plans | a) The impact of the re-alignment of Highways 1 and 3, its service interchanges, and the development of Township Road 120 will have an impact on traffic patterns in the IDP area. The three municipalities shall work toward a regional transportation network that identifies future major roads and intersections for long term commercial and industrial expansion. |
| Amend IDP for Highway 1 bypass | b) The IDP should conform to the final road alignment and interchange locations for the Highway 1 and 3 re-alignment study. This conformity may contain minor adjustments to the re-alignment of the Highway bypass and be reflected in policy Maps A –D without the need for a bylaw amendment process. |
| Master transportation plan | c) The three municipalities should make representation to the Province to fund a joint master transportation plan. This Plan would outline the detailed standards and alignments for future City, County and Town arterial road development and any municipal servicing rights of way to be located within the road rights of way as a result of the re-alignment of Highways 1 and 3. The terms of reference shall include the alteration of existing |

County roads due to the construction of the Highway 1 re-alignment.

Future trails

- d) Expanding a regional trails system in the tri-area is a worthwhile endeavour that adds an important quality of life amenity to the regions population. However, many issues remain with landowners concerned about issues of illegal trespass, grass fires, litter, etc. Until these issues are resolved on a case by case basis, a comprehensive trail system in specific locations is limited to connecting the two major population centres of Redcliff and Medicine Hat. Map A identifies these future potential trails within the boundaries of these urban designations. These trail alignments may be constructed as funding priorities are identified through the municipal budgeting process.

2.18 ENVIRONMENTAL PROTECTION

2.18.1 Policy Context

Environmentally Significant Areas (ESA's)

The tri-area region area contains many creeks and coulees that are highly valued for many functions. They are visually appealing as open space, a convenient conduit for trails, wildlife movement corridors, instruments of stormwater management and a home for a diversity of plants and animals. These many uses sometimes conflict with one another and must be evaluated on the principles of long term sustainable use. The IDP is aware of the increasing scrutiny that environmentally significant sites will be subject to by the public and government agencies.

Environmental Reviews

The IDP provides policies that require environmental reviews of significant developments in areas that may be considered by the County as environmentally significant. This typically will be required where development is proposed in or near identified drainage systems, or steep slopes. The County currently addresses slope stability and erosion through its Land Use Bylaw. However, an environmental review process will address stormwater drainage, mitigations around identified sensitive areas and protection of plant and animal habitats identified as provincially or nationally significant. Other agencies will review certain applications such as for confined feeding operations, oil and gas sites and large sand and gravel extraction.

Identified Environmentally Significant Areas (ESA's)

The Province has identified and mapped a number of ESA's at a Provincial, National and International significance. This includes nationally significant areas such as Ross Creek and the north portion of the South Saskatchewan river to the northeast of the City. The South Saskatchewan River valley west of Redcliff is seen as 'Provincial' in its level of significance. This Provincial map also identifies a number of creek systems that, while not considered ESA's, do contain seasonal wetlands that may contain a high degree of biodiversity or are capable of being rehabilitated to improve the areas ecological capacity.

Development applications in or near ESA's that, in the opinion of the County, may affect the environmental integrity of the landscape will have a requirement for an Environmental Review. This will include review of stormwater management, erosion mitigation, protection of downstream water quality and protection of rare flora and fauna.

2.18.2 Environmental Protection Policies

- Alberta
stormwater
guidelines**
- a) Subdivision and development permit applications shall conform with the Stormwater Management Guidelines for the Province of Alberta 1999, prepared by Alberta Environment as well as existing stormwater management studies for the area.
- Environmental
Review
required**
- b) An environmental review may be required where the County determines that significant seasonal and permanent drainages and wetlands are present or where environmentally significant areas are identified in this IDP. The environmental review shall address quality of stormwater runoff, mitigations to protect wetlands and seasonal drainages, soil erosion, air pollution, risk assessment for handling of hazardous goods, the impacts of development on wildlife, vegetation, the health of riparian ecosystems and processes plus other matters as may be determined by the County to be impacts. Generally, the environmental review should at a minimum follow the guidelines used by the Province to evaluate applications for oil and gas development.
- c) Where required by the County, an application for an ASP, subdivision or development permit shall be accompanied by an Environmental Review under a terms of reference adopted by the County. The review shall be prepared by a qualified individual or firm and shall identify issues and mitigations to address those issues.
- Environmental
Reserve**
- d) Land suitable for Environmental Reserve (ER) may be identified at the subdivision application stage and be taken as

Environmental Reserve on its own, an Environmental Reserve easement or as a conservation easement when part of a more comprehensive agreement covering a significant part of the original parcel. Development buffers required under this Plan may include ER.

Steep slopes

e) Developers shall apply the slope policy as identified in the County Land Use Bylaw as amended from time to time. Additional mitigations may be required where the nature of the application would create additional erosion concerns.

protection of
creeks, rivers
and seasonal
water bodies

f) Disturbance of existing creek drainages and water bodies shall be discouraged. Applications for subdivision or development shall maintain a minimum 30 metre setback from the high water mark of permanent creeks and/or periodic water bodies (e.g., ephemeral creeks). The setback for other water bodies shall be regulated as per the County Land Use Bylaw.

2.19 OIL AND GAS INFRASTRUCTURE

2.19.1 Policy Context

The approval and operation of wells and related facilities operate under the Oil and Gas Conservation Act that effectively eliminates municipal control over these developments, even when imminent pressures for increased land use and development may directly conflict with existing oil and gas infrastructure and proposed drilling and production applications.

Until legislation is changed to allow municipalities to determine approval and placement of oil and gas infrastructure within municipal boundaries, the IDP relies on policies that request Provincial authorities and the specific oil and gas

companies to work with the municipalities to establish well development protocols that allow the timely and safe conversion to more intense land uses as the urban landscape expands outward.

2.19.2 Oil and Gas Infrastructure Policy

**Oil well and
development
planning**

- a) The Town, City and County have limited capacity to control the development and life span of oil and gas wells in the IDP area. Therefore, the future ability of the City and County to approve contiguous and orderly development is significantly affected by the presence of existing and future oil and gas leases. Therefore, the City, Town and County will work with those oil and gas leaseholders and landowners to identify a well-site development and production schedule that is coordinated with expected land use designations within the IDP areas.

**Well
abandonment
practices**

- b) The Town, City and County shall request that oil and gas companies within the IDP area provide a visible casing and manhole cover over well casings and pipe from abandoned oil and gas wells to ensure that, in the event of future development, the site is clearly marked to the minimum required depth of 2 metres.

3. IDP IMPLEMENTATION

3.1 IDP IMPLEMENTATION INTRODUCTION

What does Implementation do?

Implementation is the process that translates policies on paper into detailed directives for action. It instructs staff, Administration and Council to act on staging and timelines for the policies to actually be applied in the real world. The IDP will inevitably require changes over time and policy implementation will trigger those changes. The County, Town and City Councils agree to the following guiding principles, which are utilized in implementing the policies contained in this IDP.

Implementation of the IDP contemplates various amendments to the County's land use bylaw and statutory plans. While it is anticipated that these amendments will be introduced, passage of the amending bylaws will require due exercise of the County Council's legislative discretion following the public hearing process. Nothing in the Plan is intended to fetter the County Councils' discretion in considering passage of these amending bylaws.

3.2 IDP IMPLEMENTATION PRINCIPLES

The IDP is a policy framework and informs details of implementation to other planning processes such as ASP's and Land Use Bylaws. The IDP sets out a framework that the ongoing IDP Liaison Committee and the Councils will use as a guide to measure progress of the IDP strategy.

- IDP text and Maps A to D inclusive will be the primary land use document supplemented by the various implementation tools. The County, Town and

City should amend their respective Municipal Development Plans and Land Use Bylaws to be consistent with the policies and provisions of the IDP.

- The IDP, ASP's and other agreements will be used by regional economic development agencies as well as the County, Town and City as a positive tool to encourage the location of new business in the IDP area. The parties to the IDP should make every effort to use the IDP as a means to set the Plan area apart from other regions in brochures, trade shows, correspondence and other promotions.
- Recognize that changes to the IDP will occur as the municipalities implement new ways of operating in a cooperative, regional mindset.
- The IDP is a communications tool as well as a policy tool.
- The IDP will be reviewed and amended as new conditions emerge and when other plans and systems require amendments to the IDP.
- Establish a standing "Intermunicipal Liaison Committee (ILC)" to serve as an intermunicipal body to make recommendations to municipal approving authorities for emerging intermunicipal issues. The committee will address IDP issues, certain planning applications, regional opportunities and future IDP reviews. It may also establish one or more technical sub-committees that report to the committee of the whole as required.
- From time to time, the Committee may review processes such as bylaws and intermunicipal agreements. Applications for subdivision and development permits should be referred to the ILC for review in cases where the application is sufficiently substantive to have a material effect on another municipality in the IDP. If any municipality requests an ILC meeting as a

result of a referral, the meeting shall be convened and hosted by the municipality requesting the meeting.

3.3 IDP IMPLEMENTATION TASKS

Appendix A contains a summary of implementation tasks that the three municipalities intend to undertake for the IDP area. The IDP contains a significant set of activities and approvals that will be required to ensure that the process of economic growth happens in a coordinated, mutually-aware and mutually beneficial manner. All three municipalities recognize the consequences of proceeding with a well-considered IDP compared to proceeding on an ad hoc basis. The investment in municipal time and resources to ensure a fair and consistent development process will be far outweighed by the capital that will be invested in the IDP area over the next 50 years.

The key processes include:

- an Intermunicipal Liaison Committee,
- a commitment to prepare planning documents for expected infrastructure and land uses (e.g., ASP's, servicing studies, etc),
- invitations to Provincial and Federal agencies to support planning for land use and infrastructure in the IDP area and
- requirements to realign municipal statutory documents to ensure they are consistent with the IDP.

3.4 FUTURE AREA STRUCTURE PLANS

Map D identifies locations where further, more detailed ASP's will be completed. The intent is to identify land uses, utility locations and major road alignments in greater detail than this IDP. As development and piped servicing expands, the conditions for economical and efficient land uses and servicing should be identified as early as possible. Planning ahead will allow the County to approve

appropriate development with a minimum of delay, minimize land use conflicts and ensure more harmonious intermunicipal relations.

3.5 IDP IMPLEMENTATION POLICIES

- | | |
|--|--|
| ILC established | a) The County, Town and City shall establish an IDP Intermunicipal Liaison Committee (ILC). The intent of the Liaison Committee is to monitor the policy and intent of the IDP to ensure it is implemented appropriately. |
| County referrals to the City | b) The County shall refer to the City all applications for discretionary use development permits, Area Structure Plans, bylaw amendments and subdivision applications within the IDP area. |
| County referrals to the Town | c) The County shall refer to the Town, all applications for discretionary use development permits, Area Structure Plans, bylaw amendments, subdivision applications for those IDP lands north of the South Saskatchewan River. |
| City and Town referrals to the County | d) The City and Town shall refer discretionary use development permits, Area Structure Plans, bylaw amendments, subdivision applications to the County in accordance with the Urban Referral policies in section 2 of this Plan. |
| Referral process | e) The municipalities shall follow the following referral process; <ul style="list-style-type: none">i. Referrals will be sent to the appropriate staff member of one or more municipalities.ii. If any municipality requests an ILC meeting as a result of a |

referral, the meeting shall be convened and hosted by the municipality requesting the meeting.

- iii. The ILC will make comment on the issue and refer it to the Councils for official municipal comment. The ILC may agree to refine the referral process from time to time without the need for an amendment to this IDP.

Future regional servicing strategy

- f) Regional servicing of piped water and sewer is a Province-wide issue that is expected to gather attention over time. The County, Town and City agree to examine a future regional servicing strategy for the IDP area and may consider representation to the Province of Alberta for funding support for this initiative.

ASP Priorities

- g) The County should pursue the preparation of four Area Structure Plans as shown in Map D. The boundaries of the ASP may be modified without a need to amend this IDP, but should be done in consultation with the IDP Liaison Committee.

Amend MDP's

- h) The County, Town and City should amend their Municipal Development Plans to conform to the policies of the IDP concurrently with approval of the IDP. This includes amendments to create consistency by reflecting the processes, policies and intent of the IDP including;
 - statements in the MDP to recognize the primacy of the IDP within the IDP boundary,
 - the existence and function of the IDP liaison committee,
 - a map of the IDP boundary in the County MDP.

parcels outside IDP to be amended from A-1 to

- i) The County should prepare an amendment to the Land Use Bylaw for that area outside the IDP boundaries that is currently within the Agricultural District 1 (A-1) district and amend it to

**A-2 in County
Land Use
Bylaw**

Agricultural District 2 (A-2) as well as amend areas that are A-2 inside the IDP area to a revised A-1 District.

**Amendment to
A-1 District**

j) The County should amend the A-1 District of the Land Use Bylaw to ensure compliance with the IDP concurrently with IDP approval. Specifically this would;

- ensure that land uses and the densities therein are in conformity with the IDP and
- amend the purpose statement to recognize the IDP as the primary policy document.

**Create CR-IDP
District**

k) The County should create a new CR-IDP District of the Land Use Bylaw to ensure compliance with the IDP concurrently with IDP approval. Specifically this would;

- create a minimum size of a residential parcel of 0.60 hectares (1.5 ac),
- ensure that residential land use densities therein are in conformity with the IDP and
- provide a density provision for subdivision within the IDP that recognizes the 10% subdivision policy within the Potential Growth Area and specified portions of the Urban Reserve (Redcliff) Area of the IDP.

**Repeal Rural-
Urban Fringe
Plan**

l) Upon adoption of the IDP by all three municipalities, the 1992 Rural-Urban Fringe Plan is hereby repealed.

**IDP takes
effect on date
of AUC water
Agreement**

m) This IDP shall come into force on the date of the approval of the City/ County Water Gate Agreement by the Alberta Utilities Commission (AUC).

3.6 INTERMUNICIPAL LIAISON COMMITTEE COMMUNICATIONS

- Committee established**
- a) The Intermunicipal Liaison Committee (ILC) will come into effect after approval of third reading of the Bylaws in a timely manner. It will submit its recommendations to the relevant Councils, striving for consensus as much as possible.
 - b) The composition of the Liaison Committee shall be identified by agreement of all municipalities and shall include representatives of Council and/or Administration. This agreement shall include matters of committee procedures, record keeping and reporting.
- Committee functions**
- c) The Liaison Committee has the following functions:
 - i. to monitor the ongoing implementation and effectiveness of the IDP,
 - ii. to review and comment on applications to amend the IDP and refer recommendations to the respective municipalities,
 - iii. to participate in the dispute resolution process as identified in this Plan,
 - iv. where requested, to review referrals respecting applications for planning bylaws, conceptual schemes, subdivision and development applications for the purpose of assisting Administration or Councils and;
 - v. to undertake such other matters as are referred to it by the Councils party to the IDP.

Liaison
Committee
meeting
schedule

- d) The Liaison Committee shall meet from time to time as required to carry out its function as specified in this Plan. The ILC shall meet at least annually at a mutually agreeable time to evaluate the effectiveness of the IDP.

3.7 DISPUTE RESOLUTION / MEDIATION PROCEDURES

3.7.1 Introduction

The dispute resolution process is outlined below, all of which relate directly to Division 11, Part 17 of the Municipal Government Act. The emphasis of the dispute resolution process is mediation at the municipal level prior to an appeal to the Municipal Government Board. This process is based on an assumption that the IDP parties may have significant differences of opinion and that third-party assistance is necessary to help resolve the disputes.

A principle of dispute resolution is consideration of the rights of landowners who may be the object of an intermunicipal dispute. Thus, throughout the various processes and procedures outlined herein, it is important that the municipalities as well as all parties engaged to resolve intermunicipal disputes are mindful of and respect the rights of the private interests involved.

3.7.2 Dispute Resolution; Procedure Policy

Dispute
defined

- a) A dispute is hereby defined as any statutory plan or Land Use Bylaw or amendment thereto which is given 1st reading by a Council, which another municipality deems “to be inconsistent with the goals, objectives and policies of this IDP”.

- b) A dispute is limited to decisions on the above. It is agreed that decisions on subdivisions and development permits, including all appeals of same, will be made by the respective municipalities or the Municipal Government Board where appropriate. It is intended that the referral process referred to in the IDP will resolve most intermunicipal conflicts respecting subdivision and development. Persistent conflicts will be resolved within the appeal procedures of the Municipal Government Act and within the processes outlined in this IDP.
- Limits**
- c) The Mayors and Reeve, together with the heads of the Municipal Administrations, shall meet upon request of one of the parties and/or at the advice of municipal Administration in an effort to define and resolve concerns before they become disputes.
- Initiation**
- d) Disputes can only be initiated by a municipality.
- Resolution mechanisms**
- e) Disputes, as identified above may be addressed and may be resolved through any of the following mechanisms either singularly or in combination with each other:
- i. Administrative Review
 - ii. IDP Liaison Committee
 - iii. Municipal Councils
 - iv. Mediation
 - v. Municipal Government Board Appeal Process
 - vi. Courts
- Hold readings till mediation is completed**
- f) In the event of a dispute, the municipality being disputed will not grant approval (i.e.: consider 2nd and 3rd reading) to the statutory plan, Land Use Bylaw or amendment thereto until the dispute is

past the mediation stage.

- g) The time limitations and legislative requirements as may be specified from time to time in the Municipal Government Act will be respected in relation to the administration of this dispute resolution procedure.

3.7.3 Dispute Resolution; Process Policy

Administrative Review

a) Administrative Review

- i. If a municipality chooses to initiate a dispute, it will promptly notify the municipality that sent the referral. The sending municipality or municipalities being disputed will provide complete information concerning the disputed matter to the municipality filing the dispute. The municipality filing the dispute will undertake an evaluation of the matter and provide comments to the administration of the municipality being disputed.
- ii. The two or three Administrations (as the case may be) shall meet to discuss the issue and attempt to resolve the matter.
- iii. If the Administrations resolve the issue, the municipality filing the dispute will formally notify the municipality being disputed and withdraw the dispute notification and the municipality being disputed will take the appropriate actions to address the disputed matter.

- iv. In the event that the dispute cannot be resolved at the Administrative level, either Administration can refer the matter to the Intermunicipal Liaison Committee (ILC).

**Intermunicipal
Liaison
Committee
Review**

b) Intermunicipal Liaison Committee Review

Within 14 days of the referral of a dispute, the Intermunicipal Liaison Committee (ILC) will meet and the Administrations of the municipalities will present their positions on the matter to the ILC.

- i. After consideration of a proposal, the ILC may:
 - provide suggestions back to the Administrations party to the dispute with revisions to the proposal making it more acceptable to municipalities party to the dispute;
 - if possible, agree on a consensus position of the Committee in support of, or in opposition to the proposal, to be presented to the Councils party to the dispute; **or**
 - conclude that no initial agreement can be reached and that a consensus position of the Committee will not be presented to the Councils.
- ii. If agreed to by the municipalities party to the dispute, a facilitator may be employed to help the ILC work toward a consensus position.
- iii. If a proposal cannot be satisfactorily processed following a Committee review, then that proposal will be referred to the Councils that are party to the dispute.

**Municipal
Councils
Review**

c) Municipal Councils Review

- i. Within 30 days of receiving the report of the ILC with respect to a particular proposal, each Council will issue a clarification of their respective concerns and establish a position on the proposal.
- ii. If the municipal Councils party to the dispute support a proposal, then the approval and/or Intermunicipal Development Plan amendment processes can be completed.
- iii. If the Councils cannot agree on a proposal, then the matter may be referred to a mediation process.
- iv. In the event that the municipalities resort to mediation, the municipality or municipalities being disputed will not give approval in the form of second and third readings to appropriate bylaws until mediation has been pursued.

Mediation

d) Mediation

- i. Within 14 days of the Councils decision, the following will be required before a mediation process can proceed:
 - agreement by one or more Councils that mediation is necessary;
 - appointment by the Councils of an equal number of elected officials to participate in a mediation process;
 - engagement, at equal cost to the municipalities, of an impartial and independent mediator agreed to by the municipalities party to the dispute; and
 - approval by the municipalities of a mediation schedule, including the time and location of meetings and a deadline for the completion of the mediation process.
- ii. If agreed to by the municipalities, any members of the

Liaison Committee or administrative staff from any of the three municipality who are not participating directly in the mediation process may act as information resources either inside or outside the mediation room.

- iii. All participants in the mediation process will be required to keep details of the mediation confidential until the conclusion of the mediation.
- iv. At the conclusion of the mediation, the mediator will submit a mediator's report to the respective Councils.
- v. If a mediated agreement is reached, then that agreement will be referred to the respective Councils for action. The Councils will also consider the mediator's report and the respective positions of the municipal Administrations with respect to the mediated agreement. Any mediated agreement will not be binding on any of the municipalities until formally adopted by all the Councils.
- vi. If no mediated agreement can be reached or if the Councils do not adopt a mediated agreement, then the Municipal Government Board appeal process may be initiated.

**MGB Appeal
Process**

e) MGB Appeal Process

- i. In the event that the mediation process fails, the initiating municipality or municipalities may pass a bylaw to implement the proposal (e.g. a bylaw amending a Land Use Bylaw).
- ii. If the initiating municipality or municipalities adopt a bylaw to implement the proposal, then the responding municipality may appeal that action to the Municipal Government Board under the provisions of Section 690 of the Municipal Government Act.

- iii. The responding municipality must file a notice of appeal with the Municipal Government Board and give a copy of the notice of appeal to the initiating municipality within thirty (30) days of the passage of the disputed bylaw.

Courts

f) Courts

- i. Provincial Legislation defines the process for review of a municipal dispute.

3.8 IDP REVIEW PERIOD

3.8.1 Introduction

While the IDP is meant to be a long range planning document, it is intended that regular monitoring, review and periodic amendments is required for policies in the IDP to remain current with changing trends and growth within the region. The IDP sets forth a process for amendment of this document when it is in the mutual interests of The County, Town and City to do so.

3.8.2 IDP Review and Amendment Policies

Review timing

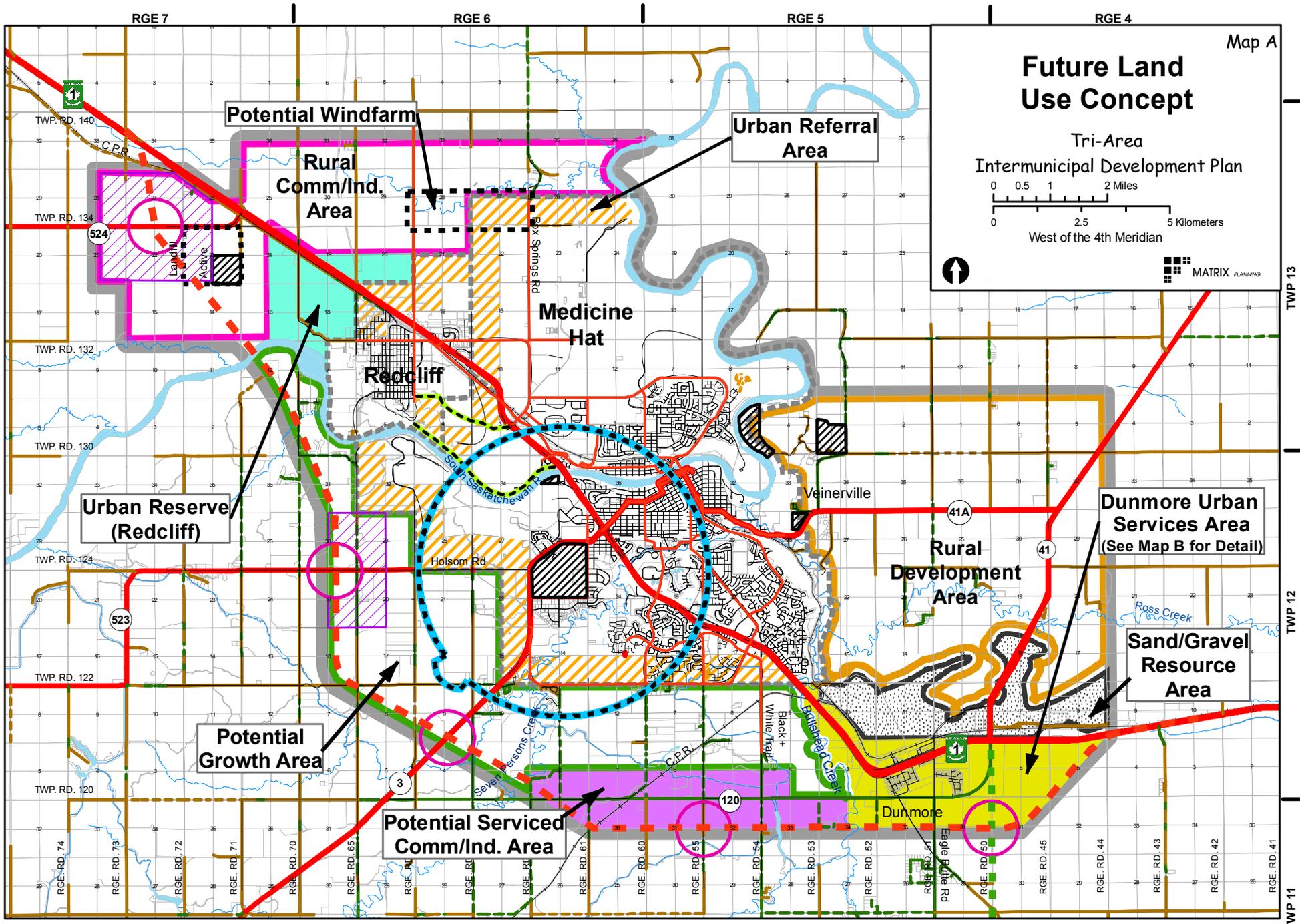
- a) The IDP is intended to be reviewed by resolution of the three Councils no later than 6 years after adoption and every 6 years thereafter. The Plan review period shall be agreed to by Council resolution of the three municipalities on the understanding that the timing of the review shall not be earlier than one year after municipal elections. The terms of reference of the IDP review shall include a public consultation program to be determined by agreement of the Councils .

- Amendments as information becomes available**
- b) Potential amendments to the IDP are expected to include but not be limited to clarifications respecting a Highway 1 Bypass corridor, piped water, sewer and energy conservation matters. These may trigger amendments to the IDP prior to the review period.
- Dissolution**
- c) The Plan will stay in effect until such time as one of the three municipalities repeal the IDP bylaw. At that time, the IDP will no longer be in effect. Notwithstanding the above, the IDP will terminate 25 years after the date of it coming into effect unless all municipalities pass bylaws to continue the IDP past that date.
- IDP Amendment procedure**
- d) A Council of a municipality that is party to the IDP may request an amendment to the Plan at any time.
- i. Where the amendment request is part of a dispute, the municipalities must first undertake the municipal dispute resolution process identified in the IDP.
 - ii. Where the amendment request is not a dispute, the amendment shall be reviewed by the Intermunicipal Liaison Committee.
 - iii. The Intermunicipal Liaison Committee may host a joint discussion of Council representatives as needed to explain the proposed amendment and listen to suggestions.
 - iv. The Intermunicipal Liaison Committee shall forward their report to the three Councils for their consideration of first reading and setting a public hearing date and location.
- e) The Three Councils shall consider adopting the bylaws after the public hearing is completed. The bylaw amendments must be adopted by all three Councils but may be adopted in separate

Council sessions as each municipality requires.

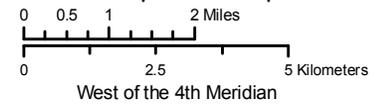
IDP Policy Maps

- Map A Future Land Use**
- Map B Dunmore Future Land Use Concept**
- Map C Long term Airport Protection Considerations**
- Map D Future Area Structure Plans**



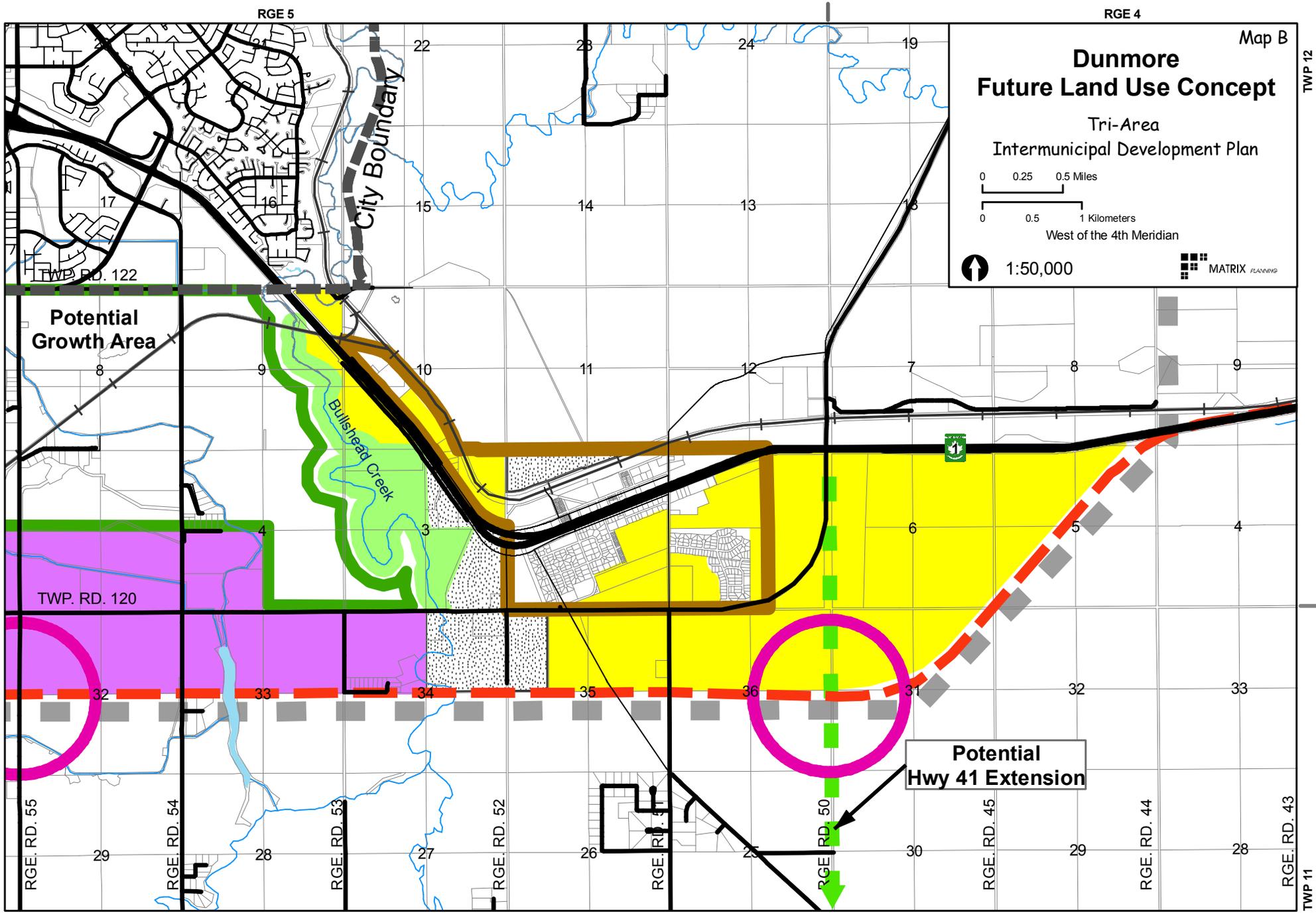
Future Land Use Concept

Tri-Area
Intermunicipal Development Plan



MATRIX PLANNING

- | | | | | | | | |
|-------------------------------------|--------------------|-----------------------------------|---|-------------------------------------|--|----------------------------|-----------------------------------|
| Legend | IDP Boundary | Oiled Road | Urban Arterial | Potential Interchange | Urban Referral Area | Rural Development Area | Potential Serviced Comm/Ind. Area |
| | Municipal Boundary | Gravel Road | Potential Hwy 1 Re-alignment | Highway Interchange Overlay | Potential Growth Area | Sand/Gravel Resource Area | Urban Reserve (Redcliff) |
| Existing Road Classification | Dirt Road | Potential Highway 41 Re-alignment | Existing Municipal Infrastructure Interests | Rural Comm/Ind. Area | Dunmore Urban Services Area (See Map B for Detail) | Airport Protection Overlay | |
| | Provincial Highway | Urban Standard | Potential & Existing Municipal Infrastructure | Potential Intermunicipal Trail Link | | | |
| | Pavement | | | | | | |



Map B

Dunmore Future Land Use Concept

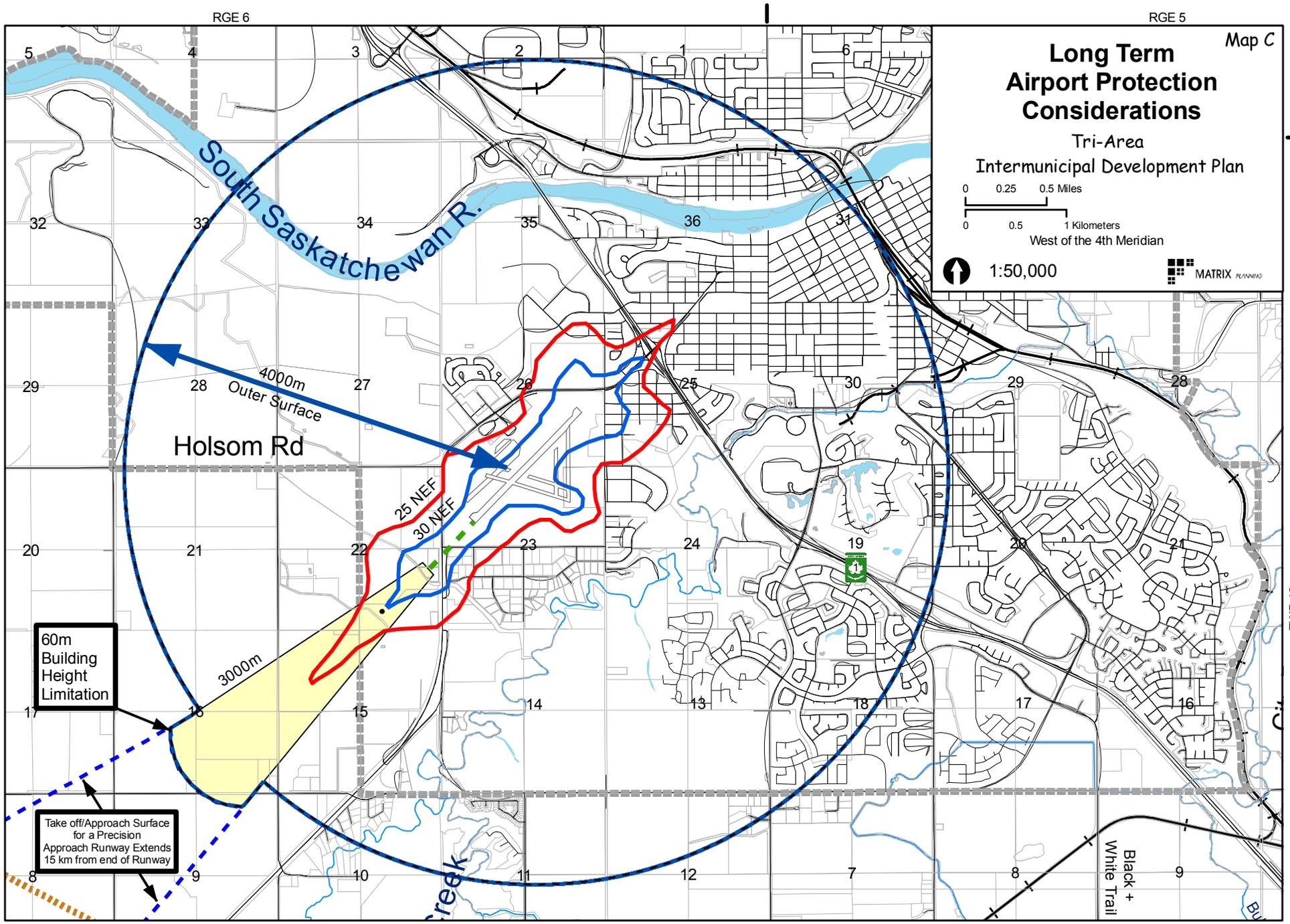
Tri-Area Intermunicipal Development Plan

0 0.25 0.5 Miles
0 0.5 1 Kilometers
West of the 4th Meridian

1:50,000

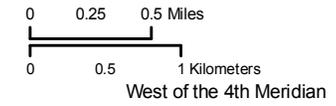
MATRIX PLANNING

- Legend**
- IDP Boundary
 - Municipal Boundary
 - Future Potential Hwy 1 Re-alignment
 - Potential Highway 41 Re-alignment
 - Potential Growth Area
 - Potential Serviced Comm/Ind.
 - Dunmore Hamlet Boundary (2008)
 - Riparian Protection
 - Future Development Potential
 - Potential Interchange
 - Sand and Gravel Extraction Potential



Long Term Airport Protection Considerations

Tri-Area Intermunicipal Development Plan



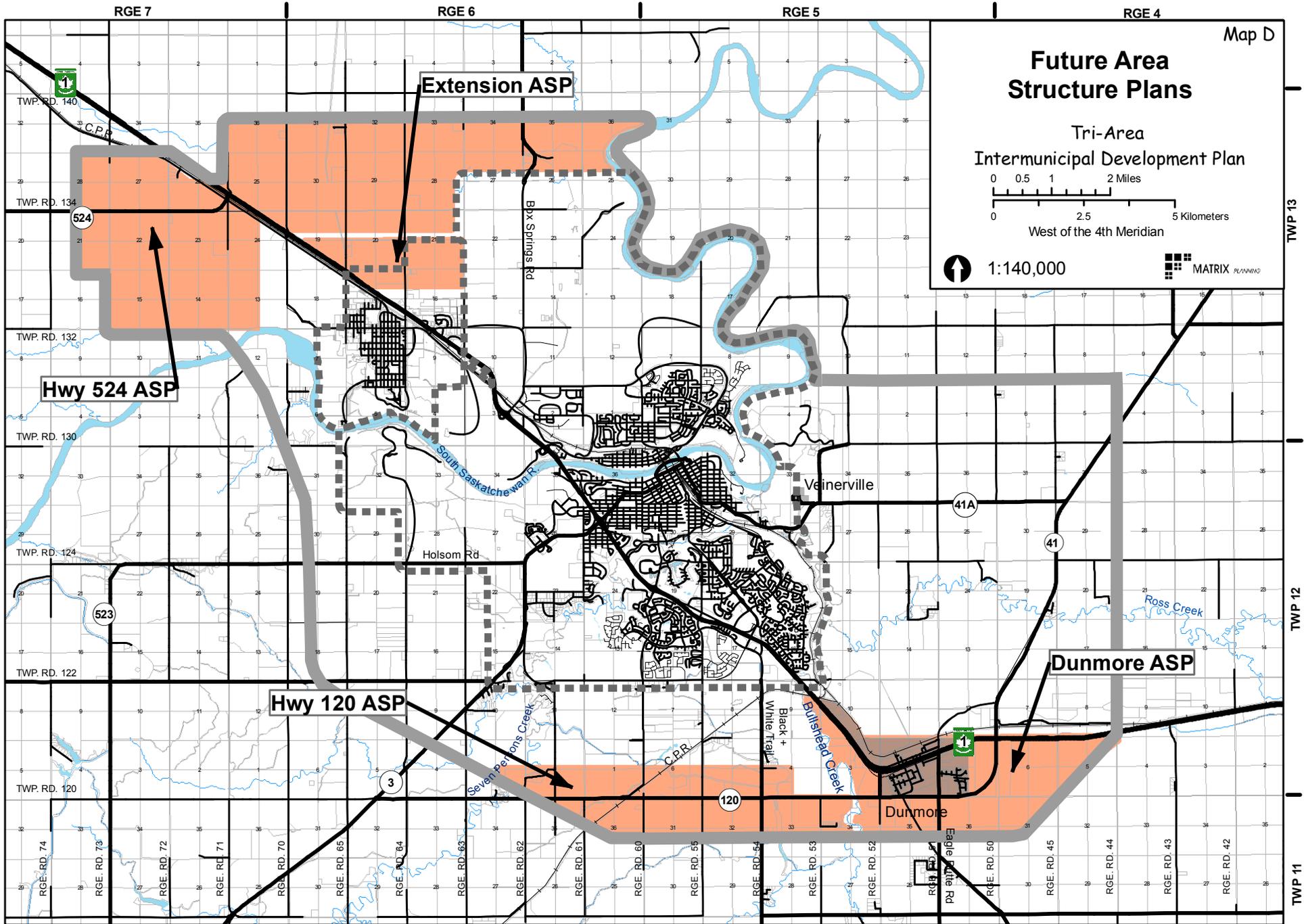
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Map C

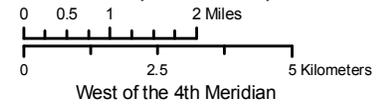
- Legend**
- ▬▬▬▬ IDP Boundary
 - ▬▬▬▬ Municipal Boundary
 - - - - - Potential Runway Extension* (610m)
 - Airport Protection Policy Overlay
 - 25 NEF Contour
 - 30 NEF Contour
 - Take off/approach surface limitations*

* Runway extension would create a take-off/approach surface for a precision approach runway for 15km vs. 3 km.



Future Area Structure Plans

Tri-Area
Intermunicipal Development Plan



1:140,000



Map D

- Legend**
- IDP Boundary
 - Municipal Boundary
 - Major Road
 - Minor Road

Future Area Structure Plans

APPENDIX A

SUMMARY OF IDP IMPLEMENTATION TASKS

The following is a list of tasks required to implement the IDP. These tasks/projects should typically be drafted and/or driven by the municipal Administrations, steered and/or reviewed by the Liaison Committee and ratified for execution by the Council(s). External expertise may need to be called upon in certain areas or to undertake specific projects.

IDP IMPLEMENTATION TASKS

| Reference Section in IDP | Implementation Task | Implementation Comments |
|---|---|--|
| | INTERMUNICIPAL ORGANIZATIONAL STRUCTURES | |
| 3.5 | establish the Intermunicipal Liaison Committee (ILC) | Section 3 identifies other implementation tasks arising from 3.5(a). |
| | FUTURE BYLAW DOCUMENT AMENDMENTS | County bylaw amendments approved concurrently with IDP third reading |
| 2.5.2(c), 2.6.2(c), 2.11.2(b) and 3.5(i), (j) | amend County Land Use Bylaw to change A-1 outside IDP area to A-2 and A-2 inside IDP to A-1 | The A-2 district should recognize the exclusion of new CFO's as a use in the old A-1 zoning under the repealed urban rural fringe Plan |
| 2.5.2(k) | consideration by all municipalities to prepare and implement a Highway 1 vicinity landscaping bylaw | This is an enabling policy that encourages upgrading of landscaping and architectural provisions within the view of Canada's national highway – this does not need to be adopted at third reading of the IDP bylaw |
| 2.6.2(f) | create CR-IDP District to be in | minimum parcel size, |

| Reference Section in IDP | Implementation Task | Implementation Comments |
|--------------------------|--|---|
| | conformity with IDP policy and intent | subdivision density and dwelling uses provision within IDP and out of IDP area |
| 2.6.2(c) | amend A-1 District to be in conformity with IDP policy and intent | minimum parcel size, subdivision density and dwelling use provisions within IDP area |
| 3.5(h) | The County, Town and City amend their Municipal Development Plans to conform to the policies of the IDP. | Include statements in MDP's to recognize the primacy of the IDP within the IDP boundary . The City amends section 3.6 of the City MDP. County amends section 3.2 and 3.6 of the County MDP to include recommended restriction of new CFO's as identified in the 1992 Rural Urban Fringe Plan. County also to create new MDP map identifying the CFO exclusion area. Redcliff to add section recognizing IDP and future expansion areas. |
| 2.13.2(e) | City and County to amend their AVPA's to reflect more recent NEF contours and federal jurisdiction protocols | Consult with Airport manager and Federal authorities – this does not need to be adopted at third reading of the IDP bylaw |
| | | |
| | FUTURE PLANNING DOCUMENTS AND ACTIONS | These do not need to be adopted at third reading of the IDP bylaw |
| 2.7.2(g) | County piped sewage disposal study for Dunmore | as development pressures require |
| 2.7.2(c) | Future ASP for Dunmore | see map D |
| 2.8.2(b) | Future ASP for the Potential Serviced Commercial/ Industrial Area | see map D |
| 2.9.2(d) | Future ASP for Rural Commercial/ Industrial area | see map D |
| 2.11.2(e) | Future ASP's for Urban Reserve (Redcliff) north of Highway 1 | see map D |

| Reference Section in IDP | Implementation Task | Implementation Comments |
|---------------------------------|--|--|
| 2.12.2(f) | prepare resource analysis and assessment of the occurrence, production and projected consumption of the region's sand and gravel resource | joint funding request with Province |
| 2.17.2(d) | construct pedestrian trail connections to link Redcliff and Medicine Hat | Implemented as development proceeds and as funding permits. |
| 2.17.2(c) | City, County and Town prepare a master transportation plan to account for the revised traffic patterns arising from the re-alignment of Highway 1 and 3 | Three municipalities make joint funding request to Province. Intermunicipal Liaison Committee to coordinate study as part of a cooperative process |
| 2.19.2(b) | The Town, City and County request oil and gas companies to install manhole covers over well casings and pipe from abandoned wells to a minimum depth of 2 metres | meeting with area companies to implement the request. Coordinate policy respecting identification and remediation of well sites and facilities |
| 3.5(h) | all three municipalities to repeal existing Rural Urban Fringe Study 1992 and strike it from their planning bylaws | The IDP replaces the 1992 plan. |

APPENDIX B

A FUTURE VISION FOR THE IDP AREA

Context - The following future vision is derived from the discussions of the IDP steering committee meetings held between 2006 to 2009. The vision is a tool to help those reading the Plan to understand how the end product may look if all the pieces fall into place as the Plan intends. The vision will change as circumstances change and therefore, this vision should be re-visited at each Plan review period or more often as required.

THE IDP VISION

It is the year 2059. The population of the Medicine Hat, Redcliff and Dunmore region is approaching 145,000. The region has become the envy of the Province, showing the way to regional cooperation in municipal service delivery and integrating decision-making among the three municipalities of Redcliff, Cypress County and Medicine Hat. At a population of nearly 130,000, the City has expanded into a number of its growth areas and is prepared to annex land to the south and west of the City to maintain a healthy inventory of land. Redcliff has expanded north and west over the past 50 years to reach a population of nearly 15,000, providing the third urban residential alternative to Medicine Hat and Dunmore.

Water availability - The South Saskatchewan River is seeing a substantially reduced summer flow, but this has been a sufficient amount of water to maintain a strong, steady economy over the past 50 years. It has been many years since the Province required all water users to undertake serious conservation measures to reduce water needs. Residents have traded their lawns for xeriscaping and native plant species. All residents and governments have learned the value of water conservation through education and water rates that truly reflect the scarcity of the resource. Farmers are now growing high value

crops using drip irrigation and other conservation techniques. Greenhouses have made a comeback in the area economy as the demand for Alberta grown produce for the 145,000 population has strengthened. Water licences are traded as a limited resource and the regional partners have acquired sufficient water licences to ensure the region has sufficient water supply for the next 100 years.

Servicing - Piped water, solid waste and wastewater supply the region and are processed in state of the art facilities at less cost than if multiple systems were in place under three different governments. As a result of cost effective water, sewer, power and gas, the three municipalities were able to attract new and aggressive industries that created high added value in the agricultural, aerospace, oil and gas and alternative solar and wind energy. Industry is pleased at the efficiency that the water and sewer is able to be constructed with a minimum of delay and bureaucracy - as long as it is done in accordance with the land use development nodes established in the Intermunicipal Development Plan. Investors appreciate the certainty these nodes have provided in respect of development approvals.

Serviced land uses - The Dunmore Urban Services area has established itself as a viable alternative community of 4,500, complete with piped water and sewer. The connection between the City and Dunmore has become completed as a single urbanized strip connects the two communities. Township Road 120 has also developed into an active, growing commercial/industrial strip providing another contiguous leg of urbanized development that has offered the County an alternative source of non-residential tax base. In a few cases, rural residential subdivisions have organized themselves to acquire water licences and pay for the capital costs of trickle water supply in addition to the existing water co-ops that already exist.

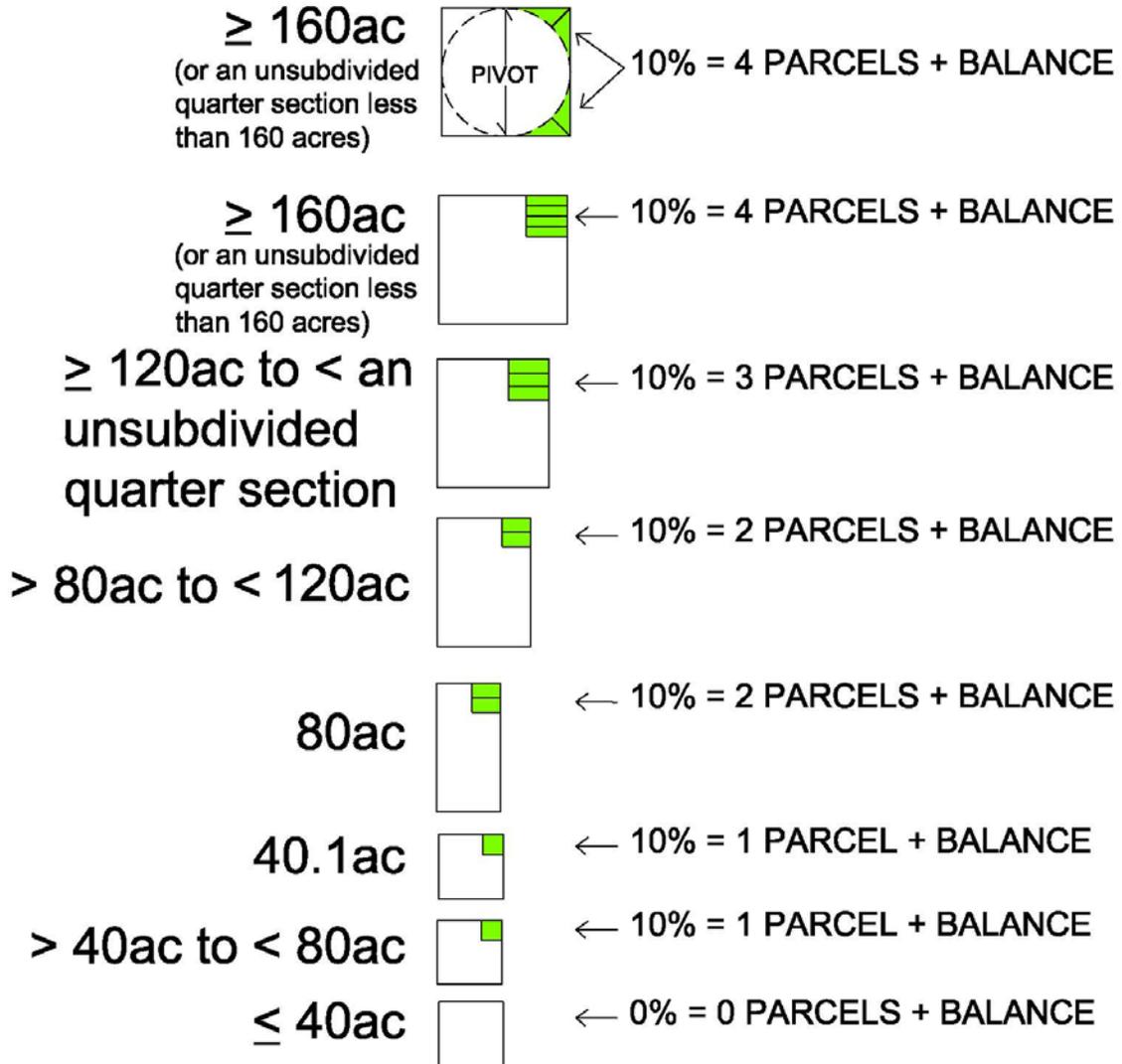
Unserviced Land uses – The Potential Growth Area of the IDP has retained its rural feel even in close proximity to the City. Approximately 200 lots were subdivided as a result of the 10% subdivision policy in the IDP and these small subdivisions have offered an opportunity for a rural lifestyle other than City or small town life – all the while understanding that the City may in future expand in this direction. Other portions of the IDP area have seen the development of nodes of commercial/ industrial growth around interchanges and rural residential near creek valleys. The remaining lands have remained in agricultural use.

Natural resources – Besides precious water itself, the three municipalities have recognized early on the value of the river valleys as protected areas and travel corridors for both pedestrians and wildlife. Sand and gravel is also a limited resource that was evaluated after the IDP and prioritization of the use of this resource has extended the life of extraction nearby thus keeping hauling costs competitive and the cost of development manageable. As some gravel resources occur in river valleys, the remediation after extraction has resulted in new golf courses, parks and commercial ventures.

The three municipalities have recognized the need to work together to reduce duplication and maintain the regions competitiveness. While competition remains, intermunicipal disputes are a thing of the past. The three municipalities understand that the limitations of a shrinking water supply and competition from other regions requires the tri-area to speak with one voice.

APPENDIX C

**LIMITED COUNTRY RESIDENTIAL PARCEL DENSITY
POTENTIAL IN THE POTENTIAL GROWTH AREA AND URBAN
RESERVE (REDCLIFF) POLICY AREAS OF THE IDP**



Note: subdivision designs are for explanation purposes only. Exact shape and dimensions may vary on each parcel.