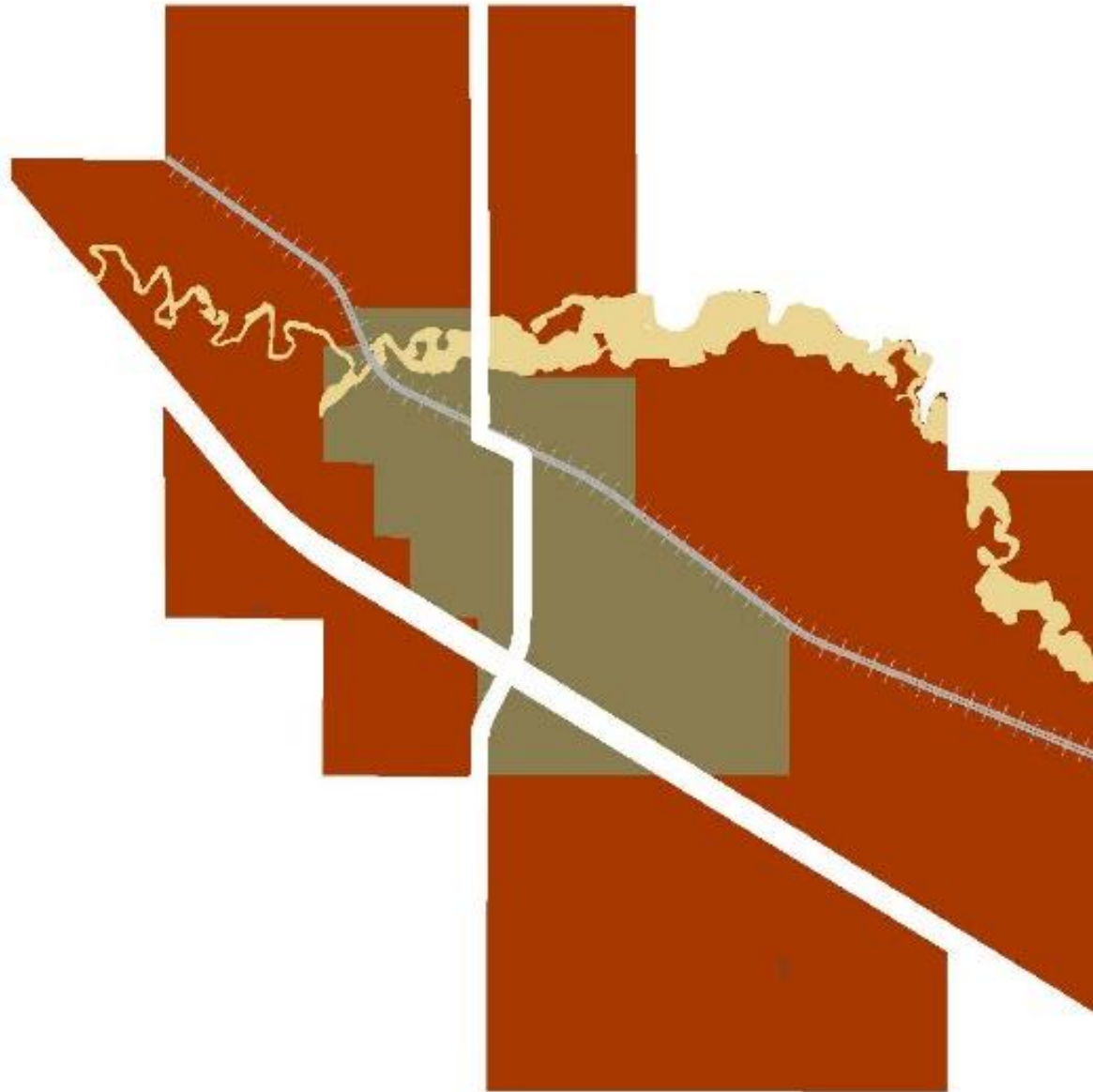


# Intermunicipal Development Plan





pA  
planningAlliance



**BYLAW No. 27-2019  
OF LAC STE. ANNE COUNTY  
IN THE PROVINCE OF ALBERTA**

**A BYLAW OF LAC STE. ANNE COUNTY IN THE PROVINCE OF ALBERTA, TO ADOPT AN INTERMUNICIPAL DEVELOPMENT PLAN**

**WHEREAS** the *Municipal Government Act*, Revised Statutes of Alberta 2000 – Chapter M-26, current as of 2017 and amendments thereto, authorize the Council of a Municipality to enact an Intermunicipal Development Plan to guide future development within the Municipality and surrounding Municipalities.

**NOW THEREFORE** Council of Lac Ste. Anne County in the Province of Alberta does hereby adopt the Lac Ste. Anne County and Town of Mayerthorpe as Schedule A and forms part of this Bylaw, this 04th day of December, A.D., 2019.

Read a first time this 13th day of June, A.D., 2019.

Read a second time this 04th day of December, A.D., 2019.

Read a third time with the unanimous support of the Council Members present this 04th day of December, A.D., 2019.

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**Reeve**

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**County Manager**

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Dec 04 2019

**Date of Signing**

**BYLAW No. 1071**  
**BEING A BYLAW OF THE TOWN OF MAYERTHORPE TO ADOPT AN INTERMUNICIPAL DEVELOPMENT PLAN**  
**A BYLAW OF LAC STE. ANNE COUNTY IN THE PROVINCE OF ALBERTA, TO ADOPT AN INTERMUNICIPAL DEVELOPMENT PLAN**

**WHEREAS** the *Municipal Government Act*, Revised Statutes of Alberta 2000 – Chapter M-26, current as of 2017 and amendments thereto, authorize the Council of a Municipality to enact an Intermunicipal Development Plan to guide future development within the Municipality and surrounding Municipalities.

**NOW THEREFORE** the Council of the Town of Mayerthorpe in the Province of Alberta duly assembled hereby enacts as follows:

1. That this Bylaw may be cited as “Town of Mayerthorpe and Lac Ste. Anne County Intermunicipal Development Plan,”
2. That the Town of Mayerthorpe and Lac Ste. Anne County Intermunicipal Development Plan, being Scheduled “A,” attached hereto, and forms a part of this Bylaw, and
3. This Bylaw becomes effective upon its final reading.

Read a first time this XXth day of XXXX, A.D., 2019.

Read a second time this XXth day of XXXX, A.D., 2019.

Read a third time with the unanimous support of the Council Members present this XXth day of XXXX, A.D., 2019.

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**Mayor**

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**Chief Administrative Officer (CAO)**

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**Date of Signing**

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# **1 PROJECT BACKGROUND**

## **1.1 Purpose and Background**

At the beginning of 2014, Lac Ste. Anne County and the Town of Mayerthorpe initiated a project to co-develop an Intermunicipal Development Plan (IDP).

The purpose of the IDP is to ensure that there is common agreement and plans in place on how best to manage the future development and use of land within the County areas that are immediately adjacent to the Town of Mayerthorpe. The IDP provides opportunities to address community concerns and share resources, and it provides a framework for ongoing consultation and cooperation in areas of mutual concern.

The County has been experiencing continuous growth over the past 20 years. However, both municipalities believe that a clear and coordinated planning framework for development in the area surrounding the Town of Mayerthorpe can attract and facilitate new growth and economic development to the area in the future.

## **1.2 Plan Area**

The IDP area comprises approximately 1780 hectares (4,400 acres) of land north, south, east, and west of the current corporate boundaries of the Town of Mayerthorpe, as shown on Map 1: IDP Boundary (attached). This IDP area does not include the current Town area of 351 hectares (867.3 acres). Existing land use within the IDP area is predominantly agricultural, with an existing industrial use area and recreational use area (golf course) located south of the Town boundary, south off Hwy 43 on the east side of Hwy 22. Highway 43, a major transportation route connecting north-western Alberta to Edmonton, runs diagonally through the IDP area from the northwest to southeast. The Little Paddle River, to the north of the Town, and its many tributaries are the main environmental feature within the IDP area. The Town's wastewater management lagoon is located just outside the IDP area, along the southeastern boundary.

### 1.3 Legislative Requirements

Specific regulations of relevance to Intermunicipal Development Plans (IDPs) are outlined in Section 631 of the *Municipal Government Act* (MGA), which states:

*“(1) – Two or more councils may, by each passing a bylaw in accordance with the 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) *Must address*

- i) The future land use within the area,*
- ii) The manner of and the proposals for future development in the area,*
- iii) The provision of transportation systems for the area, either generally or specifically,*
- iv) The coordination of intermunicipal programs relating to the physical, social and economic development of the area,*
- v) Environmental matters within the area, either generally or specially, and*
- vi) 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 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.”*

The procedure for adopting an IDP is described in Section 692 of the MGA. Policies contained in the Lac Ste. Anne County and the Town of Mayerthorpe IDP will come into force once the County and Town Councils have given Third Reading to this IDP Bylaw. It is intended that policies in the IDP Bylaw shall not be applied retroactively to subdivisions and/or development applications already in progress.

The policy framework for the IDP is contained in the Municipal Development Plans (MDP) of both municipalities. Lac Ste. Anne County’s MDP 23-2014 establishes policy direction for Intermunicipal Fringe Policy Areas in Section 10. It recognizes that the future land use framework in Mayerthorpe’s Intermunicipal Fringe Area should be in accordance with the policy framework established in the Town of Mayerthorpe and Lac Ste. Anne County IDP. In the Town of Mayerthorpe’s MDP of May 8<sup>th</sup>, 2017 (Bylaw 1067), Section 4.20 of the MDP indicates that the Town will as part of the municipal desire for regional cooperation, endeavour to work cooperatively with Lac Ste. Anne County and other municipalities on matters of mutual interest and that any specific development proposals that impact Lac Ste. Anne County will be submitted to the County for its review and comment.

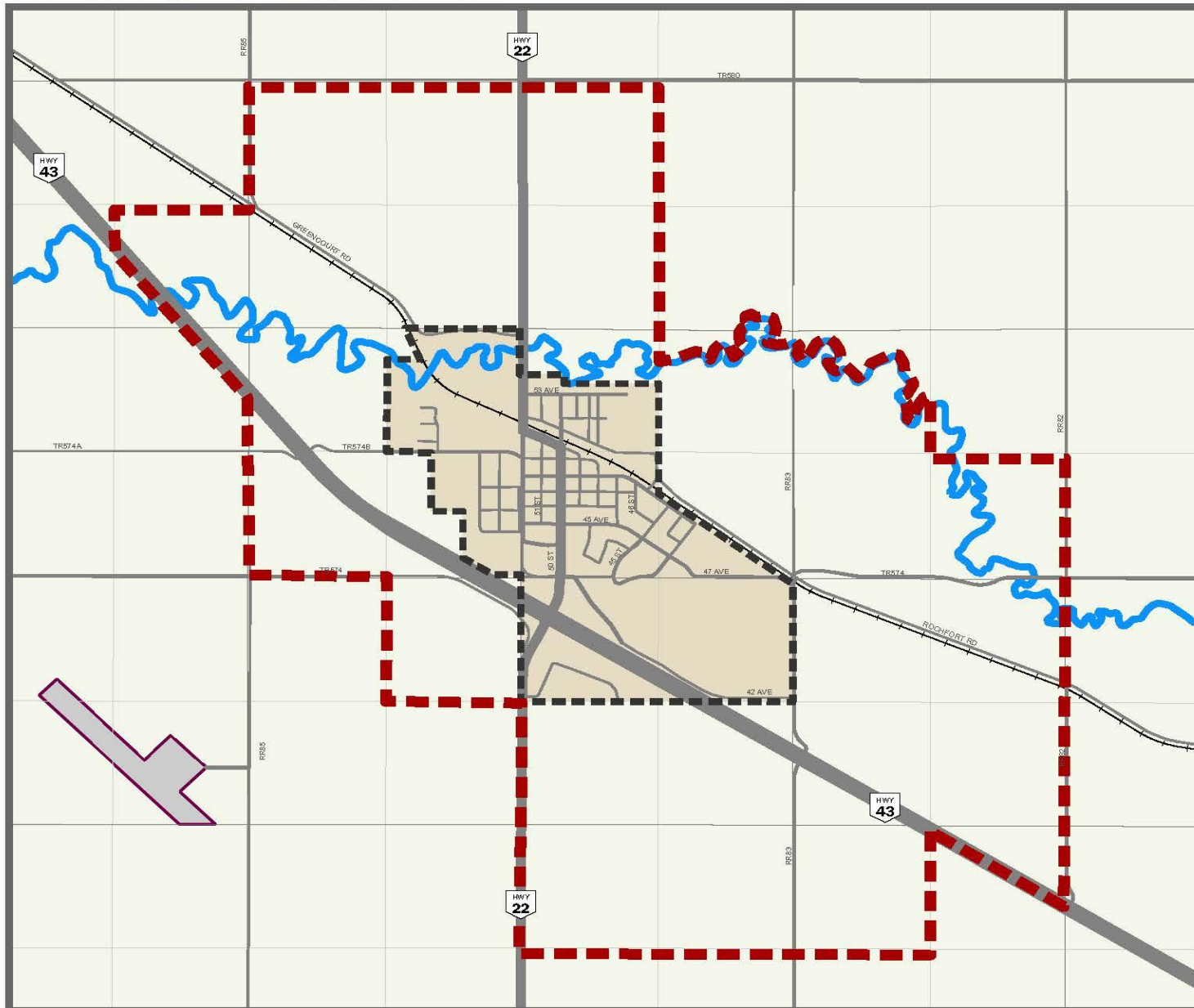
## Scope

The IDP defines the strategic framework for land uses, service extensions, transportation improvements, and mutually agreed-to policy directions within the IDP area for the next 30 years. While the IDP is intended to be a long-range planning document, it should be subject to regular monitoring, review, and periodic amendments to ensure that the IDP policies are up-to-date with evolving trends, innovations, and growth in the Town and IDP area, as well as the broader County and region.

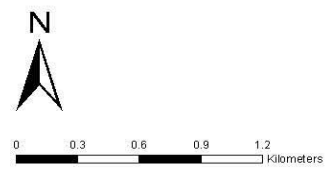
The IDP will provide for an amendment process when it is in the mutual interest of Lac Ste. Anne County and the Town of Mayerthorpe to do so.

Town of Mayerthorpe & Lac Ste. Anne County  
**Intermunicipal Development Plan**

MAP **1** **IDP BOUNDARY**



- LEGEND**
- IDP Boundary
  - Town of Mayerthorpe
  - Highway
  - Municipal Road
  - County Land
  - Paddle River
  - Railway
  - Mayerthorpe Airport



## 2 COMMUNITY CONTEXT

### 2.1 Local History and Culture

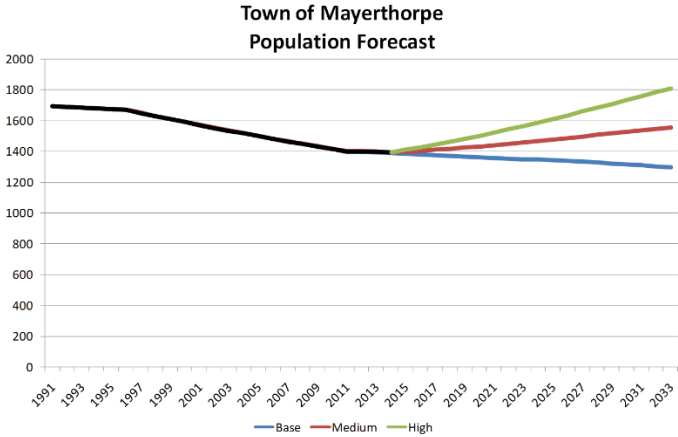
Town of Mayerthorpe is located within Lac Ste. Anne County, about 121 kilometres northwest of Edmonton, along Hwy 43. European settlers first opened this area in the early 1900s and Mayerthorpe began as a small settlement known as Little Paddle, along the Canadian Northern Western Railway (which later became part of the Canadian National Railway). It was incorporated as a village using the name Mayerthorpe in 1927 and obtained an official Town status in 1961.

### 2.2 Demographic and Land Use Trends

The Town of Mayerthorpe Municipal Development Plan (MDP) Bylaw 1067, completed in 2017, set as a general goal to increase the Town’s population from 1,320 (2016 Census) to a total population of 2,000 to 3,000 people in the future. The Town’s current population, as of the 2016 Census, was 1,320.

Given its central location within an active rural farming area and adjacency to two major transportation routes (Hwy 43 and 22), the County and Town are optimistic that they will be successful in attracting new industrial and commercial development to the area, which will create new employment opportunities and result in more robust growth rates in the future, similar to that shown for the “High Growth Scenario” in Figure 2.2.1.

Figure 2.2.3 – Future Growth Projections



The available developable land base within the existing municipal boundaries of the Town of Mayerthorpe is sufficient to accommodate the anticipated future demand for residential expansion and supportive uses such as schools,

parks, and local administrative uses for the future, assuming historical growth patterns over the next 30 years. The Southeast-Highway 43 Area Structure Plan area (Bylaw 972, Feb. 2012) alone can accommodate an estimated population of approximately 600 people, along with a large area of additional industrial uses in its southeast section.

However, with the development of the planned new Highway Commercial uses and industrial uses within the IDP area, future population growth is expected to increase significantly from historical rates, and more residential land outside the existing Town boundary would then be needed to accommodate this new employment-related growth.

## **2.3 Future Land Requirements for the Town**

Future land requirements for the Mayerthorpe region have been determined based on the high growth scenario presented in Table 2.3.1. For planning purposes, high growth scenarios are often used to ensure there are no constraints with respect to land supply. The high growth scenario is based on the absorption of roughly two hectares of industrial/commercial land per year.

The growth associated with the economic activity related to the development of two hectares of industrial/commercial land per year is estimated to be an additional 20 residents per year. For planning purposes, a 30-to-50-year time frame is often used. Extending the high growth scenario depicted in Figure 2.2.3 out to 50 years would result in the need to accommodate an additional 1,025 residents. The estimated 50-year land requirements are presented in Table 2.3.1.

*Table 2.3.1 – Fifty-Year Land Requirements*

	<b>2024</b>	<b>2034</b>	<b>2044</b>	<b>2054</b>	<b>2064</b>
<b>Residential (ha)</b>	<b>12</b>	<b>24</b>	<b>36</b>	<b>48</b>	<b>60</b>
<b>Industrial/Commercial (ha)</b>	<b>20</b>	<b>40</b>	<b>60</b>	<b>80</b>	<b>100</b>



## 2.4 Existing Land Uses

Map 2: Existing Land Uses identifies current land use patterns and land use districts within both the IDP area and the Town of Mayerthorpe. Within the IDP area, the predominant land use is extensive and intensive agricultural activities on cleared areas. Some rural wooded areas are found within the IDP area. One rural Industrial Area exists within the IDP area, immediately south of the Town of Mayerthorpe, east of Highway 22. Immediately south of this Industrial Area is the Mayerthorpe Golf and Country Club (Recreation Land Use). West of the Town, on the south side of Hwy 43, is the main cemetery for the area.

Map 2: Existing Land Uses also notes the existing land use districts within the Town of Mayerthorpe, with commercial uses on the north side of Hwy 43 and along both sides of Hwy 22 through town. Industrial uses are located on both sides of the CN Rail line on the north side of town, with residential areas on the east, west, and north sides. The South-East Hwy 43 Area Structure Plan (ASP) area contains a mix of existing and planned land uses, with existing commercial and industrial uses in the southwest corner, along the north side of Hwy 43, and existing institutional, park, and school uses on the northwest side. The remainder of the area to the east is designated for future new industrial land uses and a variety of residential uses ranging from estate residential and single detached housing to multi-family and seniors housing.

Mayerthorpe Airport is located 2.4 km southwest of the Town of Mayerthorpe and just outside the IDP boundary. Although the airport facility is located outside the IDP boundary, the access road for the airport (TR 574) is located within the IDP area.

## 2.5 Existing Infrastructure

### Water

Existing water supply for the Town is derived from four (4) wells located within the Town's boundary (Refer Map 3: Existing Infrastructure). Based on the wells currently in use, the Town has an available supply rate of 2,089 m<sup>3</sup> of water per day and 341,205m<sup>3</sup> a year, with capacity to increase as demand warrants. This supply will accommodate a population of approximately 3,000 people. Additionally, two (2) wells located within the County also supply raw water to the town.

The current treatment plant and water reservoir is located within the Town (Refer to Map 3: Existing Infrastructure). The current treatment plant has capacity to treat 1,300 m<sup>3</sup> per day, so it will not require upgrading at this time. The capacity of the reservoir is currently 3,750 m<sup>3</sup> per day.

The existing water distribution network typically follows the existing road alignment.

The distribution system of the Town is looped in a manner typical of the networks of similar towns in Alberta. The water main sizes in the Town are generally 150 mm, 200 mm, and 300 mm, which is typical for residential areas. There are some larger pipes servicing the commercial/industrial zones of the Town. Gasoline Alley North has a 350 mm water main (Refer to Map 3 Existing Infrastructure).

There is the potential for a regional potable water line from the Town of Whitecourt or the Little Paddle River Dam that could supply the Town and surrounding areas with adequate flows that would make the need for additional wells obsolete. As groundwater is not considered to be secure in the long term due to the threat of contamination or changes in the

aquifer, this is considered to be a very important long-term alternative. If a regional water line is built, it may be able to use the supply lines from the wells west of the Town. In this scenario, additional infrastructure required would be limited to expansion of the reservoir to accommodate future peak flows, and expansion of the distribution system. The Town, along with County support, has applied for a regional waterline under the Alberta Municipal Water/Wastewater Partnership.

### Wastewater

The wastewater management lagoon for the Town is located in the southeast corner of the IDP area. just outside its boundary on Lac Ste. Anne County lands. A decommissioned lagoon exists in the IDP area immediately north of the current boundary of the Town and immediately south of the Little Paddle River basin. The lagoon has a current total capacity of about 300,000 m<sup>3</sup>, which is sufficient to accommodate a population of approximately 2,000 people. To accommodate a full build out of the IDP area, an additional 60,000 m<sup>3</sup> would be required. Alternatively, additional treatment could be added to the lagoon to reduce its storage requirement.

The sewage collection system in the Town consists of mostly gravity sewer pipes, with a typical diameter of 200 mm. This is typical for sanitary collection systems for residential areas of similar towns in central Alberta. The existing sanitary collection system does not have capacity to accept flows from outside the Town limits. Additional sewer mains will be required to convey flows from the IDP area to the lagoon.

The existing sanitary lift stations are wet-type stations with limited storage capacity (refer to Map 3: Existing Infrastructure). For the small areas they service, these lift stations are assumed to have sufficient capacity to avoid flooding. One lift station, located on the eastern edge of the

Town, discharges into a low-pressure force main leading to the lagoon. All other lift stations discharge into the Town's gravity mains.

### Stormwater Management

Lands within the Town and the IDP area are part of the Little Paddle River Watershed. The storm runoff from this area is collected and diverted into the Little Paddle River Tributary on the north side of the Town. Stormwater collection is managed by both overland drainage and storm sewers. Flows generally follow the natural topography of the area.

A Master Drainage Plan for the Town of Mayerthorpe was developed in 2011 by MMM Group, and was revised in 2014. This plan assesses the existing and future drainage of the Town.

The drainage master plan may be expanded to include future developments in the IDP area. The same principles used for the drainage master plan are to be used in the IDP area to ensure consistent performance.

### Landfills

Two abandoned landfills are located in the northwest corner of the Town in close proximity to the existing Kreek's Crossing Mobile Home Park.

### Gas Pipelines and Wells

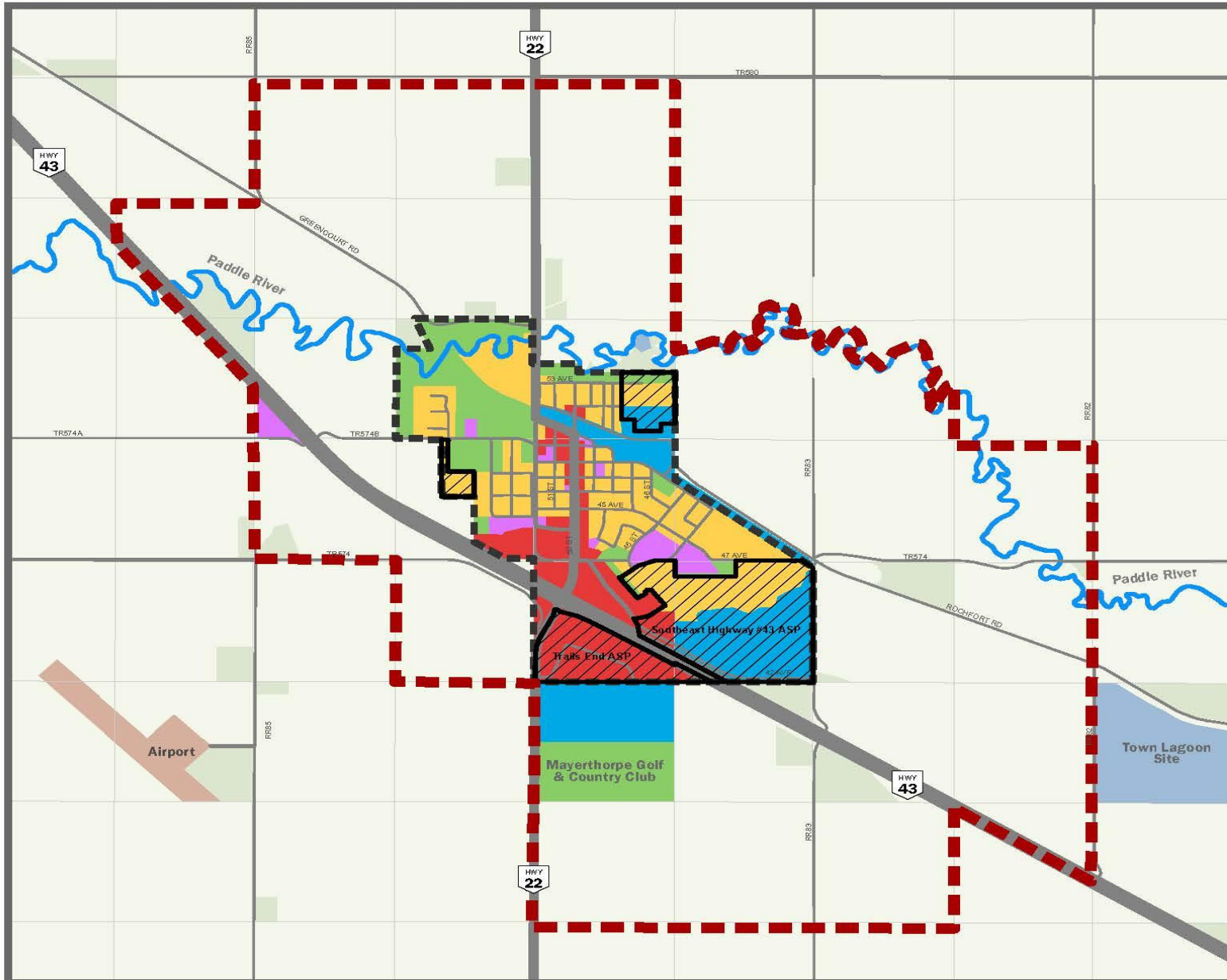
A number of gas pipeline rights-of-way also exist within the IDP area (refer to Map 3: Existing Infrastructure).

## **2.6 Existing Development Constraints**

New developments, including subdivision applications in close proximity to existing lagoons, decommissioned lagoons, gas wells, gas pipe lines, and landfills will be required to provide appropriate setbacks as established in the Subdivision and Development Regulations (43/2002) of the MGA and relevant Alberta Energy Regulator (AER) regulations. The Town has completed a Landfill Risk Assessment to assist applicants when appealing Development Permit refusals to the Subdivision Development Appeal Board (SDAB). The SDAB can overturn a Development Permit refusal based on this scientific study.

The IDP area also consists of some key environmental features such as the Little Paddle River, permanent water bodies in the form of streams/ravines, priority conservation wetland areas, and priority conservation vegetation areas as identified in Map 5: Natural Features.

MAP 2 EXISTING LAND USES



LEGEND

- IDP Boundary
- Town of Mayerthorpe
- Paddle River
- Commercial
- Industrial
- Institutional
- Recreation
- Undeveloped Town Land
- Residential Ranch
- Urban Reserve
- Agricultural Land
- Airport
- Town Lagoon Site

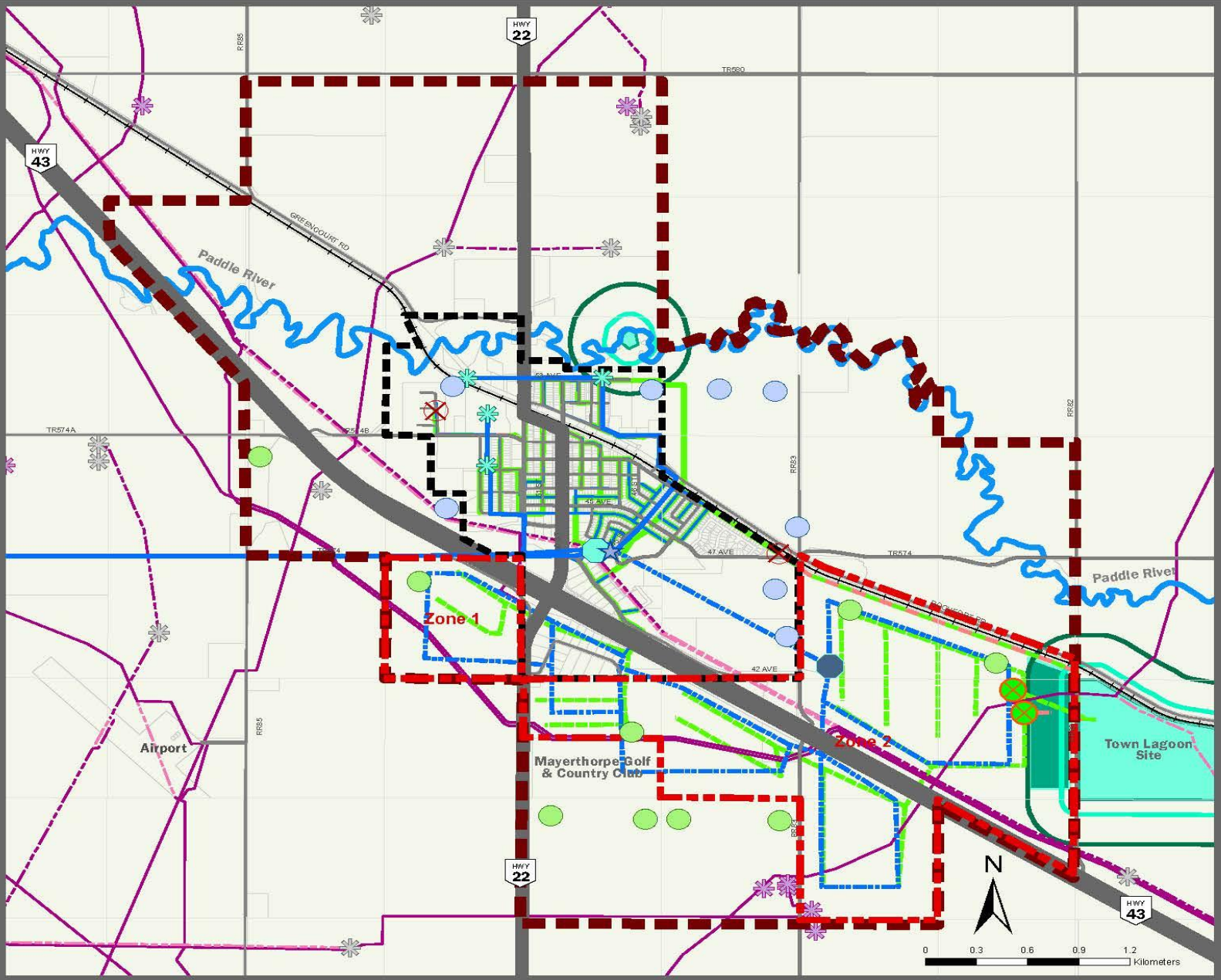




Town of Mayerthorpe & Lac Ste. Anne County  
Intermunicipal Development Plan

MAP 3 INFRASTRUCTURE

LEGEND



- ACP Boundary
- IDP Boundary
- Town of Mayerthorpe
- Highway
- Municipal Road
- Paddle River
- Railway
- Existing Water Network
- Proposed Water Network
- Existing Water Reservoir
- Proposed Water Reservoir
- Existing Water Treatment Plan
- Existing Water Wells
- Storm Water Ponds \*
- Storm Water Ponds (Proposed)
- Existing Sanitary Mains Line
- Existing Sanitary Forcemain
- Proposed Sanitary Line
- Future Sanitary Forcemain
- Proposed Sanitary Lift Station
- Sanitary Lift Station
- Proposed Lagoon Expansion
- Existing Lagoon
- Lagoon Buffer (Wells)
- Lagoon Buffer (Dwellings)
- Abandoned Pipeline
- Discontinued Pipeline
- Operating Pipeline
- Abandoned AER Well
- Operating AER Well

## **3 PUBLIC CONSULTATION**

### **3.1 Planning Process**

The Lac Ste. Anne County and Town of Mayerthorpe Intermunicipal Development Plan was prepared with input from existing property owners within the IDP area. Input was also provided by adjacent property owners, residents, local business people, and other parties interested in the IDP planning process. The extensive stakeholder consultation approach used for this project is outlined in this section.

### **3.2 Council Involvement**

A key part of the process was to ensure that Council members and administrative staff were informed and involved throughout the planning process, and not just responsible for approval of the final policies and plan.

#### **IDP Steering Committee**

A six-member IDP Steering Committee was established for the project, chaired by Lloyd Giebelhaus. The committee provided valuable oversight and made key strategic decisions at various milestones in the planning process. Members of the IDP Steering Committee from both the Town and County included:

- Lloyd Giebelhaus, Lac Ste. Anne County (LSAC)
- Janet Jabush, Mayor, Town of Mayerthorpe
- Pat Hagman, Councillor, Town of Mayerthorpe
- Ross Bohnet, Councillor, LSAC
- Karen St. Martin, CAO, Town of Mayerthorpe
- Matthew Ferris, Dir. of Planning & Development, LSAC

### 3.3 Community and Stakeholder Engagement

In accordance with Section 692 of the *Municipal Government Act*, before adopting the IDP, both Lac Ste. Anne County and the Town of Mayerthorpe undertook a variety of engagement activities to ensure meaningful involvement of landowners, stakeholders, and the general public in the development and review of the IDP proposals and plans. The public information and community and stakeholder consultation program used in the preparation of the IDP included the key events and methods described in this section.

#### Public Information Program

At the start of the project in April 2014, a Media Release was submitted to the local newspapers explaining why an IDP was being prepared, the planning process being used, how the public could get involved, and the project schedule. Relevant information on IDP activities was also periodically posted on each municipality's website. A basic information package outlining the purpose and objectives of the project was also made available to the public at the initial Public Open House session at the end of April 2014. Advertisements were placed in the local newspapers for two consecutive weeks prior to each open house and the public hearing, providing basic information on the purpose, timing, and location of the public event.

#### Stakeholder Questionnaires

Separate survey questionnaires were prepared for four main stakeholder groups: i) Community Citizens/Residents; ii) Civic Managers/Council Members; iii) Civil Society (e.g., service agencies, providers, and non-profit organizations); and iv) Civic Developers (e.g., local business and development

industry members). Questionnaires were sent to selected members of each group, made available on the municipal websites, and distributed at the Public Open House events. Feedback from the questionnaires was summarized and presented at the Multi-Stakeholder Workshops and Open Houses. Key issues and suggestions that emerged from the stakeholder feedback include:

- We are a rural community, let's embrace it and build upon it.
- Need to attract people/families to the town.
- Need to develop new businesses in close proximity to the downtown.
- Revenue and cost sharing needs to be addressed in upgrading and expanding infrastructure services.
- Infrastructure is in need of repair and upgrading, especially the roads.

#### Multi-Stakeholder Workshops

Two Multi-Stakeholder Workshops were organized at key phases of the project. Five to eight members from each of the four main stakeholder groups were invited to each session, which resulted in an attendance of approximately 20–25 people at each session.

The first session was held on April 29, 2014, following the initial meeting of the IDP Steering Committee. The meeting focused on explaining the purpose of the IDP process. It also summarized the planning input data gathered to date involving the identification of existing land uses, key environmental features, and constraints in the area and the condition of key existing infrastructure items and service components. The main part of the meeting involved the

participants helping to identify current planning issues and having them create alternative future development plans for the IDP area, which were subsequently used to prepare the initial IDP Growth Scenarios.

### **Public Open House**

Two Public Open House events were held. The first one was held on April 29, 2014 following the Multi-Stakeholder Workshop. The second Public Open House was held on May 7<sup>th</sup> 2019 to present the details of the draft IDP.

### **Public Hearing**

Individual Public Hearings were held by the two municipal Councils.

The Public Hearing for the County was held on July 5<sup>th</sup> 2019.

The Public Hearing for the Town was held on July 8<sup>th</sup> 2019.



4

## PLAN GOALS AND GUIDING PRINCIPLES

### 4.1 Goals of the IDP

Overall goals for the Lac Ste. Anne County and Town of Mayerthorpe Intermunicipal Development Plan include:

- a) **Land Use** – establish a mutually agreeable vision for land use in the IDP area that is consistent with the long-term growth strategies of both the County and the Town, and respects the surrounding land uses that currently exist.
- b) **Joint Initiatives** – define mutually beneficial strategies regarding land development, public facilities, economic development, and intermunicipal cooperation.
- c) **Environment** – retain, protect, and manage environmentally sensitive areas such as rivers, wetlands, and forested areas as key quality components of the area.
- d) **Development Control** – establish clear, consistent development standards and requirements for the area with uniform enforcement procedures.
- e) **Recreation and Tourism** – ensure that existing trails and recreational facilities are identified and improved to provide amenities and facilities that will enhance the recreational opportunities for local residents and attract outside users to the area.
- f) **Infrastructure Improvement** – identify key infrastructure improvements necessary to attract industrial, commercial, recreational, and residential development to the area. Explore cost and revenue sharing mechanisms required to

successfully implement key projects that may benefit both municipalities and the region in general.

- g) **Implementation** – develop clear action plans, pilot projects, development phasing plans, and mutually agreeable roles for each municipality for implementing this plan.

## 4.2 Guiding Principles

When approving the detailed Terms of Reference, Lac Ste. Anne County and the Town of Mayerthorpe Councils agreed that the following guiding principles should be applied to this IDP:

- a) Provide continued open, fair, and honest communication between the two municipalities and affected stakeholders.
- b) Pursue mutually beneficial economic development initiatives cooperatively that will attract investment and create employment opportunities.
- c) Promote well-planned non-residential development that encourages the growth of a robust diversified economy that increases availability of employment and allows for a more balanced economic base.
- d) Provide and explore a variety of methods for intermunicipal cooperation that include options, such as including mutually agreed upon direction for potential future annexation.
- e) Regulate compatible and complementary land uses within the IDP area.
- f) Preserve and protect natural areas such as water bodies, wetlands, and treed areas. Incorporate them with future development as greenways that can be used for recreation purposes, wildlife corridors, and storm water management.
- g) Encourage development of a balanced range of housing opportunities that are compatible with market preferences, household needs, and existing and proposed adjacent land uses.
- h) Build potential strategies and standards for the orderly, efficient, and economical extension of wastewater collection, water supply, and water distribution systems within the IDP area.
- i) Form potential strategies and standards for storm water management that reflect best management practices for controlling peak flow rates and water quality.
- j) Allow for urban and rural growth in a manner that is mutually acceptable, efficient, and orderly, and that provides the best way to minimize impact on agriculture land.
- k) Confirm that any cost sharing or revenue sharing undertaken between Lac Ste. Anne County and Town of Mayerthorpe is fair and beneficial to both parties.
- l) Create a conflict resolution process to allow for a timely resolution of difference of opinion in a manner respectful of each party's interest.
- m) Provide an effective set of criteria to monitor whether associated policies/tools are being implemented and to measure their success or failure. These tools could include, but are not be limited to: a joint municipal planning commission, a joint Subdivision and Development Appeal Board, referrals of development, referrals of subdivision, redistricting applications, and amendments to statutory plans and dispute resolution systems.

**5****POLICY FRAMEWORK**

The following four main categories comprise the policy framework within which specific Land Use Policy Areas have been developed for the IDP area.

- Economic Development
- Residential Development
- Environmental Management
- Infrastructure & Support Services

**5.1 Economic Development**

Economic development is the prime category of interest for this IDP, as both municipalities recognize the mutual benefits of diversifying the economy, attracting new development, and creating new local employment opportunities. Currently, agriculture is the primary economic activity in the area and surrounding region, and the municipalities are looking to build on that base for new economic development. Agricultural service businesses and industries are seen as the prime target for new economic development in the IDP area. The municipalities are also looking to take advantage of the IDP's prime location along the busy Hwy 43 corridor to attract other non-agricultural related industries and commercial ventures to the area.

The key for successful economic development is to have both municipalities work together with private landowners and other levels of government to accelerate the development of an adequate supply of well-located and well-serviced commercial and industrial land, as conceptually shown on Map 4: Future Land Use Concept.

A variety of recreation and tourism activities exist in the area, including the Mayerthorpe Golf and Country Club, Fallen Four Memorial, Cowboy Trail, Trails End Storyboard, Mayerthorpe Exhibition Centre, Mayerthorpe Curling Rink, Mayerthorpe Aquatic Centre, sportsgrounds, fairgrounds, and some walking trails. But it is a sector that both municipalities believe has potential for further development, where more specific recreational and tourism facilities could attract visitors and outside users to the area. They could use the recreational facilities and make use of other commercial facilities in the area while they are there, such as restaurants, bars, specialty shops, and markets.

Specific land use areas related to economic development in the IDP are:

- Agriculture Use
- Highway Commercial Use
- Industrial Use
- Recreation/Tourism Use

## 5.2 Residential Development

New residential development will be needed to accommodate both the internal population growth in the community and the new population attracted to the sub-region as a result of new economic development and the attractive small-town community environment.

In the immediate future, new residential growth should be directed, in the Town of Mayerthorpe, to areas where services are readily available. The town has recently subdivided and created eight (8) new residential lots. In the longer term, expansion beyond the Town's boundary may be required to accommodate future residential growth. These new urban residential development areas will be direct extensions of the Town's existing residential areas and will employ similar urban residential policies in terms of density, form, and layout. The new country residential areas shall be located along the southern boundary of the IDP area and shall serve as a transition from the town and highway commercial and industrial development to the active agricultural areas to the south. A significant number of shovel-ready residential lots are also available within the Town of Mayerthorpe's Corporate Limits.

Specific residential use policy areas included in the IDP area are:

- Urban Residential Use
- Country Residential Use

## 5.3 Environmental Management

The main environmental features of the area consist of the Little Paddle River and its tributaries and the riparian lands and wetlands associated with them. The topography of the area is dictated by the flow of the Little Paddle River and other water courses. The area generally slopes gradually towards the river and its tributaries, with steep embankments along the river itself. Maintenance of natural buffer areas along the rivers and watercourse is important for protecting the embankments from erosion and helping to filter potential pollutants and silt from the surface runoff water from adjoining lands. The IDP area also contains a number of "riparian wetlands" that assist in flood prevention for the area by providing storage for surface runoff during the spring thaw and following heavy rainfall events. These riparian wetlands and other natural areas provide valuable reserves for the natural flora and fauna. Many of these environmental components take the form of linear systems that run through the different land use areas. As such, the environmental policies will take the form of general management policies that will define how these systems should be treated and addressed within any of the land use areas in which they may be located. The environmental management policies are discussed as a part of Section 7: General Development Policies.

## **5.4 Infrastructure & Support Services**

Similar to the environmental components, the infrastructure and support services components (e.g., transportation, water and sewer services, fire and police service, etc.) are common to all the specific land use areas. Policies for the infrastructure and support services components are described in Section 7: General Development Policies.

6

## SPECIFIC LAND USE POLICIES

The Future Land Use Concept Plan, as illustrated in Map 4: Future Land Use Concept, provides a mutually agreed framework for determining future land use within the IDP area. The Future Land Use Concept Plan is meant to be conceptual with the intent that more detailed land uses and supporting infrastructure requirements will be determined through more detailed Area Concept Plans and Area Structure Plans, where appropriate.

The specific Land Use Policy Areas indicated in Map 4: Future Land Use Concept are described below, beginning with the four economic development related land use areas, followed by the two residential land use areas (in alphabetic order). Each policy area description begins with a discussion of the overall objectives followed by specific policies applicable to that land use area.

### 6.1 Agricultural/Rural Area

Agriculture is a critical component of the County and local economy and must continue to be supported in a sustainable manner. The objective of the Agricultural/Rural Policy Area is to preserve existing agricultural lands and avoid their premature fragmentation and subdivision. The agricultural lands within the IDP should also serve as a transition from the urban areas to more intensive agricultural uses outside the IDP area. The Right to Farm shall be maintained, but Confined Feeding Operations (CFOs) shall not be allowed on agricultural lands within the IDP area. The following specific policies will apply to the Agricultural/Rural Policy Area:

#### Policies

##### 6.1.1 Predominant Land Use

Lac Ste. Anne County and the Town of Mayerthorpe agree to maintain extensive agricultural as the predominant land use within the Agricultural/Rural Policy Area as shown on Map 4: Future Land Use Concept.

##### 6.1.2 Subdivision in the Agricultural/ Rural Policy Area

Subdivision of agricultural land shall be limited to a single parcel out of a quarter section (including agricultural and country residential parcels) .

- a) The subdivision of one parcel out of a quarter section may only be allowed if the subdivision is required to accommodate:
  - i) an established farmstead;
  - ii) an established or approved intensive agricultural use or a value-added agricultural industry; or
  - iii) a natural severance.
- b) A maximum of 1 agricultural parcels shall be permitted per quarter section without an Area Structure Plan, except in situations where the parcel is severed by a natural feature such as a ravine, river, or other water body or man-made feature such as a highway, roadway, or rail line;
  - c) Any linear parcels having width 200 m or less along the entire length of the quarter section shall be strictly prohibited.
- d) A maximum of one (1) country residential parcel shall be permitted per quarter section without an approved Area Structure Plan, provided that:

- i) the parcel should be re-districted to appropriate Country Residential land use district in accordance with the County's Land Use Bylaw (LUB);
- ii) the parcel shall have direct access to a municipal roadway;
- iii) sufficient developable land must be available for a new residential building;
- iv) all water and wastewater servicing can be facilitated on-site and without negative impact on adjacent land uses; and
- v) for new residential farmsteads, the residence is required for those involved in on-site agricultural operations.

**6.1.3 Country Residential Subdivision**

Multi-parcel Country Residential parcels shall be prioritized in the designated Country Residential Policy Area within the IDP before considering any applications elsewhere within the IDP area.

Multi-parcel Country Residential developments may be considered in the agricultural/rural area on a case-by-case basis in the agricultural/rural policy area subject to the following criteria:

- a) The proposed subdivision is serviced by piped water and sewer systems and connected to the Town's servicing network. The Town reserves the right to wave this as a requirement.

- b) An Area Structure Plan (ASP) is prepared for the subject development in accordance with the criteria establishment in section 8.1.4.
- c) All residential parcels shall have a maximum size of 217,800 sq. ft. (5.0 acres).

**6.1.4 Pre-Existing Severance of Land**

Parcels being severed by a natural feature such as a ravine, river, or other water body or man-made feature such as a highway, roadway, or rail line may get additional approval for lots on a quarter section based on the applicable severance without the need of an Area Structure Plan

**6.1.5 Confined Feeding Operations**

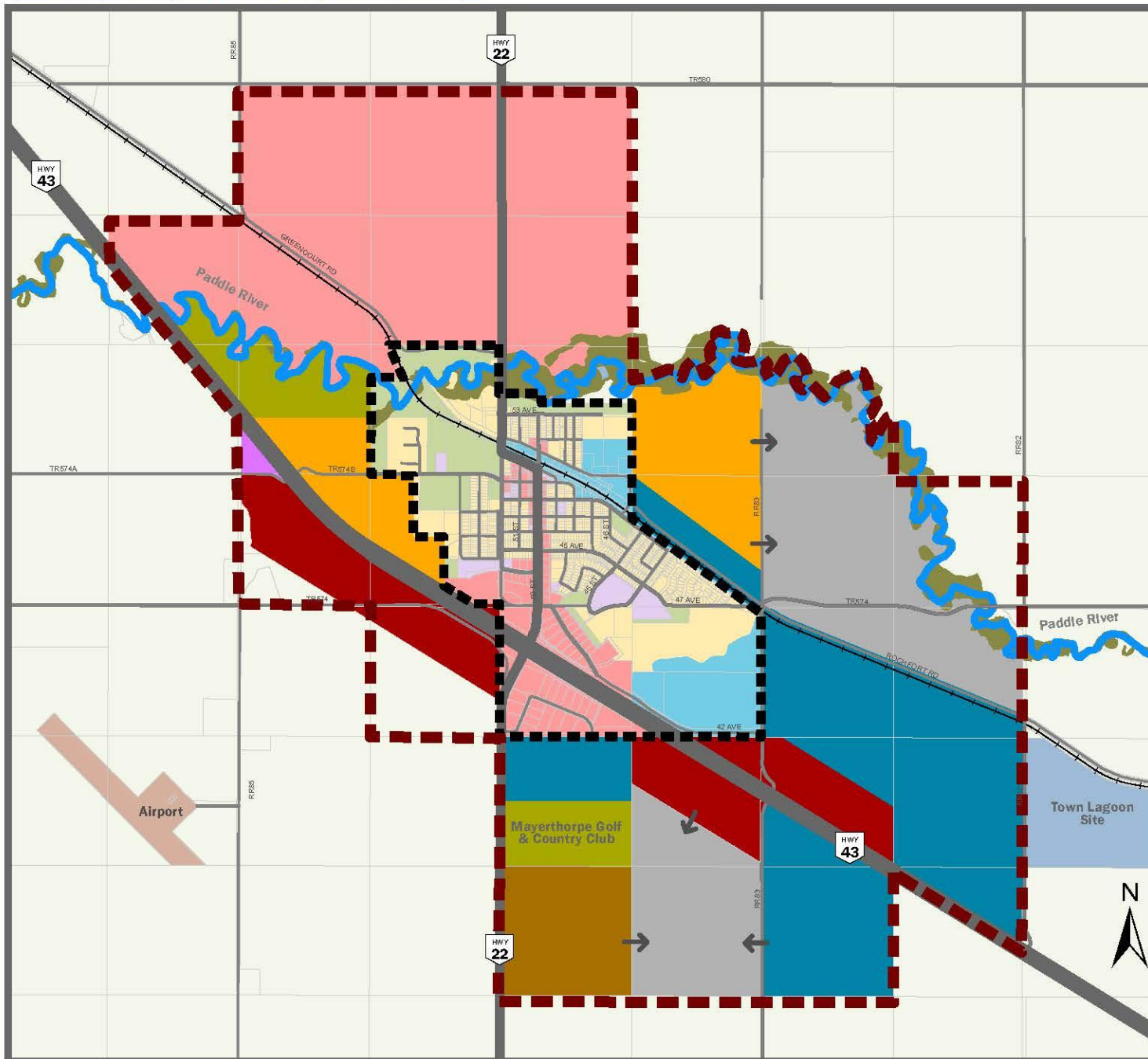
To prevent land use conflicts, Confined Feeding Operations (CFOs) shall not be permitted within the IDP area.

**6.1.6 Aggregate Resources Extraction and Processing in the Agricultural/Rural Policy Area**

To prevent land use conflicts, Aggregate Resource Extraction uses should generally be prohibited within the IDP area.



# MAP 4 FUTURE LAND USE CONCEPT



## LEGEND

- IDP Boundary
- Town of Mayerthorpe
- Highway
- Municipal Road
- Railway
- Paddle River
- Paddle River Riparian Area

## Existing Land Uses in Town

- Commercial
- Industrial
- Residential
- Recreation
- Institutional
- Airport
- Public Services

## Future Land Uses

- Highway Commercial
- Industrial
- Urban Residential
- Country Residential
- Recreation
- Institutional
- Future Development
- Rural Residential
- Potential Expansion Subject to Market Demand





## 6.2 Industrial Policy Area

The main purpose of the Industrial Policy Area is to provide a suitable and attractive area for new industrial-related businesses that will be vital to the future growth of the Town and local area. Both municipalities agree that the area strategically located to the southeast of the Town, on both sides of Highway 43, and with access to the CN Rail line, is well suited for industrial uses. This industrial area would be an extension of the business use area included in the Southeast Hwy 43 ASP (Bylaw 972). Properly planned industrial land will include efficient access to major transportation routes, appropriate services, and relevant land use requirements.

The following specific policies will apply to the Industrial Policy Area within zones 1 and 2.

### 6.2.1 Municipal Jurisdiction

The Industrial Area will be co-developed by Lac Ste. Anne County and the Town of Mayerthorpe.

### 6.2.2 Proposed Uses

The Industrial Policy Area may include a variety of light industrial, rural industrial, and heavy industrial uses with focus on agricultural, transportation, and related industries.

Light industrial uses should generally be located along existing industrial areas within the Town and the County lands and adjacent to Highway 43. In addition, where possible, light industrial uses should connect to municipal services.

Rural industrial uses such as outdoor storage yards and similar uses that need minimal municipal services should generally be located in the area located south of the CN Rail corridor and north of Highway 43.

Non-agriculture related industrial land uses such as oil and gas industries or other types of heavy industries may be considered subject to market demand, availability of appropriate level of service, fire protection, and other safety and health considerations.

### 6.2.3 Consideration for Adjacent Land Uses

Detailed ASP plans for individual areas shall include and identify appropriate planning considerations such as:

- a) Setbacks, buffer areas and location of access roads and specific industrial activities to minimize and mitigate conflicts with adjoining non-industrial uses.
- b) The municipalities, at their discretion, may require additional studies and/or protective measures as deemed necessary.

### 6.2.4 Future Industrial Area Expansion

Subject to market demand, the Industrial Policy Area may be expanded in accordance with Map 4: Future Land Use Concept.

## 6.3 Highway Commercial Use Policy Area

The IDP Future Land Use Plan (see Map 4: Future Land Use Concept) identifies a large area of land for Highway Commercial use along both sides of Hwy 43. It begins on the south side of Hwy 43 at the intersection with Hwy 22 and extends westward on the south side of the highway to the existing cemetery as well as along both sides of the Hwy 43 between existing County owned industrial land and the eastern boundary of the IDP area. Hwy 43 is a busy interprovincial highway with significant commercial traffic, and is seen as an attractive location for regionally oriented highway commercial development as well as larger agricultural service businesses that would serve local needs.

### Policies

#### 6.3.1 Large-Scale Commercial Development

The Highway Commercial Use Policy area is intended for larger-scale commercial development that is dependent on the highway exposure. Smaller-scale retail will be discouraged here and directed to locate along Hwy 22 north of Hwy 43, and within the commercial core of the Town of Mayerthorpe along 50<sup>th</sup> Street.

Typical businesses may include agricultural services and sales, motels and hotels, automotive rental and repair, automotive sales, strip commercial, offices, service stations, and similar auto-oriented uses that may not compete with Mayerthorpe's downtown main street commercial.

Multi-family residential uses may not be allowed along highway commercial corridor and should instead be directed to the Town of Mayerthorpe.

#### 6.3.2 Site Access via Service Road

Direct access to the highway commercial lands from Hwy 43 will not be permitted. Access to individual properties within this area will be by means of access from Hwy 22, Township Road 574A, Township Road 574, and Range Road 83, subject to approval from Alberta Transportation. A separate service road parallel to Hwy 43 will be required. Such service road may be located directly along the highway or off-set from the highway right-of-way by a distance equivalent to one commercial or industrial lot.

#### 6.3.3 Image and Character

The highway commercial buildings shall provide attractive facades along the highway and provide enhanced landscaping treatment in order to depict a positive image of the IDP area.

## 6.4 Regional Recreational Amenity Area

Mayerthorpe contains a significant number of recreational and public use areas, most of which are located in the north-western part of town, close to the Little Paddle River. Other individual recreational facilities and neighbourhood parks are distributed throughout the town. The main recreational/tourism use area within the IDP area County lands is the Mayerthorpe Golf and Country Club, located just over 1 km south of Hwy 43, on the east side of Hwy 22.

Recreation-oriented tourism is seen as the most likely form of tourism for the Town and IDP area. The intention is to develop specific recreational attractions that will draw more visitors to the area for longer periods of time. These visitors would be encouraged to make use of existing commercial outlets and would create opportunities for new tourism-related retail trade.

As part of the IDP area planning process, one of the main recommendations to emerge was a proposal to create a comprehensive trail network within the County and Town that would link existing parks and open spaces to the natural area system along the Little Paddle River and its tributaries. While providing an important recreational resource for local residents, it was felt that this trails system could also be developed and promoted as a special tourist attraction for the area.

In addition, the area located north of Hwy 43 and south of the Little Paddle River is identified as a future regional recreational amenity area.

### Policies

#### 6.4.1 Existing Parks and Recreational Facilities

Ensure that existing parks and recreational facilities within the IDP area are identified and formalized as recreational use areas and, where appropriate, improved to encourage more active use by locals and visitors.

#### 6.4.2 Regional Tourist Amenity Area

The area located north of Hwy 43 and south of Little Paddle River in Map 4: Future Land Use Concept should be developed as future regional recreational amenity area for uses such as golf courses, camp sites, picnic areas, regional parks, and similar amenities suitable for the regional population.

#### 6.4.3 Little Paddle River Recreational Corridor

The Little Paddle River corridor on both sides of the river shall be developed as a recreational corridor and predominantly preserved in its natural state.

- a) Multi-purpose trails for biking and pedestrian activities may be developed in this area. All-Terrain Vehicle (ATV) trails shall not be permitted in the riparian zones of the Little Paddle River to avoid any negative environmental impacts on the natural ecosystems.
- b) The width of the Little Paddle River Recreational corridor shall be established by applying the Riparian Setback Matrix Model (RSMM) prepared by Lac Ste. Anne County in accordance with Map 5: Natural Features.

## 6.5 Urban Residential Expansion Policy Area

The purpose of the Urban Residential Expansion Policy Area is to provide a logical extension of residential uses at densities consistent with the range of housing densities and forms currently existing in the Town of Mayerthorpe. Its aim is to reduce the conversion of agricultural lands due to sporadic town growth and expansion. The Urban Residential Expansion Policy Area ensures that newly created residential lots conform to approved Area Structure Plans and is similar in configuration and size, and contiguously developed. New urban residential development shall be serviced to an urban standard. The area will maintain appropriate interim land uses, such as agriculture or natural open spaces that do not impede future Town development and expansion for residential purposes.

### Policies

#### 6.5.1 Predominant Land Use

Lac Ste. Anne County and the Town of Mayerthorpe agree to maintain and develop lands in the Urban Expansion Policy Area for a range of residential uses at town/urban densities as shown on Map 4: Future Land Use Concept. Other non-residential land uses such as neighbourhood commercial, community recreation amenities, schools, and parks may be considered in accordance with the approved Area Structure Plan.

#### 6.5.2 Need for Area Structure Plan

No new multi-parcel subdivisions (more than two [2] parcels) will be allowed in the Urban Residential Expansion Policy Area without an adopted Area Structure Plan pursuant to Section 633 of the *Municipal Government Act*.

#### 6.5.3 Residential District

Single parcel country residential subdivisions and agricultural subdivisions in Urban Residential Expansion Area shall be allowed in accordance with the Lac Ste. Anne County Land Use Bylaw and subject to the following design criteria:

- a) An Area Structure Plan is not required for the additional subdivision of more parcels per quarter where the parcel is severed by a natural feature such as a ravine, river, or other water body or man-made feature such as a highway, roadway, or rail line. These should be allowed in addition to the one (1) parcel limit;
- b) Parcels owned by either municipal government or the Province will not be taken into account against any parcel number restrictions that trigger Area Structure Plans;
- c) Multi-parcel urban residential subdivisions two [2] parcels or more shall be limited to a maximum parcel size of 18,000 sq. ft. (0.41 acres) with a minimum parcel width of 20.0 m (65.6 ft)

#### 6.5.4 Servicing Standards

Engineering standards for roadways and piped sewer and water should be developed to urban standards and implemented to govern servicing requirements within the Urban Residential Expansion Policy Area.

#### 6.5.5 Parks and Open Spaces

Ensure that parks, open spaces and a multi-use trail system are distributed in new multi-lot subdivisions to link the Town of Mayerthorpe to the surrounding County trail system.

**6.5.6 Natural Features**

Ensure that amenities such as natural topography and environmental features, including tree stands, ravines, streams, and other wetlands are preserved and integrated into Area Structure Plans.

**6.5.7 Future Country Residential Area Expansion**

Subject to market demand, the Urban Expansion Residential Policy Area may be expanded in accordance with Map 4: Future Land Use Concept.

**6.6 Rural Residential Expansion Policy Area**

The purpose of the Rural Residential Expansion Policy Area is to provide for increased subdivision development providing increased acreage subdivisions within close proximity to the Town. It aims to mix large acreages with the agricultural lifestyle. New rural residential development will not be serviced to an urban standard. The area will maintain appropriate interim land uses, such as agriculture or natural open spaces that do not impede future Town development and expansion for residential purposes.

**Policies**

**6.6.1 Predominant Land Use**

Lac Ste. Anne County and the Town of Mayerthorpe agree to maintain and develop lands in the Rural Expansion Policy Area for a range of residential uses as shown on Map 4: Future Land Use Concept. Other non-residential land uses such as agricultural and highway commercial, community

recreation amenities, schools, and parks may be considered in accordance with an approved Area Structure Plan.

**6.6.2 Need for Area Structure Plan**

No more than more than Six (6) parcels will be allowed per quarter section in the Rural Expansion Policy Area without an adopted Area Structure Plan pursuant to Section 633 of the *Municipal Government Act*.

**6.6.3 Residential District**

Single parcel country residential subdivisions and agricultural subdivisions in Rural Residential Expansion Area shall be allowed in accordance with the Lac Ste. Anne County Land Use Bylaw and subject to the following design criteria:

- a) Up to six (6) parcel per quarter section are allowed with out an Area Structure Plan.
- b) Parcels owned by either municipal government or the Province will not be taken into account against any parcel number restrictions that trigger Area Structure Plans;
- c) The minimum parcel size for a residential parcel shall be 12.0 acres

**6.6.4 Servicing Standards**

Engineering standards for roadways and piped sewer and water should be developed to County Standards and implemented to govern servicing requirements within the Rural Residential Expansion Policy Area.

**6.6.5 Parks and Open Spaces**

Ensure that parks, open spaces and a multi-use trail system are distributed in new multi-lot subdivisions to link the Town of Mayerthorpe to the surrounding County trail system.

**6.6.6 Natural Features**

Ensure that amenities such as natural topography and environmental features, including tree stands, ravines, streams, and other wetlands are preserved and integrated into Area Structure Plans.

**6.6.7 Future Rural Residential Area Expansion**

The subject area will not be expanded beyond what is outlined in Map 4: Future Land Use Concept.

**6.7 Country Residential Policy Area**

The intent of the Country Residential Policy Area is to provide for potential future Country Residential development within the IDP area, such that it will not inhibit future expansion of the Town’s urban residential areas and will serve as a transition from more active land use areas within the IDP area to more intensive agricultural areas outside. Areas suitable for Country Residential development are shown conceptually in Map 4: Future Land Use Concept.

**Policies**

**6.7.1 Country Residential Location and Standards**

Multi-parcel Country Residential subdivisions shall be developed in general accordance with Map 4: Future Land Use Concept and provide opportunities for the rural residential housing type within the IDP area. Multi-parcel Country Residential subdivisions shall be districted in accordance with Lac Ste. Anne County Land Use Bylaw.

**6.7.2 Buffers**

Future Country Residential developments should establish appropriate buffers to provide appropriate transition from the future industrial land uses in accordance with the approved Area Concept Plan or Area Structure Plan.

**6.7.3 Future Country Residential Area Expansion**

Subject to market demand, the Country Residential Policy Area may be expanded eastward in accordance with Map 4: Future Land Use Concept.

## **6.8 Future Urban Development Area**

A significant amount of land located in the northeast corner (north of the CN Rail line and south of the Little Paddle River) and southeast corner of the IDP area is not identified with any specific land use designation. Instead, this land is designated as Future Urban Development Area.

### **Objectives**

- Avoid fragmentation of this land that may limit its future development at urban densities.
- Allow flexibility for planning this area to meet future market demand.

### **Policies**

#### **6.8.1 Future Land Uses**

Lands identified as Future Development in Map 4: Future Land Use Concept may be developed as future urban residential, country residential, industrial, or recreational developments subject to market demand and in accordance with the approved Area Structure Plan.

#### **6.8.2 Interim Development**

- a) Agricultural area policies for subdivision and development shall be applicable.
- b) Prior to development of this area for non-agricultural uses (except single parcel Country Residential Development), an Area Structure Plan or Area Concept Plan shall be prepared to establish the land use and infrastructure vision for this area.

7

## GENERAL DEVELOPMENT POLICIES

Map 4: Future Land Use Concept describes the desired land use patterns within the IDP area to accommodate future growth, taking into account existing transportation and servicing systems, man-made and natural constraints, and the desire to retain prime agricultural land uses. Certain components are common to all or many of the specific land use areas, such as watercourses and road systems. Policies relevant to these common components are described in this section.

### 7.1 Environment, Trails and Open Spaces

#### Overview

As shown on Map 5: Natural Features, the IDP area includes a number of rivers, streams, and lakes that form part of the Little Paddle River watershed. Effective environmental management and protection of these natural features is a priority for both municipalities. The key natural areas within the IDP are boundary need to be identified and protected. Some of these lands may be sensitive and present hazards to development, such as flooding, erosion or subsiding, and should be dedicated as Environmental Reserve, Environmental Reserve Easement, or Conservation Easement.

Both municipalities are interested in providing recreation opportunities for their residents. Map 6: Open Space Network shows existing parks and open spaces within the IDP area as well as the preferred location for potential network

expansion. During the course of the planning process, a non-motorized use trail system was proposed along the Little Paddle River and its tributaries, and along various routes through Town and the remainder of the IDP area, which is shown on Map 6: Open Space Network. Initially, this trail system would begin by linking existing natural areas and parks within the Town of Mayerthorpe. In the future, the trail system would be expanded into the remainder of the IDP area with the co-operation of existing private land owners and as a part of natural areas and park systems to be included in new developments.

#### Objectives

Objectives regarding parks, trails, and open space include:

- Over time, create an Intermunicipal network of trails within the IDP area;
- Utilize Municipal Reserve dedication requirements in the *Municipal Government Act* to provide additional open spaces; and
- Explore joint use agreements between the County and Town to fund and operate recreational facilities that can be used by both county and town residents.

#### Policies

##### 7.1.1 Environmental Reserve, Environmental Reserve Easements, Conservation Easements, and Development Setbacks

The Environmental Reserve, Environmental Reserve Easement, or Conservation Easement shall be established in accordance with Section 664 of the MGA at the Area Concept Plan or Area Structure Plan stage.



- a) Areas identified as Priority Vegetation Conservation Areas or Priority Wetland Conservation Areas in Map 5: Natural Features shall be dedicated as Environmental Reserve or Environmental Reserve Easement or Conservation Easement.
- b) Areas adjacent to permanent water bodies such as Little Paddle River and other key tributaries/creeks identified in Map 5: Natural Features shall provide a development setback in accordance with the Lac Ste. Anne County Riparian Setback Matrix Model (RSMM):
  - i) new buildings in existing subdivisions will be required to provide the setback established by the RSMM (from high water mark to the new building); and
  - ii) new subdivisions will be required to dedicate the setback established by the RSMM (from high water mark to the property line) as Environmental Reserve.

**7.1.2 Municipal Reserve Dedication**

The Subdivision Approving Authority of Lac Ste. Anne County should take up to 10% of the required Municipal Reserve dedication allowed under the *Municipal Government Act* to provide for well-located additional parks space that will serve the recreational needs of both County and Town residents and, where possible, contribute to the extension of the Comprehensive Trail System.

- a) Municipal Reserves shall be located in a manner that will enhance connectivity to natural areas and Environmental Reserve areas, Environmental Reserve Easement areas, and Conservation areas, in accordance with the approved Area Concept Plans or Area Structure Plans.

- b) Minimum width of the Municipal Reserve Dedication should be 10 m.
- c) Around stormwater management facilities, areas of land above the 1:100-year flood level as identified by a professional engineer may be dedicated as Municipal Reserve.

**7.1.3 New Parks and Trail System**

The new parks and open space, as well as trail the system, shall be in general conformance with Map 6: Open Space Network. Future Area Concept Plans (ACPs) and Area Structure Plans (ASPs) for new developments within the IDP area should use the Environmental Reserves, Municipal Reserves, key road right-of-ways, and Public Utility Lots (PULs) to incorporate trail components that will form part of the Comprehensive Trail System that is linked to off-site trails and recreational areas.

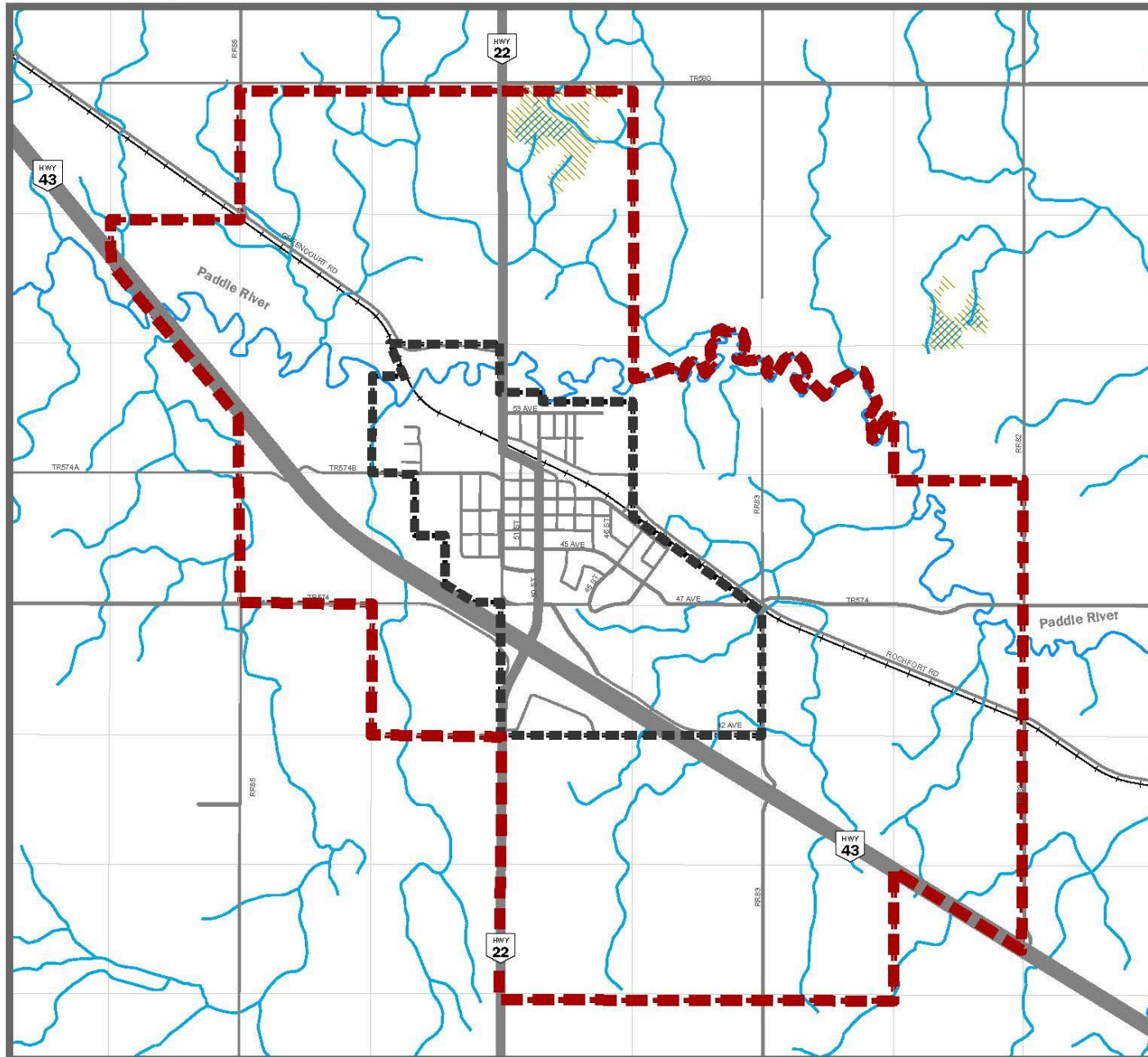
**7.1.4 Formalized Trail System**

The Town and County should collaborate to create a special program to develop and promote a Comprehensive Trail System throughout the IDP area and the Town as a major recreational and tourist facility. A comprehensive trail plan should be identified, and a phased program of development prepared, that would begin with improving existing portions of the trail system and creating a distinctive trail signage scheme. New portions would be added to the trail systems as new areas within the IDP are developed. Existing town commercial areas could be integrated into the system to offer additional tourist related amenities and services to the route (e.g., food and beverages, gift and craft shops, bike rentals, etc.).

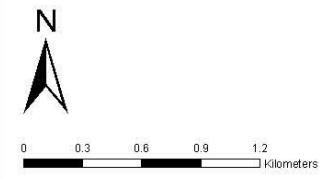
# Intermunicipal Development Plan

Town of Mayerthorpe & Lac Ste. Anne County  
**Intermunicipal Development Plan**

## MAP 5 NATURAL FEATURES



- LEGEND**
- IDP Boundary
  - Town of Mayerthorpe
  - Highway
  - Municipal Road
  - Railway
  - Watercourses
  - Priority Wetland Conservation Area
  - Priority Vegetation Conservation Area



### **7.1.5 1:100 Year Flood Plain**

No permanent structure shall be permitted within the 1:100 year flood plain of any river, stream, and lake or water body unless:

- a) The proposed development is to infill an existing and partially developed subdivision;
- b) The proposed development is described in an Area Structure Plan and/or is considered developable by both Councils; and
- c) Special conditions and the use of appropriate flood protection techniques have been put in place, to the satisfaction of the Development Authority.

### **7.1.6 Intermunicipal Parks and Trail Development**

Both municipalities will work cooperatively with private developers and non-profit groups to implement a system of non-motorized use trails, parks, and open spaces as shown on Map 6: Open Spaces Network.

## **7.2 Transportation**

Map 7: Transportation Network shows the current and proposed transportation routes within the IDP area. Major components of the existing transportation network include:

- Highway 43
- Highway 22 (Cowboy Trail)
- Range Road 83
- Range Road 82 (eastern boundary)
- Township Road 574
- Township Road 574A & 574B
- Township Road 575
- CN Rail Line

The IDP provides an opportunity to better coordinate improvements to the existing transportation network between Lac Ste. Anne County and the Town of Mayerthorpe, as well as facilitating joint discussions with Alberta Transportation with regards to new development plans within the IDP area. These coordinated efforts will be especially critical to efficiently developing the highway commercial and industrial lands, and should lead to overall improvement of the transportation system in the area.

The Future Transportation Network is characterized by:

- New collector roadways to service future Industrial, Commercial, and Urban Residential Expansion areas. The exact location of these roadways shall be in accordance with the approved Area Structure Plan to be prepared by respective developers.

- Service Roads located along both sides of Hwy 43 to the satisfaction of Alberta Transportation.
- Key intersection and roadway design improvements identified through the Transportation Impact Assessments (TIAs) prepared for each Area Concept Plan and project-specific Area Structure Plan.

### Objectives

- Provide direction for the extension and development of the future roadway network and transportation infrastructure improvements within the IDP area.
- Evaluate development proposals in proximity to rail corridors to minimize negative impacts.
- Establish criteria for future access points to new development along Highway 43 (Canamex Trade Corridor).

### Policies

#### 7.2.1 Future Transportation Network

The future transportation network shall be in general conformance with Map 7: Transportation Network. Specific alignment of proposed roadways should be determined at the Area Structure Plan (ASP) stage and should be coordinated between the municipalities and Alberta Transportation where necessary. The municipalities should also work together to develop a longer-term strategy for improvements to existing roads in the IDP area.

#### 7.2.2 Working with Alberta Transportation

The municipalities will work together with Alberta Transportation to prepare highway vicinity management agreements and access management plans for specific areas

within the IDP, especially highway commercial and industrial use areas along Hwy 43.

At the rezoning or subdivision application stage of a project located within a previously an approved Area Structure Plan, the applicant may be required to submit an updated Transportation Impact Assessment if:

- a) In the opinion of the municipality, significant new development has occurred in the surrounding area that may have an impact on the existing TIA.
- b) One is required by Alberta Transportation.

#### 7.2.3 Access Control

Development proposed along Highway 43 and Highway 22 shall utilize existing and proposed access points as illustrated on Map 7: Transportation Network and in accordance with the Traffic Impact Assessment (TIA) prepared for the Mayerthorpe Joint Agri-Industrial Area Concept Plan. Any new access points to existing roadways will require coordination with the Lac Ste. Anne County, the Town of Mayerthorpe, and Alberta Transportation. A detailed TIA may be required as a part of any Area Structure Plan, Plan of Subdivision, or Development Application to coordinate appropriate access locations and safety measures.

#### 7.2.4 Internal Roads

- a) Internal roadways within the Highway Commercial and Industrial areas shall be developed in accordance with Lac Ste. Anne County's Municipal Servicing Standards.
- b) Internal roadways within Urban Residential Expansion Policy Area shall be developed in accordance with the Town of Mayerthorpe's Municipal Servicing Standards, subject to

annexation of the subject lands into the Town of Mayerthorpe jurisdiction.

#### **7.2.5 Parking, Loading & Access**

- a) Parking and loading areas for industrial and Highway Commercial developments should generally be located away from the public roadway frontages and screened via enhanced landscaping.
- b) Vehicular access points to individual commercial and industrial sites should align with the accesses to the adjacent development.

## **7.3 Servicing Infrastructure and Utilities**

The future development of industrial and highway commercial uses in the IDP area depends on the availability of water and sewer services at competitive costs:

- In order to provide appropriate service levels for ultimate build-out the municipalities will have to provide the following utility infrastructure improvements:
  - One (1) Sanitary Lift Station located west of the existing sewage lagoon;
  - Upgrades to the Sanitary Lagoon to either increase the effluent storage volume capacity, or upgrades to treat and recycle the effluent;
  - Approximately 659 m of 300 mm diameter sanitary sewer line to connect to future collection systems;
  - A new potable water reservoir with a capacity of about 5,000 m<sup>3</sup> of storage, plus a supply line from the existing water treatment facility to the new water reservoir; and
  - Approximately 640 m of 200 mm diameter water line to connect to future development areas.
- To implement the IDP vision, the following infrastructure improvements should be undertaken in the following order to serve as incentives to attract new development to the area:
  1. For the Highway commercial area in the west part of the IDP area, efforts should be made to connect this area to the Town's existing infrastructure systems. Upgrades to the system will only be required as maintenance.

2. For the highway commercial and industrial areas east of the Town, a new reservoir and pump station, as well as a new sanitary lift station may be required for heavier industrial uses. Alternatively, this area may also be developed for rural industrial uses that may require minimal municipal servicing, including piped water and sanitary networks.
  3. For the future urban development area, additional lines will be required to provide servicing. These lines should be the responsibility of the developers.
- The overall phasing of infrastructure may be undertaken in one of three cost-effective ways:
    - Initial developments may be connected to the existing Town systems by interim lines (water and sewer) and built so that when the new sanitary lift station and water reservoir are built, the new systems may be directly connected to those facilities.
    - The facilities of the sanitary lift station and the water reservoir may be built initially, and the development may be encouraged to expand outward from these facilities.
    - Expansion of the sewage lagoon may be delayed until capacity limits are reached.

### Objectives

- Determine appropriate servicing standards for various parts of the IDP area;
- No town servicing will occur north of the Paddle river.

- Provide, where feasible, extension of servicing (water and sanitary systems) from the Town of Mayerthorpe to the proposed Highway Commercial and Industrial Area through a joint servicing agreement;
- Use best practices for stormwater management; and
- Determine a cost-sharing agreement between Lac Ste. Anne County, the Town of Mayerthorpe, and benefiting property owners for the extension of servicing to the Industrial and Highway Commercial areas.

### Policies

#### 7.3.1 Water

A hauled water service option may be considered for highway commercial and industrial land uses within the IDP area.

Extension of the Town of Mayerthorpe's water system into the Highway Commercial and Industrial areas within the IDP area may occur.

Individual developers may also connect to the Town's water network subject to project-specific servicing agreements and appropriate connection fees to the targeted area.

#### 7.3.2 Sewer

On-site sanitary sewers may be considered for highway commercial and industrial developments in the IDP area until service connections are possible.

Extension of the Sanitary Sewer System into the Highway Commercial and Industrial areas within the IDP area should be driven by development in those areas. The sanitary collection systems should be built by developers in accordance with provincial guidelines for Sanitary Sewer Collection systems and should be determined in an ACP for



the targeted area. Expansion or upgrading of the sewage lagoons may also be a joint undertaking.

Individual developers may also connect to the Town's sanitary network subject to project-specific servicing agreements and appropriate connection fees to the targeted area.

### **7.3.3 Stormwater Management**

Stormwater Management Infrastructure is to be designed and built by developers in accordance with the Master Drainage Plan for the Town of Mayerthorpe, including drainage collection, stormwater management facilities, and sediment control facilities. Industrial developments within the IDP area should be required to provide dry hydrants connected to the on-site stormwater management facilities.

### **7.3.4 Franchise Utilities**

Allow private companies to provide franchise utilities (gas, power, fibre-optic, telephone, cable) within the IDP area. Service providers should be notified of long-term planning to ensure continuity of service provision and development.

### **7.3.5 Utilities and Pipeline Corridors**

When considering Area Structure Plans, plans of subdivision, and development permits, the Alberta Energy Regulator (AER) will be consulted regarding setbacks. To avoid fragmentation of land, and to protect public health, energy and utility companies should be encouraged to combine utilities into single corridors.

### **7.3.6 Service Connections for Water, Sewer, and Stormwater**

As a result of the Lac Ste Anne County Developer's pay model, the County agrees to the following as an alternative to direct funding of shared services by Lac Ste Anne County:

- The County may require all approved development and subdivisions to connect to Town stormwater, sewer and water subject to Town approval.
- The County may require all approved development and subdivisions, where the scale merits, to pay for any system improvements outlined in Section 7, on the condition that any oversize costs borne by the developer shall be recovered from any future development within the IDP area or the Town that uses said service within 10 years of the service installation.

### **7.3.7 Infrastructure Management**

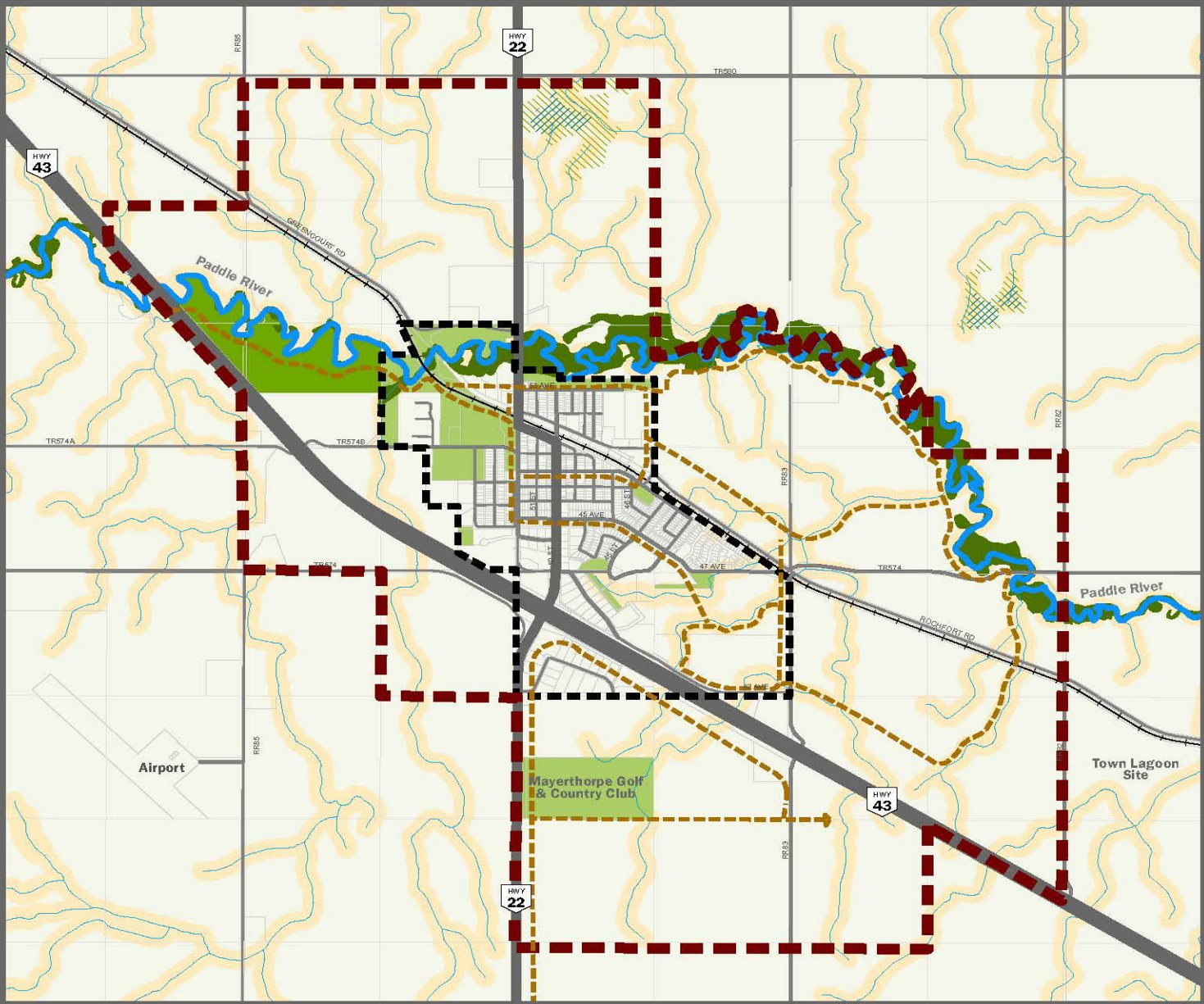
The responsibility of managing water and sewer infrastructure shall be the responsibility of each municipality within their respective Corporate Limits. All volume levels of use and engineering standards shall be to the joint Town and County requirements.





Town of Mayerthorpe & Lac Ste. Anne County  
**Intermunicipal Development Plan**

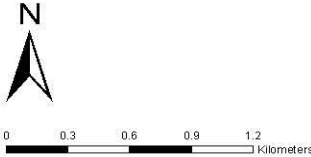
**MAP 6** **OPEN SPACE NETWORK**



**LEGEND**

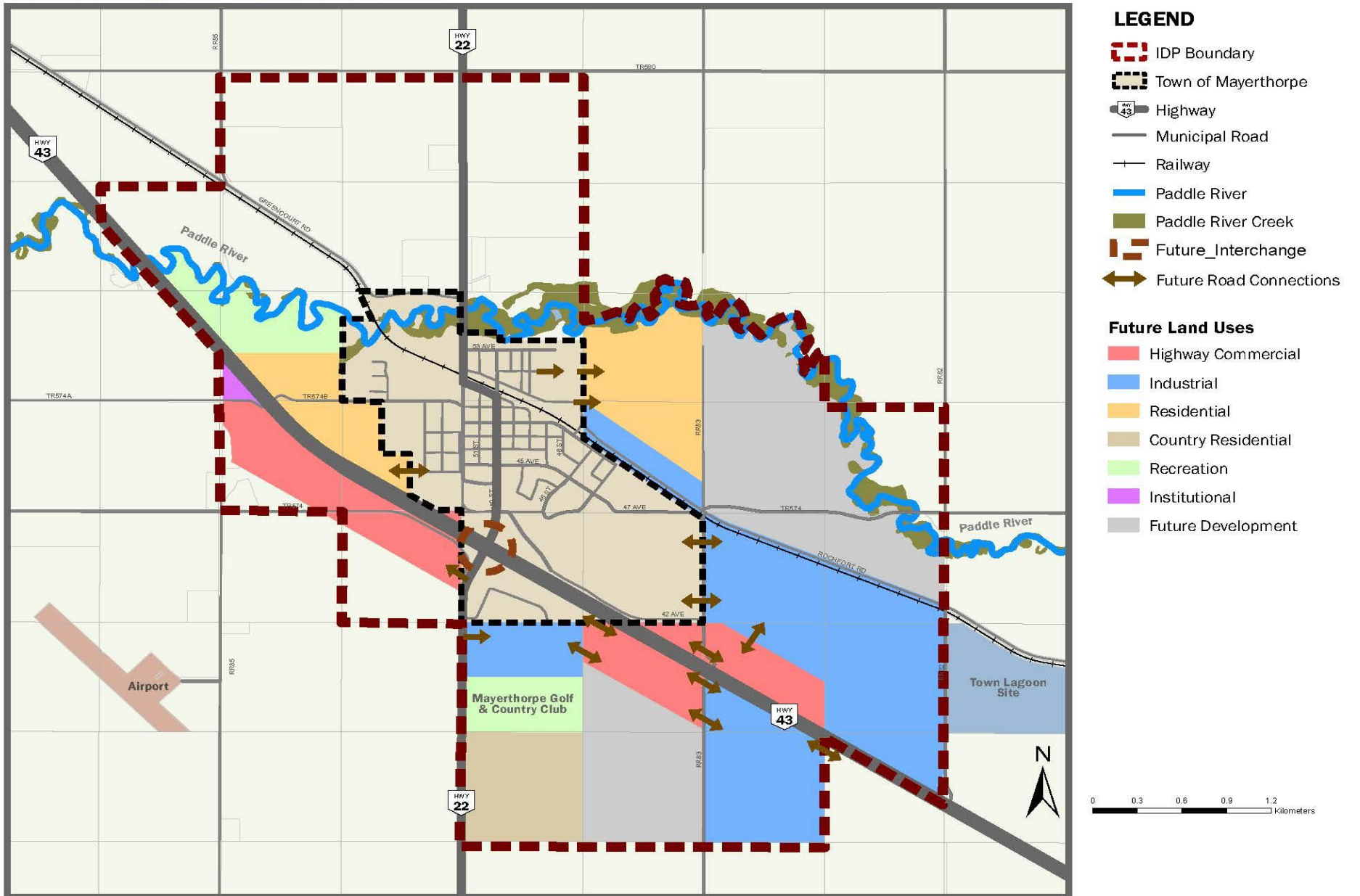
- IDP Boundary
- Town of Mayerthorpe
- Highway
- Municipal Road
- Railway
- Paddle River
- Potential Trails
- Paddle River Riparian Area
- Future Green Space
- Existing Green Spaces
- Priority Wetland Conservation Area
- Priority Vegetation Conservation Area
- 60M Development Setback

(To be used as reference only)  
Site specific applicaiton of RSMM  
Model prepared by Aquality  
Environmental shall be  
undertaken to determine  
exact development setbacks



Town of Mayerthorpe & Lac Ste. Anne County  
**Intermunicipal Development Plan**

MAP 7 **TRANSPORTATION NETWORK**

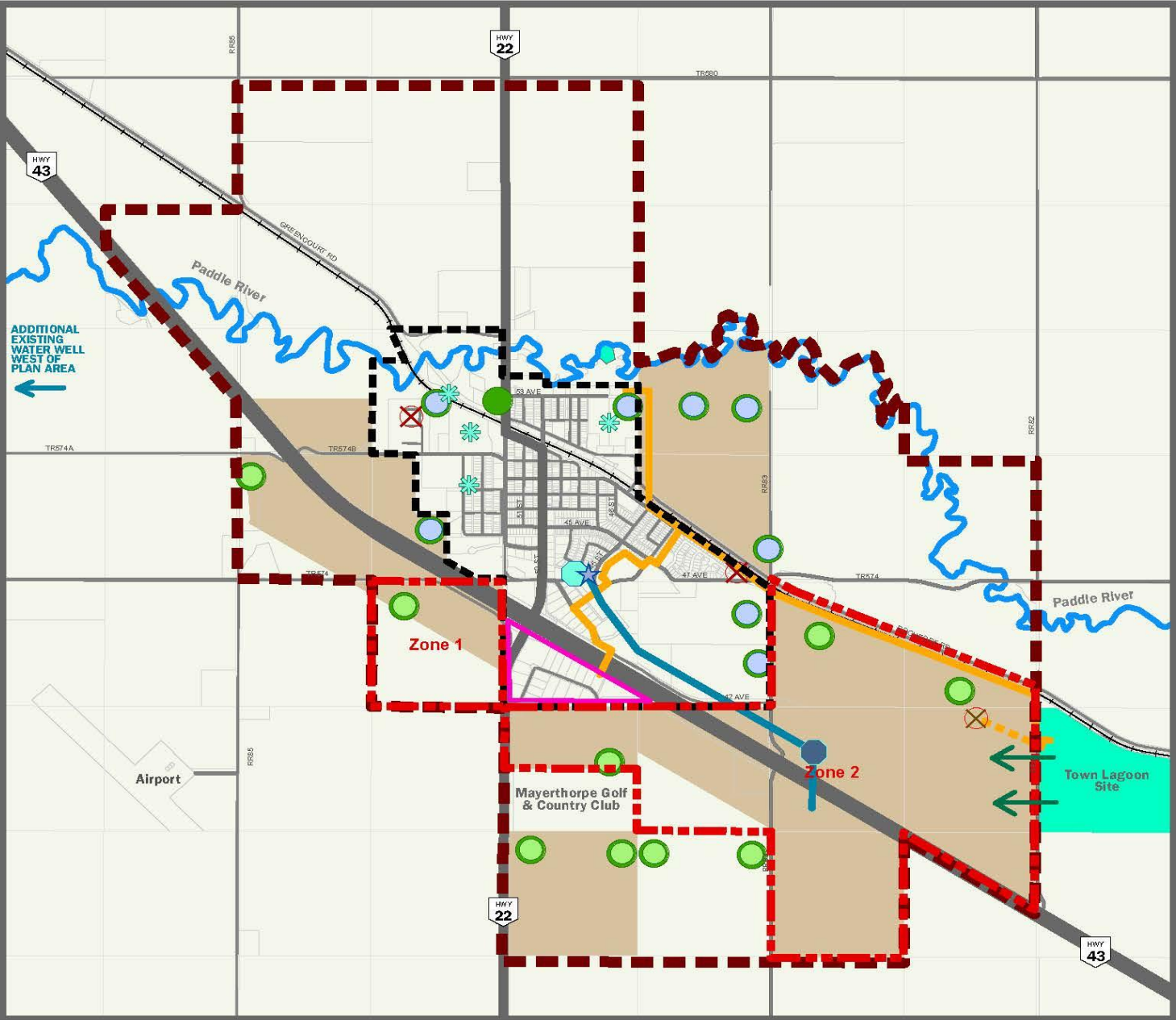




Town of Mayerthorpe & Lac Ste. Anne County  
Intermunicipal Development Plan

MAP 8

SERVICING CONCEPT



**LEGEND**

- IDP Boundary
- Town of Mayerthorpe
- Highway
- Municipal Road
- Railway
- Gasline Alley North
- Servicing Zones
- Proposed Development
- Paddle River
- Water Reservoir - Existing
- Water Reservoir - Proposed
- Water Treatment Plan
- Water Wells
- Waterline Expansion
- Storm Water Ponds (Potential)
- Storm Water Ponds (Proposed)
- Storm Ponds Old
- Sanitary Lift Station
- Sanitary Lift Station (Proposed)
- Sanitary Line - Existing
- Sanitary Line Proposed
- Lagoon
- Potential Expansion of Sewage Lagoon

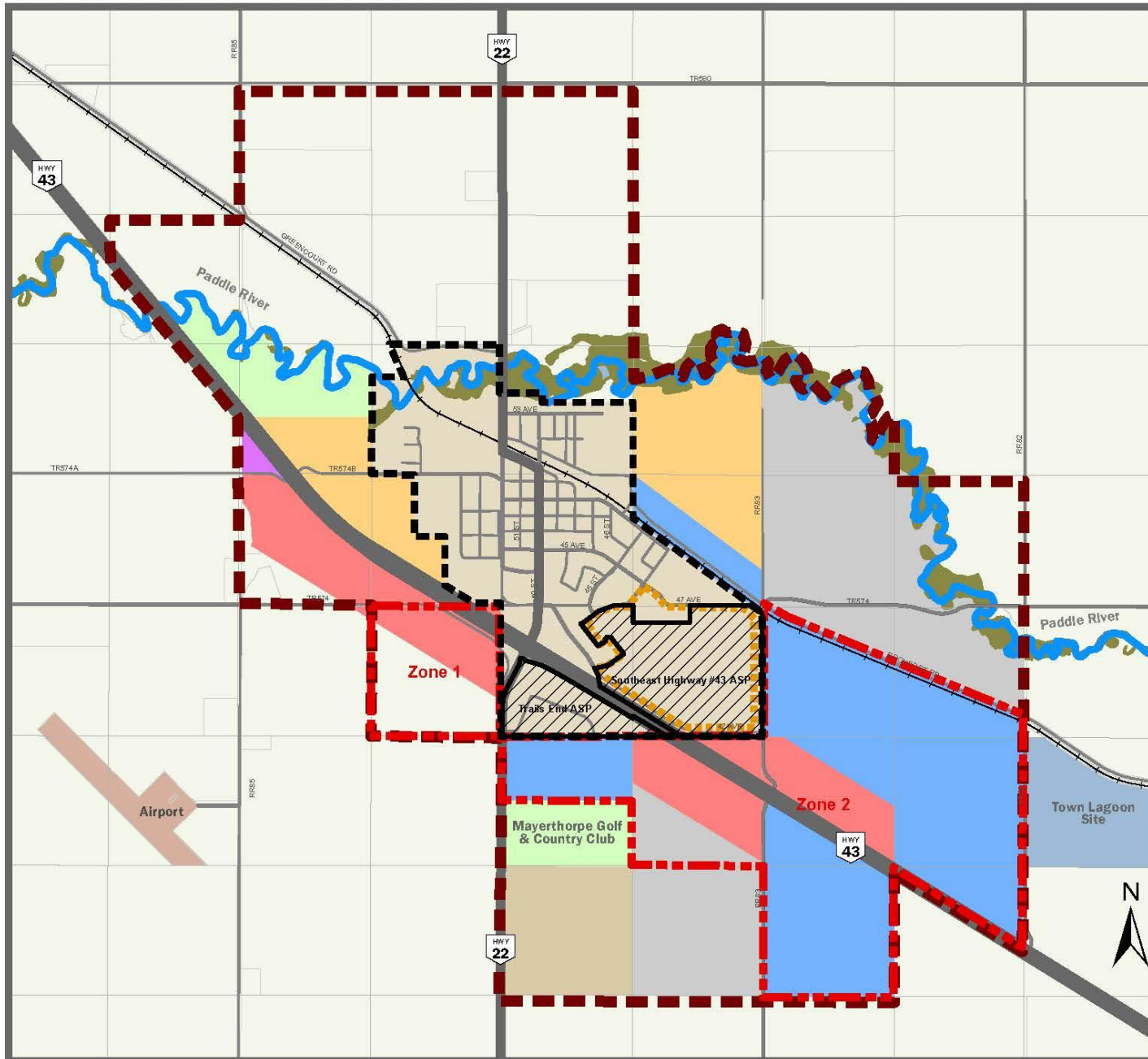
N

0 0.3 0.6 0.9 1.2 Kilometers

Town of Mayerthorpe & Lac Ste. Anne County  
**Intermunicipal Development Plan**

MAP 9

**FUTURE ACP BOUNDARY**



**LEGEND**

- IDP Boundary
- Town of Mayerthorpe
- Highway
- Municipal Road
- Railway
- Paddle River
- Paddle River Creek
- Future ACP Boundary
- Southeast Highway ASP
- Future ASP Areas

**Future Land Uses**

- Highway Commercial
- Industrial
- Residential
- Country Residential
- Recreation
- Institutional
- Future Development

## 8

**IMPLEMENTATION**

Successful implementation of this Intermunicipal Development Plan will require a series of joint initiatives and partnerships between both municipalities and the development industry. Updates to the existing zoning framework and enforcement mechanisms used by both municipalities will be required to further strengthen the policy framework. In addition, the success of ongoing actions will need to be monitored on an ongoing basis. The proposed implementation plan is described under the following themes:

- Planning Tools
- Economic Development Action Plan
- Residential Development Action Plan
- Environmental Management Action Plan
- Transportation and Infrastructure Action Plan
- Plan Administrative Mechanisms
- Monitoring and Review

**8.1 Planning Tools**

The IDP is intended to be a broad policy framework regarding land use, transportation, municipal services, environmental management, recreation, parks, and open space. More detailed plans such as Area Concept Plans (ACPs) and Area Structure Plans (ASPs) will need to be prepared for specific areas within the IDP that are expected to be developed in the near future. The ACPs and ASPs must be prepared in accordance with the provisions of the *Municipal Government Act*.

**Policies****8.1.1 Annexation**

Both Municipalities believe any annexation must be supported by growth projections, availability of lands within current boundaries, consideration of reasonable densities, accommodation of a variety of land uses, and reasonable growth options within each municipality.

All issues related to annexation shall be dealt with in accordance to the MGA.

**8.1.2 Amend Lac Ste. Anne County Municipal Development Plan**

Amend Lac Ste. Anne County's Municipal Development Plan, Bylaw 23-2014, to reflect to reflect the joint policy direction for the IDP area.

**8.1.3 Area Concept Plans**

Lac Ste. Anne County and the Town of Mayerthorpe will work with private land owners within the IDP to prepare an Area Concept Plan to provide a more detailed framework for the location of specific uses, and extension of municipal services, storm water, and piped sewer and water.

- a) Development of land within the ACP (refer to Map: 9 Future ACP Boundary) area may be phased and would therefore involve separate ASPs developed by different developers for each phase. The ASPs should provide for an adequate supply of various types and sizes of industrial land.
- b) The Area Concept Plans should generally be led and initiated through joint efforts of the Town of Mayerthorpe and Lac Ste. Anne County.

- c) The boundaries of potential ACPs shall be decided by resolution of the Joint IDP Steering Committee. The IDP area may have multiple ACPs and subsequent ASPs.
- d) A predominant portion of future Industrial and Highway Commercial areas shall be developed in accordance with the "Mayerthorpe Joint Agri-Industrial Business Park ACP" as identified in Map 9;
- e) Additional Area Concept Plans may be developed for the remaining portions of the IDP area. The exact boundaries of such ACPs shall be determined by the Joint IDP Steering Committee.
- f) In addition to the requirements of the *Municipal Government Act*, an Area Concept Plan will include but not be limited to the following:
  - i) conformity with the policies and objectives of the IDP and the Town's and County's MDPs;
  - ii) conceptual location of future land uses proposed for the area and impacts on adjacent land uses;
  - iii) conceptual layout of internal roadways based on the County's municipal standards;
  - iv) conceptual provisions for stormwater management;
  - v) conceptual provisions for potable water and, where appropriate, a site water distribution concept;
  - vi) conceptual methods of wastewater disposal and, where appropriate, a site sanitary sewage collection concept;

- vii) conceptual location of public utility lots and corridors, wherever possible, to the satisfaction of the County and utility provider;
- viii) conceptual provisions of protection and integration of natural areas, where applicable;
- ix) conceptual proposed phasing of development; and
- x) any other information that both Councils deem necessary.

**8.1.4 Area Structure Plan Requirements**

- a) The Area Structure Plans should typically be initiated by individual developers or land owners and should be in general compliance with the overarching ACP prepared by the municipality, if applicable.
- b) The County shall require that an Area Structure Plan or an Outline Plan be prepared and approved by Council prior to, or in conjunction with, any application for subdivision or development approval of any new development that due to the scale, scope, or circumstances warrants the preparation of such a plan. The preparation of an Area Structure Plan will be required for any proposed new development involving:
  - i) two (2) or more parcels intended for residential use; and
  - ii) two (2) or more parcels intended for industrial, commercial, or institutional use.
- c) In addition to the requirements of the *Municipal Government Act*, an Area Structure Plan will include but not be limited to the following:



- i) conformity with the policies and objectives of the IDP and the Town's and County's MDPs;
- ii) detailed layout of future land uses proposed for the area and impacts on adjacent land uses;
- iii) detailed layout of internal roadways based on the County's municipal standards;
- iv) detailed provisions for stormwater management;
- v) detailed provisions for potable water and, where appropriate, a site water distribution concept;
- vi) detailed methods of wastewater disposal and, where appropriate, a site sanitary sewage collection concept;
- vii) detailed location of public utility lots and corridors, wherever possible, to the satisfaction of the County and utility provider;
- viii) detailed provisions for Municipal and Environmental Reserves including the protection and integration of natural areas, where applicable;
- ix) proposed phasing of development; and
- x) any other information that both Councils deem necessary.

## **8.2 Economic Development Action Plan**

### **8.2.1 Joint Economic Development Strategies**

The municipalities shall work together to prepare an economic development strategy for the IDP area that would specifically address:

- a) Highway Commercial Use Development.
- b) Industrial Use Development.
- c) Tourism and Recreation Use Development. Strategies could include: an advertising and promotion campaign; financial incentives in the form of assistance with land acquisition or tax reductions; and identification of available provincial or federal grants or funding assistance programs.

### **8.2.2 WILD Alberta Initiative**

Both municipalities will work together and with other municipalities that are members of WILD Alberta and promote the IDP area (specifically the Regional Recreation Amenity Area and the Little Paddle River Corridor) for rural adventure-related activities.

### **8.2.3 Marketing and Business Attraction**

Both municipalities will work together to proactively market the area as a preferred destination of choice for agricultural and related industries/businesses and pursue them to locate within the potential Mayerthorpe Joint Agri-Industrial Business Park.

## 8.3 Environmental Management

### 8.3.1 Comprehensive Trail System for Recreation and Tourism

The proposed Comprehensive Trail System is envisaged as a major recreational asset for local residents, as well as an important tourist attraction. As such, it is assumed that both the public and private sectors will participate in developing and promoting the Comprehensive Trail System (beginning with selecting a locally relevant, appealing name for the trail system). New additions to the trail system would be provided as a part of the physical plans for new development areas. As the trail system is seen as a major tourism attraction for the area, local businesses should become involved in helping to promote and develop this aspect of the trail system.

### 8.3.2 Intermunicipal Recreational and Cultural Facilities and Events

Both municipalities shall cooperate in planning and providing recreational and cultural facilities and events within the IDP area.

### 8.3.3 Conservation Easements, Land Trust Sales, and Long-Term Land Use Agreements

The County shall inform the Town of Mayerthorpe regarding any agriculture-related environmental conservation easements, land trust sales, or long-term land use agreements that may be planned by a private landowner within the IDP area, immediately after it becomes aware of such developments.

## 8.4 Transportation and Servicing

### 8.4.1 Working with Alberta Transportation

Both municipalities shall work with Alberta Transportation to determine land requirements for any highway widening, realignment, access restrictions, and the future interchange as it impacts the Industrial Policy Area. The transportation network shall be upgraded where necessary to accommodate the additional traffic generated by industrial activities. Alberta Transportation requirements are expected to prevent direct access from individual properties to Highway 43. Internal access to the area will be via existing Range Road 82 and Range Road 83. Access may also be provided by new service roads along either side of Hwy 43.

### 8.4.2 Cost-Effective Servicing Standards

Cost-effective engineering standards for roadways and piped sewer and water should be developed and implemented to govern servicing requirements within the Industrial Area, Highway Commercial Area, Country Residential Area, and Urban Expansion Residential Area.

### 8.4.3 Cost and Revenue Sharing Agreements

For new development, both municipalities shall work together to develop a mutually beneficial cost and revenue sharing model on a case by case basis upon the execution of an Area Structure Plan within the IDP boundary.

### 8.4.4 Transportation Levies

- a) Both municipalities shall work together to establish a roadmap for priority transportation infrastructure improvements (in a phased manner) necessary to attract future industrial and commercial developments to the IDP area and establish transportation levies by



bylaw to fund this infrastructure. The key transportation improvements may be jointly funded by both municipalities with anticipation that the costs may be recovered through transportation levies imposed on individual developers and recovered back as the development proceeds.

- b) Transportation infrastructure improvements necessary to develop urban expansion residential areas should be funded entirely by the development industry.

#### **8.4.5 Development Levies**

Both municipalities shall cooperate to determine off-site development levies to recover off-site costs for extending municipal services within the IDP area.

#### **8.4.6 Phasing**

The Area Concept Plan for the Joint Agri-Industrial Area Concept Plan should include a tentative Phasing Plan for future developments.

Development of the Urban Expansion policy areas shall be subject to market demand and should be subject to the approval of a project-specific Area Structure Plan.

The overall phasing of servicing infrastructure shall reflect market demand and cost-efficient extension of existing municipal infrastructure:

- a) The County may consider on-site water and sanitary services on highway commercial and industrial lands in the IDP area, in accordance with the County's municipal servicing standards and relevant provincial.
- b) Both municipalities should work with developers and support interim servicing options. Initial

developments in the IDP area may be connected to the existing Town systems by interim lines (water and sewer), and built so that when the new sanitary lift station and water reservoir are built, the new systems may be directly connected to those facilities.

- c) The developments that may require minimal water and sanitary servicing capacity may be encouraged in the area located north of Highway 43, east of the existing Town boundary, south of the CN Rail line, and west of the existing waste water lagoon.
- d) If funding is available, the facilities of the sanitary lift station and the water reservoir may be built initially, and the development may be encouraged to expand outward from these facilities.
- e) Expansion of the wastewater lagoon may be delayed until capacity limits are reached.
- f) Infrastructure expansion in the Urban Expansion Policy Area shall be the responsibility of the developer initiating the project.

## 8.5 Plan Administration Mechanisms

The *Municipal Government Act* requires an IDP to have “provisions relating to the administration of the plan” and a “procedure to be used by one or more municipalities to amend or repeal the plan.” These procedures are explained below.

### 8.5.1 Adoption of the IDP

This IDP shall be adopted via Bylaw by the Councils of both Lac Ste. Anne County and the Town of Mayerthorpe.

### 8.5.2 Establishment of the Joint IDP Steering Committee

Lac Ste. Anne County and the Town of Mayerthorpe will administer provisions of the IDP for lands within each respective jurisdiction. They will act as the Approving Authority and will determine what authority should be delegated to the Joint Intermunicipal Steering Committee.

### 8.5.3 Composition of the Joint IDP Steering Committee

The Joint IDP Steering Committee is a committee consisting of two (2) elected officials from each municipality,. The CAOs or their designate(s) will provide support to the Committee. Only the elected officials will have voting rights.

### 8.5.4 Responsibilities of the Joint IDP Steering Committee

The mandate of the Joint IDP Steering Committee is to facilitate ongoing sharing of information between elected officials and staff and provide a forum for review and comment on a range of topics identified within the IDP. Responsibilities of the Joint IDP Steering Committee may include, but not necessarily be limited to, the following:

- a) To make recommendations on intermunicipal matters to their respective Councils.

- b) To monitor the progress of the IDP, which includes overseeing that implementation actions identified in the IDP Implementation Plan are acted upon.
- c) To review any proposed applications for annexation and make recommendations to their respective Councils.
- d) To review any proposed amendments to the IDP and make recommendations to their respective Councils.
- e) To act as an informal review body for any amendment, proposed Area Concept Plans, Area Structure Plans, or significant development and subdivision applications that may have a significant impact upon the IDP area. In the event that a subdivision or development application results in an appeal, the Joint IDP Steering Committee may provide written comments to the appropriate appeal body.
- f) To provide a forum to develop and recommend economic development initiatives within the IDP area for approval to their respective Councils.

### 8.5.5 Administrative Procedures for the Joint IDP Committee

The administration of the Joint IDP Steering Committee will alternate between the two municipalities on an annual basis. Administrative procedures include:

- a) Establishing dates and locations for meetings, production of agendas. and other matters as deemed necessary;
- b) Keeping minutes of the Joint IDP Steering Committee meetings;

- c) Making a decision to meet once every year and/or at the request of each municipality;
- d) Alternating the chairmanship of the IDP Committee between the Reeve of Lac Ste. Anne County and the Mayor of the Town of Mayerthorpe or a designate; and
- e) Convening Committee meetings on particular applications after comments have been received as a result of an Intermunicipal referral.

**Review and Referral Process for Development Applications and Plans**

Each Municipality shall refer to the other any matter that affects land within the IDP area. The referral of planning applications, statutory plans, amendments, studies, and documents is essential to maintaining effective communication and resolving intermunicipal issues on an ongoing basis.

**8.5.6 Specific Development Plans**

The municipalities shall circulate and refer to one another all matters related to planning and land use pertains to IDP lands, including:

- a) Statutory plans and amendments;
- b) Land uses that are not addressed by, or are inconsistent with this Plan or Area Concept Plans/Area Structure Plans in effect; and
- c) Proposed large-scale industrial, commercial, and institutional uses.

**8.5.7 General Development Plans**

In addition to specific development plans identified for referral, a municipality should also refer any matter that may be of interest, or may be relevant to this plan and the land within the IDP area, and may include:

- a) Municipal Development Plan approval or amendments;
- b) Transportation, water, wastewater, or stormwater management plans;
- c) Recreation and/or parks plans; and
- d) Tourism development.

**8.5.8 Development Permit and Subdivision Applications**

Development permit applications for heavy industrial uses, commercial developments, intensive livestock operations, industrial and Aggregate Extraction shall not be exempt from intermunicipal referral requirements and be processed by respective municipalities in accordance with their respective land use bylaws.

Subdivision applications within the IDP area that involve creating a maximum of four (4) parcels out of a quarter section shall be exempt from any intermunicipal referral requirement and be processed by the Lac Ste. Anne County Development Authority.

The municipalities shall also circulate and refer to one another the specific subdivision and development permit applications described below:

- a) Subdivisions that do not comply with subdivision criteria and density targets as described in this IDP.

- b) Development Permit applications for heavy industrial and Highway Commercial developments within a 1.6 km boundary of either municipality.
- c) Small-scale commercial developments within the Town of Mayerthorpe shall be exempt from the circulation requirement.
- d) Development permit applications for intensive livestock operations (controlled as via Lac Ste. Anne County MDP Jurisdiction) located within a 1.6 km boundary of the Town of Mayerthorpe.
- e) County initiated municipal infrastructure projects.

**8.5.9 Joint Approval Authority**

It is agreed that each municipality will issue permits and approvals for any applications within their own Corporate Limits. However, if the need arises and both municipalities are agreeable, a Joint Approval Authority may be created.

**8.5.10 Response to Submissions**

The municipality to which a referral is made shall provide a response to the other on the matter referred describing the details of their position on the matter or indicating that they have no response or position on the subject. Responses shall be provided on a timely basis, recognizing, where applicable, the statutory or regulatory time frames that apply for processing and making decisions on submissions.

**8.5.11 Notice to Impacted Parties**

The municipalities shall notify any affected individuals and organized groups within and surrounding the Plan Area, regarding any development proposals that may have adverse impacts on these parties, including development or activity

that may generate conflicts regarding smoke, smell, noise, aesthetics, traffic, storm runoff, or land use.

**8.5.12 Intermunicipal Circulation and Referrals**

Lac Ste. Anne County and the Town of Mayerthorpe will implement a reciprocal referral of planning and land use proposals consistent with the minimum requirements shown in the Table 8.5.1.

*Table 8.5.1: Intermunicipal Planning Referrals and Notifications*

<b>Type of Referral</b>	<b>Scope</b>	<b>Response Time (Consecutive Days)</b>
<b>Statutory Plans and Amendments</b>	<b>Within the IDP area</b>	<b>21 except for MDP or amendments to the MDP which are 28 days</b>
<b>Areas not covered under Area Concept Plan or Area Structure Plan</b>	<b>Within IDP area</b>	<b>21</b>
<b>Any Commercial or Heavy Industrial development permits</b>	<b>Areas within 1.6 km of the town's Boundary and anything within the town</b>	<b>21</b>
<b>Any Highway Commercial development permits</b>	<b>Areas within 1.6 km boundary of either municipality</b>	<b>21</b>
<b>Aggregate Resource</b>	<b>Areas within 1.6 km boundary of</b>	<b>21</b>

<b>Extraction and Processing</b>	either municipality	
<b>Municipally controlled Intensive Livestock Operations</b>	Areas within 1.6 km boundary of either municipality	21

**8.5.13 Circulation Time Periods**

Both municipalities may submit a time extension request to the maximum response time period established in Table 8.5.1 – Intermunicipal Planning Referrals and Notifications. In the event that either municipality does not reply within, or request an extension to, the maximum response time specified in Table 8.5.1, it is assumed that the Responding Municipality has no comment or objection to the referred planning document.

**8.5.14 Regard for Municipal Comments**

Both municipalities agree to have due regard for all reasonable concerns, approval condition requests, and or alternative proposal amendments provided by the other municipality in the referral process.

**8.6 Intermunicipal Dispute Resolution**

**Overview**

The implementation of an intermunicipal dispute resolution mechanism is a requirement of all IDPs pursuant to the *Municipal Government Act*. To satisfy this requirement and to ensure that the principles of fairness and due process are respected, a dispute resolution process consisting of the following five stages has been established:

- Stage I      Administrative Review
- Stage II     Joint IDP Steering Committee Review
- Stage III    Municipal Councils
- Stage IV    Appropriate Dispute Resolution
- Stage V     Appeal

The process is designed to maximize opportunities for discussion and review with the goal of resolving any disagreements early in the approval process, thereby minimizing delays. It is important to note that this process only applies to those areas where the Municipal Government Board has jurisdiction. For the purposes of this plan, “Initiating Municipality” means the municipality in which the land that is the subject of a proposal is located. “Proposal” means a land use re-designation, an Area Concept Plan or Area Concept Plan amendment, an Area Structure Plan or Area Structure Plan amendment, an ASP amendment, or an IDP amendment. “Responding Municipality” means the other municipality. Section 8.5 of this plan outlines the circulation and referral process that would apply for such proposals.

**8.6.1 Stage I: Administrative Review**

Both municipalities agree to be responsible for their own costs in regard to all reviews.

The Initiating Municipality will ensure that complete information addressing the relevant criteria as outlined in the IDP is provided in support of all site-specific applications or that all statutory plan processes are sufficiently documented.

Upon circulation of a proposal, the administration of the Responding Municipality will undertake a technical evaluation of the proposal and will provide any necessary comments to the Initiating Municipality.

Both municipalities will determine whether a proposal can be processed without being referred to the Joint IDP Steering Committee.

In the event that a proposal cannot be processed at the administrative level, either municipality may refer that proposal to the Joint IDP Steering Committee for review.

Note: Each municipality will be responsible for determining the degree of discretion to be delegated to each respective administration in the review of proposals.

**8.6.2 Stage II: Joint IDP Committee Review**

In the event that a proposal is referred to the Joint IDP Steering Committee, a Committee meeting will be scheduled and the administrations of both municipalities will present their positions on the proposal to the Joint IDP Steering Committee.

After consideration of a proposal the Joint IDP Steering Committee may:

- a) Provide recommendations back to both administrations with respect to revisions to the proposal that should be

considered to make it more acceptable to both Municipalities;

- b) If possible, agree on a consensus position of the Committee in support of, or in opposition to, the proposal, to be presented to both Councils; or
- c) Conclude that no initial agreement can be reached and that a consensus position of the Committee will not be presented to both Councils.

If agreed to by both municipalities, a facilitator may be employed to help the Joint IDP Steering Committee work toward a consensus position.

If a proposal cannot be satisfactorily processed following a Joint IDP Steering Committee review, then that proposal will be referred to both councils for such proposals.

**8.6.3 Stage III: Municipal Councils**

After receiving the recommendations of the Joint IDP Steering Committee with respect to a particular proposal, each council will establish a position on the proposal.

If both municipal councils support a proposal, then the approval and IDP amendment processes can be completed. If neither Council supports the proposal, then no further return will be required.

If both councils cannot agree on a proposal, then the matter may be referred to a mediation process.

In the event that the two municipalities resort to mediation, the Initiating Municipality will not give approval in the form of second and third readings to appropriate bylaws until mediation has been pursued.

**8.6.4 Stage IV: Alternative Dispute Resolution**

The following will be required before a mediation process can proceed:

- a) Agreement by both Councils that mediation is necessary;
- b) Appointment by both Councils of an equal number of elected officials to participate in a mediation process;
- c) Engagement, at equal cost to both municipalities, of an impartial and independent mediator agreed to by both municipalities; and
- d) Approval by both municipalities to a mediation schedule, including the time and location of meetings and a deadline for the completion of the mediation process.

If agreed to by both municipalities, any members of the Joint IDP Steering Committee or administrative staff from either municipality who are not participating directly in the mediation process may act as information resources either inside or outside the mediation room.

All participants in the mediation process will be required to keep details of the mediation confidential until the conclusion of the mediation.

At the conclusion of the mediation, the mediator will submit a mediator's report to both Councils.

If a mediated agreement is reached, then that agreement will be referred to both councils for action. Both 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 either municipality and will be subject to the formal approval of both Councils.

If no mediated agreement can be reached or if both councils do not approve a mediated agreement, then the appeal process may be initiated.

## 8.7 Appeal Process

In the event that the mediation process fails, the Initiating Municipality may pass a bylaw to implement the proposal (e.g., a bylaw amending an Area Concept Plan or Area Structure Plan) or issue a development permit or approve a subdivision application.

If the Initiating Municipality passes 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*.

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.

Any appeals related to subdivision and development permit applications within the plan shall be referred to the Subdivision and Development Appeal Board (SDAB) of Lac Ste. Anne County.

## 8.8 Monitoring and Review

### 8.8.1 IDP Review and Amendment

The municipalities shall undertake a minor review of the IDP periodically with a major review after five (5) years from the date of adoption of the IDP, by means of Municipal Bylaws.

The IDP may need to be amended subject to the review and agreements of both Councils. An amendment to the IDP may be initiated by:

- a) Recommendations from the Councils of the municipalities.
- b) Property owners or members of the public through the municipality in which they reside.

Amendments to the plan must be adopted by the both municipalities via Bylaw, in accordance with the MGA.

Amendments could include changes to policy (textual amendments), boundaries, and other matters as may be determined.

### 8.8.2 Repeal of the Intermunicipal Development Plan

If one municipality deems the IDP no longer workable and unamendable, the bylaws adopting the IDP will need to be repealed by both municipalities in accordance with the *Municipal Government Act*. In addition, the following procedures should be followed prior to the final actions of repealing the bylaws:

- a) One municipality will give the other municipality notice in writing of the intention to repeal its bylaw adopting the IDP;
- b) Following the Joint IDP Steering Committee meeting, the municipality filing the notice of repeal may either



withdraw its notice by providing a letter to the other municipality or proceed to give a bylaw to repeal the IDP First Reading;

- c) A Bylaw to repeal will require a public hearing and new IDP Bylaw to be drafted and have at least two (2) readings prior to three (3) readings of the repeal being adopted; and
- d) Once an IDP is repealed, each municipality must amend its own Municipal Development Plan to meet the requirements of the *Municipal Government Act*.

### **8.8.3 Action List**

Both municipalities recognize that to ensure the vision of this document is reached, each municipality must commit to the following Action Lists:

#### Lac Ste Anne County Action List

- Draft the Mayerthorpe Agri-Industrial Area Concept Plan within 6 months of this bylaw being finalized.
- The County shall establish an arrears bylaw in relation to shared municipal services ie water, sewer.
- County shall redesignate the land within the IDP within 1 year of finalizing the IDP.

#### Joint Municipal Action List

- The partnering municipalities may enter into an operational agreement regarding the sharing of water and sewer services.
- Both municipalities shall work together to promote their joint economic initiatives.

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## DEFINITIONS

All the terms and meanings in this IDP shall carry their normal definitions unless otherwise defined below.

**Act** means the *Municipal Government Act* R.S.A. 2000, its Amendments , and the Regulations passed pursuant to it.

**Adjacent** means contiguous or would be contiguous if not for a river, stream, railway, road, or utility right-of-way or reserve land; and any other land identified in this Bylaw as adjacent land for the purpose of notifications.

**Agriculture** means the cultivation of animals and plants, and associated industries.

**Agriculture, Extensive** means the use of agricultural land for soil-bound cultivation, to produce cereal, seed, forage, vegetable, or fruit crops for mechanical harvesting.

**Agriculture, Intensive** means the commercial use of parcels of land for an intensive or specialized nature, including but not limited to horse breeding and/or training, cow-calf operators, exotic animal breeders, greenhouses, market gardens, tree farms, and horticulture operations.

**Agricultural Land** means agricultural land as defined in the *Agricultural Operation Practices Act*, as amended.

**Area Concept Plan (ACP)** means a current plan adopted by Council as an Area Concept Plan pursuant to the Act.

**Albert Energy Regulator (AER)** means the independent agency regulating the safety and development of Alberta's energy resources: oil, natural gas, oil sands, coal, and pipelines.

**Approving Authority** means a governing body (federal, provincial, or municipal level) that is authorized through legislation to make decisions concerning land use.

**Area Structure Plan** means a statutory plan prepared pursuant to Section 634 of the *Municipal Government Act* that provides a framework for more detailed subdivision and development. Staging of development, land uses, densities, and infrastructure matters must be considered. The Area Structure Plan is adopted by bylaw. The minimum boundaries of Area Structure Plans are decided on a case-by-case basis by the County subject to the nature of the application.

**Buffer** means a separation space between incompatible land uses, or adjacent to a public roadway, that may contain trees and shrubs, an earth berm, or fencing to provide visual or physical separation and/or noise attenuation.

**Building** includes anything constructed or placed on, in, over, or under land but does not include a highway or public roadway or a bridge forming part of a highway or public roadway.

**Commercial Use** means the use of land or building for the operation of a business, either wholesale or retail. Commercial use does not include home-based businesses, industrial operations, or other commercial land uses that are defined separately within this Bylaw.

**Confined Feeding Operation (CFO)** means fenced or enclosed land or buildings where livestock, (as defined under the *Agricultural Operations Practices Act* R.S.A. 2000, c A-7), are confined for the purpose of growing, sustaining, finishing, or breeding by means other than grazing. Also includes any other building or structure directly related to that purpose but does not include residences, livestock seasonal feeding, and

bedding sites, equestrian stables, auction markets, race tracks, or exhibition grounds.

**Conservation:** Refers to the activity of protecting from degradation the essential biological, physical, and chemical characteristics of the natural environment.

**Conservation Easement** means a restriction placed on a piece of property to protect the resources, natural or man-made, associated with the parcel. The easement is either voluntarily sold or donated by the landowner, and constitutes a legally binding agreement that prohibits certain types of uses or development from occurring on the land. The easement is publicly recorded and runs with the property deed for a specified time or in perpetuity. It gives the holder the responsibility to monitor and enforce the property restrictions imposed by the easement for as long as it is designed to run. An easement does not grant ownership nor does it absolve the property owner from traditional owner responsibilities, such as property tax, upkeep, maintenance, or improvements.

**Cost Sharing** means that costs for an agreed upon mutually beneficial project or development would be funded by both municipalities based on some mutually agreed to basis.

**Country Residential** refers to a non-farm rural residence, normally on a site 30.0 hectares (74.13 acres) or less in size.

**County Council** means the Council of Lac Ste. Anne County.

**Development** means:

- an excavation or stockpile and the creation of either of them;
- a building or an addition to or a replacement or repair of a building and the construction of placing in, on, over, or under land;

- a change in the use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building; or
- a change in the intensity of use of land or a building or any act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building.

**Development Permit** means a document that is issued under a land use bylaw to authorize a development and which includes (where applicable) a plan or drawing or a set of plans or drawings, specifications, or other documents.

**Discretionary Use** means the use of land or a building that may or may not be allowed by a Development Authority, with or without conditions, based on the merits of the development permit application.

**Dispute Resolution** means interest-based dispute resolution processes outside of formal appeal or court settings.

**Development Agreement** means a legal agreement between a developer and Lac Ste. Anne County that specifies the financial obligations and the terms and conditions for the construction/warranty of municipal improvements necessary to service lands approved for development as defined under the *Municipal Government Act*.

**Environmental Reserve** means land dedicated (given) to a municipality during the subdivision process because it is considered undevelopable for environmental reasons in accordance with Section 664 of the *Municipal Government Act*. This may include, but not be limited to, areas such as wetlands, ravines, drainage courses, and steep slopes as defined in Act.

**Environmental Reserve Easement:** Pursuant to Section 664 of the *Municipal Government Act*, the developer of a subdivision may have registered an Environmental Reserve easement for the protection and enhancement of the environment, rather than dedicating land as an Environmental Reserve. The land that is referred to in an Environmental Reserve easement remains in private ownership, rather than public ownership as in the case with an Environmental Reserve. The purpose of the easement is to protect the natural environment.

**Economic Development:** Refers to creating a positive environment from which local businesses can succeed and grow and attract new enterprise to the community.

**Environmental Impact Assessment** refers to processes and activities designed to contribute pertinent environmental information to land use decision making. An environmental impact assessment attempts to predict and measure the environmental effects of specific human activities and identify means of mitigating those effects.

**Greenway** means open space linkages that include environmental preservation areas, ravines, Municipal and Environmental Reserves, farm trails, abandoned railways, wildlife habitats, and woodlands.

**Highway or Road:** means

- land used or surveyed for use as a public highway or road, and,
- includes a bridge forming part of a public highway or any structure incidental to the public highway, road, or bridge.

**Highway Commercial** means auto-oriented commercial uses generally suitable along a highway and may include strip commercial buildings, hotels, motels, service stations,

automotive uses, truck yards, and similar uses that may serve the travelling public.

**Industrial Park** means the grouping of diverse industries that benefit mutually by locating in close proximity to each other. The businesses located in the industrial park may benefit each other from shared marketing and a variety of services available to them in the industrial park.

**Industrial Use** includes businesses related to manufacturing, warehousing, storage, sale, repair, rental, and distribution of a variety of goods, including agricultural, forestry, and rural-services; oil and gas; food; hazardous materials; or similar uses on isolated sites. This designation may also include office use related to principal industrial use or as a standalone business.

**Intensive Agricultural Operations** means the use of parcels of land for:

- Uses such as greenhouses, market gardens, sod farms, nurseries, and tree farms;
- Uses such as fur farms, beekeeping operations, and non-animal husbandry uses of an intensive nature; or
- “Confined feeding operations” as defined in the *Agricultural Operations Practices Act R.S.A., 2000*.

**Intensive Agricultural Operations, Class 1** means the commercial use of parcels of land for Confined Feeding Operations, game farms, fur farms, and beekeeping operations, as well as similar uses.

**Intensive Agricultural Operations, Class 2** means the commercial use of parcels of land for uses such as

greenhouses, market gardens, sod farms, nurseries, tree farms, etc.

**Intermunicipal Development Plan** means a Planning Document, adopted by two or more councils of neighbouring municipalities, that provides a framework for the subdivision and development of agreed upon lands within the neighbouring municipalities (as outlined in Section 631 of the MGA).

**Institutional** means land uses that serve a community's social, educational, health, cultural, and recreational needs. This may include government-owned and -operated facilities or not-for-profit organizations.

**Land Use Bylaw (LUB)** means the Lac Ste. Anne County Land Use Bylaw 23-2014 adopted by Council in accordance with the Act or any other Land Use Bylaw adopted by Council to replace Bylaw 23-2014.

**Land Fragmentation:** Land fragmentation occurs when a natural or man-made boundary, such as a stream or river, transportation network, or registered drainage course, physically divides the landscape. Lands identified as riparian zones or intermittent (unregistered) natural or man-made drainage ways do not constitute grounds for fragmentation.

**Landscaping Standards** means a set of standards regarding the modification and enhancement of a site through the use of any or all of the following elements: (a) soft landscape consisting of vegetation such as trees, shrubs, hedges, grass, or ground cover; (b) hard landscaping consisting of non-vegetative materials such as brick, stone, concrete, wood, or tile; and (c) architectural elements such as sculptures.

**Levy** As defined in the *Municipal Government Act* (Division 6), a levy refers to the imposition and payment to the municipality, in accordance to the Bylaw, during the

subdivision process (including off-site levies and recreation levies).

**Livestock** Poultry, horses, cattle, sheep, swine, goats, bison, fur-bearing animals kept in captivity, and domestic cervids within the meaning of the *Livestock Industry Diversification Act*.

**Municipal Government Act** Refers to provincial legislation that gives the County and Town the authority for municipal planning, subdivision, and development control. The Act allows the County to adopt plans and a land use bylaw and make planning decisions to achieve the beneficial use of land without infringing on the rights of individuals except to the extent necessary for the greater public interest. The purpose of the MGA is to provide policy direction that ensures good government, services, and facilities for municipalities and safe and viable communities.

**Multi-parcel Country Residential Subdivision** means a subdivision of land, registered by plan of survey or descriptive plan containing four (4) or more residential lots where the residential lots are predominantly 2.02 hectares (5.0 acres) in size or less, and have been created for, or are being principally used for, residential purposes.

**Municipal Development Plan (Lac Ste. Anne County)** means the Lac Ste. Anne County Municipal Development Plan Bylaw 23-2014 adopted by Council in accordance with the Act.

**Municipal Development Plan (Town of Mayerthorpe)** means the Town of Mayerthorpe Municipal Development Plan Bylaw 1067, adopted by Council in accordance with the Act.

**Municipal Reserve** means the land designated as municipal reserve under Division 8 of the MGA; it refers to land provided as part of a subdivision by the developer, without compensation, for parks, buffering, trails, and school

purposes in accordance with the provisions of the *Municipal Government Act*.

**Natural Features** refers to landscapes that are found in their natural state and may be remnant, undisturbed, diverse, or contain unique environmental characteristics.

**Natural Resources** means biotic and abiotic resources that are found naturally in the earth's ecosystem, such as organic materials (such as fossil fuels, forests, fish) or non-organic materials (such as aggregate, iron, air). It does not include aggregate/gravel resources.

**Non-Statutory Plans** means planning documents, used by Lac Ste. Anne County Council and Administration to administer policies and procedures.

**Open Space** means passive and structured leisure and recreational areas that enhance the aesthetic quality and conserve the environment of the community. Urban and rural open space includes parks, recreation, and tourism nodes, as well as natural areas.

**Owner** means a person entitled to any freehold or other estate or interest in land, at law or in equity, in possession, in futurity, or expectancy. The owner of a parcel or lot within the County or Town shall be the person(s) identified on the assessment roll.

**Parcel** means one (1) unit of land described in a certificate of title or described in a certificate of title by reference to a plan filed or registered in a Land Titles Office.

**Policy** refers to a statement identifying a specific course of action for achieving objectives.

**Piped Water and Sewer Systems** are municipally operated communal utility systems that convey treated water and raw

sewage through publicly or privately owned underground networks of pipes. Sewage is typically treated off-site.

**Prime Agricultural Lands** are lands used, or to be used, for the purpose of agriculture that have a Canada Land Inventory (CLI) soil class rating of 1 or 2.

**Public Utility Lot** means land required to be given under Division 8 of the MGA for public utilities.

**Recreation Use** refers to development that includes natural open space, improved parkland, and active and passive recreational areas, and any facilities or buildings associated with recreation, serving the needs of a municipality, area, or region.

**Recreational Facility** means any building, structure, or equipment, the intended use of which is for either active or passive recreation, excluding washroom and changing facilities.

**Recreation, Intensive** means high density recreational activities such, fishing lodges, marinas, riding stables, sports fields, curling rinks, arenas, cabins, skating rinks, swimming pools, and bowling alleys.

**Recreation, Extensive** means a recreational development where the use requires large tracts of land for non-facility recreational activities such as hunting, trail riding, all-terrain vehicle trails, golfing facilities, beach areas, picnic grounds, and hiking.

**Religious Assembly** means buildings, such as churches, chapels, mosques, synagogues, convents, and monasteries, where people regularly assemble for worship and related religious, philanthropic, or social activities that are maintained and controlled for public worship.

**Riparian Setback Matrix Model (RSMM)** means the model developed by Aquality Environmental Consulting Ltd. as a scientifically and legally defensible method for establishing Environmental Reserves and development setbacks. Rather than using a prescribed setback distance across an entire jurisdiction, the model takes into account variations in conditions between and within sites. The RSMM seeks to balance the protection of the natural environment and the needs of developers, taking only the minimum setback or Environmental Reserve required to protect the aquatic environment from pollution.

**River Lot** means a type of lot surveyed before the establishment of the Dominion Land Survey, that varies in size and shape from a traditional “Quarter Section (160 acres),” and is always found adjacent to a river.

**Revenue Sharing** means that “net” municipal tax generated within a designated geographical area would be shared between municipalities upon some mutually agreed to basis.

**Road** means a road as defined in the Act but does not include highways.

**Stakeholder** means individuals, groups, or organizations that have a specific interest or “stake” in a particular need, issue, situation, or project. They may include members of the local community (residents, businesses, workers, representatives such as councillors or politicians); community groups (services, interest groups, cultural groups clubs, associations, churches, mosques, temples); or local, provincial, and federal governments.

**Strategic Plan** means an overarching document that determines how Lac Ste. Anne County Council establishes policies and how Lac Ste. Anne County Administration enacts

the established policies into programming, services, and infrastructure.

**Stormwater Management Facility (SMF)** means a public utility lot designed and constructed to control and store surface water runoff up to high water level.

**Subdivision and Development Regulation** means the Province of Alberta’s Act that established the baseline process, legislation, and regulation regarding subdivision and development within Alberta.

**Subdivision** means the division of a parcel of land by an instrument and “subdivide” has a corresponding meaning.

**Subdivision Authority** means a subdivision authority established under Division 3 of the MGA.

**Subdivision Development Appeal Board** means a subdivision and development appeal board established under Division 3 of the MGA.

**Subdivision and Development Regulations** means regulations made by the Lieutenant Governor in Council under section 694(1).

**Transportation Network** means the system of transportation uses (i.e., public transit, rail, air, pedestrian, etc.) that are interconnected.

**Tributary** means a stream that flows into another water body or watercourse.

**Town Council** means the Council of the Town of Mayerthorpe.

**Urban Residential Expansion Zone** means an area identified primarily for continued expansion of low-density residential land uses within the IDP.

**Water Body** means any location where water flows are present, whether or not the flow or presence of water is continuous, intermittent, or occurs only during a flood. It includes, but is not limited to, wetlands and aquifers.

**Wetland** means land having the water table at, near, or above the land surface or land that is saturated for a long enough period to promote wetland or aquatic processes as indicated by hydric soils, hydrophytic (“waterloving”) vegetation, and various kinds of biological activity that are adapted to the wet environment.

**Water Act** means Province of Alberta legislation for managing and protecting water resources.



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**REFERENCES**

- Lac Ste. Anne County: General Municipal Servicing Standards, 2008
- Lac Ste. Anne County: Integrated Community Sustainability Plan 2008–2017, 2008
- Lac Ste. Anne County: Land Use Bylaw No. 24-2014
- Lac Ste. Anne County: Multi-Use Trail Plan, 2010
- Lac Ste. Anne County: Municipal Development Plan Bylaw No. 23-2014
- Province of Alberta, *Water Act*, Revised Statutes of Alberta, 2002. Chapter W-3 Office Consolidation March 15, 2012
- Town of Mayerthorpe: Municipal Development Plan Bylaw No. 1067, 2017
- Town of Mayerthorpe: Land Use Bylaw No. 10-66, 2017
- Town of Mayerthorpe: Mayerthorpe Community Sustainability Plan, 2010
- Town of Mayerthorpe: Infrastructure Study, 2009
- Town of Mayerthorpe: Master Drainage Plan, Updated 2014

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## **PERSONAL COMMUNICATION**

The following people were consulted during the preparation of this report:

- Dave McIntyre, P.Eng, Water/Wastewater Specialist, Municipal Programs, Alberta Transportation, Delivery Services Division
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