



TRI-AREA INTERMUNICIPAL DEVELOPMENT PLAN

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TABLE OF CONTENTS

TABLE OF CONTENTS	2
TERMS AND WORDS	3
1. INTRODUCTION	5
1.1 HOW TO USE THIS DOCUMENT	5
1.2 IDP VISION	6
1.3 IDP PURPOSE.....	6
1.4 ENABLING LEGISLATION	7
2. FUTURE LAND USE CONCEPT	8
2.1 HOW TO USE THIS SECTION	8
2.2 GOALS OF THE IDP	8
2.3 IDP TIMEFRAME	9
2.4 IDP CONCEPT FRAMEWORK.....	10
2.5 OVERALL LAND USE AREAS	13
2.6 CITY OF MEDICINE HAT LONG TERM URBAN GROWTH AREA.....	15
2.7 CYPRESS COUNTY GROWTH AREA	18
2.8 POTENTIAL SERVICED COMMERCIAL/INDUSTRIAL AREA.....	20
2.9 AGRI/INDUSTRIAL AREA.....	22
2.10 COMMERCIAL/INDUSTRIAL AREA	26
2.11 REGIONAL HEAVY INDUSTRIAL COLLABORATIVE PLANNING AREA.....	28
2.12 RURAL DEVELOPMENT AREA	31
2.13 TOWN OF REDCLIFF LONG TERM URBAN GROWTH AREA	35
2.14 SAND AND GRAVEL RESOURCE AREA.....	37
2.15 HIGHWAY INTERCHANGE OVERLAY	39
2.16 INTERMUNICIPAL SERVICING	40
2.17 TRANSPORTATION NETWORK	43
2.18 ENVIRONMENTAL PROTECTION	45
3. IDP IMPLEMENTATION	47
3.1 INTENT	47
3.2 INTERMUNICIPAL COMMITTEE	47
3.3 FUTURE AREA STRUCTURE PLANS	47
3.4 IDP REFERRAL PROCESSES.....	48
3.5 ADMINISTRATIVE PROCEDURES	50
3.6 DISPUTE RESOLUTION/MEDIATION PROCEDURES	51
3.7 IDP REVIEW PERIOD	54
4. IDP HISTORY	55
5. ENACTMENT	56
6. IDP MAPS	56

TERMS AND WORDS

Adjacent means a parcel of land that is contiguous to another parcel of land, or would be contiguous if not for a river, stream, railway, road, lane, or utility right-of-way.

Airport Zoning Regulation Bylaw means City of Medicine Hat Bylaw No. 4294.

Annexation means the transfer of land from the jurisdiction of one municipal government to another municipal government as defined by the *Municipal Government Act*.

Area Redevelopment Plan means a statutory plan adopted by a municipality by bylaw in accordance with the *Municipal Government Act*, to provide a framework for redevelopment of an established neighbourhood.

Area Structure Plan means a statutory plan that is adopted by a municipality by bylaw in accordance with the *Municipal Government Act* to provide a framework for the subsequent subdivision and development of a defined area of land.

City means the City of Medicine Hat (the “City”).

Conceptual Scheme means non statutory plan which provides for the orderly development of land and illustrates lot layouts, sizes and roads.

Confined Feeding Operation means an activity that occurs on land or buildings that is fenced or enclosed where livestock are confined for the purpose of growing, sustaining, or finishing and requires registration or approval under the *Agricultural Operation Practices Act (AOPA)*.

Country Residential means the subdivision of three or less existing or vacant country residential parcels.

Country Residential, Multi-lot means the grouping of four or more adjoining parcels for country residential use.

Country Residential, Restricted means the subdivision of an existing farmstead or country residential lot, in existence as of the date of this IDP, within the C.M.H. Long Term Urban Growth Area and T.O.R Long Term Urban Growth Area.

County means Cypress County (the “County”).

Farmstead Separation means the first parcel or subdivision to be created from a previously unsubdivided quarter section of land to accommodate a farm residence and associated improvements.

Full Service means delivery of all the services to a parcel which is typically supplied in an urban municipality at the level of service defined in the municipalities servicing standards.

Intermunicipal Collaboration Framework means a tool under the *Municipal Government Act* to facilitate cooperation between neighbouring municipalities to ensure municipal services are delivered efficiently and cost effectively.

Intermunicipal Committee means a joint committee comprised of elected officials from each respective council for the purpose of creating, monitoring and managing the IDP and to address intermunicipal matters between the municipalities.

Land Use Policy Area means the demonstrated policy areas shown in the Intermunicipal Development Plan Future Land Use Concept map.

Low Flow Rate is a water distribution system designed to deliver potable water to parcels through use of a water storage device at a flow rate and pressure insufficient for domestic, commercial or industrial uses.

Municipal Development Plan means a statutory plan adopted by a municipality by bylaw in accordance with the *Municipal Government Act* which addresses future land use within a municipality, coordination of future development, growth patterns, infrastructure, transportation, and municipal services or facilities.

Municipal Government Act means the Municipal Government Act, Revised Statutes of Alberta 2000 Chapter M-26 and any amendments thereto, also referred to as “the Act”.

Parcel means the aggregate of the one or more areas 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.

Plan Area means the area within the IDP boundary identified in Map “A”.

Shadow Plan is an alternative design for a parcel that may include a subdivision and road design to facilitate potential resubdivision to urban sized residential parcels over the long term.

Statutory Plan means a plan adopted by a municipality by bylaw in accordance with the *Municipal Government Act* including IDP’s, MDP’s, ASP’s and ARP’s.

Tri-Area Region includes the City of Medicine Hat (the “City”), the Town of Redcliff (the “Town”) and Cypress County (the “County”).

Town means the Town of Redcliff (the “Town”).

1. INTRODUCTION

1.1 HOW TO USE THIS DOCUMENT

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

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

Maps within this IDP are conceptual and should not be used to determine precise locations or boundaries. Additional studies and surveys will be required to do so. Refer to Maps A and B, as amended from time to time, as the primary policy reference maps and all other maps, as amended from time to time, for additional context.

1.2 IDP VISION

As partners within the Tri-Area Region, the City, Town, and County cooperate on regional growth and integrated land use and development decision making to maximize collaboration, efficiency, and economic development of the region, for the mutual benefit of all parties.

The vision for the region considers existing and potential land uses for both the present and the future, and is characterized by the following:

- Each municipality is afforded the opportunity to individually grow while benefiting the region.
- Clarity between the municipalities and industry as to where infrastructure will be supported and constructed.
- Irrigated agricultural land is maintained and preserved.
- Commercial/industrial and country residential uses are strategically concentrated near existing or planned infrastructure, natural features and/or in established development nodes.
- The importance of sustainable development is considered as environmentally sensitive areas are recognized.

1.3 IDP PURPOSE

The purpose of the IDP is to establish a regional framework for attracting and coordinating economic opportunities and managing land use, subdivision and development in the IDP area. The County, the City and the Town want to improve opportunities to secure a robust and durable economic base, improve consistency in land development and enhance intermunicipal efficiency and communication. Further, the municipalities want to be “development ready” and future-oriented in their planning efforts and thus improve their services, cost efficiency and attractiveness to additional economic activity within the Tri-Area Region.

1.4 ENABLING LEGISLATION

Municipal Government Act (MGA)

The legislation concerning an IDP is outlined in the Alberta Municipal Government Act (MGA), as amended from time to time.

In accordance with the MGA, all statutory plans passed by a municipality must be consistent with each other. Should a conflict or inconsistency arise with another statutory plan, the IDP prevails to the extent of the conflict or inconsistency unless otherwise noted.

Intermunicipal Collaboration Framework (ICF)

The MGA requires that municipalities that have common boundaries adopt an Intermunicipal Collaboration Framework (ICF) and an IDP with each other. Those matters addressed within an ICF do not need to be included in an IDP. The MGA, as amended from time to time, identifies the requirements for IDPs and ICFs.

Alberta Land Stewardship Act (ALSA)

The Alberta Land Stewardship Act (ALSA) provides the legal authority necessary to implement the Land Use Framework (LUF) for municipalities in Alberta and establishes the legal basis for the development of regional plans. The Nature and Effect of Regional Plans is outlined in the ALSA.

South Saskatchewan Regional Plan (SSRP)

The MGA requires that all statutory plans in the South Saskatchewan Region (as established in Alberta's LUF) must comply with the South Saskatchewan Regional Plan (SSRP) (adopted September 1, 2014). The IDP is developed in consideration of the objectives and strategies in the SSRP and complies with the overall intent of the policies contained within the regional plan. Through the MGA, municipal governments are delegated with the responsibility and authority for local land-use planning and development on all lands within their respective municipal boundaries. This includes the creation of statutory plans which consist of an Intermunicipal Development Plan (IDP), Municipal Development Plan (MDP), Area Structure Plan (ASP), and Area Redevelopment Plan (ARP). The SSRP prevails over all statutory plans to the extent of a conflict or inconsistency.

2. FUTURE LAND USE CONCEPT

2.1 HOW TO USE THIS SECTION

This section of the IDP presents the policy context, intent and policy statements for the IDP topic by topic and by specific land use policy areas. Each area or topic contains an explanation of policy intent followed by specific policy statements. Policy statements should be interpreted more narrowly than the intent. Variations to policy are allowed only where specifically stated. In addition to land use policy areas, the Future Land Use Concept also includes overlays. An overlay is a tool that applies over one or more of the specific land use areas, establishing additional policies for affected properties in addition to those of the applicable land use areas.

2.2 GOALS OF THE IDP

The overall goals of the IDP are to:

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

2.3 IDP TIMEFRAME

The IDP plans for the long term, requiring municipalities to create a strategy, anticipate the impacts of change and plan for it together rather than simply reacting to immediate pressures. Long term planning considers a holistic view of growth to provide more efficient, cost-effective direction for land use and infrastructure.

Annexation

Land for annexation may be required for both the Town and the City, within the timeframe of this IDP. While sufficient land bases to accommodate growth in the short term are available, strategic annexations for longer term growth purposes may be required to maintain adequate land inventories that can be efficiently serviced. This IDP does not preclude a municipality requesting land for annexation within the timeframe of this IDP or in areas that are not currently identified for future annexation.

Any annexation processes involving lands located in the IDP area shall follow the annexation principles as defined by the Land and Property Rights Tribunal (LPRT).

Phasing

A phasing plan for area development will be determined according to future infrastructure planning by the municipalities and in part by private development (or market) forces. In addition, there are areas that will be subject to ASP preparation.

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

2.4 IDP CONCEPT FRAMEWORK

Overall Strategy

The IDP embodies a long-term land use strategy for the cooperative development of lands in the IDP area. The IDP identifies land for protection from inappropriate land uses that would work against a regional strategy. The IDP is in part, based on the provision of services and programs relating to physical, social and economic development of the IDP area, some which are currently provided by agreement between municipalities.

Several gate agreements have been entered into between the City and County for potable water service and for the City to receive and treat sanitary sewage of the County. The City also provides sanitary sewage treatment for the Town under a gate agreement. The provision of additional potable water and/or sewer services between municipalities may be through new gate agreements, amendments to existing gate agreements or by other agreements between municipalities party to the new services. The County will be responsible for the allocation of water in the IDP area that is within the jurisdiction of the County, subject to the specific policies in this IDP.

It is also recognized that the South Saskatchewan River is closed to the allocation of additional water licenses by the province. It is the responsibility of each municipality to acquire adequate water licenses for their current and long-term potable water requirements. Water license acquisitions will likely be through transfers from others willing to sell existing licenses. In addition, the municipalities may also require developers to acquire some or all of the water license to meet the water requirements for their development as a condition of land use and subdivision approval.

The emergence of a more integrated regional economy offers more opportunities for a reasonable choice in urban living, rural living and commerce while providing a consistent IDP strategy that investors can use for long term business planning. The IDP establishes a framework for coordinated communication, information sharing and policy implementation among the three municipalities.

The IDP assumes that some lands covered by this IDP will not be suitable for development as high value agricultural use, poor site conditions, lack of access, lack of services etc. make other land more developable. Therefore, landowners cannot assume that all applications for land use, subdivision or development will be approved despite being identified in this IDP.

The Medicine Hat Airport has been in existence since 1912. The Airport averages between 24,000 to 28,000 annual aircraft movements (total landings and takeoffs) per year. Aircraft movements are forecast to increase by 1% to 2% annually.

Protection of aircraft and of the airport from incompatible land uses in areas identified in City of Medicine Hat Bylaw 4294, is critical for the airport to sustain safe operations and for the airport to remain a strong social and economic contributor to the Region. Previous studies completed by the City recommended that the City explore extending the existing 1,524 metre (5,000 feet) runway to 2,134 metres (7,000 feet). While airport short-term plans do not include the expansion of any primary runway surfaces, it is in the regional interest that the IDP protect for the potential expansion of facilities in the future. In 2018 the City completed the Strategic Airport Development Plan and Investment Attraction and Marketing Strategy. The 2018 report suggests that the City is well served with the existing runway length and an extension to 2,134 metres (7,000 ft) may only be needed in the long term. While future airport plans do not include the expansion of the main runway, it is in the regional interest that the IDP protect the approach slopes and outer surface limits for the potential of a longer runway in the future. The lands subject to the Airport Protection Overlay (City of Medicine Hat Airport Zoning Bylaw) are shown on Map C.

Future Land Use Concept

The Future Land Use Concept is shown on Map A. The three parties to the IDP have determined that the City and the Town are in the business of providing fully serviced, urban densities for residential and non-residential uses. The County is in the business of growing its non-residential tax base and growing Dunmore eventually as a fully serviced residential community. In addition, it is not in the long-term interests of either the County, the Town or the City to encourage further, urban-style residential subdivisions in the County on the Town or City's doorstep. However, urban development is supported where it is within an existing hamlet and there is servicing and utility capacity that supports the growth.

Furthermore, urban municipalities require secure, accessible growth directions beyond the timeframe of this IDP. Land for future urban growth outside current urban boundaries may be considered for annexation to ensure an adequate supply of efficiently serviced urban land is available for the region. In the interim, agricultural land suited to irrigation will be protected until required for City or Town annexation, or until required for other serviced, non-residential uses where specified in the IDP.

As a result of this understanding, multi-lot country residential development will be prohibited in the City of Medicine Hat (CMH) Long Term Urban Growth Area south and of the City, within the Town of Redcliff (TOR) Long Term Urban Growth Area and within the regional industrial area north of the Town. However, in the Rural Development Area located further south and west of the City, additional multi-lot country residential developments may be permitted contingent on locational and design considerations.

The intent is to ensure that sufficiently large parcels remain intact for both continued agricultural and future urban development beyond the timeframe of this IDP, as well as to allow some of the less productive portions of large parcels to be subdivided in a way that will be compatible with eventual urban densities and land uses, as determined through preparation of an ASP.

The IDP also establishes the County's long-term development of the Dunmore area and along Township Road 120 with the possibility of full-flow and pressure potable water service and sanitary sewer collection service at some point in the future. These areas are not anticipated to be subject to future annexation for the life of this IDP and therefore this allows the County a secure opportunity to grow its non-residential tax base.

An area is also identified north and west of the Town to secure the Town's long-term growth directions. The City has identified a long-term course of growth primarily to the south. The new C.M.H Long Term Urban Growth Area represents a logical extension of the City, and associated infrastructure services southward over the next few decades. City growth eastward beyond the timeframe of this IDP is possible but expansion in this direction is encumbered by the extensive coulee system, the Ross Creek/Bullshead Creek valley, and the existing rail line that present financial and environmental challenges to east-west arterial road access and the supply of services. The single two-lane road currently servicing the area (Highway 41A) would need to undergo extensive widening. A second easterly arterial would need to be constructed to provide alternative access.

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

2.5 OVERALL LAND USE AREAS

Based on population projections within this IDP timeframe, the City anticipates having a sufficient land base to develop within the City limits, while the Town may need to annex residential land.

Land Use Area Summary

The IDP area contains nine land use areas as seen in Map A and outlined in the table below:

Area	Hectares (acres)
C.M.H Long Term Urban Growth Area	1,181 hectares (2,918 acres)
C.C Growth Area	1,278 hectares (3,158 acres)
Potential Serviced Commercial/ Industrial Area (SCI)	1,048 hectares (2,590 acres)
Agri/Industrial Area	650 hectares (1,606 hectares)
Commercial/Industrial Area	2,015 hectares (4,979 acres)
Regional Heavy Industrial Collaborative Planning Area	3,990 hectares (9,859 acres)
Rural Development Area (RD)	4,718 hectares (11,658 acres)
T.O.R. Long Term Urban Growth Area	596 hectares (1,472 hectares)
Sand and Gravel Resource Area	552 hectares (1,364 acres)
Total	16,028 hectares (39,606 acres)

The IDP provides policies that link the existing City, Town and County MDPs and the LUBs to the IDP. Direction is provided as to how these documents should be changed or coordinated with this IDP.

General Land Use Policy

- a) Landowners in the plan area shall continue to use their lands as designated within the LUB of the applicable municipality. Redesignation to another land use district will only be considered if it is consistent with the land uses identified in this IDP as shown on Map A.

- b) Existing land uses with valid development permits, prior or in process subdivision and land use amendment applications, and previously approved ASPs that existed as of the date of approval of this IDP may continue to operate in accordance with the provisions of the LUB of the applicable municipality and the MGA.
- c) Applicants shall, at the subdivision application stage, dedicate surveyed rights of way for future road networks, pipelines, power lines, trunk servicing and stormwater management as conceptually identified in this IDP, any other statutory plan in effect and/ or as identified by any road or utility authority.
- d) Infrastructure such as landfills, treatment plants, potential wind farms and airports shall require buffers as mandated by Provincial or Federal legislation.
- e) New applications for confined feeding operations (CFOs) in the plan area, or applications for the expansion of any existing CFOs must not be supported within the CFO exclusion area as shown on Map E.
- f) Subdivision of an unsubdivided parcel into two 32-hectare (80 acre) parcels may be permitted.
- g) Agricultural land should continue to be protected for agricultural purposes.
- h) The County shall refer all applications for development permits, subdivision and proposed statutory plans located within 1.6 km of the Future Highway 1 and 3 Re-alignment to Alberta Transportation for comment prior to approval.
- i) The potential for growth and expansion of existing hamlet areas shall be based on servicing capacity.
- j) All subdivision applications should identify the source(s) of potable and/or irrigation water and estimate consumption in accordance with municipal standards.
- k) All subdivision and development in the vicinity of the Medicine Hat Regional Airport must be in accordance with the City's Airport Zoning Regulation Bylaw.
- l) All subdivision and development within the County must be in accordance with the County's Airport Zoning Regulation Bylaw and the Medicine Hat Airport Overlay in the County Land Use Bylaw.

2.6 CITY OF MEDICINE HAT LONG TERM URBAN GROWTH AREA

Policy Context

The City of Medicine Hat (C.M.H) Long Term Urban Growth Area borders the southern boundary of the City. This area was formerly part of the Potential Growth Area which currently contains significant amounts of irrigated agricultural lands along with some limited country residential development and the Hamlet of Desert Blume. Existing urban developments in southern areas of the city along South Boundary Road are located adjacent to this policy area.

South Medicine Hat is one of the newest and has been one of the fastest growing areas of the city over the last several decades. Housing in the area south of the Trans Canada Highway is largely single family residential, with some higher density multi-family developments located in the area. Numerous other land uses are included in the area, including the largest concentration of commercial/retail activity in the city.

The southward expansion of the city over the next 50 years represents the most logical direction for long term urban growth going forward. Easterly expansion is limited by topography, the South Saskatchewan River, a rail line and a single arterial access. While these items can be overcome, it would require considerable expenditure and possible intrusion into established city neighbourhoods for new arterial roads. Existing industrial designations adjacent to residential expansion areas in the north of the city limit contiguous residential growth options to the northwest.

As a result, the C.M.H Long Term Urban Growth Area policy intends to protect this area within Cypress County for future urban expansion. The area is envisioned to feature various housing choices/densities, supporting services including commercial/recreational/institutional uses and urban infrastructure services including underground utilities. Upwards of an additional 25,000 people could ultimately reside in this area.

Intermunicipal Interests

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

The City has made long-term servicing decisions, establishing an internal trunk-servicing pattern that is intended to service future City development in accordance with its MDP. It is important that future development maximizes the efficiency of existing and planned infrastructure and soft services. The municipalities have discussed efficient and effective service provision that is fair to taxpayers in all three municipalities within the ICF process.

The IDP recognizes that it is in the interests of both the City and County to retain large parcel sizes in the C.M.H Long Term Urban Growth Area for both ongoing agricultural operations and future urban expansion.

Restricted Country Residential/Farmstead Separations

Larger parcels are more desirable for continued agricultural use due to economies of scale. In addition, larger parcels allow agricultural machinery more flexibility to work around physical constraints. Large parcels are also more easily developed for future urban density - there is less landowner conflict, more efficient, economical servicing, and more design flexibility. Multiple, smaller parcels broken up within a quarter section become less viable for urban development. It is especially difficult to coordinate adjacent landowners of smaller rural parcels to work together to achieve urban densities.

As a result, the C.M.H Long Term Urban Growth policy area intends to further restrict fragmentation of agricultural lands for country residential purposes. The intent of this strategy is to ensure that the vast majority of a quarter section and other large parcels remain intact. This restriction on further multi-lot rural residential subdivision applies only to the C.M.H Long Term Urban Growth Area. Other areas of the former Potential Growth Area do not have this limitation.

The restrictions on further multi-lot country residential development does not prohibit the creation of an additional lot on existing parcels under certain conditions. These conditions include:

- The subdivision of an existing farmstead from a larger agriculture parcel, up to a maximum size of 10 acres.
- Any farmstead subdivision of up to 10 acres will be permitted to subdivide into 1 additional country residential parcel up to 3 acres.
- In addition, existing country residential lots/properties that are 5 acres or less may also be permitted to subdivide into smaller lots.

Until this area undergoes urban development, sanitary servicing for any country residential properties will continue to remain on-site sanitary systems (excluding Desert Blume). Upon urbanization, future potable water service delivery will be provided via piped services from the City of Medicine Hat. Until then, water provision for all residential properties will be via on-site or water co-op services (pending available capacity).

Non-Residential Development

In the near-mid term, other non-residential uses such as recreation may be approved for development on a variety of existing parcel sizes if they are suitable for the intended use.

Overall Policy Intent Summary

The intent of the C.M.H Long Term Urban Growth Area in the IDP is to retain the existing agricultural and country residential uses, along with any recreation uses of large parcels in the area in the near-mid term with the expectation that the area will urbanize in the long term. The restrictions on multi-lot country residential development will ensure that large parcels are retained for the economical subdivision for future urban development.

C.M.H. Long Term Urban Growth Area Policies

- a) In the short-medium term, any existing agricultural, agricultural support, country residential, and any recreational uses within the C.M.H Long Term Urban Growth Area are permitted to exist
- b) Limited residential parcels may be permitted within the C.M.H Long Term Urban Growth Area. Existing parcels up to 5 acres will be eligible for further subdivision into smaller lots.
- c) Existing farmsteads with a residence will be permitted to be separated/subdivided from a larger agriculture parcel up to a maximum size of 10 acres.
- d) Any farmstead separation with a residence of up to 10 acres will be permitted to subdivide into 1 additional residential parcel up to 3 acres.
- e) Applicants for a residential lot/farmstead separation should consult with County staff regarding site selection considerations and may also be required to provide a land dedication for future road corridors which would be exempt from the 3- and 10-acre maximums.
- f) No new industrial or commercial developments will be permitted in the C.M.H Long Term Urban Growth Area
- g) A single backyard/secondary suite will be permitted on those parcels 5 acres or less.
- h) Area structure plans (ASPs) will ultimately be required prior to any future urban developments in this area.
- i) No new piped water/sanitary connections to City of Medicine Hat services will be provided to the area until urbanization occurs.
- j) j) Any new residential units will be required to have on-site sanitary systems with water supply being provided via either on-site systems or water co-op services (pending available capacity).
- k) Home based businesses/occupations may be permitted in the C.M.H Long Term Urban Growth Area as per Cypress County's Land Use Bylaw providing no negative impacts on the surrounding area are generated.

2.7 CYPRESS COUNTY GROWTH AREA

Policy Context

The Cypress County Growth Area (C.C.G) encompasses the hamlet of Dunmore and surrounding area. It is bounded to the west by Bullshead Creek and to the east and south by the future Highway 1 Re-Alignment, (as shown on Map B). The IDP strategy envisions Dunmore as an alternative residential, commercial and industrial option in which to live and work in the region.

There is continued growth potential for this area for both residential and non-residential uses. The County estimates that Dunmore has the potential to approach a population of 3,000 to 4,000 within the timeframe of this IDP. The lots in Dunmore are currently larger than typical city-sized lots in order to accommodate on-site servicing. Hence, Dunmore will have a larger development footprint when compared to a similarly populated neighbourhood within the City or the Town.

While the hamlet is currently serviced with individual on-site sewage systems, a piped sewage disposal system will likely be required if Dunmore is to avoid sewage disposal issues and reach its full potential for residential, commercial and industrial growth. The County may prepare a study to assess the costs and potential for a sewage collection and centralized treatment system within a regional service delivery model. The requirement to implement a sewage collection and centralized treatment system may be driven by any of the following: negative impacts to the groundwater from the number of private sewage disposal systems resulting in a regulatory body placing a moratorium on additional development, public pressure due to the costs of upgrading existing, and installing new private sewage disposal systems to meet current Safety Codes requirements and/or public convenience.

The C.C.G area has sufficient land to grow. An ASP has been prepared for the hamlet to ensure that future development and servicing is coordinated. Currently, there is no consideration by the Province to realign Highway 41 south along Eagle Butte Road to tie into the Future Highway 1 Re-alignment. However, the potential for a future 24-hour international border crossing has been considered at Wild Horse Alberta and enhanced border crossing hours have been implemented. That development may in future create a highway linkage with a proposed interchange near the intersection of Highway 41 and the proposed Highway 1 and 3 Re-alignment, thus creating added non-residential development opportunities in the long term.

Much of the area includes commercially viable sand and gravel deposits. While this is a limited and valuable resource, the extraction of this resource should mitigate conflicts with existing and future residential areas in the hamlet. Once fully depleted and reclaimed, alternative land uses may be considered by the County.

Overall Policy Intent Summary

The intent of the Cypress County Growth Area, as shown on Map A, is to provide a secure future land base for the orderly expansion of the Hamlet of Dunmore. The hamlet is considered as an alternative regional option for the development of a fully serviced community in the long term.

Cypress County Growth Area Policies

- a) As development proceeds, the County shall re-designate the official boundary of the hamlet in accordance with the IDP and its policies as applications arise for development within the C.C.G.
- b) Proposed development shall adhere to the Dunmore Master ASP and the Dunmore Junction ASP for lands within the C.C.G. In the event of a conflict or inconsistency between either ASP and the IDP, the IDP shall take precedence.
- c) Future applications for subdivision and development within the C.C.G, that create more than six lots, may be required to prepare an amendment to the Dunmore Master ASP or a Conceptual Scheme.
- d) A shadow plan may be required for minor subdivision applications (less than seven lots) from a large parcel at the discretion of the approving authority.
- e) Lands abutting Bullshead Creek shall adhere to the required setback(s) as identified within the County LUB and Dunmore Master ASP for protection from erosion and disturbance from development.
- f) The County may prepare a comprehensive sewage disposal study for the Hamlet of Dunmore and include the larger C.C.G as part of the study area.
- g) Sand and gravel extraction operations shall adhere to Provincial regulations. The County will not support applications for sites that do not meet Provincial regulatory size.
- h) The County shall review applications for subdivision of new residential areas in proximity to existing or potential future sand and gravel extraction operations to ensure that future conflicts with resource extraction are minimized. Impacts of noise, groundwater, de-watering, dust, visual impacts, vibration and erosion should be assessed at the application stage.
- i) Existing and future sand and gravel operations may be redeveloped to alternative uses as part of, or after reclamation to equivalent capability has been undertaken in accordance with Provincial regulations.

2.8 POTENTIAL SERVICED COMMERCIAL/INDUSTRIAL AREA

Policy Context

The Potential Serviced Commercial/ Industrial Area (SCI) is an area extending for approximately eight kilometres (five miles) east to west along Township Road 120 as shown on Map A. The intent of this area is to encourage commercial and industrial uses to develop along this east/west arterial over the long term.

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

Non-residential development along Township Road 120 encourages a net positive County tax base over the timeframe of this IDP. An ASP has been prepared in advance of large-scale development with special consideration to pre-planning trunk servicing and major roads.

Since the overall intent of the area is to minimize conflicts with residential uses, residential subdivision is limited to farmstead separation.

Overall Policy Intent Summary

The intent of the Potential Serviced Commercial/ Industrial area, as shown on Map A, is to provide a long-term location for highway commercial and light industrial uses where, in the County's opinion, potential exists for servicing with piped, potable water and sewer.

Potential Serviced Commercial/Industrial Area Policy

- a) Applications for rezoning or subdivision that would result in more than six parcels being created shall prepare an ASP amendment and detailed Conceptual Scheme as required by the County, prior to consideration of subdivision approval.
- b) With the exception of those uses that are in compliance with the existing County LUB at the time of approval of this IDP, all applications for more detailed ASP amendments, Conceptual Schemes, and/or subdivision and development shall require an amendment to an appropriate land use district as outlined in the County LUB, as amended from time to time. Alternatively, a similar, purpose-built, non-residential district may be prepared for County approval without a requirement to amend the IDP. All applications will follow the IDP referral process as outlined in this Plan.
- c) Light industrial/highway/rural commercial development may result in some unavoidable nuisance factors. The Township Road 120 ASP establishes a minimum 200 metre buffer between the wall of the closest residence and the nearest boundary of the development. However, the application for light industrial/ highway

commercial uses within 200 metres of an existing dwelling is a development consideration by the County.

- d) Applications for subdivision and development permits shall identify the expected nature, duration and intensity of potential nuisances such as noise, dust, heat, smoke, odours and glare and describe methods of mitigating those nuisances if the County deems these excessive.
- e) Developers are expected to work with nearby residential landowners to identify what visual mitigations (such as landscaping or berming) can be offered for the existing residences. It may also address mitigations for nuisances such as dust control, lighting, odours, etc.
- f) Multi-parcel Country Residential subdivisions shall not be permitted in the SCI area.
- g) Farmstead separation may be permitted within the SCI area.
- h) Municipal Reserve shall be taken as cash in lieu except where the County is of the opinion that land would provide recreation purposes for the benefit of the area or provide a separation between less compatible land uses.

2.9 AGRI/INDUSTRIAL AREA

Policy Context

The Agri/Industrial (AI) Area is located along the boundary of Cypress County and the City of Medicine Hat and extends two quarter sections into the County, as shown on Map A. This area was formerly part of the Potential Growth Area (now referred to as C.M.H Long Term Urban Growth Area) and currently contains significant amounts of irrigated agricultural lands, some limited country residential development in the southern most portion and several large greenhouse operations.

There are several major infrastructure initiatives planned/envisioned in the vicinity of this area that may facilitate significant new economic development opportunities for the region. These projects include the Highway 3 twinning and realignment as well as a runway extension at the Medicine Hat Regional Airport. With regards to Highway 3, Alberta Transportation and Economic Corridors (ATEC) is currently undertaking a design study which is also considering potential corridor locations. The exact location of the future corridor is not yet determined but one option includes a location along the existing city/county boundary. This project is anticipated to be completed by 2026 with construction tentatively planned afterwards. The new highway is tentatively planned to be operational by 2030.

The second major infrastructure project envisioned in this area involves an extension of the Medicine Hat Regional Airport runway. An extended runway would allow for larger aircraft to operate at the facility. The extended runway would cross the existing Highway 3 corridor into lands located west of the current highway within city boundaries. The timeframe for a runway extension is not known at this time but would likely occur after the expanded/realigned Highway 3 is opened.

These future infrastructure projects may provide an opportunity to capitalize on potential new economic development initiatives. The three municipal partners (City of Medicine Hat/Cypress County/Town of Redcliff) have been cooperating on exploring for more diverse economic activities that will benefit the entire region. These infrastructure projects may provide a window to capture new/additional investment opportunities focusing on potential activities such as light industrial and logistics-based businesses.

Intermunicipal Interests

Each of the three municipal partners recognize that economic diversification for the region is critical. It therefore becomes important to be able to protect for and subsequently capitalize on new economic development opportunities that may arise. Potential infrastructure projects such as an expanded highway corridor and an extended airport runway may help to facilitate the creation of new industrial developments. Protecting this new area from incompatible uses and increased land fragmentation is an important priority for achieving economic objectives.

It may take several decades for this area to ultimately develop from largely an agricultural area today into an industrial hub. In recognition of this, each of the municipalities also recognize the importance of maintaining existing agricultural activities along with any other supporting uses in the area.

As a result, the IDP will balance the need for long term protection of the area as a future industrial cluster while simultaneously recognizing the importance of allowing for existing agricultural activities and any supporting uses.

Restricted Country Residential/Farmstead Separations

Larger land parcels are more desirable for continued agricultural use due to economies of scale. In addition, larger parcels allow agricultural machinery more flexibility to work around physical constraints. They may be more easily developed for future industrial development as there is less landowner conflict, more efficient, economical servicing, and more design flexibility. Multiple, smaller parcels broken up within a quarter section can be less viable for future development and it is also difficult to coordinate adjacent landowners of smaller rural parcels to work together.

As a result, the Agri/Industrial policy area intends to prohibit the fragmentation of lands for multi-lot country residential purposes. The intent of this strategy is to ensure that the vast majority of a quarter section and other large parcels remain intact. However, an allowance will be made to allow for a single farmstead separation per quarter section on agricultural land. The location of this type of subdivision shall be determined in consultation with County staff and ATEC.

Utility Infrastructure Servicing

The Agri/Industrial Area is one of two major long term economic zones envisioned for the region. The other area being the northwest part of the IDP area at the interface of the three municipalities. Due to the absence of or proximity to rail services, the Agri/Industrial Area is most likely favorable towards future light industrial or logistics related activities. The intensive, heavy industrial uses are more likely to be located in the northwest region where there is rail access along with utility services.

In terms of utility infrastructure services for the Agri/Industrial Area, initial servicing will most likely be limited to on-site systems. As the area develops in the long term, underground piped water and sanitary may be considered by Cypress County or potentially the City of Medicine Hat. Numerous factors, including water availability/allocation, and life cycle capital/maintenance costs, among others, will need to be considered at that time.

Non-Residential Development

In the near-mid term, other non-residential uses such as recreation may be approved for development on a variety of existing parcel sizes if they are suitable for the intended use.

Overall Policy Intent Summary

The overall intent of the Agri/Industrial Area in the IDP focuses on two main considerations:

- Allowing for existing agricultural and supporting uses to continue to remain in the area until industrialization occurs.
- Protecting the area for future industrial growth by prohibiting incompatible uses such as multi-lot country residential developments and to ensure that large agricultural parcels are retained for more economical transition to industrial uses.

Agri/Industrial Area Policy

- a) In the short-medium term, any existing agricultural, agricultural support, country residential, and recreational uses within the Agri/Industrial Area are permitted to exist.
- b) No new multi-lot country residential subdivisions will be permitted in the Agri/Industrial Area.
- c) Applicants for any proposed new industrial developments should consult with ATEC regarding any development requirements located in the vicinity of highway corridors.
- d) Area structure plans (ASPs) will ultimately be required prior to any future industrial developments in this area.
- e) The feasibility and implementation of any future piped water/sanitary services for this area will be determined by Cypress County and/or the City of Medicine Hat as the area develops.

Farmstead Separation/Single Vacant Parcel Subdivision

Farmstead subdivisions in the Agri/Industrial Area will adhere to the following policies:

- a) Reduced parcel sizes are encouraged to retain the balance of agriculture and other open space.
- b) Parcel areas are recommended at a minimum lot area of 1.5 acres, up to a maximum of 10 acres. The County may allow an alternative range of lot sizes based on site specific considerations.
- c) The subdivision will not impact or hinder the agricultural use on the balance of the quarter section.
- d) The subdivision parcel size for an existing farmstead is based on the area incorporating the farm dwelling, and the accessory buildings and structures unless there are physical or topographic features which define a more practical larger parcel.
- e) The subdivision parcel has direct or a shared easement access to the existing municipal road network or a provincial highway.

- f) The subdivision of the existing farmstead or vacant parcel retain the same land use district as the remnant.
- g) The agricultural parcel remains the balance of the quarter section.
- h) The County shall only allow one existing farmstead parcel or single vacant parcel to be subdivided per quarter section.
- i) The applicant/proponent for the farmstead separation will consult with County staff regarding site selection/location and may also require the approval of Alberta Highways and Economic Corridors (ATEC).

2.10 COMMERCIAL/INDUSTRIAL AREA

Policy Context

The Commercial/ Industrial Area (CI), as shown on Map A, has been identified as a location for commercial and industrial uses for all three municipalities. Site conditions, strategic location near major transportation infrastructure (roads, rail), utilities, and nodes of complementary land uses (existing industrial, landfill, sand and gravel, etc.) are appropriate for non-residential uses in this area. While the intent is to minimize residential occupancy of the area, farmstead separation may be permitted.

This area identifies a long-term commercial/ industrial location for large land holdings that require access to major roads, rail, and/or power infrastructure and are incompatible with residential uses. The area contains an existing regional landfill, as well as several existing industrial land uses, especially along Highway 524. The future Highway 1 and 3 Re-Alignment interchange design will also affect future land uses in this area and likely intensify development pressures over the long term. The municipalities may choose to undertake a joint planning exercise to plan for orderly growth and identify suitable land uses for the CI policy area.

Overall Policy Intent Summary

The intent of the Commercial/Industrial Area is to provide for the orderly development of industrial and compatible commercial uses that may occur on large parcels.

Commercial/Industrial Area Policy

- a) Proposed development shall adhere to the Master Highway 524 ASP within this area. In the event of a conflict or inconsistency between the Master Highway 524 ASP and the IDP, the IDP shall take precedence.
- b) A joint land use planning exercise may be undertaken by the City, Town and County to plan for orderly growth in the CI area.

Farmstead Separation/Single Vacant Parcel Subdivision

Farmstead subdivisions in the Commercial/Industrial will adhere to the following policies:

- a) Reduced parcel sizes are encouraged to retain the balance of agriculture and other open space.
- b) Parcel areas are recommended at a minimum lot area of 1.5 acres, up to a maximum of 10 acres. The County may allow an alternative range of lot sizes based on site specific considerations.
- c) The subdivision will not impact or hinder the agricultural use on the balance of the quarter section.
- d) The subdivision parcel size for an existing farmstead is based on the area incorporating the farm dwelling, and the accessory buildings and structures unless there are physical or topographic features which define a more practical larger parcel.

- e) The subdivision parcel has direct or a shared easement access to the existing municipal road network or a provincial highway.
- f) The subdivision of the existing farmstead or vacant parcel retain the same land use district as the remnant.
- g) The agricultural parcel remains the balance of the quarter section.
- h) The County shall only allow one existing farmstead parcel or single vacant parcel to be subdivided per quarter section.
- i) The applicant/proponent for the farmstead separation will consult with County staff regarding site selection/location and may also require the approval of Alberta Highways and Economic Corridors (ATEC).
- j) Multi-parcel Country Residential shall not be permitted in this area.

2.11 REGIONAL HEAVY INDUSTRIAL COLLABORATIVE PLANNING AREA

Policy Context

The Regional Heavy Industrial Collaborative Planning (R.H.I.C.P) Area is located at the northwest corner of the IDP area, as shown on Map A. The area encompasses lands in each of the three municipalities north of the Trans Canada Highway and much of it was formerly a part of the Commercial/Industrial Area. There are currently several existing heavy industrial operations along with a small number of non-industrial uses in and around the area but much of the land remains vacant.

The R.H.I.C.P Area is in close proximity to key infrastructure and services that are necessary to facilitate heavy industrial development. In terms of transportation infrastructure, the area is close to the Trans Canada Highway and the CPKC rail mainline. Access to rail services and infrastructure is critical for heavy industrial operations. In addition to transportation, both the City of Medicine Hat and Town of Redcliff provide both piped water and wastewater infrastructure to parts of the area. Gas and electric services to the area could potentially be provided by the City of Medicine Hat or another supplier.

There are currently several non-industrial activities located in the proposed area. These include a drag racing strip and race track, firearm shooting range, motorcross track, model aircraft flying facility, stables and a small number of country residential properties, among others. These types of uses are considered incompatible with heavy industrial activities. Some of the proposed boundary for the new area also borders the Trans Canada Highway. Highway commercial activities immediately adjacent to the corridor may be considered, similar to those currently within the Town of Redcliff. There are numerous highway commercial and light industrial uses located south of the proposed new area boundary in both the Town of Redcliff and City of Medicine Hat.

Due to the proximity of multi-modal transportation infrastructure and services, piped water/sanitary services, gas/electric services and the availability of vast amounts of vacant land with minimal existing land use conflicts, this new proposed area provides a stronger opportunity to capitalize on potential new heavy industrial economic development opportunities. The three municipal partners (City of Medicine Hat/Cypress County/Town of Redcliff) have been cooperating on exploring for more diverse economic activities that will benefit the entire region. This unique area provides an opportunity to capitalize on heavy industrial growth for the region.

Intermunicipal Interests

Each of the three municipal partners recognize that economic diversification for the Tri-Area Region is critical. It therefore becomes important to be able to protect for and subsequently capitalize on new economic development opportunities that may arise. Protecting this new area from incompatible uses is an important priority for achieving economic objectives.

As a result, the IDP policies will protect the area as a future heavy industrial cluster. The three municipalities are committed to ensuring that future land use regulations and permitting processes are harmonized across each jurisdiction for the area. The municipalities are also committed to collaborating together on matters related to taxation and working with senior levels of government and the private sector to ensure that infrastructure and related services are available to promote and facilitate growth and development.

Prohibited Country Residential/Farmstead Separations

There are currently a small number of country residential properties in this area. The existing Commercial/Industrial Area policy direction is to minimize residential occupancy of the area. Multi-lot country residential developments are not permitted in the area, but farmstead separation may be permitted.

The proposed Regional Heavy Industrial Collaborative Planning Area policy as it pertains to residential development will be to prohibit any additional residential expansion.

Infrastructure Services

The Regional Heavy Industrial Collaborative Planning Area is one of two new major long term economic zones envisioned for the region. The other area being the Agri/Industrial Area located just west of the Medicine Hat Regional Airport. Due to the proximity of rail services and connections to the Trans Canada Highway, the Regional Heavy Industrial Collaborative Planning Area is a favorable location towards attracting future heavy industrial activities.

Long term transportation infrastructure expansion may be required to help facilitate growth in the area. A visionary plan for a future Trans Canada Highway by-pass of the region has been proposed with a potential interchange located near the proposed area. The City of Medicine Hat's Municipal Development Plan also illustrates potential new roads that could serve this area. New rail line extensions may also be required to service any new industry in the area. The three municipalities are committed to working with senior levels of government and private sector partners to address future long term transportation needs for the area.

In terms of underground infrastructure services, both piped water and sanitary services are currently provided by the City of Medicine Hat and the Town of Redcliff to various locations in the area. Additional water and sanitary capacity may be required to accommodate future growth with the three municipalities committed to working with industry partners to address needs in the area. Gas and electric utilities in the area may be available from the City of Medicine Hat or another provider.

Non-Residential Development

Other non-heavy industrial uses such as highway commercial activities may be allowed in the area providing they are located along the Trans Canada Highway. There are also several other existing incompatible uses located in the area. For these uses/activities, no new or expanded footprints of facilities will be allowed in the area.

Overall Policy Intent Summary

The overall intent of the Regional Heavy Industrial Collaborative Planning Area focuses on two main objectives:

- a) Protecting the area for future heavy industrial growth by prohibiting the addition or footprint expansion of any incompatible uses such as any residential and other non-heavy industrial activities;
- b) The municipalities collaborating with one another to harmonize all planning and related processes and working with other government partners and the private sector to ensure that infrastructure facilities and services are provided to help development in the area.

Regional Heavy Industrial Collaborative Planning Area Policy

- a) The City of Medicine Hat, Town of Redcliff and Cypress County shall harmonize land use by-laws, permitting processes and any other regulatory considerations, along with taxation matters, to create consistency, reduce administrative processes and expedite development approvals.
- b) Heavy industrial and supporting activities shall be encouraged in the area.
- c) No new or expanded footprints of incompatible land uses such as country residential, commercial, recreational and others shall be permitted in the area with the exception of highway commercial along the Trans Canada Highway corridor.
- d) Any existing incompatible uses may continue to operate and reasonably develop within their existing footprints.
- e) The policies pertaining to the Policy Review Overlay in the City's Northwest Industrial Area Structure Plan and those of any other relevant municipal statutory plan shall continue to be applied towards existing outdoor recreational uses.
- f) The City of Medicine Hat and Town of Redcliff shall work with private industry to identify/implement various utility infrastructure services needed to facilitate development in the area
- g) The three municipal partners shall collaborate with both senior levels of government and private industry to identify/implement key transportation infrastructure including road/rail needed to facilitate development in the area.

2.12 RURAL DEVELOPMENT AREA

Policy Context

The Rural Development Area (RD) comprises two zones – Rural Development Area (East) and Rural Development Area (West and South). The easterly lands are geographically severed from the boundary of the City of Medicine Hat by the South Saskatchewan River as well as a significant coulee system. The easterly lands primarily contain dryland farming, a municipal landfill site and the hamlet of Veinerville. The area contains a portion of Provincial Highway 41A, assisting to provide connectivity to the Trans Canada Highway and to the Alberta/Saskatchewan Provincial border.

The Rural Development Area has been expanded to also incorporate lands which are cited south and west of the C.M.H Long Term Urban Growth Area. This portion of the Rural Development Area contains fragments of lands which were previously contained within the Potential Growth Policy Area and identified for long-term growth and urbanization by the City of Medicine Hat. The Potential Growth Area has since been renamed the City of Medicine Hat Long Term Urban Growth Area.

Rural Development Area (East)

The intent of the Rural Development Area (East), is to allow for a variety of land uses that capitalize on the natural attributes of the area where they are compatible with existing land uses, provide on-site sewage disposal systems, and do not require large volumes of potable water. This includes general agricultural operations (excluding CFO's), multi-lot country residential subdivisions, farmstead separations and home-based businesses. A wide range of commercial and industrial uses may be suitable in the area where it can be demonstrated that their location can co-exist with existing agricultural and residential uses. Similarly, farmstead and country residential uses should not unduly affect ongoing farming operations or constrain existing commercial and industrial uses.

This area consists of mainly dryland farming with water licences from Ross Creek. Many parcels south of Highway 41A are arable and likely appropriate for pastureland due to the topography and the Ross Creek valley. The potential for City expansion eastward is possible, but is constrained by a major rail line, a coulee system and a single east-west access road (Highway 41A). However, there is opportunity for country residential and supporting recreational uses in the area. Additionally, the 41A corridor is a likely location to cite commercial and industrial uses given the vehicle capacity. Provincial studies consider the upper Ross Creek valley as a national Environmentally Significant Area and as such, consideration of riparian protection and environmental assessments should be undertaken prior to subdivision and development approvals in this area. The province has also undertaken Flood Mapping Studies for the area. The development of recreational trails along the benches of the Ross Creek valley may be

appropriate, but such trails should be approved as part of a comprehensive site development scheme and in consultation with area landowners.

Rural Development Area (West and South)

The intent of the Rural Development Area (west and south) is to provide for continued and expanded agricultural operations (excluding CFO's), greater flexibility for country residential development opportunities where they do not conflict with future urban growth areas and home-based business uses. The County may also set provisions in its Land Use Bylaw to provide for additional housing options, such as secondary suites or dwellings. A vast majority of lands within the west and south areas of the RD Area contain irrigation infrastructure and allocated water rights provided through the St. Mary's River Irrigation District. The three municipalities agree that the protection and expansion of irrigation in the area enhances the agricultural capabilities and productivity of agricultural parcels and is a necessary tool to support the viability of agriculture in the region and to strengthen the economy.

The delivery of irrigation water also provides non-potable water options to rural residents. Many established farmyards and acreages rely on this water supply to sustain their homes. Additionally, there are three established water co-operatives providing the delivery of treated water supplied from the City of Medicine Hat. These co-operatives are presently at capacity with no further water allocations to support further country residential development. Therefore, further development in this area will need to rely upon water supplied through the irrigation district, water wells or cisterns for residential use with private on-site sewage disposal systems.

A range of country residential uses may be permitted in the area where it is compatible with adjacent land uses, where ongoing farming operations are not unduly compromised and where adequate on-site servicing and access is available. The County is under no obligation to approve a multi-lot country residential subdivision in the area and such applications will be reviewed on individual site-specific merits and where such developments are supported by an Area Structure Plan. The County will focus on incremental multi-lot country residential development in the area to support gradual and sustainable growth. Commercial and industrial uses are not seen as compatible in this area. The County may allow for home-based businesses where they are not intrusive to the area and where they can co-exist with existing development.

Overall Policy Intent Summary

The intent of the Rural Development Area is to provide for a wide range of rural uses with on-site servicing and land uses that include, but are not limited to continued agricultural uses, extensive recreational uses, and compatible country residential uses.

Rural Development Area Policy

Farmstead Separation/Country Residential Subdivision

Reduced parcel sizes are encouraged to retain the balance of agriculture and other open space. Parcel areas are recommended at a minimum lot area of 1.5 acres, up to a maximum of 10 acres. The County may allow an alternative range of lot sizes based on site specific considerations.

- a) the subdivision will not impact or hinder the agricultural use on the balance of the quarter section.
- b) the subdivision parcel size for an existing farmstead is based on the area incorporating the farm dwelling, and the accessory buildings and structures unless there are physical or topographic features which define a more practical larger parcel.
- c) the subdivision parcel has direct or a shared easement access to the existing municipal road network or a provincial highway.
- d) the subdivision of the existing farmstead or vacant parcel retain the same land use district as the remnant.
- e) the agricultural parcel remains the balance of the quarter section.
- f) The County shall only allow one existing farmstead parcel or single vacant parcel to be subdivided per quarter section.

Country Residential Subdivision, Multi-lot

- a) Multi-lot country residential parcel density shall not result in more than 30 parcels and/or titles being created within a quarter section.
- b) Reduced parcel sizes are encouraged to retain the balance of agriculture and other open space. Parcel areas are recommended at a minimum lot area of 1.5 acres, up to a maximum of 3 acres. The County may allow an alternative range of lot sizes based on site specific considerations.
- c) The County shall require that new multi-parcel subdivisions containing 4 or more lots prepare an Area Structure Plan to promote interconnected neighbourhoods and to ensure that appropriate servicing levels for transportation, water, wastewater and stormwater infrastructure are available.
- d) Multi-lot country residential subdivision proposals shall be required to adhere to key design and location requirements.
- e) The County may encourage the use of existing vacant multi-lot country residential parcels prior to the reclassification and subdivision of other parcels to maximize existing infrastructure and protect agricultural land from being unnecessarily fragmented.
- f) The County may require that appropriate right-of-way be dedicated for potential future urban utility servicing at the subdivision design stage.
- g) Multi-lot country residential proposals within 500 metres of the Sand and Gravel Resource area shall be required to provide an assessment, prepared by a qualified

individual, verifying surface mineral extraction opportunities and mitigation measures to ensure that the potential for future conflicts is minimized.

Agricultural Subdivision

- a) The subdivision is intended to consolidate with an adjoining agricultural parcel to enhance agricultural productivity.
- b) The agricultural parcel that is fragmented by natural or man-made circumstances.
- c) Subdivision of an 80-acre parcel may be supported in the Rural Development Area (east only).
- d) The subdivision of agricultural lands will be required to demonstrate that there is legal and physical access to a public road.

Non-Residential Uses

- a) The County shall direct commercial and industrial developments to locate to defined employment corridors.
- b) A broad range of commercial and industrial uses may be permitted in the Rural Development Area (east) where they do not create conflict with surrounding agricultural or residential uses.
- c) Industrial/ commercial development may result in some unavoidable nuisance factors. The presence of non-residential uses within 200 metres of an existing dwelling is a development consideration by the County.
- d) Applications for subdivision and development permits shall identify the expected nature, duration and intensity of potential nuisances such as noise, dust, heat, smoke, odours and glare and describe methods of mitigating those nuisances if the County deems these excessive. Generally, such nuisances should not unduly extend beyond the legal boundaries of the proposed use.

2.13 TOWN OF REDCLIFF LONG TERM URBAN GROWTH AREA

Policy Context

The Town of Redcliff Long Term Urban Growth Area (T.O.R), as shown on Map A, identifies the Town future growth interests up to and beyond the timeframe of this IDP. The Town is active in acquiring and developing land for residential and non-residential uses and this pattern is expected to continue. The Town also has limited directions in which it can expand. Physical constraints, the regional landfill to the west, Highway 1 and the County's interest in encouraging industrial uses to the north all factor into the shape and size of the area. Existing agricultural uses within this area may continue and expand. The T.O.R lands are divided into two classes: future urban residential use south of Highway 1 with commercial or industrial land uses adjacent to the Canadian Pacific Railway line and future serviced industrial uses north of Highway 1

Non-residential Development South of Highway 1

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

- are deemed to be related to agricultural industry or extensive recreation uses such as standalone golf courses (without associated residential uses),
- occur on agricultural lands that are not irrigated, and
- conform to the County LUB.

Overall Policy Intent Summary

The intent of the Town of Redcliff Long Term Urban Growth Area is to protect land for long term urban expansion, to allow for the continued use of agricultural pursuits, and in some areas south of Highway 1, extensive recreation uses. The further intent is to retain large parcels for economical re-subdivision for future urban densities. Interim subdivision and development applications should plan for eventual annexation and urban densities.

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

Town of Redcliff Long Term Urban Growth Area Policy

- a) Farmstead separation is permitted within the Urban Reserve (Redcliff) area.
- b) Applications for subdivision and development permits for industrial uses may be considered by the County in advance of Town annexation and within ASPs as described in this IDP.

- c) All applications on County land must be preceded by a land use redesignation to an applicable land use district within the County LUB, as amended from time to time.
- d) By agreement of the Town and County, the ASP may be divided into:
 - an ASP undertaken by the Town to guide growth in land annexed in 2009
 - a Joint ASP prepared by the Town, County and City for the area north of the Town and including a portion of the City.
- e) That portion of the T.O.R located south of Highway 1 is generally suitable for continued agricultural and agricultural support uses, extensive recreation uses, and Restricted Country Residential use. Uses other than those specified above should not be allowed unless they are an existing use or the expansion of an existing use prior to adoption of this IDP.
- f) Parcels located within those portions of the T.O.R of the IDP south of Highway 1 may be considered by the County for an LUB amendment and subdivision approval for Restricted Country Residential use.
- g) Minimum parcel size for Restricted Country Residential should be 0.60 hectares (1.5 acres).
- h) Where public rights of way have reduced the potential subdivision density by one parcel, the County, at its discretion, may allow the additional parcel to be subdivided as if the rights of way were not exempted from the area in title.
- i) Restricted Country Residential land uses may be considered in the area where the proposed use meets the following performance criteria to the satisfaction of the County;
 - Subdivision does not occur on irrigated land as defined by the County MDP.
 - Wherever possible, subdivision must occur on the less capable agricultural lands of the parcel to be subdivided.
 - Wherever possible, Restricted Country Residential subdivision should be contiguous and use common internal access road except where, in the opinion of the County, this is impractical by physical constraints or parcel configuration.
 - Subdivisions that are proposed to be located at the intersection of range and township roads shall be designed so that the subdivision does not interfere with safety of turning movements, access management or long-term road widening requirements.
- j) A Shadow Plan may be required as part of future Restricted Country Residential subdivision applications at the discretion of the approving authority.

2.14 SAND AND GRAVEL RESOURCE AREA

Policy Context

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

The Sand and Gravel Area (SG), as shown on Map A, is intended to retain the potential for sand and gravel extraction and limit potential for other uses, particularly residential development, in the area and in nearby areas that may conflict with extraction operations. These conflicts include dust, vibration, heavy truck traffic, de-watering, impacts on views, noise and hours of operation.

Once a sand and/ or gravel extraction area has been reclaimed and approved by the Province, a suitable commercial or industrial type of development use may be considered, provided that it does not preclude further extraction of adjacent sand and/ or gravel resources.

Overall Policy Intent Summary

The intent of the Sand and Gravel Resource Area is to protect sand and gravel resources for extraction and discourage potentially conflicting land uses in the vicinity from developing until such time as the resource has been reclaimed to its former equivalent use. The boundaries and locations of the SG area may change as new sand and gravel resources are identified.

Sand and Gravel Resource Area Policy

- a) An IDP amendment should be included as applications for new extraction areas become known.
- b) Farmstead separation may be permitted in the SG area.
- c) Multi-parcel Country Residential shall not be permitted in the SG area.
- d) Commercial and industrial uses may only be considered where:
 - they conform with the County LUB,
 - they follow the reclamation of a former sand and/ or gravel extraction operation, are in support of the sand and gravel extraction operations, and
 - they do not preclude further recovery of the resource.
- e) The County, City and Town, in cooperation with the Province, the Alberta Geological Survey, the Alberta Energy Regulator and area operators should jointly prepare a detailed resource analysis and assessment of the occurrence, production and

projected consumption of the region's sand and gravel resource. The purpose of the study is to control aggregate production and transportation costs, limit environmental and safety hazards associated with sand and gravel development, and determine aggregate resource revenue over the timeframe of this IDP.

2.15 HIGHWAY INTERCHANGE OVERLAY

Policy Context

The Highway 1 Re-alignment will essentially result in a “barrier and gate” model for future urban expansion westward from the City and the Town. According to *The Highway Development and Protection Act*, SA 2004, c H-8.5, all access to or from a major highway (including Highway 1 and 3) will eventually be limited to interchanges only. Ultimately, there will be no at-grade intersections along its length. Three interchanges within the IDP area will service interchanges to connect major highways. Another four service interchanges are proposed by the province to serve other roads (i.e. Highway 524, Highway 523, Range Road 55 and Highway 41).

Ultimately, the only “gates” that will offer access across Highway 1 will be these four service interchanges. These interchanges will be constructed in the long-term future and development pressures surrounding the service interchanges will likely follow. Therefore, Map G identifies a Highway Interchange Overlay (HIO) in recognition of the development pressures that will likely accompany the construction phase of the Highway 1 Re-alignment. Overlay policy statements serve as an overlay in addition to the underlying policy area that is shown on Maps A and B. These overlay provisions will guide non-residential development within the overlay area. Country residential developments will not be permitted in the HIO and can be accommodated elsewhere in the Rural Development Area (west & south).

Overall Policy Intent Summary

Notwithstanding subdivision and development limitations identified in this IDP, the HIO is intended to address non-residential land use in the vicinity of interchange alignments as identified in Alberta Transportation and Economic Corridors (ATEC) Highway 1 & 3 Network Functional Planning Study. The overlay protects land from development that would compromise future development of an interchange and associated complimentary uses adjacent to the future interchanges.

Highway Interchange Overlay Policy

- a) Commercial and industrial development is encouraged as development opportunities arise as a result of the Highway 1 Re-alignment.
- b) The County may consider applications for commercial and industrial land uses that may be suitable in the vicinity of a highway service interchange to serve the public or compatible uses that may take advantage of the location of the interchange to provide more convenient access to the region.
- c) Servicing with potable water and/ or sewer may be considered by the County in accordance with this IDP.
- d) Applications for commercial or industrial land uses in this area may require an amendment to the County LUB but may not require an amendment to the IDP as long as the applications are consistent with IDP policy.

2.16 INTERMUNICIPAL SERVICING

Policy Context

IDP Area Servicing

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

The current provision of bulk water and sewer identified above will remain. In order for the County to receive any additional water capacity from the City or the Town, a new or amended gate agreement, or other form of agreement between the two municipalities, will be necessary. The new agreement would specify the terms and conditions under which the City or Town will provide potable water services to the County. The County will be responsible for the allocation of the water in the IDP area subject to the specific policies in this IDP. Likewise, the County would request an agreement from the City in order to provide the County with piped sewer. For their part, the County and the Town may enter into negotiations for the provision of water for the CI area of the IDP.

Servicing Outside the IDP Area

The City, Town and County have identified the geographical locations of potential future regional potable water that may be addressed through the ICF process outside of the IDP area. These locations are identified on Map E for context only.

Water and Sewer Services Criteria

This IDP provides direction as to which IDP areas are desired for potable water and sewer services. A City-County water gate agreement allows the County to proceed with future, sequential construction of potable water services in accordance with the IDP and in accordance with available City supply, available water licences, County demand and financial resources of potential users.

Although the IDP provides a framework for planned growth and servicing, the considerations noted above will require time to clarify and organize. The governance mechanism that implements this servicing concept may also change over time. Therefore, an amendment to the water agreements among the municipalities will not require an amendment to this IDP except where the servicing levels for an area in this IDP would lead to a change in land use.

Water Supply

This IDP recognizes water as a limited resource. As time goes on, it becomes clearer that water cannot be taken for granted. The closure of the South Saskatchewan River basin to the provision of new water allocation licenses has created a market for water and the acquisition/ transfer of water rights. A secure water supply is essential if the IDP area is to achieve its intended strategy of serviced County nodes and long-term security for the continued growth of the Town and the City over the timeframe of this IDP. As indicated in Section 2.4.1, it is the responsibility of each municipality to acquire adequate water licenses for their long-term requirements for the provision of potable water. Some, or all of the municipalities may also require developers to acquire some or all of the water license requirements for their development as a condition of development.

Piped Sewage Disposal

The Town pipes its sewage by gravity to the City for treatment. Dunmore does not have a piped sewage disposal system. However, in order for Dunmore to develop to a population of 4,000 over the timeframe of this IDP, the County may choose to install a piped sewage system in order to accommodate such growth. A piped sewage collection and disposal system will require high capital cost at the outset and recovery of those costs over a long time period. Therefore, the County is reluctant to directly invest in a municipal sewage system in the Dunmore or Township Road 120 area without additional evidence of a user base prepared to fund the cost recovery over time. The County would need to review the business case for the timing and feasibility of such a commitment.

Solid Waste Management

Currently, the County and the Town have a long term regional solid waste landfill located northwest of the town and the City has a municipal landfill north of Veinerville. The Town-County landfill currently has constructed landfill cells on a portion of one quarter section with another three-quarter sections available for future landfill cell construction. The three municipalities will review the opportunities for regionalization of solid waste disposal operations under a regional service provider.

Future Potable Water or Sewer Agreements

Several gate agreements have been entered into by the City and County for the provision of piped potable water and sanitary sewer service by the City to the County. The City also provides piped sanitary service to the Town under a gate agreement. The provision of additional piped potable water and/ or sewer between municipalities shall first require new agreements or an amendment to existing gate agreements between municipalities party to the desired services.

Intermunicipal Servicing Policy

- a) Intermunicipal provision of any potable water and/ or piped sewer services may be implemented by one or more agreements without the need to amend the IDP.
- b) Full-service water and sewer services are suitable in the IDP area for the C.C.G Area and the SCI area along Township Road 120. Moreover, the T.O.R Area would be serviced with full services at such time as the land is annexed to the Town, and when the Town deems it appropriate to develop full services. All other identified IDP areas may potentially be serviced with a “low flow rate” potable water system. The provision of a low flow rate water system will depend on location, availability of water licences, servicing economics and demonstrated demand.
- c) When water service is proposed or requested by landowners, the County, at its discretion, may conduct a broad survey of potential water users to assess interest levels in water service (in both low flow rate or full-service areas) to ensure pipes are appropriately sized and to reduce unnecessarily replacing or twinning waterlines later.
- d) The three municipalities will review the potential to utilize existing water licences of those parcels that are removed from agricultural production as a result of redevelopment to more intensive uses that would benefit from potable water.
- e) Each of the three municipalities should consider measures to encourage their customers to reduce their overall water consumption through differential water rates, education and other measures as appropriate.

2.17 TRANSPORTATION NETWORK

Policy Context

Just as with other municipal infrastructure, new and improved roads facilitate demand for development along their alignment. Therefore, it is important that the IDP examine the future major road network to ensure it can accommodate future development. ATEC has proposed both Highway 1 and 3 re-alignments as shown conceptually in Map G which currently shows the proposed future Highway 1 re-alignment for the bypass and proposed interchange locations. Amendments to Map G may be required that reflect detailed alignments, changes to County road patterns, and future integration with the City and the Town arterial roads.

At present, it is expected that Highway 524, Highway 523 (Holsom Road), Highway 3, Range Road 55 and Range Road 50 may become service interchanges in the long term. The eventual disposition of the existing Highway 1 within the IDP area will be clarified at that time respecting maintenance, repairs, additional access and speed limits.

With regards to Highway 3, ATEC is currently undertaking a design study which is also considering two potential corridor locations within the IDP area. One option includes a location along the existing city/county boundary while the other is located within the City of Medicine Hat. Access points along the re-aligned highway will be consolidated to a small number of key intersections with service road enhancements being added. This project is anticipated to be completed by 2026 with construction tentatively planned afterwards. The new highway is tentatively planned to be operational by 2030. Map G illustrates the location of the future planned Highway 3 twinning/realignment in the IDP area.

The future development of the SCI area will also have an impact on County range roads and City Road connections. These will be further examined ahead of future development pressures.

The impact of the re-alignment of Highways 1 and 3, its service interchanges, and the development of Township Road 120 will have an impact on traffic patterns in the IDP area. The three municipalities should work toward a regional transportation network that identifies future major roads and intersections for long term commercial and industrial expansion.

IDP policies should conform to the final road alignment and interchange locations for the Highway 1 and 3 corridors.

Transportation Network Policy

- a) The three municipalities may consider representation to the Province to fund a joint regional transportation master plan (TMP). This joint TMP would outline the detailed standards and alignments for future City, County and Town arterial road development and any municipal servicing rights of way to be located within the road rights of way as a result of the re-alignment of Highways 1 and 3.

- b) Expanding a regional trails system in the tri-area is a worthwhile endeavour that adds an important quality of life amenity to the region's population. However, many issues remain with landowners concerned about issues of illegal trespass, grass fires, litter, etc. Until these issues are resolved on a case-by-case basis, a comprehensive trail system in specific locations is limited to connecting the two major population centres of the Town and the City, and areas within the County deemed appropriate. Map A identifies potential (but not exhaustive) trails within the boundaries of these urban areas. Trails may be developed as land and funds become available.

2.18 ENVIRONMENTAL PROTECTION

Policy Context

Environmentally Significant Areas

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

The Province has identified and mapped a number of ESAs at a provincial, national and international level of significance. This includes nationally significant ESAs such as Ross Creek and the north portion of the South Saskatchewan River to the northeast of the city. The South Saskatchewan River valley west of the town is seen as provincial in its level of significance. The Province also identifies a number of creek systems that, while not considered ESAs, do contain seasonal wetlands that may contain a high degree of biodiversity or are capable of being rehabilitated to improve ecological capacity within the IDP area.

Development applications in or near ESAs that, in the opinion of the County, may affect the environmental integrity of the landscape will require an environmental review. This will include review of stormwater management, erosion mitigation, protection of downstream water quality, protection of rare flora and fauna, protection of natural or manmade water bodies, and riparian areas.

Environmental Reviews

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

Environmental Protection Policy

- a) Subdivision and development permit applications should conform with the Stormwater Management Guidelines for the Province of Alberta 1999, as well as existing stormwater management studies for the area.

- b) An environmental review and impact assessment may be required where drainages and wetlands are present or where ESAs, as defined by the Province, are identified in the IDP area. The environmental review shall address quality of stormwater runoff, mitigations to protect water bodies including wetlands and drainages, soil erosion, air pollution, risk assessment for handling of hazardous goods, the impacts of development on wildlife, vegetation, the health of riparian ecosystems and processes plus other matters as may be determined by the approving authority to be impacts.
- c) Where required by the approving authority, an application for an ASP, subdivision or development permit shall be accompanied by an environmental review under a terms of reference adopted by the approving authority. The review shall be prepared by a qualified individual or firm and shall identify issues and mitigations to address those issues.
- d) Land suitable for ER shall be identified at the subdivision application stage and shall be taken as ER on its own or as an easement when part of a more comprehensive agreement covering a significant part of the original parcel. Development buffers required under this IDP may include ER.
- e) Developers shall apply the slope policy/guidelines identified in the County LUB, as amended from time to time. Additional mitigations may be required where the nature of the application would create additional erosion concerns.
- f) Disturbance of existing creek drainages and water bodies, as defined by the Province, are discouraged. Applications for subdivision or development shall maintain a minimum 30 metre horizontal setback from the high-water mark of water bodies to be retained. The setback for other water bodies, including manmade water bodies, shall be regulated as per the County LUB.

3. IDP IMPLEMENTATION

3.1 INTENT

Implementation is the process that translates policies on paper into detailed directives for action. It instructs staff, administrations and councils to act on staging and timelines for the policies to actually be applied in the real world. The IDP will inevitably require changes over time and policy implementation will trigger those changes. The County, Town and City Councils agree to the following guiding principles, which are utilized in implementing the policies contained in this IDP. Implementation will require the City, Town, and County to review their MDPs, relevant ASPs and LUBs and make amendments as required and ensure future documents are consistent with the IDP.

3.2 INTERMUNICIPAL COMMITTEE

The City, the Town, and the County have created a recommending body known as the Intermunicipal Committee (IMC). The role, composition and function of the IMC is expressed in a Terms of Reference (TOR) that has been adopted by the City, the Town and the County. The IMC TOR considers a number of items including:

- Mandate of the IMC,
- Composition of IMC,
- Relationship of IMC to City, Town and County Councils and Administrations,
- Operating procedures, including meeting frequency and reporting requirements, and
- Any other items as mutually agreed upon by the City, Town and County Councils.

3.3 FUTURE AREA STRUCTURE PLANS

Map D identifies locations where further, more detailed ASPs may be completed. The intent is to identify land uses, utility locations and major road alignments in greater detail than this IDP. As development and piped servicing expands, the conditions for economical and efficient land uses and servicing should be identified as early as possible. Planning ahead will allow for the approval of appropriate development with a minimum of delay, minimize land use conflicts and ensure more harmonious intermunicipal relations.

3.4 IDP REFERRAL PROCESSES

- a) The County, Town and City shall refer all ASPs, ARPs, LUB amendment applications for lands within the IDP area to the other partner municipalities.
- b) The County shall refer to the Town all development permit applications for a discretionary use requiring approval of the Municipal Planning Commission if the lands subject to the development permit are within the IDP referral area shown on Map H.
- c) The County shall refer to the Town all subdivision applications if the lands subject to the subdivision are within the IDP area and north of the South Saskatchewan River.
- d) The County shall refer to the City all development permit applications for a discretionary use requiring approval of the Municipal Planning Commission if the lands subject to the development permit are within the IDP referral area shown on Map H.
- e) The County shall refer to the City all subdivision applications if the lands subject to the subdivision are within the IDP referral area shown on Map H.
- f) The Town shall refer to the County all development permit applications for lands located within the UR area, as identified on Map H, adjacent to the County if:
 - the application is for a discretionary use that requires approval of the Town's Municipal Planning Commission, or
 - there is not a subsisting ASP or ARP.
- g) The Town shall refer to the County all subdivision applications for lands located within the UR area, as identified on Map H, adjacent to the County if:
 - the application is not consistent with a subsisting ASP or ARP, or
 - there is not a subsisting ASP or ARP.
- h) The Town shall refer to the City all development permit applications for lands located within the UR area that is identified within the Town on Map H, if:
 - the application is for a discretionary use that requires approval of the Town's Municipal Planning Commission, or
 - there is not a subsisting ASP or ARP.
- i) The Town shall refer to the City all subdivision applications for lands located within the UR area that is identified within the Town on Map H, if:
 - the application is not consistent with a subsisting ASP or ARP, or
 - there is not a subsisting ASP or ARP.
- j) The City shall refer to the County all development permit applications for lands located within the UR area that is adjacent to the County (as identified on Map H) if:
 - the application is for a discretionary use that is referred to the City's Municipal Planning Commission for a decision, or
 - there is not a subsisting ASP or ARP.
- k) The City shall refer to the County all subdivision applications for lands located within the UR area that is adjacent to the County (as identified on Map H) if:
 - the application is not consistent with a subsisting ASP or ARP, or
 - there is not a subsisting ASP or ARP.

- l) The City shall refer to the Town all development permit applications for lands located within the UR area that is adjacent to the Town (as identified on Map H) if:
 - the application is for a discretionary use that is referred to the City's Municipal Planning Commission for a decision, or
 - there is not a subsisting ASP or ARP.
- m) The City shall refer to the Town all subdivision applications for lands located within the UR area that is adjacent to the Town (as identified on Map H) if:
 - the application is not consistent with a subsisting ASP or ARP, or
 - there is not a subsisting ASP or ARP.
- n) Engineering or planning studies for water, wastewater, stormwater or roads on the lands within the UR Area identified on Map H shall be referred to the adjacent municipality.
- o) The County shall refer engineering or planning studies for water, wastewater, stormwater or roads for lands within the IDP referral area shown on Map H.
- p) Where a development or subdivision application is made where the municipality receiving the application can envision a potential impact on one of the partner municipalities due to the nature or scale of the proposed development or subdivision, the application shall be referred to the potentially impacted municipality.
- q) Any partner municipality may refer any development permit, subdivision, engineering or planning study to one or both of the other partner municipalities.
- r) All referrals within the UR area shall be reviewed for compatibility with adjacent IDP land use areas by both the adjacent municipality and the referring municipality.
- s) The municipalities shall follow the following referral process.
 - Referrals will be sent to the appropriate staff member of one or more municipalities.
 - If any municipality requests an IMC meeting as a result of a referral, the meeting shall be convened and hosted by the municipality requesting the meeting.
 - The IMC will make comment on the issue and refer it to the Councils for official municipal comment. The IMC may agree to refine the referral process from time to time without the need for an amendment to this IDP.

3.5 ADMINISTRATIVE PROCEDURES

Each municipality will administer the IDP for lands within its municipal jurisdiction using its own staff resources. Decision-making authority may be granted to the IMC as per Section 3.2

Where a private developer proposes a development that would require amendments to the IDP, then all of the costs associated with the necessary amendments, and amendment procedures will be at the sole expense of the developer.

Where amendments to the IDP are initiated and proposed by one of the participating municipalities, then the associated amendment costs will be at the expense of the initiating municipality. If the proposed amendment is at the recommendation of the IMC or is of the mutual benefit of two or more of the municipalities, then all of the benefitting municipalities will equally share with the expenses.

3.6 DISPUTE RESOLUTION/MEDIATION PROCEDURES

Dispute Resolution

The Municipalities agree that it is important to avoid any dispute by ensuring that the intent of the IDP is followed. It is agreed that potential issues are identified and communicated as early as possible and, if there are any disagreements as to the interpretation and application of this IDP, the following binding dispute resolution mechanism, which is a requirement of all IDPs pursuant to the MGA, will be implemented. To satisfy this requirement and to ensure that the principles of fairness and due process are respected, a dispute or disagreement resolution process consisting of seven stages has been established and agreed to. If there is a disagreement regarding matters outlined in the IDP, they shall be addressed and resolved at any of the stages of the dispute resolution process outlined as follows:

Stage 1: Notice of Dispute

Where a dispute cannot be resolved to the satisfaction of the CAOs and/or IMC after 30 calendar days, the dispute will be referred to the Mayors, Reeve, and councils of the municipalities party to the dispute. The dispute will be discussed with a focus on resolving issues; the intent is that no formal motions will be made, and it will be a closed session.

Stage 2: Municipal Administrative Communication

Chief Administrative Officers (CAOs) and/or Administration from the municipalities party to the dispute shall meet and attempt to resolve the issue/concern within 15 calendar days. If no resolution can be agreed upon within 30 calendar days, the issue shall be advanced to Stage 3.

Stage 3: Optional Intermunicipal Committee Review (Confidential)

If the disagreement is moved forward to the IMC, a meeting of all members of the IC may be set within 21 calendar days from the time of referral from the CAO Communication.

After careful consideration of the facts and points of view, the IC may:

Request additional information to assist in its deliberations.

- If possible, agree on a consensus position of the IMC in support of or in opposition to the proposal, to be presented to all municipal councils; or
- Conclude that no consensus can be reached at the IMC level. If agreed to, a facilitator may be employed to help the Committee work toward a consensus position.
- If consensus cannot be reached within 30 calendar days, a Joint Council Session shall be held.

Stage 4: Joint Council Session

Where a dispute cannot be resolved to the satisfaction of the CAOs and/or IC after 30 calendar days, the dispute will be referred to the Mayors, Reeve, and councils of the municipalities party to the dispute. The dispute will be discussed with a focus on resolving issues; the intent is that no formal motions will be made, and it will be a closed session.

Stage 5: Mediation Process

- a) If the dispute cannot be resolved through negotiations, the representatives must appoint a mediator to attempt to resolve the dispute by mediation.
- b) Prior to the initiation of the mediation process, the municipalities party to the dispute shall:
 - Appoint an equal number of representatives to participate in the mediation process;
 - Engage a mediator agreed to by the municipalities at equal cost to each municipality; and
 - Approve a mediation process and schedule.
 - The initiating party must provide the mediator with an outline of the dispute and any agreed statement of facts.
- c) The parties must give the mediator access to all records, documents, and information that the mediator may reasonably request.
- d) The parties must meet with the mediator at such reasonable times as may be required and must, through the intervention of the mediator, negotiate in good faith to resolve their dispute.
- e) All proceedings involving a mediator are without prejudice, and, unless the parties agree otherwise, the cost of the mediator must be shared equally between the parties.
- f) At the conclusion of the mediation process, the mediator will submit a report to all councils of the municipalities party to the dispute for consideration. The mediator's report and recommendations are not binding on the municipalities and would be subject to the approval of all councils of the municipalities party to the dispute.
- g) If all councils party to the dispute agree to the mediation report recommendation, then the applicant municipality would take the appropriate actions to address the disputed matter.

Stage 6: Optional Arbitration

If the municipalities party to the dispute cannot reach agreement through mediation, an arbitrator may be appointed to produce a binding or non-binding decision. The municipalities party to the dispute are not required to abide by a non-binding decision.

Stage 7: Appeal to the Land and Property Rights Tribunal

In the event that mediation and/or optional arbitration proves unsuccessful, the affected municipality may appeal the matter to the Land and Property Rights Tribunal (previously the

Municipal Government Board) for resolution in accordance with the MGA. An appeal to the tribunal is limited to those issues identified within the MGA.

3.7 IDP REVIEW PERIOD

Introduction

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

IDP Review and Amendment Policies

- a) The IDP is intended to be reviewed by resolution of the three Councils no later than 6 years after adoption and every 6 years thereafter. The Plan review period shall be agreed to by Council resolution of the three municipalities on the understanding that the timing of the review shall not be earlier than one year after municipal elections. The terms of reference of the IDP review shall include a public consultation program to be determined by agreement of the Councils.
- b) Potential amendments to the IDP are expected to include but not be limited to clarifications respecting a Future Highway 1 Re-alignment corridor, potable water, piped sewer and energy conservation matters. These may trigger amendments to the IDP prior to the review period.
- c) The Plan will stay in effect until such time as the three municipalities mutually agree and repeal their respective IDP bylaws. At that time, the IDP will no longer be in effect. Notwithstanding the above, the IDP will terminate December 31, 2034, unless all municipalities pass bylaws to continue the IDP past that date.
- d) A Council of a municipality that is party to the IDP may request an amendment to the IDP at any time.
 - Where the amendment request is part of a dispute, the municipalities must first undertake the municipal dispute resolution process identified in the IDP.
 - Where the amendment request is not a dispute, the amendment shall be reviewed by the IMC.
 - The IMC may host a joint discussion of Council representatives as needed to explain the proposed amendment and listen to suggestions.
 - The IMC shall forward their report to the three Councils for their consideration of first reading and setting a public hearing date and location.
 - If the amendment is initiated and proposed by one of the participating municipalities, then the associated amendment costs may be at the expense of the initiating municipality.
- e) The Three Councils shall consider adopting the bylaws after the public hearing is completed. The bylaw amendments must be adopted by all three Councils but may be adopted in separate Council sessions as each municipality requires.

4. IDP HISTORY

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

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

Public consultation process – A draft set of concepts was released for public review in November 2006 and a draft plan was circulated for comment to the public and other agencies in August 2008. During the process, two public meetings were held; one to describe draft IDP concepts and a second meeting to describe a draft IDP. Consultants also conducted in-person and telephone interviews with IDP area landowners in December 2006 to gauge landowner desires with respect to the concept IDP and the IDP process. Direct contact was made with 35 landowners in the area who together held interests in approximately 3,885 hectares (9,600 acres) or approximately 10% of the IDP area. In addition, the steering committee prepared information notifications for affected landowners and municipal websites were created to allow the public to download and review written information and maps relevant to the plan progress. In September 2008, the Steering committee held a public meeting to review the next version of the draft IDP. This resulted in further presentations on November 27, 2008 by landowners in the County. Thereafter, the steering committee considered the comments and submitted a revised, proposed IDP for consideration by the three Councils.

In 2015-2016, the IDP was reviewed for updating purposes as required under Section 3.8, and to ensure the IDP was in alignment with the Province's adoption of the 2014 SSRP.

In 2018-2020, the IDP was reviewed and updated for alignment with updates to the MGA and to align with the ICF developed concurrently.

In 2024-2025, the IDP underwent a significant amendment that included several changes to a number of key policy areas in the plan. The amendment process involved extensive stakeholder engagement, including two open houses held in late 2024 along with a survey/questionnaire.

5. ENACTMENT

The policies contained within this IDP come into force once the Councils of the Town of Redcliff, the City of Medicine Hat and Cypress the County have passed Third Reading to the Bylaw adopting the IDP.

6. IDP MAPS

Map A Future Land Use Concept Map

Map B Dunmore Future Land Use Concept Map

Map C Airport Protection Overlay Map

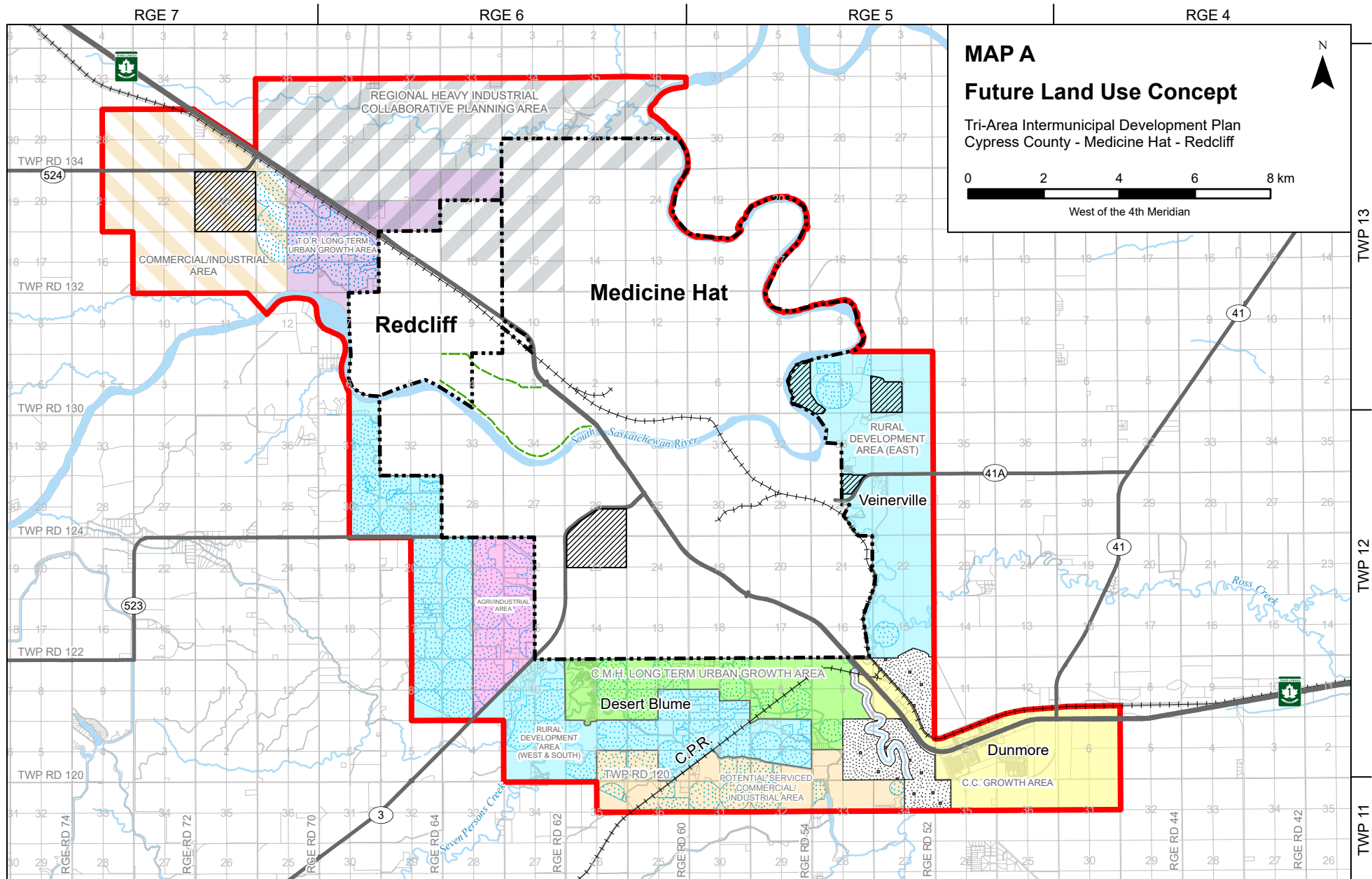
Map D Future ASP's Map

Map E Potential Regional Services Map

Map F CFO Exclusion Area Map

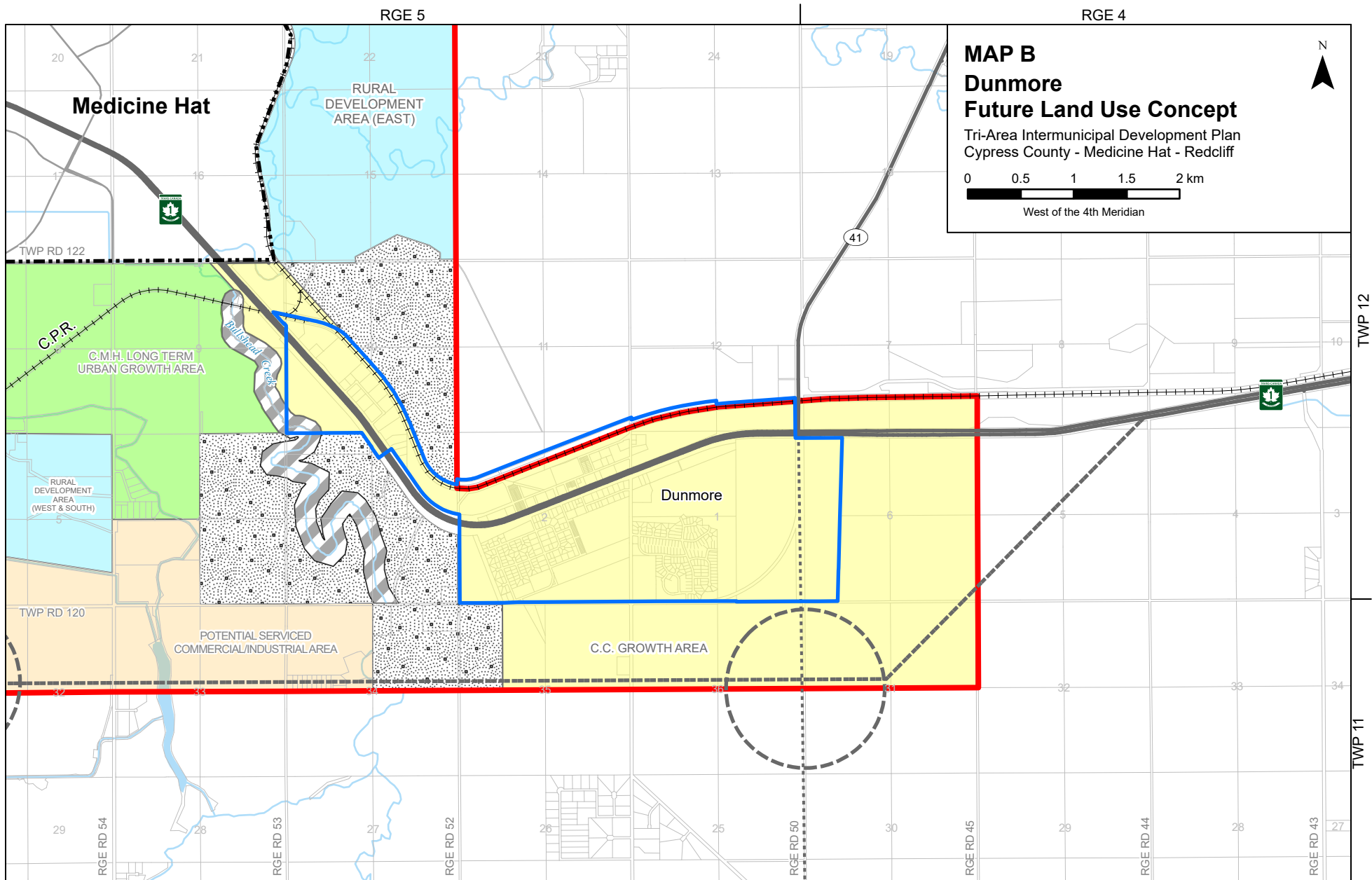
Map G Transportation Network Map

Map H IDP Referral Areas



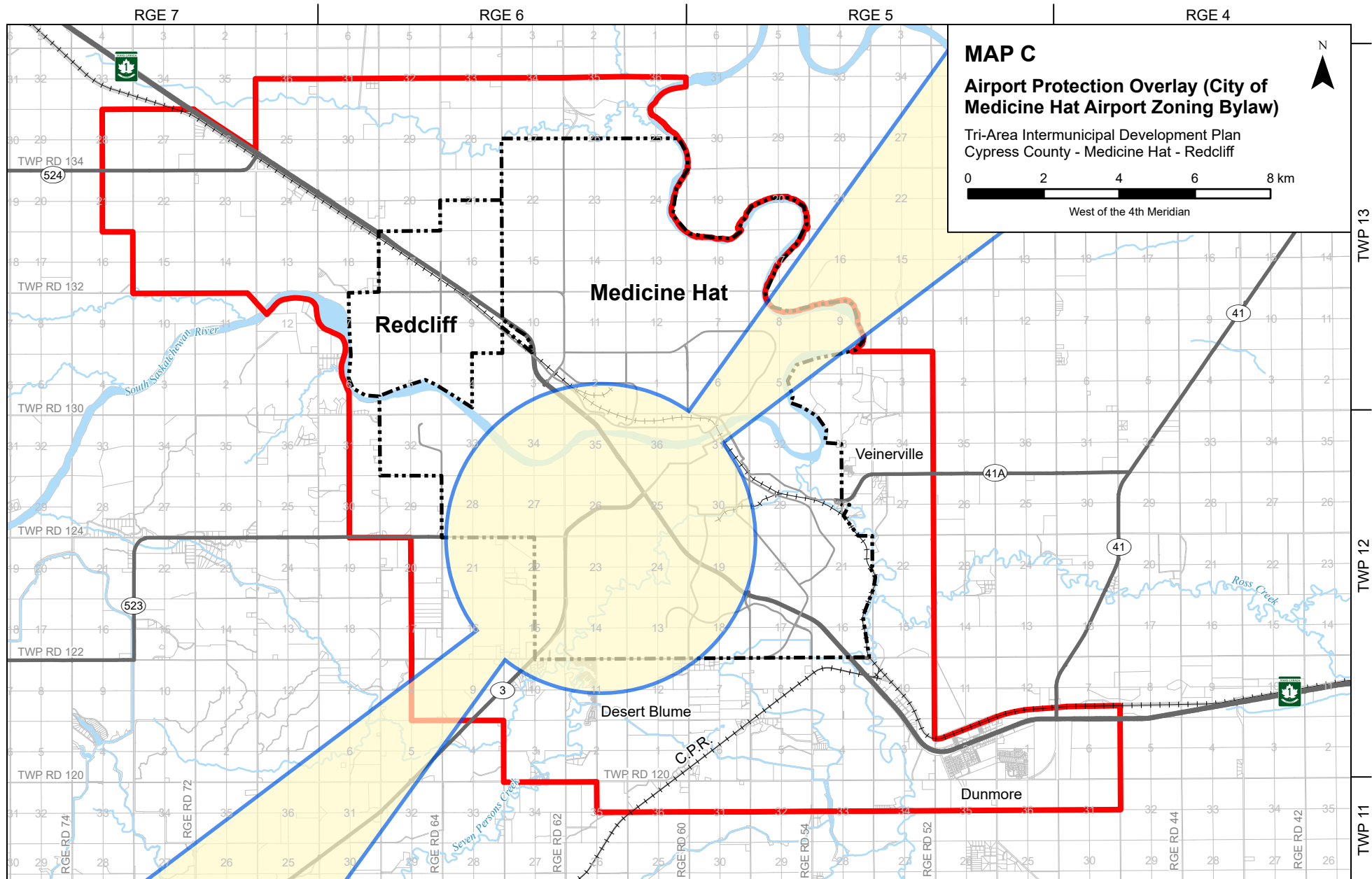
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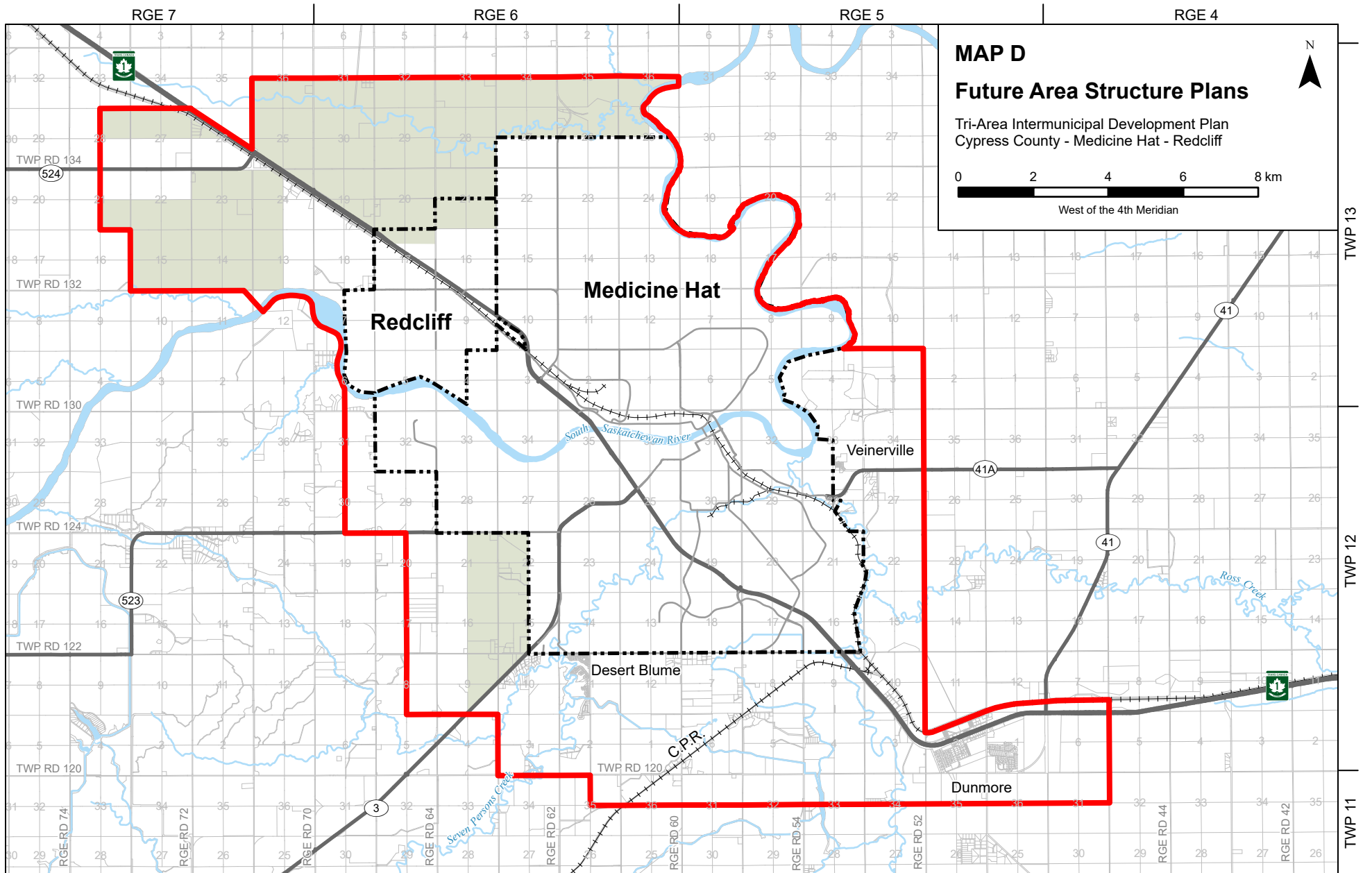
- | | | |
|--|---|---|
|  Potential Serviced Commercial/Industrial Area |  IDP Boundary |  Municipal Boundary |
|  T.O.R. Long Term Urban Growth Area |  Commercial/Industrial Area |  Provincial Highway |
|  Rural Development Area |  Regional Heavy Industrial Collaborative Planning Area |  Railway Lines |
|  Agri/Industrial Area |  Existing Municipal Infrastructure Interests |  Potential Intermunicipal Trail Link |
|  C.M.H. Long Term Urban Growth Area |  Irrigated Agriculture | |
|  C.C. Growth Area |  Sand/Gravel Resource Area | |






Legend

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|---|---------------------------|------------------------------|
| IDP Boundary | C.C. Growth Area | Potential HWY 41 Realignment |
| Dunmore Hamlet Boundary (2022) | Sand/Gravel Resource Area | Potential HWY 1 Realignment |
| Rural Development Area | Riparian Protection | Potential Interchange |
| C.M.H. Long Term Urban Growth Area | Municipal Boundary | Provincial Highway |
| Potential Serviced Commercial/Industrial Area | Railway Lines | Urban Arterial |





Legend

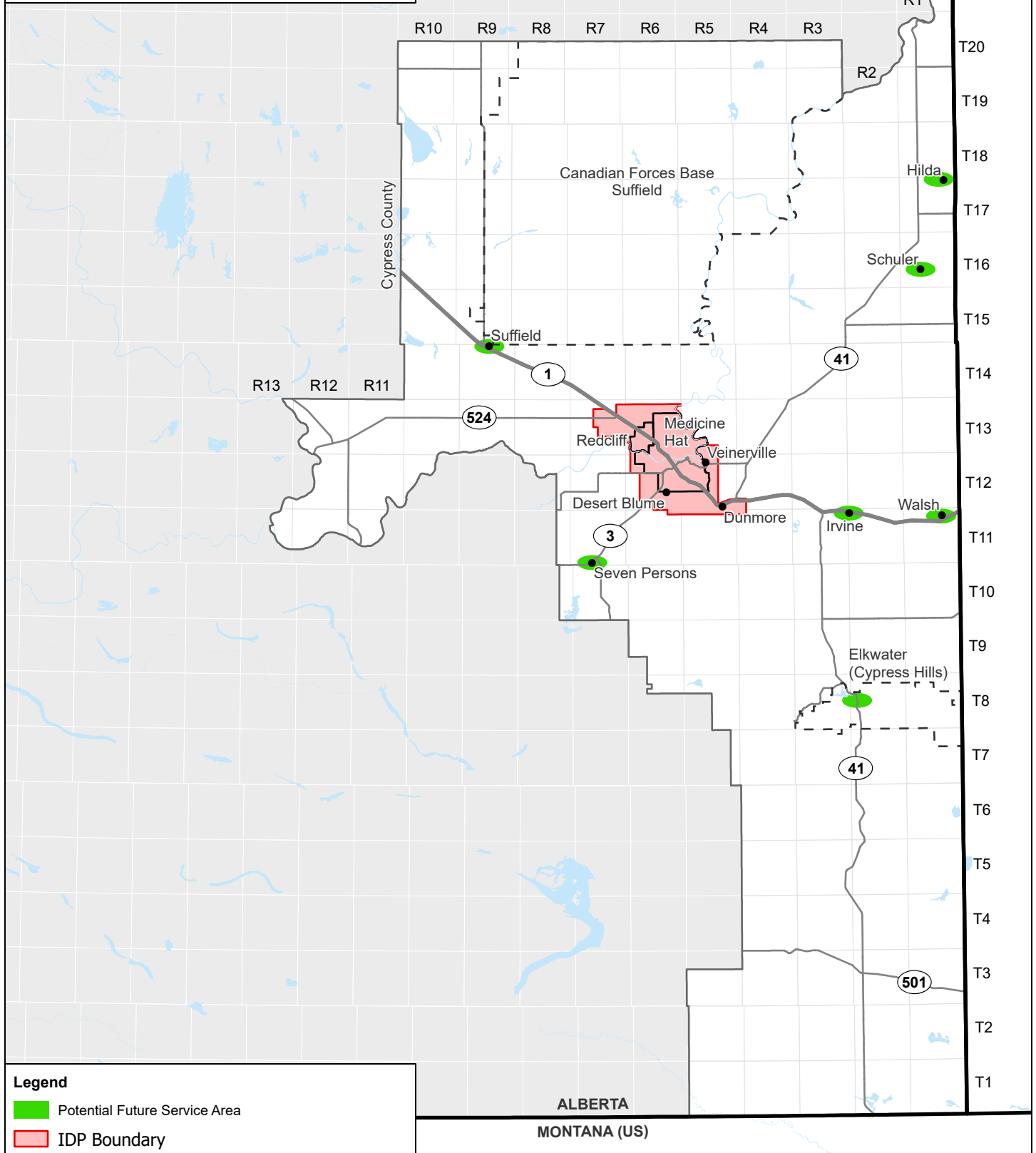
- | | |
|--|--|
|  Future Area Structure Plans |  Urban Arterial |
|  Municipal Boundary |  Railway Lines |
|  Provincial Highway |  IDP Boundary |

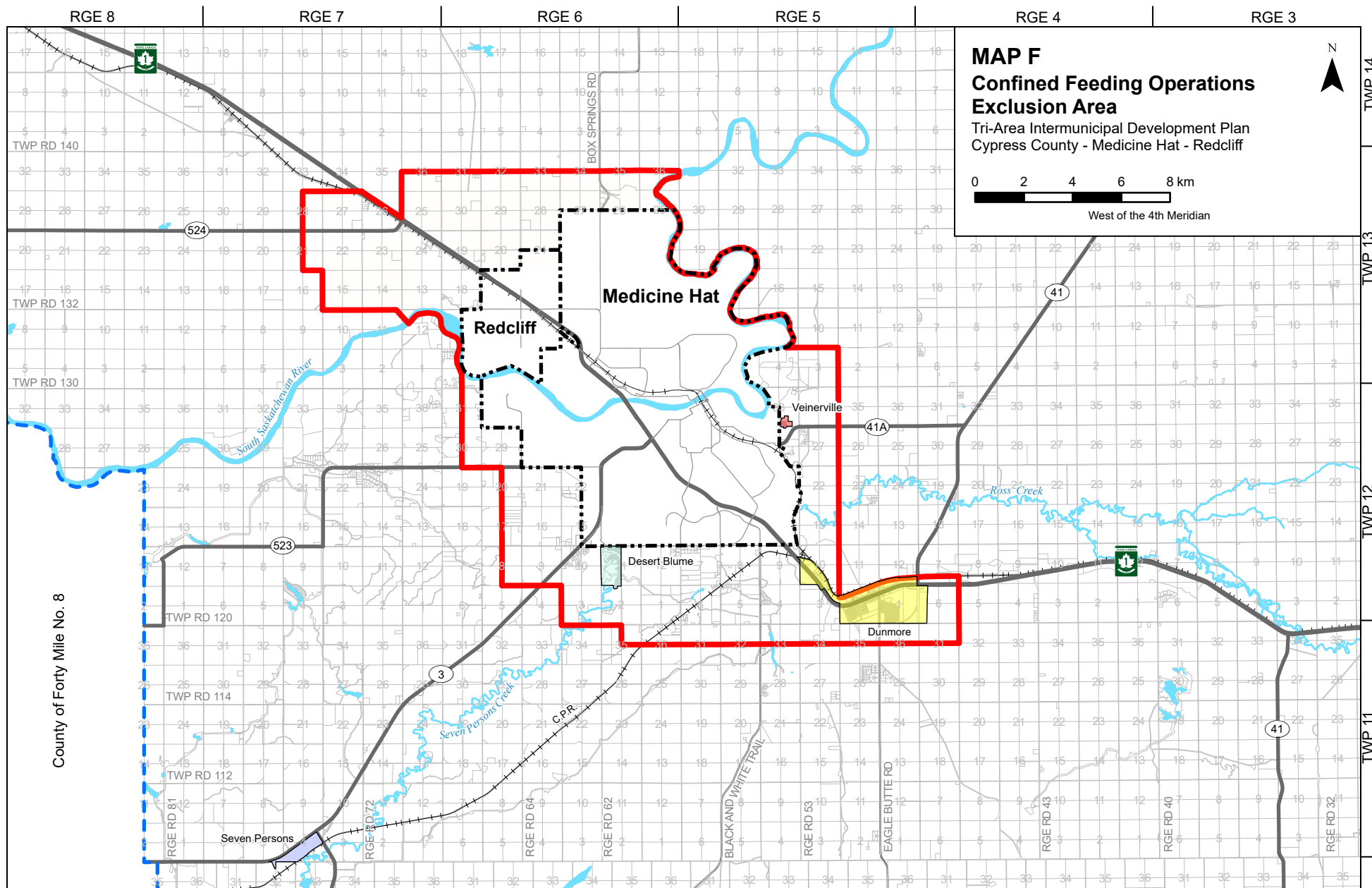
MAP E

Potential Regional Future Service Areas

Tri-Area Intermunicipal Development Plan
Cypress County - Medicine Hat - Redcliff

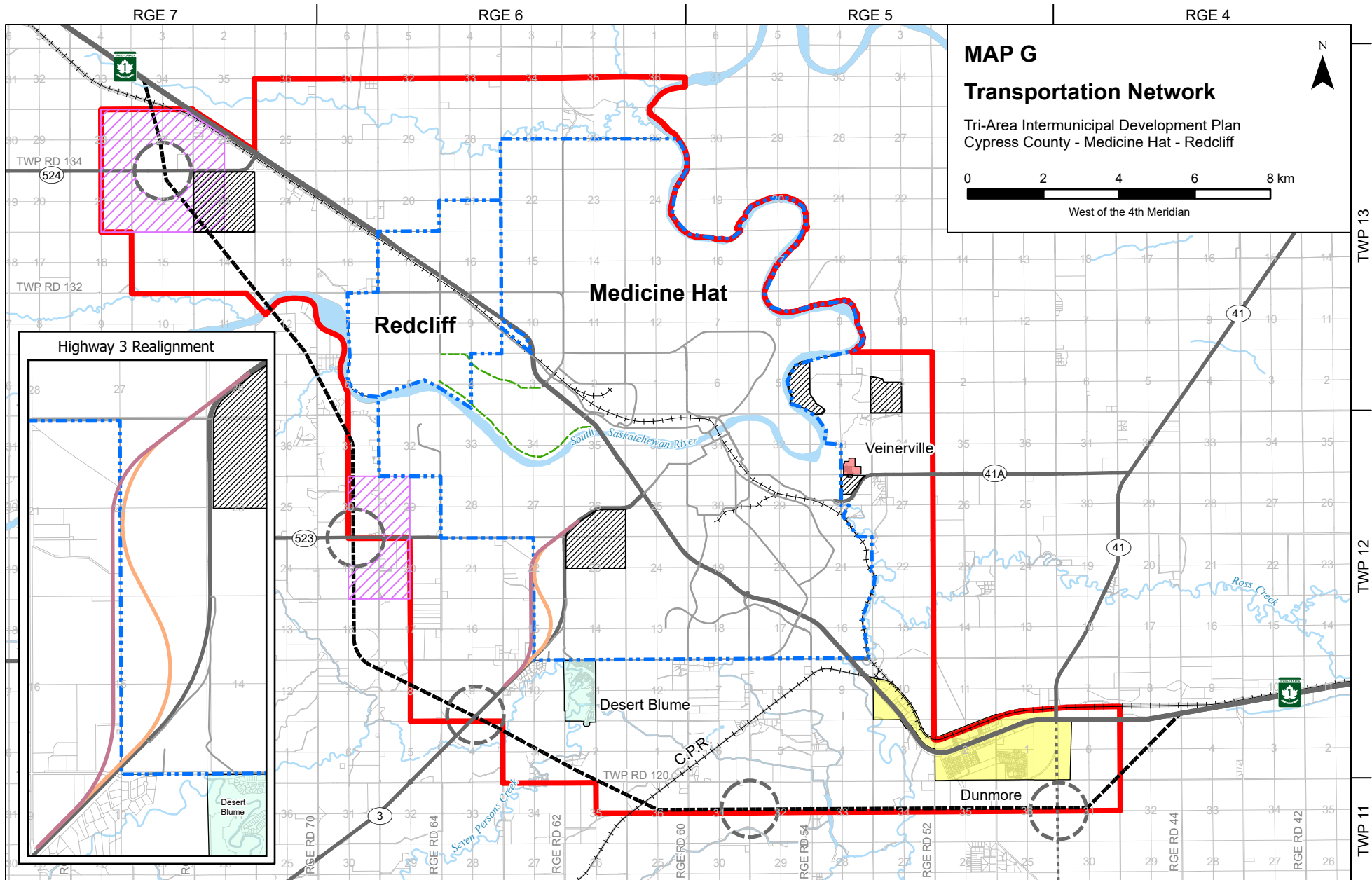
0 15 30 45 km
West of the 4th Meridian





Legend

- | | | |
|--|--|---|
| <div style="display: inline-block; width: 20px; border-top: 1px dashed black; margin-bottom: 5px;"></div> Municipal Boundary | <div style="display: inline-block; width: 20px; border-bottom: 2px solid black; margin-bottom: 5px;"></div> Urban Arterial | <div style="display: inline-block; width: 20px; border: 1px solid black; margin-bottom: 5px;"></div> Hamlets |
| <div style="display: inline-block; width: 20px; border: 2px dashed blue; margin-bottom: 5px;"></div> Cypress County Boundary | <div style="display: inline-block; width: 20px; border-bottom: 1px solid black; margin-bottom: 5px;"></div> Provincial Highway | <div style="display: inline-block; width: 20px; height: 10px; background-color: #d9ead3; border: 1px solid black; margin-bottom: 5px;"></div> Desert Blume |
| <div style="display: inline-block; width: 20px; border: 2px solid red; margin-bottom: 5px;"></div> IDP Boundary | <div style="display: inline-block; width: 20px; border-bottom: 1px solid black; margin-bottom: 5px;"></div> Cypress Road Network | <div style="display: inline-block; width: 20px; height: 10px; background-color: #ffffcc; border: 1px solid black; margin-bottom: 5px;"></div> Dunmore |
| | <div style="display: inline-block; width: 20px; border-top: 1px dashed black; margin-bottom: 5px;"></div> Railway | <div style="display: inline-block; width: 20px; height: 10px; background-color: #f4cccc; border: 1px solid black; margin-bottom: 5px;"></div> Veinerville |
| | | <div style="display: inline-block; width: 20px; height: 10px; background-color: #cfe2f3; border: 1px solid black; margin-bottom: 5px;"></div> Seven Persons |



Legend

- | | | | |
|-----------------------------|---|--------------|-------------------------|
| IDP Boundary | Railway Lines | Hamlets | Highway 3 Realignment * |
| Municipal Boundary | Potential HWY 41 Realignment | Desert Blume | Option 1 |
| Potential HWY 1 Realignment | Existing Municipal Infrastructure Interests | Dunmore | Option 2 |
| Potential Interchange | Highway Interchange Overlay | Veinerville | |
| Provincial Highway | | | |
| Urban Arterial | | | |

*Preliminary drawing subject to change. Not for construction.
Highway 3 realignment options are from the 2024 Public Information Sessions.

