



**Town of Strathmore and Wheatland County  
Intermunicipal Development Plan**



**Draft Plan  
Current as of June 10, 2024**



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**This Intermunicipal Development Plan (IDP) was prepared with support from Registered Professional Planners (RPPs) from ISL Engineering and Land Services Ltd. (ISL) in cooperation with RPPs from the Town of Strathmore and Wheatland County. Collectively we would like to thank residents for their input and feedback during the planning process, and community leaders in both municipalities for their guidance as the plan took shape.**

# 1

## SECTION ONE

### Plan Area

*This section introduces the reader to the Intermunicipal Development Plan and the current conditions within the plan area.*

#### 1-1 PURPOSE

The purpose of this Intermunicipal Development Plan (IDP) is to facilitate and sustain long term strategic growth and to identify joint development opportunities in the Rural-Urban Fringe (RUF) between the Town of Strathmore and Wheatland County (the “municipalities”).

Both municipalities agree that mutually beneficial policies and procedures are the preferred means of addressing intermunicipal growth opportunities within the plan area (see [Figure 1](#)).

This IDP has been developed in accordance with the requirements of the Municipal Government Act (MGA or the Act) and outlines a coordinated and cooperative framework for managing the use and development of lands in proximity to the municipalities’ shared boundary.

#### 1-2 ENABLING LEGISLATION

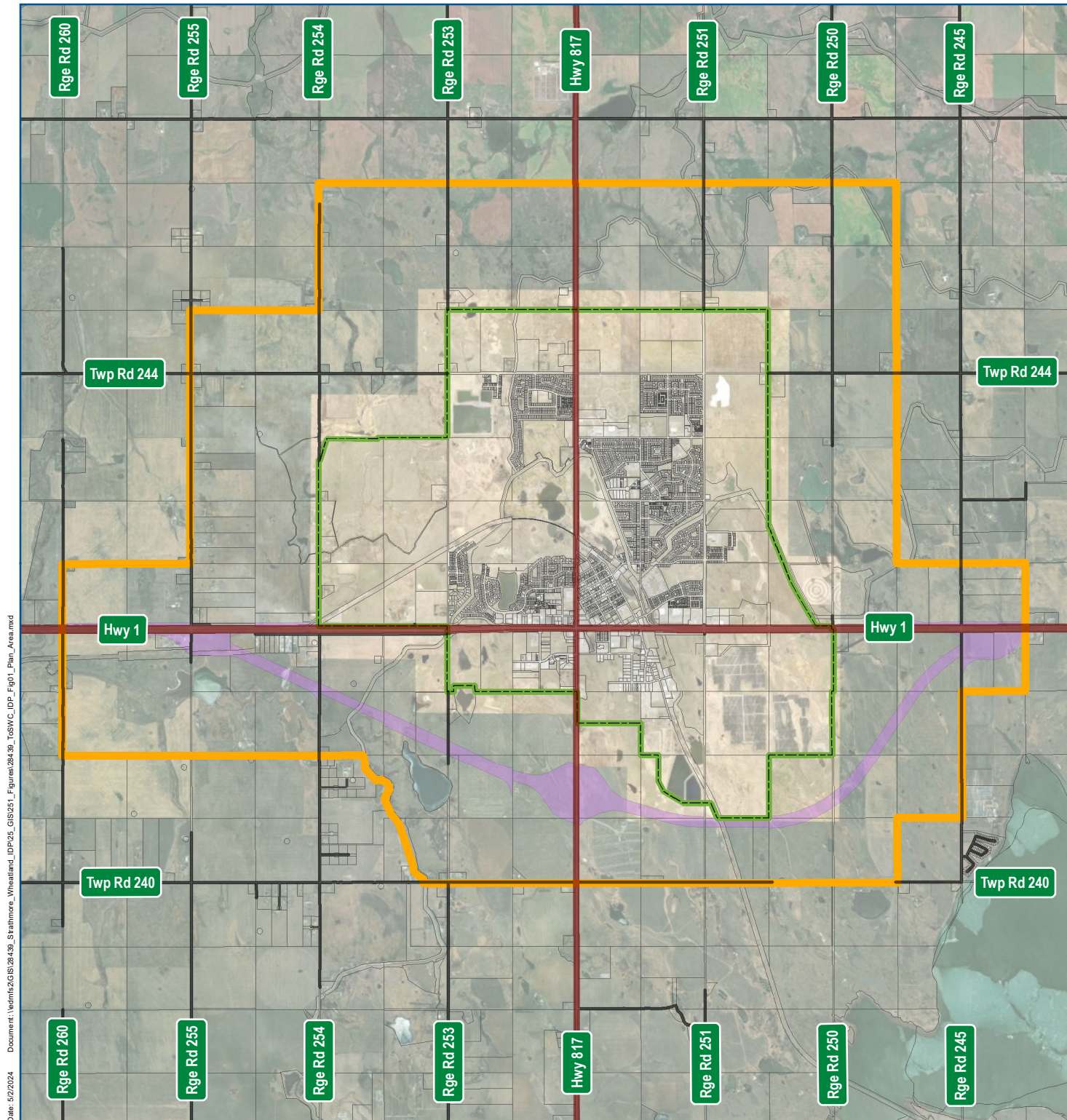
This IDP has been prepared in accordance with Section 631(8) of the MGA, which states that an IDP:

*(a) must address*

- (i) the future land use within the area,*
  - (ii) the manner of and the proposals for future development in the area,*
  - (iii) the provision of transportation systems for the area, either generally or specifically,*
  - (iv) the co-ordination of intermunicipal programs relating to the physical, social and economic development of the area,*
  - (v) environmental matters within the area, either generally or specifically, and*
  - (vi) any other matter related to the physical, social or economic development of the area that the councils consider necessary,*
- and*

*(b) must include*







- (i) a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the plan,*
- (ii) a procedure to be used, by one or more municipalities, to amend or repeal the plan, and*
- (iii) provisions relating to the administration of the plan.*

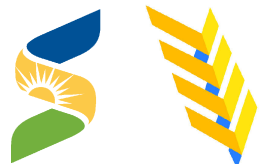


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Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

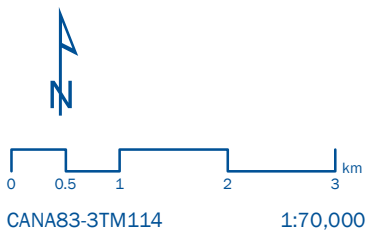


-  Municipal Boundary
-  IDP Area
-  Highway
-  Collector Roadway
-  Local Roadway
-  Future Bypass



**TOWN OF STRATHMORE  
& WHEATLAND COUNTY  
INTERMUNICIPAL  
DEVELOPMENT PLAN**

FIGURE 1: PLAN AREA

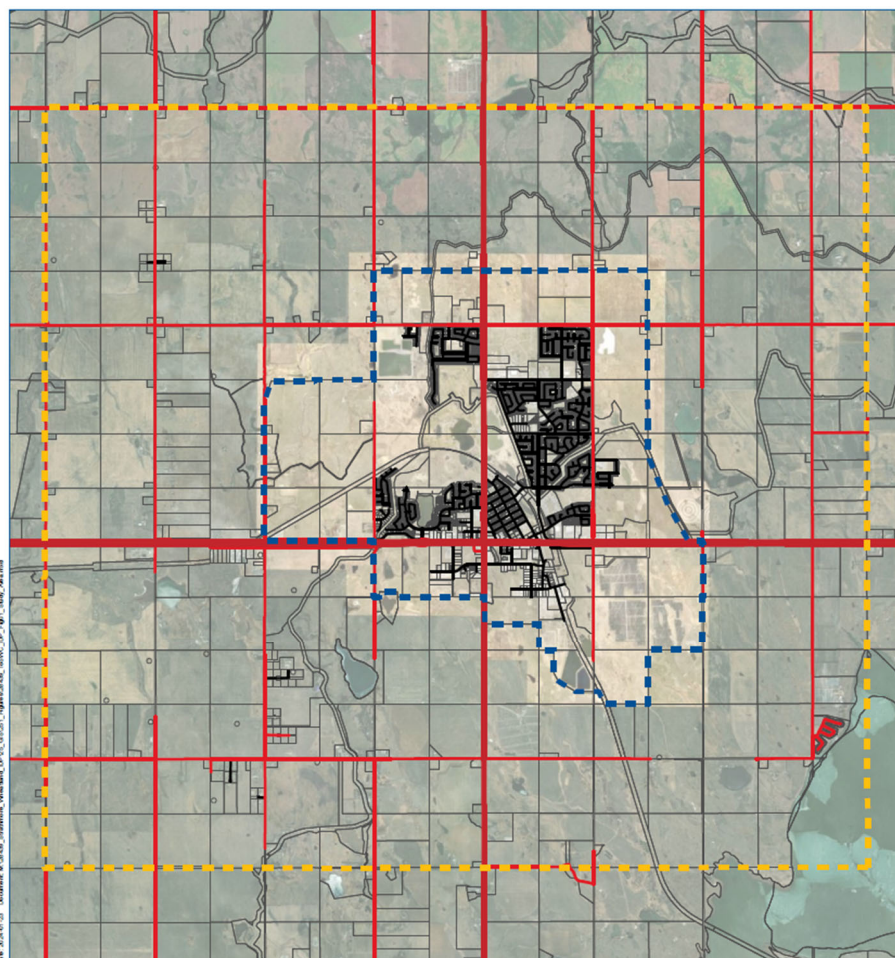




**1-3 PLAN AREA CONTEXT**

To determine the plan area, an initial study area was established by the Town of Strathmore and Wheatland County Intermunicipal Collaboration Committee (ICC), as shown in **Figure 2**. Analysis of various factors, such as environmental features, the transportation network, and servicing availability, allowed the project team to refine the study area boundary into the final Plan Area established within the IDP.

**Figure 2 – Initial IDP Study Area**



**Environmental Overview**

Numerous wetlands are located throughout the Study Area, within both municipalities. Two locations containing historical resources can also be found on the western-most boundary of the Study Area. While the environmental factors present potential constraints to development, such constraints can be accounted for through each municipalities’ respective development processes. The IDP provides further policy direction regarding environmental matters, as required by the MGA.

**Transportation Overview**

Arguably the most significant opportunity and constraint within the Study Area is the potential Highway 1 bypass to the south of the Town of Strathmore. Alberta Transportation and Economic Corridors (ATEC) have prepared functional plans for a bypass, which would see the highway and interchange network reconfigured, with many existing at-grade Highway 1 intersections closed. Access to these roads is proposed from one of the planned interchanges via a service road network. While the timing

of construction of the bypass is unknown, its construction is not required in the 2049 network horizon as outlined in the Town’s Transportation Master Plan (TMP) – at least 25 years out.

**Servicing Overview**

For the purposes of the IDP, the servicing overview provides context regarding current and potential intermunicipal infrastructure initiatives that may inform IDP policy:

- Strathmore’s combined water supply – between water licenses and supply from the City of Calgary through the East Calgary Regional Water Line (ECRWL) – is sufficient to supply over 70,000 people. The current ECWRL allocation to the Town is 201 L/s, and the County has 85 L/s of allocated potable water supply that is currently not in use. In the future, Wheatland County could construct regional piped services separately or negotiate access to the ECRWL via the Town’s network.
- Future improvements to the Town’s sanitary system provide an opportunity to size the system for regional service provision.
- Strathmore’s stormwater currently runs to the Western Irrigation District (WID) and eventually Eagle Lake. The Cooperative Stormwater Management Initiative (CSMI) is a partnership between the Town of Strathmore, Rocky View County, The City of Calgary, and the WID that is currently developing and constructing a regional stormwater management system. Wheatland County is not a member of the CSMI. The Town will need to continue to explore ways to develop stormwater management services as it grows to meet the regulatory requirements of the CSMI.

**1-4 POPULATION ANALYSIS**

A population analysis was conducted in late 2023 as part of the IDP planning process to provide an understanding of how fast both municipalities are growing. Low, medium, and high growth rates were prepared for both the Town and County based on observed growth from 1971 to 2021:

**Table 1 – Municipal Growth Rates**

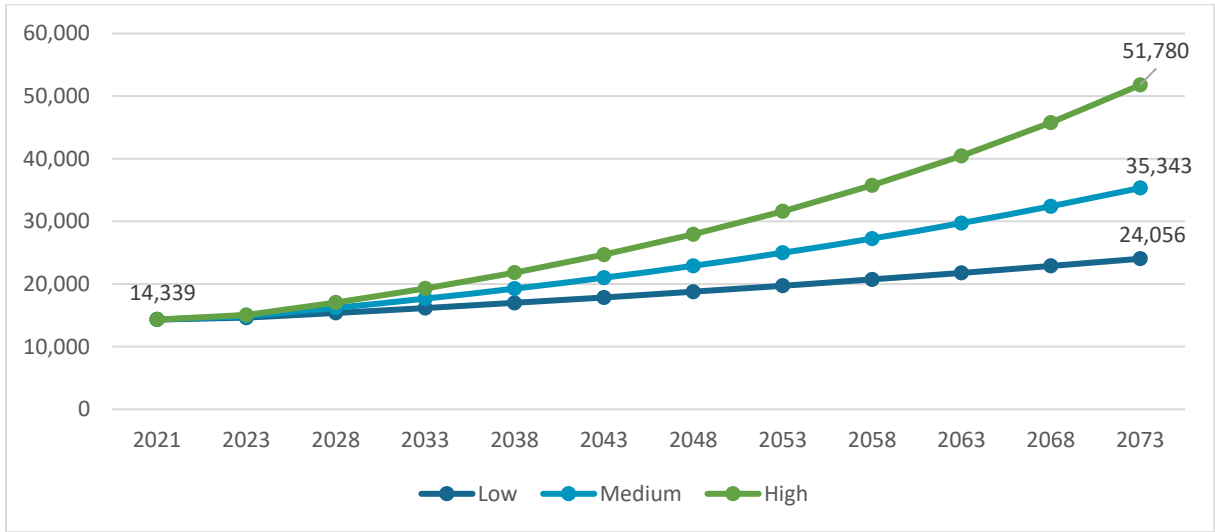
	<b>Town of Strathmore</b>	<b>Wheatland County</b>
High Growth Rate	2.5%	1.1%
Medium Growth Rate	1.8%	0.8%
Low Growth Rate	0.9%	0.5%

Projections were prepared for both municipalities using these rates (see **Figures 4 and 5**). In sum, both municipalities are experiencing low-steady growth:

- Population growth in Strathmore (14,339 in 2021) is stable and a medium growth scenario of 1.8% has the population more than doubling to 35,343 over the next 50 years (to 2074).
- Population growth in Wheatland (8,738 in 2021) is relatively flat, and a medium growth scenario of 0.8% has the population growing to 13,224 over the next 50 years (to 2074).

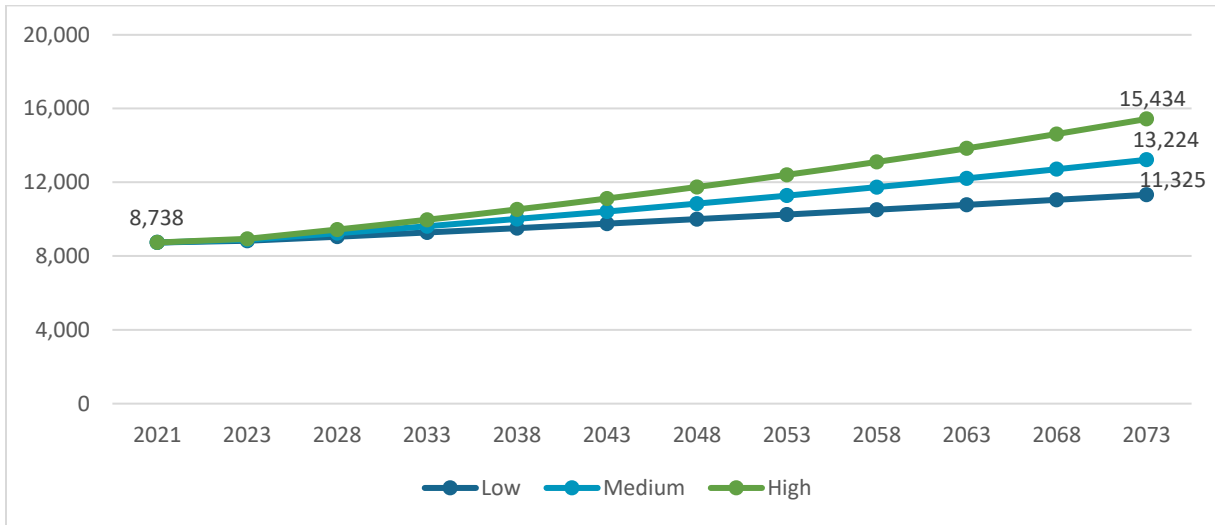
While there are approximately 569 residents in the County’s portion of the Study Area, projections were prepared using census data for the County as a whole.

Figure 3 – Town of Strathmore Population Projections per Growth Scenario in 5-year Intervals (2021-2073)



- Assuming a **high growth** scenario, the Town will have a population of approximately 51,780 by 2073.
- Assuming a **medium growth** scenario, the Town will have a population of approximately 35,343 by 2073.
- Assuming a **low growth** scenario, the Town will have a population of approximately 24,056 by 2073.

Figure 4 – Wheatland County Population Projections per Growth Scenario in 5-year Intervals (2021-2073)



- Assuming a **high growth** scenario, the County will have a population of approximately 15,434 by 2073.
- Assuming a **medium growth** scenario, the County will have a population of approximately 13,224 by 2073.
- Assuming a **low growth** scenario, the County will have a population of approximately 11,325 by 2073.



**1-5 CURRENT LAND USE ANALYSIS**

A land use analysis was prepared to better understand what type of development has occurred to-date, and to identify the remaining developable land within the Study Area.

**Table 2 – Breakdown of Absorbed Land Inventory**

Land Use	Strathmore		Wheatland		Total	
	Area (ha)	Percent	Area (ha)	Percent	Area (ha)	Percent
<b>Gross Area</b>	<b>2,676.2</b>	<b>100.0%</b>	<b>10,545.5</b>	<b>100.0%</b>	<b>13,221.7</b>	<b>100.0%</b>
Rural Residential	6.7	0.2%	164.0	1.6%	170.7	1.3%
Urban Residential	264.9	9.9%	—	—	264.9	2.0%
Commercial	82.0	3.1%	0.8	0.0%	82.8	0.6%
Industrial	59.1	2.2%	49.7	0.5%	108.8	0.8%
Institutional	75.8	2.8%	—	—	75.8	0.6%
<b>Total Net Developable Core Land Uses</b>	<b>488.5</b>	<b>18.3%</b>	<b>214.5</b>	<b>2.0%</b>	<b>703.0</b>	<b>5.3%</b>
Parks and Open Space	105.8	4.0%	8.8	0.1%	114.7	0.9%
Utilities	307.8	11.5%	215.9	2.0%	523.7	4.0%
Circulation	248.6	9.3%	322.9	3.1%	571.5	4.3%
<b>Total Net Developable Overhead Land Uses</b>	<b>662.3</b>	<b>24.7%</b>	<b>547.6</b>	<b>5.2%</b>	<b>1,209.9</b>	<b>9.2%</b>
<b>Gross Absorbed Land Supply</b>	<b>1,150.8</b>	<b>43.0%</b>	<b>762.1</b>	<b>7.2%</b>	<b>1,912.9</b>	<b>14.5%</b>
<b>Gross Unabsorbed Land Supply</b>	<b>1,525.4</b>	<b>57.0%</b>	<b>9,783.4*</b>	<b>92.8%</b>	<b>11,308.8</b>	<b>85.5%</b>

The land use analysis demonstrated that both municipalities have land within their respective jurisdictions available for future development:

- The gross developable area within Strathmore is 1,525.4 ha.
- The gross developable area within Wheatland’s portion of the Study Area is 9,783.4 ha.

Tables 3 and 4 outline the unabsorbed lands in each municipality.

**Table 3 – Town of Strathmore Unabsorbed Land Inventory**

Land Use	Gross Area (ha)	Percent	Net Area (ha)	Percent
<b>Unabsorbed Land</b>	<b>1,525.4</b>	<b>100.0%</b>	<b>1,010.9</b>	<b>66.3%</b>
Urban Residential	1,137.6	74.6%	739.4	48.5%
Mixed Residential/Commercial	3.6	0.2%	2.5	0.2%
Commercial	191.8	12.6%	134.2	8.8%
Industrial	179.3	11.8%	125.5	8.2%
Institutional	13.2	0.9%	9.3	0.6%
<b>Estimated Developable Overheads</b>	<b>—</b>	<b>—</b>	<b>514.5</b>	<b>33.7%</b>

**Table 4 – Wheatland County Unabsorbed Land Inventory**

Land Use	Gross Area (ha)	Percent	Net Area (ha)	Percent
<b>Unabsorbed Land</b>	<b>9,783.4</b>	<b>100.0%</b>	<b>9,556.7</b>	<b>97.7%</b>
Agricultural	9,029.7	92.3%	9,029.7	92.3%
Rural Residential	203.8	2.1%	142.7	1.5%
Urban Residential	11.5	0.1%	7.5	0.1%
Industrial	528.5	5.4%	370.0	3.8%
Institutional	9.7	0.1%	6.8	0.1%
<b>Estimated Developable Overheads</b>	<b>—</b>	<b>—</b>	<b>226.7</b>	<b>2.3%</b>

**1-6 AREA STRUCTURE PLANS CURRENTLY IN EFFECT**

Within Town there are six Area Structure Plans (ASP) that are adjacent to the municipal boundary:

- **Edgefield ASP (consolidated to 2015).** A 131.8 ha development with 53.1 ha of residential development, 30.0 ha of commercial development, and a school site.
- **Grandview Gardens ASP (2012).** A 63.1 ha residential development with 1,227 proposed mobile home park units and 181 assisted living units, planned to an anticipated 2,425 population.
- **Lakewood Meadows ASP (consolidated to 2021).** A 63.1 ha residential development with a commercial/high-density residential node.
- **North Hill Heights ASP (2012).** A 57.6 ha residential development with a 1.36 ha commercial site and 4.0 ha high density residential node.
- **The Prairies ASP (2011).** A 159.5 ha residential development. The northern portion (app. 64.7 ha), covering the first eight phases is outlined in the ASP.
- **Wildflower Ranch ASP (2010, updated to 2017).** A 98.7 ha residential development centred on an urban village, planned to an anticipated 5,600 population.

Within the County there are three ASPs in the plan area that are adjacent to the municipal boundary:

- **Eagle Lake ASP (2009, updated 2014).** A 1,210 ha ASP located southeast of Strathmore, adjacent to Eagle Lake. The ASP aims to develop a year-round recreation-based settlement at Eagle Lake, focusing on enhancing recreational land use and development. The majority of the remaining plan area is intended to stay as general agricultural land. Only a portion of the ASP is in the plan area.
- **Thiessen ASP (2007).** A 15.56 light-industrial development that aligns with the expected development in the West Hwy 1 ASP area.
- **West Highway 1 ASP (2006).** A 2,512 ha ASP located west of Strathmore, along Highway 1, extending west to the County’s boundary with Rocky View County. The intended land uses for the ASP area are light to medium industrial uses and compatible commercial uses. Only a portion of the ASP is in the plan area.

## 1-7 IDP PLANNING PROCESS

The IDP preparation process consisted of six phases as shown below:



- **Phase 1: Project Kick-off.** Occurred from September to October 2023. This initial phase of the project focused on building an understanding of the interface or Rural-Urban Fringe between the Town and County and identifying the Study Area (from which the Plan Area was created).
- **Phase 2: Technical Studies.** Occurred from October to December 2023. In this phase, technical analysis of the IDP study area was undertaken in order to have informed discussions regarding opportunities and constraints within the Study Area.
- **Phase 3: Public Feedback.** Occurred from December 2023 to January 2024. This phase included public engagement regarding the findings from earlier work in order to better understand community insight of the Study Area.
- **Phase 4: Drafting the IDP.** February to May 2024. During this phase the Plan Area was identified (see [Figure 1](#)), policies were drafted and a preliminary Future Development Scenario (see [Figure 5](#)), was prepared.
- **Phase 5: Public Feedback.** [Future Work](#)
- **Phase 6: Refine and Adopt the IDP.** [Future Work](#)



# SECTION TWO

## Plan Policies

# 2

*This section outlines the future growth scenario and policies for the development of the plan area.*

### 2-1 GUIDING COMMITMENTS

The following commitments were identified through an ongoing conversation with the standing Intermunicipal Collaboration Committee, the respective Administration and Council’s of both municipalities, and feedback from plan area landowners and the general public:

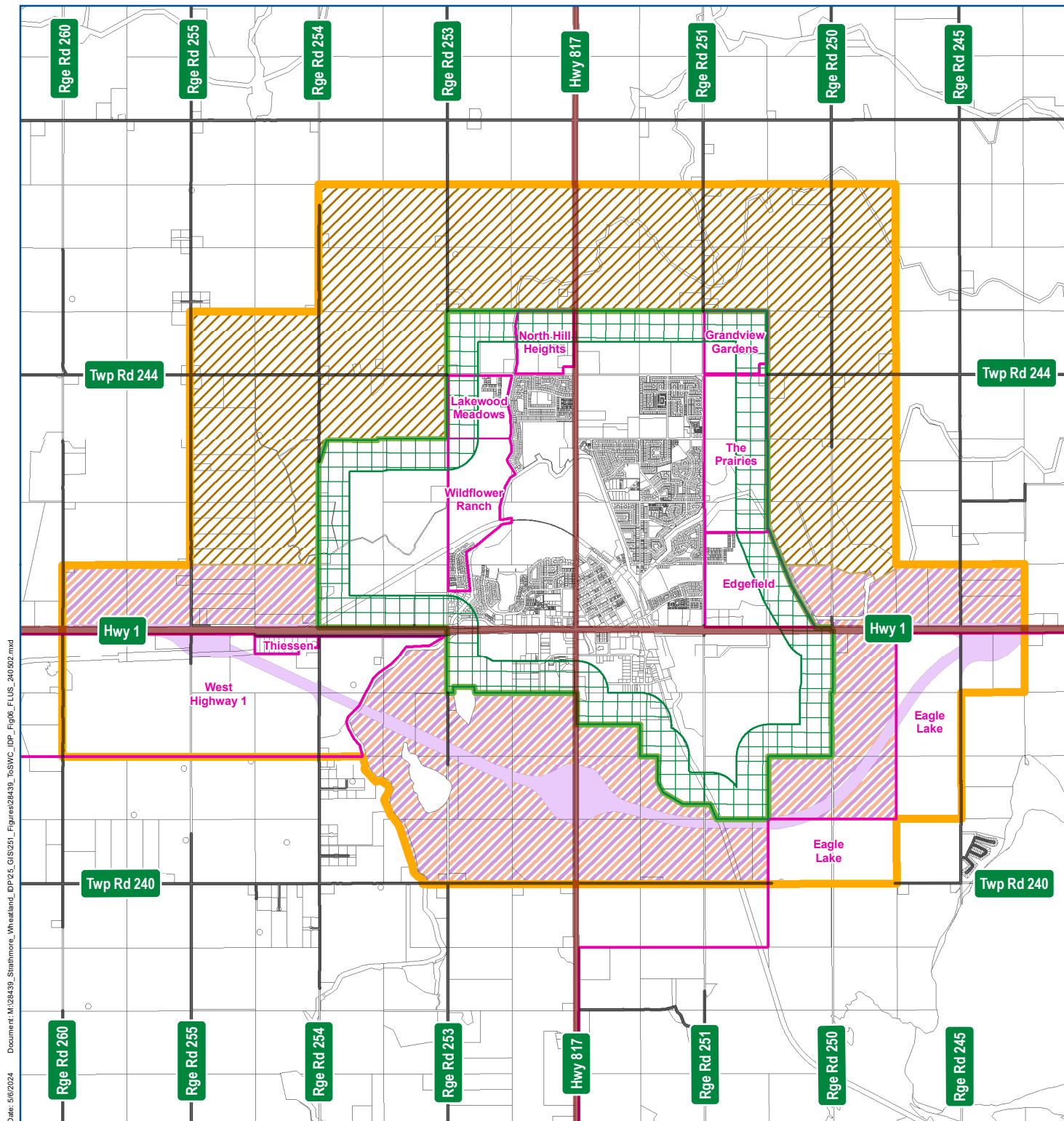
1. **Commitment to the Region** – the municipalities will cooperate to advance regional interests and opportunities while remaining mindful of each municipality’s unique vision and mandate.
2. **Commitment to Each Other** – the municipalities commit to working cooperatively for their mutual benefit through effective and ongoing collaboration, coordination, and communication.
3. **Commitment to Responsible Development** – the municipalities will strive for consistent execution and enforcement of responsible development practices within the plan area.

### 2-2 FUTURE DEVELOPMENT SCENARIO

As identified in the Current Land Supply Analysis (see [Section 1-5](#)), both municipalities have access to land in their respective jurisdictions for future development. As such, the Future Development Scenario (see [Figure 5](#)), focuses on identifying areas of mutual benefit in which there are opportunities for future commercial or industrial development, referred to generally as “Future Business Area.”







All other lands in the Plan Area are considered “Predominantly Agricultural Lands” as identified in [Figure 5](#).





An “Urban Referral Area” has also been identified and development in any of these three areas has guiding policies to help frame any additional development or referrals that may be required in alignment with this IDP.

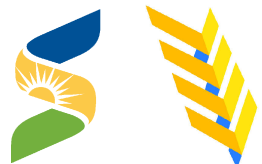


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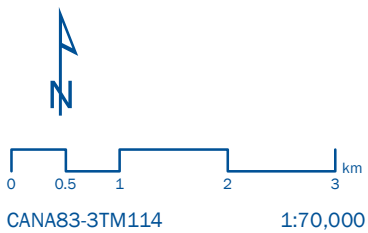


-  Municipal Boundary
-  Area Structure Plan
-  IDP Area
-  Urban Referral Area
-  Future Business Area
-  Predominantly Agricultural Lands

-  Highway
-  Collector Roadway
-  Local Roadway
-  Future Bypass



**TOWN OF STRATHMORE  
& WHEATLAND COUNTY  
INTERMUNICIPAL  
DEVELOPMENT PLAN  
FIGURE 5: FUTURE  
DEVELOPMENT SCENARIO**



### 2-3 GENERAL LAND USE POLICY

Growth in the plan area is inevitable and must be accommodated strategically. Establishing appropriate land use policies will ensure logical and efficient transition between the municipalities over time. The goal of the policies herein is to provide direction in land use planning in accordance with the Future Development Scenario (see [Figure 5](#)).

The following policies apply to the entire plan area:

- Policy 2.3.1** Existing agricultural operations in the County shall be allowed to continue unencumbered in the plan area in alignment with the provisions of the County’s MDP and LUB.
- Policy 2.3.2** The development of new or expansion of existing Confined Feeding Operations (CFOs) within the plan area is not supported.
- Policy 2.3.3** Gravel extraction shall not be allowed within the plan area.
- Policy 2.3.4** All statutory plans and plan amendments, as well as future land use, subdivision, and development in the plan area, shall comply with the policies of this IDP.
- Policy 2.3.5** Planning and development applications within the plan area shall be considered in accordance with the Future Development Scenario (see [Figure 5](#)) in order to minimize the potential for land use conflicts.
- Policy 2.3.6** Where an ASP exists within the plan area, or within the Urban Referral Area identified in [Figure 5](#), the policies of the applicable ASP shall take precedence over the IDP as it relates to site-specific development decisions.
- Policy 2.3.7** Proposed residential developments should implement effective transitional buffering from non-residential land uses in order to mitigate potential interface conflicts.
- Policy 2.3.8** Environmental impacts shall be minimized where development occurs near environmentally sensitive areas such as slopes and watercourses.

### 2-4 FUTURE BUSINESS AREA LAND USE POLICY

Lands generally suitable for future commercial and industrial development have been identified as Future Business Areas in the Future Development Scenario (see [Figure 5](#)). The IDP recognizes that the successful integration of commercial and industrial land uses requires some degree of land use separation and the mitigation of potential impacts to the environment and other land uses.

The following policies apply to the lands identified as Future Business Area in the plan area:

- Policy 2.4.1** Future commercial and industrial development shall be directed to those areas identified as Future Business Area in the Future Development Scenario (see [Figure 5](#)).
- Policy 2.4.2** Future residential development is discouraged from locating in those areas identified as Future Business Area in the Future Development Scenario (see [Figure 5](#)).
- Policy 2.4.3** Commercial and Industrial development proposed within the Future Business Area designation shall align with statutory plan requirements, and address compatibility with existing and future surrounding land uses, environmental impacts, and transportation and infrastructure requirements.



## **2-5 PREDOMINANTLY AGRICULTURAL LANDS POLICY**

Much of the plan area consists of agricultural lands that are expected to remain predominantly agricultural. The following policies apply to the Predominantly Agricultural Lands identified in **Figure 5**:

- Policy 2.5.1** All development proposed within the Predominantly Agricultural Lands (see **Figure 5**) shall align with statutory plan requirements, and address compatibility with existing and future surrounding land uses, environmental impacts, and transportation and infrastructure requirements.
- Policy 2.5.2** Notwithstanding Policy 2.4.1, single-lot commercial and industrial development may be approved within the Predominantly Agricultural Lands (see **Figure 5**) provided that the following criteria are met:
- a) The site is located along, or near, a major transportation route such as a provincial highway,
  - b) The development is compatible with adjacent land uses,
  - c) The development requires minimal on-site municipal services, improvements and public amenities, and
  - d) On-site water and sewage disposal capacity is demonstrated as being available to the Development Authority's satisfaction.

## **2-6 TRANSPORTATION POLICY**

The transportation network within the plan area has been developed to accommodate traffic volumes in an efficient, safe and effective manner. The proposed Highway 1 Bypass has been identified in **Figure 5**; however, the timing of this network improvement is determined by Alberta Transportation and Economic Corridors (ATEC).

The following policies apply to the entire plan area:

- Policy 2.6.1** Specific road alignments will be determined through ASPs and functional planning studies.
- Policy 2.6.2** Proposed development that involves access to or abuts the proposed Highway 1 Bypass and interchanges in the plan area (shown in **Figure 5**), outside of an approved ASP, will be flagged for circulation to ATEC as part of the referral process for additional scrutiny.
- Policy 2.6.3** Unless otherwise agreed to, each municipality shall be responsible for the maintenance of transportation infrastructure within their boundaries. Any joint agreements to share maintenance responsibilities between the municipalities shall supersede this policy.
- Policy 2.6.4** The IDP recognizes that ATEC controls the highway system, and that existing policies and agreements with the Town and County will continue in force.
- Policy 2.6.5** Road approach standards shall comply with the requirements of the municipality that has jurisdiction over the road.

## **2-7 INFRASTRUCTURE POLICY**

The following policies apply to the development of water, wastewater and stormwater services within the entire plan area:

- Policy 2.7.1** The municipalities may cooperate on any infrastructure or servicing study, or the extension of services, which affects any part of the plan area.
- Policy 2.7.2** The municipalities shall utilize and, where appropriate, develop compatible design standards for infrastructure throughout the plan area.
- Policy 2.7.3** The municipalities shall share relevant, up-to-date information on storm water issues with each other.
- Policy 2.7.4** Unless otherwise agreed to, each municipality shall be responsible for the maintenance of infrastructure within their boundaries. Any joint agreements to share maintenance responsibilities between the municipalities shall supersede this policy.
- Policy 2.7.5** Land required for future utility rights-of-way that has been identified through the mutual agreement of the municipalities or in subsequent studies shall be protected during the subdivision and development processes.
- Policy 2.7.6** Requests by private developers for municipal services from the adjacent municipality shall be directed to the Planning Department of said municipality.

## **2-8 SOCIAL AND ECONOMIC POLICY**

The following policies apply to the entire plan area, and speak to the broader intermunicipal relationship:

- Policy 2.8.1** The municipalities are encouraged to prepare Joint Area Structure Plans in the future to the mutual economic benefit of both parties.
- Policy 2.8.2** The municipalities shall continue to deliver shared services, as appropriate.
- Policy 2.8.3** The municipalities may cooperate on any social, recreational, or economic development activities, or other matters of mutual benefit, which affect any part of the plan area.
- Policy 2.8.4** The municipalities may explore and implement methods of providing future services in an efficient and cost-effective manner.

# SECTION THREE

## Implementation

# 3

*This section outlines the framework for enacting Intermunicipal Development Plan policies and administering the plan.*

### 3-1 GENERAL IMPLEMENTATION POLICY

As required by the MGA, the IDP must include provisions relating to its administration as well as a procedure to be used by one or more of the municipalities to amend or repeal the plan. While the IDP is intended to be a long-range planning document, regular monitoring, review, and periodic amendments may be required for it to remain current with changing trends, technologies, and growth within the plan area.

- Policy 3.1.1** In adopting the IDP, it is recognized that each municipality’s jurisdiction is limited to lands within their respective corporate boundaries.
- Policy 3.1.2** The municipalities shall undertake reviews of the IDP, when required, with major reviews occurring at least every ten years from the date of adoption.
- Policy 3.1.3** An amendment to the IDP may be initiated at the request of either Council.
- Policy 3.1.4** An amendment to the IDP may be recommended to either Council by the ICC.
- Policy 3.1.5** Amendments to the IDP shall be jointly adopted by the municipalities by Bylaw in accordance with the MGA.
- Policy 3.1.6** Repeal of the IDP may be initiated by either municipality if it is to be replaced by a new IDP that is agreeable to both municipalities, or jointly rescinded if both municipalities agree that an IDP is no longer required, in alignment with the MGA.



### 3-2 APPLICATIONS

Planning and development applications and amendments are to be processed and decided upon by the respective approving authority of the municipality in which the application is made. Any applications for urban expansion will align with the MGA.

- Policy 3.2.1** The adoption of, or amendments to, a statutory plan (IDP, MDP, ASP, ARP) or LUB shall be processed and decided upon by the Council of the municipality in which the plan or bylaw is located and circulated in alignment with the MGA.
- Policy 3.2.2** Subdivision and development permit applications are to be processed and decided on by the Approving Authority of the municipality to which the application pertains.
- Policy 3.2.3** The municipalities will adhere to Division 6 of the MGA as it relates to any application for annexation and the process it entails.

### 3-3 INTERMUNICIPAL REFERRAL PROCESS

Referral of planning applications and amendments is essential to maintaining open communication on an ongoing basis. The municipalities will continue the reciprocal referral of planning proposals, in accordance with the IDP.

- Policy 3.3.1** Referrals on new or amended ASPs or Conceptual Schemes within the:
  - a) Future Business Area,
  - b) Predominantly Agricultural Lands, or
  - c) Urban Referral Area,as identified in **Figure 5**, shall be made to the adjacent municipality.
- Policy 3.3.2** Referrals for land use redesignation, subdivision, or discretionary development approvals are:
  - a) Required when the development is proposed in the Future Business Area Predominantly Agricultural Lands, or Urban Referral Area, as identified in **Figure 5**, and outside of the boundary of an ASP, and
  - b) Not required when the development is proposed inside the boundary of an adopted ASP and the proposal fully complies with the policies of the ASP.
- Policy 3.3.3** Notwithstanding Policy 3.3.2, land use redesignation, subdivision, or discretionary development approvals for single-lot commercial and industrial development in the Predominantly Agricultural Lands shall be referred to the Town.
- Policy 3.3.4** Referrals shall be sent by email to the respective Planning Departments of each municipality, with additional information conveyed by email as needed.
- Policy 3.3.5** Referrals shall be responded to within 30 days.
- Policy 3.3.6** If either municipality does not reply within – or request an extension to – the 30-day period, it will be assumed that the responding municipality has no comment or objection to the referred planning or development proposal.
- Policy 3.3.7** The municipalities shall continue to provide contact information for landowner circulation in cases where the subject land abuts a municipal boundary.

**3-4 INTERMUNICIPAL COLLABORATION COMMITTEE**

The following policies apply to the Intermunicipal Collaboration Committee (ICC).

**Policy 3.4.1** The ICC Terms of Reference jointly prepared and agreed to by the municipalities shall be the prevailing document for the composition and duties of the committee, as amended from time to time.

**3-5 INTERMUNICIPAL COLLABORATION FRAMEWORK**

Pursuant to the MGA, the municipalities will endeavour to prepare an Intermunicipal Collaboration Framework (ICF).

**Policy 3.5.1** The municipalities shall endeavor to prepare an ICF.

**Policy 3.5.2** The municipalities acknowledge that services, amenities and infrastructure provided by each other serves ratepayers beyond the plan area.

**Policy 3.5.3** The municipalities may establish a cost sharing policy for any service, amenity and infrastructure where mutual benefit exists.

**3-6 DISPUTE RESOLUTION**

Both municipalities agree it is important to avoid disputes by following the policies and provisions of the IDP. Should any disagreements regarding the interpretation and application of the provisions within the IDP arise, the municipalities shall seek a timely resolution in a manner which is respectful of each Municipality’s interests and concerns using the steps as identified.

In the event the dispute resolution process is initiated, the municipality having authority over the matter shall not provide any further approval until the dispute has been resolved or the mediation process has concluded.

**Policy 3.6.1** A dispute may be triggered in the following circumstances:  
a) Lack of agreement on an IDP amendment, or  
b) An unresolved objection to the proposed adoption or amendment of a statutory plan or LUB that is believed to be inconsistent with the IDP.

**Policy 3.6.2** The dispute resolution process does not apply to matters that fall under the jurisdiction of either municipality’s respective Subdivision Development and Appeal Boards (SDABs) or the Land and Property Rights Tribunal (LPRT), nor does it allow a municipality to appeal a subdivision or development approval.

The municipalities agree the resolution steps identified below shall be completed within **ninety (90)** calendar days from the date on which the disagreement is identified. The process is designed to maximize opportunities for discussion and review with the goal of resolving any disagreements early in the approval process through the following **six (6) stages**:

## **Step 1 – Administrative Review and Discussion**

Should the Town of Strathmore or Wheatland County identify any issue related to proposed plans, bylaws or amendments that may result in a serious disagreement between them, every attempt will be made to discuss the issues at the administrative level with the intent of arriving at a mutually agreeable solution.

## **Step 2 – CAO Review Prior to Escalating to the ICC**

The Chief Administrative Officers (CAOs) from the Town and County shall attempt to resolve the issue(s).

## **Step 3 – Intermunicipal Collaboration Committee (within 60 days on which the disagreement is identified)**

In the event administrative review and discussion are unable to resolve a disagreement, the Intermunicipal Collaboration Committee shall attempt to resolve the disagreement. Each municipality, through its Administration, must ensure the facts of the issue have been fully investigated and clarified. Administrative meetings may occur at this point to discuss possible solutions.

## **Step 4 – Municipal Councils (within 30 days from the meeting of the ICC)**

Should the Intermunicipal Collaboration Committee be unable to resolve the disagreement, they shall request a joint meeting of the Councils of the municipalities who will attempt to resolve the disagreement.

## **Step 5 – Alberta Municipal Affairs Mediation**

Should the Councils be unable to resolve the disagreement, either municipality may request Alberta Municipal Affairs to commence a mediation process under the Department's guidance.

## **Step 6 – Appeal to the LPRT**

If the disagreement cannot be resolved by mediation, then:

- Any municipality may appeal to the LPRT under the provisions of Section 690 of the Act if the disagreement pertains to a statutory plan, a land use bylaw or any amendment of either, or
- The results of the mediation report will be binding on each Municipality if no relief under the LPRT is found.