

WINTER 2020/2021



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1 February 2021

THE IDP ENGAGEMENT PROCESS WHAT WE HEARD



V3 COMPANIES OF CANADA, LTD.

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V3 Companies of Canada Ltd would like to thank the Councillors from the M.D. of Greenview and Valleyview, as well as the Citizen's Panel members from each municipality for their time and enthusiasm during the engagement process. Their interpreted ideas and conversations from the engagement sessions are outlined in this report.

UPDATE January 2021:

It should be noted that the Town Council of Valleyview obtained confirmation from the Minister of Transportation that the current highway realignment identified in this report is not official. For this reason, the Council for the Town of Valleyview, in agreement with the Council for the MD of Greenview, asked for it to be removed from the IDP. All subsequent figures shown in this report are outdated.

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Why engagement?

Managing a collaborative political process requires the development of trust and understanding regarding the function and benefits of an Intermunicipal Development Plan (IDP). Getting beyond this imposition and taking advantage of the benefits of the IDP process is important to the successful adoption and implementation of the respective plans. Being able to hear from both Council's in a joint session, where they are able to discuss candidly together about some of the strengths, weaknesses, opportunities, and threats in areas adjacent to their shared borders in regards to land uses, transportation systems, programs, services and economic development, environmental matters and utilities is invaluable during the IDPs development.

Similarly, having a Citizen's Panel with equal and diverse representation from the M.D. of Greenview and the Town of Valleyview is important for the development of the IDP. Engaging in the process early on, participants are able to provide ideas and insights that help guide the development of the IDP policy and the overall recommendations to both Councils.

Both the Joint Councils and the Citizen's panel partook in a World Café engagement session. Participants were paired with representatives from the other municipality and were tasked with answering questions related to the IDP topics. The topics and subsequent questions were placed on different tables and each pair was allotted fifteen (15) minutes at each station to discuss a specific topic. After every pair circulated through the stations, they were invited to share with the group their answers and insights, leading to brainstorming how the M.D. and the Town can use the IDP as a tool for mutual benefit. Items that sparked disagreement amongst the participants were "parked" for a later date; the purpose of this was to focus their energy in areas of mutual agreement. The responses to the questions and the brainstorming notes were collected and have been transcribed in this document.

1st Joint Council Session

The first component of the engagement with the elected officials from both the Town of Valleyview and the M.D. of Greenview No. 16 was held on September 24th, 2018. The first Joint Council Session had two objectives: to inform the elected officials from the Town and M.D. on Intermunicipal Development Plans (IDP) and this project, and to gain local knowledge and insight on specific themes that must be included in the IDP. Those present at the engagement session were:

<i>From the M.D. of Greenview</i>	<i>From the Town of Valleyview</i>
Ward 2 – Reeve Dale Gervais	Mayor Vern Lymburner
Ward 4 – Councillor Shawn Acton	Councillor Delwin Slemph
Ward 5 – Councillor Dale Smith	Councillor Jim Joelson
Ward 7 – Councillor Roxie Rutt	Councillor Tanya Boman
	Councillor Rod Pepper
	Councillor Danny McCallum

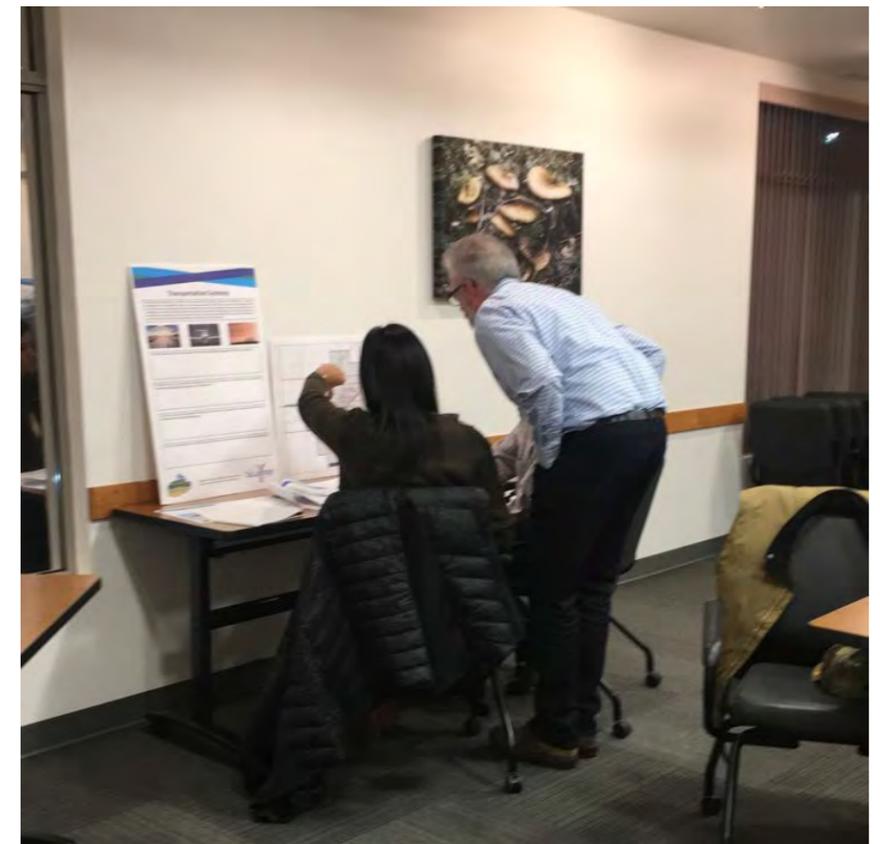
Citizens' Panel

The Citizens' Panel was comprised of four representatives from both the M.D. of Greenview and the Town of Valleyview. There were two initial sessions held with the panel; first, there was the information sessions, which outlined the IDP and its requirements, the baseline research done to date, and the role of the panel moving forward. The second session was the engagement session previously described. Members of the panel were:

<i>From the M.D. of Greenview</i>	<i>From the Town of Valleyview</i>
Debbi Adolphson	Gerry Steinke
Troy Gordon	Adrian Petrilli
Ken Wilson	Leslie Burke
Travis Werlund	Stephanie Clough

UPDATE January 2021:

It should be noted that the Town Council of Valleyview obtained confirmation from the Minister of Transportation that the current highway realignment identified in this report is not official. For this reason, the Council for the Town of Valleyview, in agreement with the Council for the MD of Greenview, asked for it to be removed from the IDP. All subsequent figures shown in this report are outdated.



Purpose

The purpose of this document is to highlight the results of the World Café session and depict how the Councillor's and Citizen panel's ideas, comments, and input will be addressed in the development of the IDP.



what we heard report



02 Land Use



The IDP is used to provide some policy on the land uses within the defined IDP boundaries. The intent of this is to ensure that neighbouring municipalities have land uses that complement each other on both sides of the border and that complements a wide economic development direction sought at a regional level. A municipality's Municipal Development Plan and their Land Use Bylaw, both of which provide further regulation on land uses, must align with the IDP's provisions.

Questions	Council + Citizen Panel Comments	How was the input addressed in developing the IDP?
<i>What level of involvement do you think your respective municipalities should have in your neighbour's land uses?</i>	✓ - indicates number of duplicate comments received	
	<ul style="list-style-type: none"> Non-owning municipality should have referral status 	<ul style="list-style-type: none"> The IDP includes a referral section (2.4) to promote collaboration and create an environment where each municipality has the ability to review and provide comment on proposed changes to planning documents, as well as proposed subdivisions and certain development applications.
	<ul style="list-style-type: none"> Consider what is in the approved IDP area for future development 	<ul style="list-style-type: none"> A future growth section (2.7.1) has been included to provide policy directions for future development. The Baseline Assessment Report (Appendix A) includes existing land uses, environmentally significant areas, and infrastructure. The baseline assessment was used in the guiding the development of policy within Section 2.7 of the IDP.
	<ul style="list-style-type: none"> Limited, but good to know uses that are planned next to your municipality 	<ul style="list-style-type: none"> An existing land use map is included in the baseline assessment, and applications for redistricting/rezoning shall be referred to the other municipality as per Policy 2.4.1(iii) in the IDP.
	<ul style="list-style-type: none"> Mutual respect for future development 	<ul style="list-style-type: none"> Policies within the Circulation & Referral Process (Section 2.4) create a framework in which mutual respect for future development is promoted.
	<ul style="list-style-type: none"> We must collaborate totally on the Land Use Bylaw to agree, bylaws be brought into agreement 	<ul style="list-style-type: none"> Both municipalities have the opportunity to provide comments on changes to the Land Use Bylaw of the other municipality. If collaboration is not possible on Land Use Bylaw changes the dispute resolution process (Section 2.6) will be followed. Development within the IDP area cannot occur unless it is regulated by the Land Use Bylaw of the applicable municipality.
	<ul style="list-style-type: none"> Inform and allow for rejection of plans not within agreed land use 	<ul style="list-style-type: none"> Both the Town and M.D. will have the opportunity to review plans from the other municipality for comment. If rejection of a plan is deemed necessary the dispute resolution process (Section 2.6) shall be followed if both municipalities cannot come to an agreement.
	<ul style="list-style-type: none"> Grandfathering of current land uses 	<ul style="list-style-type: none"> Existing land uses will remain the same (documented in Appendix A), any future redistricting/rezoning within the IDP boundary must be consistent with the future land use map and related policies.
	<ul style="list-style-type: none"> 50-50 in the IDP area 	<ul style="list-style-type: none"> Effectively the policy established does create a balance for both parties on commitments to moving forward.
	<ul style="list-style-type: none"> Joint involvement when deciding land uses 	<ul style="list-style-type: none"> The Circulation & Referral process outlined in Section 2.4 provides policies to guide joint involvement in guiding future land uses, by requiring the Town or M.D. to refer any redistricting/rezoning application to the other municipality.
	<ul style="list-style-type: none"> Allocate land uses to meet the needs of people while safeguarding natural resources 	<ul style="list-style-type: none"> Future Growth Policies (Section 2.7.1) have been drafted taking into account the Environmental Constraints map (Appendix A), and by incorporating community feedback and the Growth Forecasts (Appendix B).
	<ul style="list-style-type: none"> Within the IDP, municipalities can have more control – recognizing the grandfathering of agricultural operations 	<ul style="list-style-type: none"> Agricultural designated lands within the IDP area have policy that supports limiting the fragmentation of farmland within the IDP (Policy 2.7.4.2.). The policy also recognizes the grandfathering of existing ability to develop based on the provisions of the existing Land Use Bylaw.



what we heard report

Questions

Council + Citizen Panel Comments

✓ - indicates number of duplicate comments received

How was the input addressed in developing the IDP?

	<ul style="list-style-type: none"> Inform and allow for rejection of plans not within the agreed land uses It is important for the municipalities to regulate land use in an efficient and ethical way. It's important to regulate land uses to meet the needs of people while safeguarding future resources. 	<ul style="list-style-type: none"> The Circulation & Referral Process (Section 2.4) and Dispute Resolution Process (Section 2.6) allow for the rejection of plans if deemed necessary, and provide the process for resolving disputes regarding planning documents. Future Growth Policies (Section 2.7.1) have been included to meet the needs of existing and future residents and businesses, and to be responsive to the future highway realignment, all while taking into account environmental constraints. Technically these policies should filter down and be reflected in each Municipalities Municipal Development Plan and Land Use Bylaws.
<p><i>Are there any concerns with existing land uses (i.e. the permitted and discretionary uses listed in each district, or the existing districts applied to the lands) under the current municipality adopted LUB within the IDP boundary? What are the concerns?</i></p>	<ul style="list-style-type: none"> The IDP land use policies need to blend the Town and the M.D. to make it effective for future permitted and discretionary uses SW residential reserve area Proposed highway realignment cutting through also separates persons from the downtown core Only some of the IDP has been designated for certain land use Could expand residential to other non-commercial/ industrial land Community spreading out SW residential reserve area – highway cuts through it Commercial and industrial reserve by new bypass area Density/ infill 	<ul style="list-style-type: none"> The Town and County are different and view different uses as having different impacts within the context of each community. While the IDP provides a forum for discussion on consistency it is up to each community, their Council and residents as to how they view the classification of a land use that would be reflected in their Land Use Bylaw vs the IDP. With the proposed realignment of Highways 43 and 49, bypassing the Town to the west, we would recommend that future residential development should not be located to the SW of the Town. However, this is a decision of Council and the landowner in understanding the future impact that may be created from the realignment of the Highway and how residential development may limit the ability for future industrial or commercial development within the area. Part of the Future Growth Policy (Section 2.7.1) Objective A includes engaging a transportation engineer to assist in working with Alberta Transportation on design changes to the proposed bypass. Access to the Town from residents to the West of the proposed bypass will not be restricted. The bypass is likely to eventually happen and it is a question of when and therefore the Town and the County should work together on planning to mitigate the impacts it may have on the overall communities. The Future Growth Map (Figure 5) has been prepared taking into account the baseline assessment and growth forecasts. The future growth areas were decided based on projected land demand, and transitioning commercial and industrial uses adjacent to the future highway bypass to capitalize on the possibly shift of the major transportation corridor. The lands not designated in the Future Growth Map are intended to retain their existing zoning and uses. The future residential growth area to the NE of the Town should accommodate growth projections made in the growth analysis. Further expansion of residential lands could be made, if desired by both communities, but would require an amendment to this document and other planning documents to enable it to occur. Policy 2.7.3.1 directs new residential development towards areas with existing services and that has already been districted. Future growth directions will take into account making use of existing infrastructure, and to grow in a cost-effective manner. Refer to comment above on same issue. The IDP area can capitalize on transitioning highway commercial and industrial development in accordance with the future highway bypass. Residential Policies (Section 2.7.3) Objective A involves utilizing existing services and districted lands for residential development. Policy 2.7.3.1 promotes this objective.



02 Land Use



Questions	Council + Citizen Panel Comments <i>✓ - indicates number of duplicate comments received</i>	How was the input addressed in developing the IDP?
<i>What land uses should definitely not be included within the IDP boundary areas and why?</i>	<ul style="list-style-type: none"> ▪ Feed lots (confined feed lots) ▪ Refineries ▪ Factories ▪ Gas plants ▪ Industry with excessive noise or smell, unnatural odours ▪ Anything requiring a large land base ▪ Must be compatible with existing development ▪ Intensive livestock operations ▪ Any potential use should be considered – open mind ▪ Can't see why we would limit opportunities 	<ul style="list-style-type: none"> ▪ Objective A and Policy 2.7.4.1 prohibits the development of confined feed lots and intensive livestock operations within the IDP boundary. ▪ The IDP directs future growth & development, while respecting development constraints and protecting environmentally significant areas. As development applications are reviewed, and referred to the other municipality, considerations towards the affect on existing properties and the compatibility of the development will be made before a building permit is issued. If the development proves to not be compatible, the development will not proceed. ▪ Objective A and Policy 2.7.4.1 prohibits the development of confined feed lots and intensive livestock operations within the IDP boundary. ▪ Beyond uses that are viewed as not being desirable the IDP does not limit uses. This is the role of each Municipality regarding the zoning of each site and what are considered permitted or discretionary uses and if not mentioned then generally the use would not be permitted. The IDP does guide where uses may be located in the future.
<i>What vision do you have for land uses over a 20+ year period?</i>	<ul style="list-style-type: none"> ▪ Continued growth in the area ▪ Organized and orderly growth ▪ Residential growth to the north ✓ ✓ ✓ ✓ ▪ Commercial/retail growth to the west ✓ ✓ ▪ Commercial Hub around interchange ▪ Share in the economic development of land 	<ul style="list-style-type: none"> ▪ Policies contained in Section 2.8 Economic seek the ability for both Council's to work together on identifying and expanding on the ability to attract growth. ▪ Policies in Section 2.7.1 (Future Growth Policies) have been included to allow for orderly, and well planned, growth to occur in the residential, commercial, and industrial sectors. ▪ Figure 5: Future Growth Map reflects future residential annexation area to the north. ▪ Figure 5: Future Growth Map directs commercial and industrial growth to the SW, to transitions to the future highway bypass. ▪ Future commercial land has been designated around the interchange to the north of the Town. The proposed southern interchange is located one quarter-section south of the IDP boundary; however, Policy 2.7.1.1 encourages the municipalities to engage a professional transportation engineer to present a case to relocate the southern interchange within the IDP boundary, for which commercial lands have been directed (Figure 5). ▪ The IDP includes an Economic Development Section (2.8), with the goal to maintain and expand the economic opportunities within both municipalities.



what we heard report

Questions	Council + Citizen Panel Comments <i>✓ - indicates number of duplicate comments received</i>	How was the input addressed in developing the IDP?
	<ul style="list-style-type: none"> ▪ Acreage residential (large lot) to the east and the north ✓ 	<ul style="list-style-type: none"> ▪ Development of acreage residential uses to the east and north of the Town (outside of Town boundary) are regulated by the M.D.'s statutory documents. Acreage development is a Permitted Use or Discretionary Use in the M.D.'s Land Use Bylaw, and if demand exists this IDP helps facilitate communication and cooperation between municipalities that can help in approving such developments.
	<ul style="list-style-type: none"> ▪ Industrial to the south ✓✓ 	<ul style="list-style-type: none"> ▪ Figure 5: Future Growth Map directs industrial growth to the SW, to transition with the future highway bypass.
	<ul style="list-style-type: none"> ▪ Retail/ highway commercial space on the east border of highway and agriculture on the west side of the highway ✓ 	<ul style="list-style-type: none"> ▪ Existing agricultural land and land uses are to be maintained as per 2.7.4.2.
	<ul style="list-style-type: none"> ▪ Greenway area to the southeast of downtown 	<ul style="list-style-type: none"> ▪ Policies in Section 2.9.1 (Park, Open Space, Recreation & Environmental Policies) encourage the connection and development of a network for parks and open spaces, and community facilities.
	<ul style="list-style-type: none"> ▪ Agriculture reserve to the east ✓ 	<ul style="list-style-type: none"> ▪ Agriculture reserve was not included in Figure 5. Existing land use designations within the M.D. promote agricultural uses, and policies within the IDP protect agricultural land and land uses (2.7.4.2)
	<ul style="list-style-type: none"> ▪ New visitor information centre location ✓ 	<ul style="list-style-type: none"> ▪ Programs & Services Policies (Section 2.10.3) have been included that require services and programs to be examined to improve functionality, which could include a new visitor centre location if deemed necessary.
	<ul style="list-style-type: none"> ▪ New airport location ✓ 	<ul style="list-style-type: none"> ▪ An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.
	<ul style="list-style-type: none"> ▪ Expand services residentially north and commercially south 	<ul style="list-style-type: none"> ▪ Figure 5: Future Growth Map directs residential growth to the north, and commercial growth to both the north and south.
	<ul style="list-style-type: none"> ▪ If land is deemed of higher quality for agriculture, we should preserve that land 	<ul style="list-style-type: none"> ▪ Policy 2.7.4.2 has been included to assist with limiting the impact of agricultural designated land and uses within the IDP area.
<i>Other comments/ questions on collaboration opportunities regarding land use within the IDP boundary?</i>	<ul style="list-style-type: none"> ▪ Proposed highway corridor needs to be collaborative 	<ul style="list-style-type: none"> ▪ Future Growth Objective A (2.7.1 A) encourages both municipalities to lobby Alberta Transportation to relocate the southern interchange within the IDP area.
	<ul style="list-style-type: none"> ▪ Develop a framework to determine highway commercial and industrial 	<ul style="list-style-type: none"> ▪ The IDP encourages both municipalities to develop an Area Structure Plan for the transition of commercial and industrial development to the relocation of the highway bypass.
	<ul style="list-style-type: none"> ▪ We have to find ways to enhance highway commercial but provide ways to get highway visitors/ overnight camping visitors downtown 	<ul style="list-style-type: none"> ▪ Policy 2.10.1.5 is included to engage Alberta Transportation for the purpose of participating in the future design and construction of the highway bypass to allow for accessibility to adjoining lands and connections into the Town.
	<ul style="list-style-type: none"> ▪ Premature development of agriculture land should be avoided until the land is needed ✓ 	<ul style="list-style-type: none"> ▪ Objective B of the Rural & Agriculture Policies (2.7.4) is to maintain agricultural designated land uses within the IDP area. Policy 2.7.4.2 discourages pre-mature subdivision of agricultural lands into non-agricultural parcels.



02 Land Use



Questions

Council + Citizen Panel Comments

✓ - indicates number of duplicate comments received

How was the input addressed in developing the IDP?

- Protect the (future) airport from incompatible land uses and development on adjacent lands which may affect airport opportunities and activities ✓

- To build greenway planned by the Town and allow for planning on the South east end beyond the Agri-complex

- An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.

- Policies in Section 2.9.1 (Park, Open Space, Recreation & Environmental Policies) encourage the connection and development of a network for parks and open spaces, and community facilities.



what we heard report



03 Transportation Systems



Transportation infrastructure is critical to the movement of goods and people that contributes to economic development. There are significant major road connections operated by the Province, and an airport operated by the Town of Valleyview, that connect to other communities across the province and beyond. Enhancing, maintaining, and capitalizing on these key infrastructure elements is critical to assist with sustaining the economy and helping economic development throughout the region. These core infrastructure assets exist within the IDP boundaries and collaboration can efficiently assist in achieving and maintain the enhancement of these assets.

Question	Council + Citizen Panel Comments	How was the input addressed in developing the IDP?
<i>What do you view as the key transportation infrastructure within the IDP boundary? Why are they important?</i>	<p>✓ - indicates number of duplicate comments received</p> <ul style="list-style-type: none"> ▪ Current highways and propose route ramifications ▪ Airport (medical services, passengers, goods) ▪ All paved roads ▪ Worked together to lobby provincial government for easy access to the Town and maintenance of existing infrastructure ▪ Main highway must have easy and adequate access to Valleyview ▪ Active transportation trails ▪ Highway through Valleyview is very important to business ▪ Airport – if we lose it, it will be lost forever – not financially justifiable to rebuild it 	<ul style="list-style-type: none"> ▪ Future growth policies to transition highway commercial and industrial development along the proposed route are included in Section 2.7.1. ▪ An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate. ▪ Objectives within the Transportation Policies (Section 2.10.1) include establish and maintain roadway standards, and to identify potential improvements to the existing municipal roadway network within the IDP. However, the costs of paving all roads and ongoing maintenance is significant and may be unsustainable to achieve. ▪ Working with Alberta Transportation to identify improvements and maintenance for the whole roadway network is encouraged in Policy 2.10.1.4. ▪ Policy 2.10.1.5 is included to engage Alberta Transportation for the purpose of participating in the future design and construction of the highway bypass to allow for accessibility to adjoining lands and connections into the Town. ▪ The proposed southern interchange is located one quarter-section south of the IDP boundary; however, Policy 2.7.1.1 encourages the municipalities to engage a professional transportation engineer to present a case to relocate the southern interchange within the IDP boundary, for which commercial lands have been directed (Figure 5). ▪ Policies in Section 2.9.1 (Park, Open Space, Recreation & Environmental Policies) encourage the connection and development of a network for parks and open spaces, and community facilities. Objective B seeks to provide active transportation connection between parks and open spaces. ▪ Policy 2.7.2.3 has been included to encourage enhancing the visual appearance of existing commercial buildings and public spaces to create a welcoming appearance to the Town and M.D. Focusing attention to make the existing highway through Valleyview more aesthetically pleasing can help to attract people to the area particularly should the highway relocation occurs. If both municipalities work together now it can assist in transforming the urban form to achieve a more desirable environment. This comes at a cost to enabling development which can make it challenging in achieving this transition. ▪ An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.



what we heard report

Question	Council + Citizen Panel Comments <i>✓ - indicates number of duplicate comments received</i>	How was the input addressed in developing the IDP?
	<ul style="list-style-type: none"> Roadways are prime – we have to cater to vehicles; vehicular traffic creates new business opportunities 	<ul style="list-style-type: none"> Working with Alberta Transportation to identify improvements and maintenance for the whole roadway network is encouraged in Policy 2.10.1.4. While roads are important, so are other modes of transportation that provide people with mobility challenges greater opportunity to access businesses and also help attract and retain residents. It is recommended that any transportation approach should look at the complete spectrum of transportation within a corridor for movement of people and goods.
	<ul style="list-style-type: none"> Airport has to have a future for emergency services, business 	<ul style="list-style-type: none"> An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.
	<ul style="list-style-type: none"> Airport – medivac, farmers who spray or seed crop 	
	<ul style="list-style-type: none"> Biking/ Walking Trails into the recreation land area 	<ul style="list-style-type: none"> Policies in Section 2.9.1 (Park, Open Space, Recreation & Environmental Policies) encourage the connection and development of a network for parks and open spaces, and community facilities. Objective B seeks to provide active transportation connection between parks and open spaces.
	<ul style="list-style-type: none"> Efficient transportation reduced costs of goods and services 	<ul style="list-style-type: none"> Policies within the Transportation section create a framework which encourages an efficient transportation network.
	<ul style="list-style-type: none"> Airport – forest fire suppression, medivac operations, economic development, supports tourism, search and rescue 	<ul style="list-style-type: none"> An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.
	<ul style="list-style-type: none"> Airport in important – it could be outside the IDP but needs to be close for emergency services 	<ul style="list-style-type: none"> An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.
	<ul style="list-style-type: none"> Existing airport is underused but existent, maintaining facility is more financially justifiable than rebuilding. Loss of the airport would eliminate that form of transportation for the foreseeable future. Are there alternatives? Other airports? 	<ul style="list-style-type: none"> An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.
<i>What role do you envision both municipalities could play in maintaining or enhancing the key transportation infrastructure within the IDP boundary, and to what benefit?</i>	<ul style="list-style-type: none"> Advocate to province to construct highway service road Enhance road infrastructure that’s going to benefit both the Town and M.D. residents Joint collaboration on the airport – will likely have to be moved 	<ul style="list-style-type: none"> Policy 2.10.1.5 is included to engage Alberta Transportation for the purpose of participating in the future design and construction of the highway bypass to allow for accessibility to adjoining lands and connections into the Town. Working with Alberta Transportation to identify improvements and maintenance for the whole roadway network is encouraged in Policy 2.10.1.4. An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.





Question	Council + Citizen Panel Comments <i>✓ - indicates number of duplicate comments received</i>	How was the input addressed in developing the IDP?
	<ul style="list-style-type: none"> Design standards in road building 	<ul style="list-style-type: none"> Policy 2.10.1.2 encourages both municipalities to review their roadway design standards and maintenance programs to look for efficient and cost savings.
	<ul style="list-style-type: none"> Try to change the highway realignment 	<ul style="list-style-type: none"> Alberta Transportation may be open to engaging with the municipalities for slight design changes (addressed in Policies 2.7.1.1 – 2.7.1.2).
	<ul style="list-style-type: none"> Both municipalities must be concerned about access to Valleyview from the new highway system 	<ul style="list-style-type: none"> Policy 2.10.1.5 is included to engage Alberta Transportation for the purpose of participating in the future design and construction of the highway bypass to allow for accessibility to adjoining lands and connections into the Town.
	<ul style="list-style-type: none"> Create innovative rental vehicle systems for residents and visitors to use 	<ul style="list-style-type: none"> Joint economic development is encouraged in Section 2.8, including supporting the creation of a local incubator to support start-up businesses and fostering innovation.
	<ul style="list-style-type: none"> Snow removal 	<ul style="list-style-type: none"> Policy 2.10.3.3 works to establish joint service agreements to coordinate and share resources for bylaw enforcement (including snow removal).
	<ul style="list-style-type: none"> Joint collaboration between the Town and M.D. for the airport 	<ul style="list-style-type: none"> An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.
	<ul style="list-style-type: none"> In terms of development – setbacks from pipelines, well sites, landfills and the airport need to be respected 	<ul style="list-style-type: none"> Figure 6 in the Baseline Assessment (Appendix A) indicates environmentally significant areas within and around the IDP area.
<i>Is there any future key transportation infrastructure that needs to be upgraded or new transportation infrastructure installed/operated within the IDP boundary?</i>	<ul style="list-style-type: none"> Some streets in the Town and roads in the M.D. require paving or repaving 	<ul style="list-style-type: none"> Working with Alberta Transportation to identify improvements and maintenance for the whole roadway network is encouraged in Policy 2.10.1.4.
	<ul style="list-style-type: none"> Airport can be moved to the forestry staging area 	<ul style="list-style-type: none"> An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.
	<ul style="list-style-type: none"> Work together for airport move ✓ 	<ul style="list-style-type: none"> An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.
	<ul style="list-style-type: none"> Airport must be kept but likely will be moved ✓ 	<ul style="list-style-type: none"> An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.
	<ul style="list-style-type: none"> Airport is essential for the area 	<ul style="list-style-type: none"> An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.



what we heard report

Question	Council + Citizen Panel Comments <i>✓ - indicates number of duplicate comments received</i>	How was the input addressed in developing the IDP?
	<ul style="list-style-type: none"> Walking/ biking trails are not sophisticated in our current arrangement 	<ul style="list-style-type: none"> Policies in Section 2.9.1 (Park, Open Space, Recreation & Environmental Policies) encourage the connection and development of a network for parks and open spaces, and community facilities. Objective B seeks to provide active transportation connection between parks and open spaces.
	<ul style="list-style-type: none"> Bike/ walking trails, pedestrian cross walks 	<ul style="list-style-type: none"> Policies in Section 2.9.1 (Park, Open Space, Recreation & Environmental Policies) encourage the connection and development of a network for parks and open spaces, and community facilities. Objective B seeks to provide active transportation connection between parks and open spaces.
<i>Other comments/questions on collaboration opportunities for transportation infrastructure within the IDP boundary?</i>	<ul style="list-style-type: none"> No stats on airport We have to use the proposed bypass for creating opportunity, not destroying economy Disagree with Alberta Transportation's proposed highway realignment ✓ ✓ ✓ ✓ 	<ul style="list-style-type: none"> Policy 2.10.1.6 encourages the Town to gather statistics on usage, and prepare a case that evaluates the current operation and capital needs. Transitioning commercial and industrial development to locate adjacent to the highway bypass is a critical objective and policy direction within the Future Growth Policies of the IDP. Lobbying Alberta Transportation is encouraged in Objective A of the Future Growth Policies (2.7.1). The extent that lobbying will affect the proposed highway realignment cannot be determined at this point, but Figure 5 highlights a desired location for the southern interchange.



04 Programs, Services + Economic Development

Cost efficiencies can be obtained through sharing of programs and services that currently occur within the IDP boundaries. This might relate to emergency services, snow clearing, road maintenance, economic development, and joint use of community facilities through cost sharing.

Question	Council + Citizen Panel Comments	How was the input addressed in developing the IDP?	✓ - indicates duplicate comment received
<p><i>Are you aware of existing agreements between your respective municipalities on program and service sharing that relate to, or could influence the IDP boundary? If so, what are they and how would you rank their benefit out of 10?</i></p>	<p>✓ - indicates number of duplicate comments received</p> <ul style="list-style-type: none"> ▪ Fire ✓ ✓ <hr/> ▪ Multiplex <hr/> ▪ Recreation board <hr/> ▪ Water ✓ <hr/> ▪ Snow clearing ✓ <hr/> ▪ FCSS – Social-program <hr/> ▪ Recreation facility (9/10) ✓ <hr/> ▪ Library (8/10) ✓ <hr/> ▪ Water supply to rural (10/10) <hr/> ▪ Joint use with schools? How effective are these? <hr/> ▪ Emergency services (10/10) ✓ <hr/> ▪ GRM <hr/> ▪ Waste ✓ <hr/> ▪ Transportation ✓ <hr/> ▪ Current IDP <hr/> ▪ Weed removal ✓ 	<ul style="list-style-type: none"> ▪ The goal of the IDP for Programs & Services is to promote efficient and coordinated intermunicipal community and emergency services. Through the ICF process, both municipalities must establish agreements for the provision of any joint services (2.10.3.4). The extent of community and emergency services provided will be determined during the creation of the ICF. 	





what we heard report

Question	Council + Citizen Panel Comments	How was the input addressed in developing the IDP?
<p><i>Within the IDP boundary can you identify other opportunities related to existing programs and services where sharing or assistance between municipalities could be beneficial to both municipalities?</i></p>	<p>✓ - indicates number of duplicate comments received</p> <ul style="list-style-type: none"> ▪ Transportation <ul style="list-style-type: none"> - 10/10 <hr/> ▪ Water (some sharing of waterlines and maintenance) <ul style="list-style-type: none"> - Some sharing of waterlines and maintenance - How far can rural be serviced? <hr/> ▪ Waste <ul style="list-style-type: none"> - Regional landfill <hr/> ▪ Snow clearing <ul style="list-style-type: none"> - Split on boundary <hr/> ▪ Weed maintenance <ul style="list-style-type: none"> - Needs improvement/ preventative restrictions <hr/> ▪ Emergency services <ul style="list-style-type: none"> - Existing fire agreement - 10/10 ✓ ✓ <hr/> ▪ Community facilities <ul style="list-style-type: none"> - Recreation, multiplex, FCSS - 10/10 - Further work required in rec facilities - Largely funded/ supported by M.D. - Run by Town? <hr/> ▪ Professional (medical clinic) <ul style="list-style-type: none"> - Medical clinic ✓ 	<ul style="list-style-type: none"> ▪ Policy 2.10.3.2 encourages opportunities for the municipalities to collaborate and share professional resources to increase service delivery and allow for cost efficiencies.



04

Programs, Services + Economic Development

Question	Council + Citizen Panel Comments	How was the input addressed in developing the IDP?
	✓ - indicates number of duplicate comments received	
	<ul style="list-style-type: none"> - Starting to improve ▪ Economic development (future sharing) <ul style="list-style-type: none"> - Future sharing - Needs to be developed further - Must be totally integrated 	<ul style="list-style-type: none"> ▪ The goal of the Economic Development policies of the IDP (Section 2.8) is to maintain and expand the economic opportunities within the M.D. and the Town. Establishing a joint economic development entity and unified strategy, engaging local businesses and collaborating to explore economic development opportunities are all encouraged in policies in Section 2.8.
	<ul style="list-style-type: none"> ▪ Sub-division Appeal Board 	<ul style="list-style-type: none"> ▪ Establishing a joint Subdivision and Development Appeal Board is Objective B within the Programs & Services Policies. The intent of creating a joint board is to increase cost-efficiencies and service delivery (Policy 2.10.3.5).
	<ul style="list-style-type: none"> ▪ Utility expansion in proposed IDP area 	<ul style="list-style-type: none"> ▪ Policy 2.10.2.1 encourages both municipalities to collaborate in the planning of utility and servicing within the IDP area. Policy 2.10.2.2 encourages creating common servicing standards throughout the IDP area.
	<ul style="list-style-type: none"> ▪ Sewage lagoon expansion if needed 	<ul style="list-style-type: none"> ▪ Objective B, and Policy 2.10.2.5 are included to determine existing infrastructure capacity and future needs within the IDP boundary. The outcome may result in needing to plan for expansion of the sewage lagoon.
<p><i>Are you aware of good examples of where municipal collaboration across boundaries has worked well?</i></p>	<ul style="list-style-type: none"> ▪ Fire / firefighting ✓ ▪ Recreation ▪ Health clinic ▪ Library ▪ Funding from MD supporting facilities with the Town – huge boost to making Valleyview attractive to professionals and all residences ▪ Multiplex ✓ ✓ ✓ ▪ Planning for schools must involve municipal cooperation from both the Town and M.D. ▪ Tourist information booth ✓ 	<ul style="list-style-type: none"> ▪ Goal of Program & Services Policies (Section 2.10.3) is to promote efficient and coordinated intermunicipal community and emergency services. The extent of which services for joint delivery will be decided during the ICF process and through discuss between municipalities. Policies within the IDP encourage municipalities to collaborate around service delivery.





what we heard report

Question	Council + Citizen Panel Comments	How was the input addressed in developing the IDP?
	✓ - indicates number of duplicate comments received	
	<ul style="list-style-type: none"> ▪ Peace Officer Contract <hr/> ▪ Emergency Medical Service (EMS) <hr/> ▪ GMR <hr/> ▪ Water treatment <hr/> ▪ Snow removal <hr/> ▪ Waste lagoon 	
<p><i>What opportunities do you see for economic development within the IDP plan area?</i></p>	<ul style="list-style-type: none"> ▪ Joint economic development department <hr/> ▪ Improve broadband service in both the M.D. and the Town, fibre optic connection, server farm or related industry <hr/> ▪ Highway commercial ✓ <hr/> ▪ Low income housing <hr/> ▪ Recreation and tourism <hr/> ▪ Geothermal industries ✓ <hr/> ▪ Greenhouse agriculture ✓ <hr/> ▪ Ag tourism, value added agriculture production, abattoir ✓ 	<ul style="list-style-type: none"> ▪ Maintaining and expanding economic opportunities within both municipalities, including establishing a joint economic entity (Policy 2.8.1) are included in the Economic Development section of the IDP. <hr/> ▪ Preparing both municipalities to capitalize on future technologies and telecommunication systems is Objective C in the Utilities & Servicing Policies section of the IDP (2.10.2). Policies 2.10.2.6 – 2.10.2.7 encourage the exploration of opportunities to partner with fibre optic companies and to utilize services in developing programs and services in the communities. <hr/> ▪ Figure 5: Future Growth Map directs commercial growth to both the north and south, along the proposed highway bypass. <hr/> ▪ Ensuring a range and diversity of supply of housing to meet the demand of residents is Objective B of the Residential Policies in the IDP (Section 2.7.3). This includes supplying low income housing for those needing affordable options. <hr/> ▪ Policies in Section 2.9.1 (Park, Open Space, Recreation & Environmental Policies) encourage the connection and development of a network for parks and open spaces, and community facilities. Objective B seeks to provide active transportation connection between parks and open spaces. <hr/> ▪ Policies to promote and market the IDP area are included in the economic development section of the IDP (2.8). Attracting tourists and visitors through landscaping key corridors, commercial buildings and public spaces is also the policy direction of Policy 2.7.2.3. <hr/> ▪ Policies 2.10.2.3 and 2.10.2.4 encourage the use and production of alternative energy resources, including wind, solar, and geothermal. <hr/> ▪ Expanding, developing and attracting new business opportunities, including secondary products arising from the agricultural resource sector are encouraged in Policies 2.8.3 and 2.8.4.



04

Programs, Services + Economic Development

Question	Council + Citizen Panel Comments	How was the input addressed in developing the IDP?
	✓ - indicates number of duplicate comments received	
	<ul style="list-style-type: none"> Seniors condo/apartment complex units ✓ 	<ul style="list-style-type: none"> Ensuring a range and diversity of supply of housing to meet the demand of residents is Objective B of the Residential Policies in the IDP (Section 2.7.3). This includes supplying acceptable housing options for elderly residents.
	<ul style="list-style-type: none"> Tourism 	<ul style="list-style-type: none"> Section 2.8 covers off policies around economic development including preparing an economic development strategy that should include tourism.
	<ul style="list-style-type: none"> Fiber optic connection and server firms 	<ul style="list-style-type: none"> Preparing both municipalities to capitalize on future technologies and telecommunication systems is Objective C in the Utilities & Servicing Policies section of the IDP (2.10.2). Policies 2.10.2.6 – 2.10.2.7 encourage the exploration of opportunities to partner with fibre optic companies and to utilize services in developing programs and services in the communities.
	<ul style="list-style-type: none"> M.D. and Town jointly collaborate to support development of recreation facilities and sites to benefit both municipalities within the IDP 	<ul style="list-style-type: none"> A Master Recreation Plan to be jointly developed is encouraged in Policy 2.9.1.1. Coordinating, managing, programming and identifying linkages between uses and facilities within the IDP area can result in cost savings and increased service provision of recreational facilities.





what we heard report





Our communities and families are dependent on the natural environment for the life supporting capacity of clean air, soil, and water. The ecosystem is important in maintaining these critical elements. However, our human activities can impact the environment in ways that adversely impact our communities. It is important to manage our land uses to mitigate potential impacts. This includes activities in one jurisdiction that could adversely impact another community. The IDP is a tool used to develop a relationship with adjoining jurisdictions for enhancing our collective understanding of the local environment, managing to avoid, mitigate or remedy these potential impacts, and identifying how to work together to enhance the environment. The natural environment knows no boundaries.

Question	Council + Citizen Panel Comments	How was the input addressed in developing the IDP?
<p><i>What environmental components do you believe should be covered under the environmental topic within the IDP boundary?</i></p>	<p>✓ - indicates number of duplicate comments received</p>	
	<ul style="list-style-type: none"> Wetlands 	<ul style="list-style-type: none"> The goal of the Natural Environment section of the IDP (2.9) is to preserve and enhance an integrated system of open greenspace and provide a variety of natural amenities which improve quality of life. Objectives for Park, Open Space, Recreation & Environmental Policies are to maintain and identify lands for parks/open spaces and to provide active transportation connections between green spaces. Protecting environmentally significant areas from inappropriate development is a major theme in this section.
	<ul style="list-style-type: none"> Drainage 	<ul style="list-style-type: none"> Managing and mitigating the impact of storm water runoff between the M.D. and Town is the Objective of the Storm Water Management Policies (2.9.2). A joint Storm Water Management Plan is encouraged to be developed to assist in protecting municipal infrastructure, housing and businesses from flooding.
	<ul style="list-style-type: none"> Old landfills 	<ul style="list-style-type: none"> An environmentally significant area, must be addressed when developing on lands near/on old landfill site. Policy 2.9.1.7 seeks both municipalities to share information, such as landfills, to avoid problems across boundaries relating to development.
	<ul style="list-style-type: none"> Green space 	<ul style="list-style-type: none"> Policies in Section 2.9.1 (Park, Open Space, Recreation & Environmental Policies) encourage the connection and development of a network for parks and open spaces, and community facilities. Objective B seeks to provide active transportation connection between parks and open spaces.
	<ul style="list-style-type: none"> Composting program 	<ul style="list-style-type: none"> While not explicitly included in the IDP, a joint composting program could be established during the ICF process between the municipalities.
	<ul style="list-style-type: none"> Preserving farm land 	<ul style="list-style-type: none"> Maintain agricultural land and land uses is outlined in Objective B of the Rural & Agriculture Policies (2.7.4).
	<ul style="list-style-type: none"> Abandoned wells 	<ul style="list-style-type: none"> Abandoned wells are mapped on Figure 6 of the Baseline Assessment Report (Appendix A). Development adjacent to abandoned wells must comply with the Subdivision and Development Regulations and information sharing under policy 2.9.1.7.
	<ul style="list-style-type: none"> Creeks and incorporating space for greenway goals 	<ul style="list-style-type: none"> Riparian margins and wetland areas are encouraged to be protected in Policy 2.9.1.3, including developing active transportation trails and linking with existing trails within the Town and MD.
	<ul style="list-style-type: none"> Weed control 	<ul style="list-style-type: none"> Coordinated bylaw enforcement services, including weed control, is encouraged in Policy 2.10.3.3.
<ul style="list-style-type: none"> Wildlife protection 	<ul style="list-style-type: none"> Protecting environmentally significant areas from inappropriate development supported in Policy's 2.9.1.4 – 2.9.1.6. 	
<ul style="list-style-type: none"> Ensure bird and fishing habitats are protected 		



what we heard report

Question	Council + Citizen Panel Comments <i>✓ - indicates number of duplicate comments received</i>	How was the input addressed in developing the IDP?
	<ul style="list-style-type: none"> Removal of abandoned wells to speed development 	<ul style="list-style-type: none"> Abandoned wells are mapped on Figure 6 of the Baseline Assessment Report (Appendix A). Removing abandoned wells have a high cost, evaluating the feasibility of removal on a case by case basis could be the best option if the municipalities want to pursue. Issue not addressed in the IDP, but can be explored through Intermunicipal Cooperation (Section 2.3).
<i>What areas of environmental concern do you have within the IDP boundary?</i>	<ul style="list-style-type: none"> Drainage along creek (riparian areas) 	<ul style="list-style-type: none"> The goal of the Natural Environment section of the IDP (2.9) is to preserve and enhance an integrated system of open greenspace and provide a variety of natural amenities which improve quality of life. Objectives for Park, Open Space, Recreation & Environmental Policies are to maintain and identify lands for parks/open spaces and to provide active transportation connections between green spaces. Protecting environmentally significant areas from inappropriate development is a major theme in this section.
	<ul style="list-style-type: none"> Land not fit for development 	<ul style="list-style-type: none"> Protecting environmentally significant areas from inappropriate development is a key objective within the Natural Environment Section of the IDP (2.9). The baseline analysis (Appendix A) included examining and inventorying environmentally significant areas, and development constraints to ensure that development does not occur on unfit land.
	<ul style="list-style-type: none"> Preserving farm land 	<ul style="list-style-type: none"> Objective B of the Rural & Agriculture Policies (2.7.4) is to maintain agricultural designated land uses within the IDP area. Policy 2.7.4.2 protects pre-mature subdivision of agricultural lands into non-agricultural parcels.
	<ul style="list-style-type: none"> Clean air 	<ul style="list-style-type: none"> Policy directions included in the Utilities & Servicing Policies (Section 2.10.2) encourage the use of alternative energy, through extension working towards reducing the reliance on fossil fuels which would help achieve cleaner air.
	<ul style="list-style-type: none"> Environmental impact when relocating business to highway corridor realignment 	<ul style="list-style-type: none"> No environmentally significant areas are located on the lands highlighted in Figure 5 for future commercial and industrial development adjacent to the proposed highway corridor. The IDP also seeks the development of a Joint Area Structure Plan that will enable greater assessment of the impact on the environment.
	<ul style="list-style-type: none"> Brownfields and contamination – they spread 	<ul style="list-style-type: none"> For a development to be permitted on a brownfield site the approving authority will require site remediation if contamination levels and previous land uses are determined to warrant the requirement. New provisions under the Municipal Government Act provide municipalities with greater powers to encourage clean up of such sites.
	<ul style="list-style-type: none"> Wetland areas ✓ 	<ul style="list-style-type: none"> Provincial regulations govern the development around wetlands.
	<ul style="list-style-type: none"> Sewage pond 	<ul style="list-style-type: none"> The municipalities are encouraged to meet to discuss the existing capacity of infrastructure within the IDP area (Policy 2.10.2.5), the outcome of this meeting will determine if action is required regarding the sewage pond.
	<ul style="list-style-type: none"> Water ponds – duck feces 	<ul style="list-style-type: none"> Objective A of the Environmental policies is to maintain parks and open spaces. Attending to water pond maintenance would be addressed through Policy 2.9.1.1.
	<ul style="list-style-type: none"> Commercial – bring in contaminants, wash in their year, run off goes into ditches, farmers fields, etc. 	<ul style="list-style-type: none"> Policy 2.10.3.3 encourages the municipalities to explore sharing enforcement services that include addressing weed management that would be further addressed through the ICF process. It is recognized however, that this is a difficult process to manage.





Question	Council + Citizen Panel Comments	How was the input addressed in developing the IDP?
	<i>✓ - indicates number of duplicate comments received</i>	
	<ul style="list-style-type: none"> Development borders around waste and treatment facilities 	<ul style="list-style-type: none"> Any development bordering waste treatment facilities has to conform with the Subdivision & Development Regulations. A buffer of 450m is required for an operating landfill or waste management facility from a residence, school, hospital or food establishment.
	<ul style="list-style-type: none"> Old wells 	<ul style="list-style-type: none"> Abandoned wells have been mapped on Figure 6 of the Baseline Assessment (Appendix A). Development adjacent to abandoned wells must conform with the Subdivision & Development Regulations and Alberta Energy Regulator requirements.
	<ul style="list-style-type: none"> Preserving environmental qualities for outdoor recreation + nature 	<ul style="list-style-type: none"> Riparian margins and wetland areas are protected in Section 2.9.1 of the IDP, and Policy 2.9.1.3 encourages developing an active trail network along these environmental areas that connect to the Town.
	<ul style="list-style-type: none"> Require environmental assessments for developments near natural features 	<ul style="list-style-type: none"> Protecting environmentally significant areas from inappropriate development is a key objective in the Natural Environment section of the IDP (2.9). ESA's are generally required as part of major developments.
	<ul style="list-style-type: none"> Have a protocol for transportation spills 	<ul style="list-style-type: none"> This indirectly could be addressed through collaboration of services under Section 2.10.3.
	<ul style="list-style-type: none"> Are we maintaining the integrity of our streams and watersheds?! 	<ul style="list-style-type: none"> Protecting environmentally significant areas from inappropriate development is a key objective in the Natural Environment section of the IDP (2.9).
	<ul style="list-style-type: none"> What are we doing with the two old landfill sites? 	<ul style="list-style-type: none"> Specific actions as to what is happening with the old landfill sites are not addressed in the IDP. This discussion can be had during a Joint Council session (Section 2.3) where the councils can meet and discuss the old landfills.
	<ul style="list-style-type: none"> Outfield trucking outfit who bring in contaminants, wash in their yards and the run off goes into farmers fields 	<ul style="list-style-type: none"> Policy 2.9.2.1 encourages the municipalities to jointly develop a Storm Water Management Plan to assist in protecting infrastructure, residents and businesses, and to manage water runoff between the Town and M.D. Implementation of this plan upon adoption would help manage these potential conflicts.
	<ul style="list-style-type: none"> If any multi lot developments are planned near natural features, the municipalities should require an environmental assessment 	<ul style="list-style-type: none"> Typically a major development would require to have an Area Structure Plan prepared which would require a comprehensive assessment of the impact on the environment. Each Municipality should review their MDP's and LUB's if current provisions are not considered adequate for the purposes of protecting the environment.
	<ul style="list-style-type: none"> Maintaining the integrity of the streams and waterways 	<ul style="list-style-type: none"> Protecting environmentally significant areas from inappropriate development is a key objective in the Natural Environment section of the IDP (2.9).
<p><i>Are you aware of any joint initiatives between your respective Councils that address environmental issues? If so, what are they and how effective would you rate the initiative out of 10?</i></p>	<ul style="list-style-type: none"> No, M.D. has regional landfill Weed control Waste and storm water management Regional landfill serves the IDP area 	<ul style="list-style-type: none"> Section 2.10.3 (Programs & Services Policies) was developed to promote efficient and coordinated intermunicipal community and emergency services. Policy directions encourage the coordination of bylaw enforcement services (2.10.3.3) and establishing agreements for the provision of joint services through the ICF process (2.10.3.4).



what we heard report

Question	Council + Citizen Panel Comments <i>✓ - indicates number of duplicate comments received</i>	How was the input addressed in developing the IDP?
	<ul style="list-style-type: none"> ▪ Peace Airshed Zone Association 	
	<ul style="list-style-type: none"> ▪ Landfill 	
	<ul style="list-style-type: none"> ▪ Believe they are lacking 	
<p><i>Do you believe you have good information on the state of the environment of your community and adjoining communities? If not, what information do you need to better informed? Do you want information on the state of the environment within the IDP boundary?</i></p>	<ul style="list-style-type: none"> ▪ Want information on the state of the environment ▪ Water testing ▪ Geotechnical reports ▪ Abandoned wells ▪ Sharing of information of water use from our river (Town – water from Little Smoky, MD – oilfields pull) ▪ Need more information on abandoned well sites, how are they dealt with and how do they affect development? ▪ Old service stations? Oilfield sites, contaminated sites that would require clean up before development ▪ Would like more information ✓ ✓ ✓ ▪ Not aware of any ✓ ✓ ✓ 	<ul style="list-style-type: none"> ▪ Policy 2.9.1.7 encourages both municipalities to share information on the environment with one another with the objective to protect environmentally significant areas from inappropriate development. ▪ Abandoned wells are mapped on Figure 6 in the Baseline Assessment Report (Appendix A) and are governed by Alberta Energy Regulator. ▪ Part of preparing master servicing plans (Policy 2.10.2.5) is to understand current capacity and usage of municipal infrastructure. Through this process municipalities will share information on water use. ▪ Policy 2.9.1.7 encourages both municipalities to share information on the environment with one another with the objective to protect environmentally significant areas from inappropriate development. ▪ A conversation needs to be made within the Town, M.D., or jointly to discuss how to deal with abandoned well sites. ▪ Policy 2.9.1.7 encourages both municipalities to share information on the environment with one another with the objective to protect environmentally significant areas from inappropriate development. ▪ Policy 2.9.1.7 encourages both municipalities to share information on the environment with one another with the objective to protect environmentally significant areas from inappropriate development.



06 Utilities



Utilities area a core part of community infrastructure, providing services to families and businesses. These include electricity, communications, natural gas, waste, water, and wastewater. Protecting right-of-way to accommodate future infrastructure and ensuring the adequate capacity levels of utility systems is critical in accommodating growth. The IDP presents an opportunity to obtain efficiencies in servicing adjoining communities and identifying potential areas that need protection to accommodate future infrastructure.

Question	Council + Citizen Panel Comments <i>✓ - indicates number of duplicate comments received</i>	How was the input addressed in developing the IDP?
<p><i>Are there any opportunities to collaborate on providing joint utility service, such as waste, stormwater, wastewater, water, etc. that would relate to the IDP area?</i></p>	<ul style="list-style-type: none"> ▪ Cost sharing for future utilities <hr/> ▪ Need to pan together for all services <hr/> ▪ Include natural gas, Town own their own natural gas system <hr/> ▪ Current rural waterline <hr/> ▪ Current regional waste agreement <hr/> ▪ Town water available to M.D. <hr/> ▪ Develop broadband together (other technology) <hr/> ▪ Expand residential or industrial/commercial areas and share the joint utility services related to those uses <hr/> ▪ Town water be made available to all of IDP <hr/> ▪ Collaborate on fibre optic installation and high-speed internet ✓ <hr/> ▪ Collaborate on future development around highway interchange, place town services on M.D. land for purpose of tax sharing ✓ <hr/> ▪ Waste water 	<ul style="list-style-type: none"> ▪ Coordinating municipal infrastructure planning and rights-of-way acquisition in the IDP boundary is the goal of the Utilities & Serving Policies in the IDP (Section 2.10.2). ▪ Exploring and coordinating areas of common interest in the planning of utility and municipal infrastructure services, and reviewing existing utility and municipal infrastructure capacity to determine needs to accommodate growth are the stated objectives in Section 2.10.2. ▪ Municipalities are encouraged to jointly identify and explore opportunities to collaborate in the planning of utility and municipal infrastructure (Policy 2.10.2.1). ▪ Both municipalities are encouraged to create common servicing standards throughout the IDP area (Policy 2.10.2.2). ▪ The IDP encourages the implementation, where feasible, of alternative forms of energy production such as solar, wind and geothermal (Policies 2.10.2.3 – 2.10.2.4). ▪ The IDP encourages both municipalities to prepare master servicing plans to determine existing capacities, and future needs to accommodate growth within the IDP boundary. <hr/> ▪ Preparing both municipalities to capitalize on future technologies and telecommunication systems is both an objective in the IDP (Section 2.10.2 Objective C) and a policy direction (Policies 2.10.2.6 – 2.10.2.7). <hr/> ▪ Figure 5 in the IDP outlines where future growth will be allocated ▪ Municipalities are encouraged to jointly identify and explore opportunities to collaborate in the planning of utility and municipal infrastructure (Policy 2.10.2.1). <hr/> ▪ Both municipalities are encouraged to create common servicing standards throughout the IDP area (Policy 2.10.2.2). <hr/> ▪ Preparing both municipalities to capitalize on future technologies and telecommunication systems is both an objective in the IDP (Section 2.10.2 Objective C) and a policy direction (Policies 2.10.2.6 – 2.10.2.7). <hr/> ▪ A potential tax sharing agreement will need to be discussed at a Joint Council meeting. <hr/> ▪ Municipalities are encouraged to jointly identify and explore opportunities to collaborate in the planning of utility and municipal infrastructure (Policy 2.10.2.1).



what we heard report

Question	Council + Citizen Panel Comments <i>✓ - indicates number of duplicate comments received</i>	How was the input addressed in developing the IDP?
	<ul style="list-style-type: none"> Expansion of waterline 	<ul style="list-style-type: none"> Municipalities are encouraged to jointly identify and explore opportunities to collaborate in the planning of utility and municipal infrastructure (Policy 2.10.2.1).
	<ul style="list-style-type: none"> Valleyview's water, wastewater, and gas systems can extend further into M.D. 	<ul style="list-style-type: none"> Both municipalities are encouraged to create common servicing standards throughout the IDP area (Policy 2.10.2.2).
	<ul style="list-style-type: none"> Town water should be available to all of IDP and adjoining land 	
<i>Are there key areas within the IDP boundary that need joint protection to accommodate future utilities?</i>	<ul style="list-style-type: none"> Create right of ways 	<ul style="list-style-type: none"> Policy 2.10.2.1 encourages both municipalities to identify and explore opportunities to collaborate in the planning of utility and servicing municipal infrastructure to increase coordination, utilization and efficiency of such services as water, wastewater, sanitary, and shallow and overhead utilities.
	<ul style="list-style-type: none"> Utilities right of way (high pressure gas, high voltage powerlines) 	
	<ul style="list-style-type: none"> Be made aware of existing power lines, gas lines, and road right of ways 	
	<ul style="list-style-type: none"> Utility corridors, must be sure that information tracking both ways and including the province 	
	<ul style="list-style-type: none"> Water protection, river water Any changing lines or abandoned lines need to be put to rest 	<ul style="list-style-type: none"> Protecting environmentally significant areas from inappropriate development is a key objective in the Natural Environment section of the IDP (2.9). ESA's are required to be identified within municipal documents, and both municipalities will work together when reviewing proposals containing ESA's (Policy 2.9.1.5).
	<ul style="list-style-type: none"> Protect water pond area, restrict development adjacent to ponds 	<ul style="list-style-type: none"> Protecting environmentally significant areas from inappropriate development is a key objective in the Natural Environment section of the IDP (2.9). ESA's are required to be identified within municipal documents, and both municipalities will work together when reviewing proposals containing ESA's (Policy 2.9.1.5).
	<ul style="list-style-type: none"> Leave room for expansion 	<ul style="list-style-type: none"> The IDP area was determined to have sufficient space for future growth and expansion. Figure 5 highlights the targeted growth areas to accommodate projected growth in the residential, commercial and industrial sectors.
	<ul style="list-style-type: none"> North residential future growth 	<ul style="list-style-type: none"> Future residential growth is allocated to an area NE of the Town, as shown on Figure 5.
	<ul style="list-style-type: none"> New airport area 	<ul style="list-style-type: none"> An objective within Section 2.10 .1 (Transportation Policies) is to assess the current viability and future role of the Valleyview Airport. If the airport is determined to be a viable service and asset to the municipalities, a business case will be made to relocate.
	<ul style="list-style-type: none"> Industrial development to the south 	<ul style="list-style-type: none"> Industrial and highway commercial growth have been allocated to the SW of the Town, as shown on Figure 5.
	<ul style="list-style-type: none"> Commercial development to the west 	



06 Utilities



Question	Council + Citizen Panel Comments <i>✓ - indicates number of duplicate comments received</i>	How was the input addressed in developing the IDP?
	<ul style="list-style-type: none"> Future highway development crossing the Valleyview waterlines to the waste water lagoon 	<ul style="list-style-type: none"> Connections to the waste water lagoon will not be blocked after the future highway corridor is developed.
	<ul style="list-style-type: none"> Yes – important to relate future planning for development to a master plan with corridor protection 	<ul style="list-style-type: none"> Preparing a joint master servicing plan to determine existing capacities, and future needs to accommodate growth within the IDP boundary, is recommended in Policy 2.10.2.5.
<p><i>Are there municipal standards within both municipalities for accommodating utilities the same? If not, are there opportunities to align utility standards?</i></p>	<ul style="list-style-type: none"> Greenview has municipal engineering standards Town unknown Discover utilities which cross over and coordinate the services to accommodate the new combined utilities, no duplication of standards Believed to be already existing Don't believe they are the same and they should be Be certain our standards are the same, design standards for cohesion 	<ul style="list-style-type: none"> Policy 2.10.2.2 encourages both municipalities to explore and collaborate in creating common servicing standards throughout the IDP area. Policy 2.10.1.1 encourages a joint review of municipal transportation network plans and roadway engineering standards and maintenance programs.
<p><i>Other comments/questions on collaboration opportunities for utilities within the IDP boundary?</i></p>	<ul style="list-style-type: none"> Broad band service provider Future geothermal – pricing may not be cost effective Tax rate issue between Town and MD vs user pay for service Seek to become dark sky certified Love the intent, brings economic advantage for business and residential users 	<ul style="list-style-type: none"> Preparing both municipalities to capitalize on future technologies and telecommunication systems is both an objective in the IDP (Section 2.10.2 Objective C) and a policy direction (Policies 2.10.2.6 – 2.10.2.7). Policy 2.10.2.3 encourages both municipalities to examine the business case, and implement where feasible, the use and production of alternative energy forms. A tax sharing agreement will need to be discussed between municipalities for the extension of a common service standards throughout the IDP area. This can be covered in the formal ICF process. While not addressed directly in the IDP, this is a topic of discussion that could be addressed at a future time. The Economic Development Section (2.8) is in place to help maintain and expand the economic opportunities within the M.D. and Town.



what we heard report



07 Parking Lot

The parking lot is a place where differences of opinion get identified when common ground cannot be found. The intent is to park these issues and approach them in a different manner at a later time.

IDP Section	Council + Citizen Panel Comments <i>✓ - indicates number of duplicate comments received</i>	The Issue	Possible Solutions and/or Options to Address
<i>Utilities</i>	<ul style="list-style-type: none"> Waste water expansion 	<ul style="list-style-type: none"> Disagreement on whether the waste water treatment facility should expand in its current location or if there should be a plan in place to construct a new facility to meet future needs. 	<ul style="list-style-type: none"> This topic will be addressed if Policy 2.10.2.5 is implemented, and both municipalities jointly prepare a master servicing plan that determines existing capacity and future needs. This issue can also be discussed during a Joint Council meeting
<i>Transportation</i>	<ul style="list-style-type: none"> Traffic control on highway 	<ul style="list-style-type: none"> Disagreement on whether there should be traffic control /calming along highway 43 (ex. The installation of traffic lights, reduced speeds to 50km/hr, pedestrian crossing etc.) or if it should remain as is. 	<ul style="list-style-type: none"> When the highway bypass is constructed, directing through traffic outside of the Town, it is important to utilize the former highway corridor. Implementing traffic controls/calming is one method to create more of a local main street. This issue can be discussed during a Joint Council meeting, to allow for collaboration and potential cost savings by pooling resources.
<i>Land Use</i>	<ul style="list-style-type: none"> Should some good quality agriculture land be preserved for agriculture purposes? 	<ul style="list-style-type: none"> Disagreement on whether good quality agricultural land within the IDP should be preserved specifically for agriculture purposes, safeguarding it from future development, or if should be open to whatever land use deemed appropriate through the IDP process. 	<ul style="list-style-type: none"> Existing agricultural lands and land uses are to be maintained as per Policy 2.7.4.2. Beyond what is currently permitted in the Land Use Bylaws of both municipalities, redistricting or subdividing agricultural lands into non-agricultural parcels is discouraged.
<i>Environmental Matters</i>	<ul style="list-style-type: none"> No comments received. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
<i>Programs, Services and Economic Development</i>	<ul style="list-style-type: none"> No comments received. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A



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Citizen's Panel Feedback Loop

The first draft of the IDP was developed through the comments received at both the Joint Council session and the citizens' panel session. When the draft was complete, both municipalities' administrations had the opportunity to comment on the draft IDP. After the initial revisions were made through comments from administration, the IDP was circulated to the citizens' panel for review. A feedback loop session with the citizens' panel was held on May 29th, 2019 where they were able to gain insight on how their comments from the first part of the engagement were reflected into the goals, objectives, and policies of the IDP. They were provided the opportunity to comment on the IDP at the session through written comments the night of, and had a two-week window to provide any additional comments. Revisions were then made to the IDP to reflect the citizens' panel comments and sent back to administration for review. After the administration review, the IDP was sent to both Councils in preparation for the Council feedback loop held on August 29th, 2019. Below is a summary of the comments received through both feedback loop sessions and how these were reflected in the revised IDP.

Section within the IDP	Comment	How was the input addressed in revising the IDP?
2.7.1 Land Use and Growth	<ul style="list-style-type: none"> The challenge in opposing/ stopping/ shredding the concept of by-passing a community is to demonstrate that the concept of building a 4-lane, 110km/hr highway from Montana to BC is <u>flawed</u>. Why would we as a province buy into the concept of moving traffic through the province, past our communities as quickly as possible? We must engage with the new government to re-evaluate these ill-conceived philosophies. To avoid the by-passing of the Town requires co-ordinated, deliberate, clear action at this time to convince the new provincial government to end these community-destroying concepts. If IDPs are adopted that plan for eventual by-passing, with the "blessing" of the two Councils, the plan is even more legitimized. This hampers any groups' efforts in engaging Alberta Transportation/ the Provincial government including: joint Council initiatives, citizen led initiatives, or MLA led initiatives. There needs to be a fiscal impact assessment completed to determine what the impact of by-passing the Town will have. 	<ul style="list-style-type: none"> Historically, the intent of by-passes is to enable the efficient movement of goods, services, and people, with little analysis done on how the communities being by-passed may be affected, and are often completed with ineffective community consultation. The critical component lacking in the proposed highway by-pass is an Economic Impact Assessment that would provide insight on how the by-pass may affect the Town. We have added policy to the IDP which suggests that the municipalities jointly encourage Alberta Transportation to develop the analysis. Depending on the outcome of the analysis, the communities may have the evidence to pursue Alberta Transportation/ the Provincial government to consider changes to the current plan. As the IDP is a long-term plan, and through discussions with Alberta Transportation this realignment is a long way away from other priorities. Policy is contained to continued the dialogue with Alberta Transportation regarding this realignment.
2.10.3 Programs and Services	<ul style="list-style-type: none"> There needs to be specific policy within the IDP that speaks to the opportunity for the municipalities to provide community resources and integrated use facilities in joint initiatives with the local school districts to achieve a cost savings and to provide a better level of service. 	<ul style="list-style-type: none"> We agree that working with School Districts to provide integrated programs, services and facilities is a good way for all parties to achieve cost savings and resource efficiency. There is also the opportunity to for the municipalities and School Districts to collaboratively develop capital projects that have uses integrated into building complexes, or on the lands, associated with other public structures. To reflect this feedback, Policy 2.10.3.4 and 2.10.3.5 have been added to the IDP that address integrated programs and services, and the opportunity to explore capital projects, respectively.



what we heard report



Council Feedback Loop Outcomes

A feedback loop session with Council was held on August 29th, 2019 where they were able to gain insight on how their comments from the first part of the engagement were reflected into the goals, objectives, and policies of the IDP. They were provided the opportunity to provide comment on the IDP at the session through written comments the night of, and had a two-week window to provide any additional comments.

2.7.1 FUTURE GROWTH POLICIES

GOAL A: Create a planning framework that is responsive to economic growth and that benefits both municipalities.

OBJECTIVE A: To jointly engage Alberta Transportation to dissolve plans of the proposed highway realignment and work to improve the existing alignment that integrates both municipal economies.		
Policy	Comments <small>✓ - indicates number of duplicate comments received</small>	Response and Recommendation
2.7.1.1 Both municipalities shall jointly encourage Alberta Transportation to develop an economic impact assessment to determine the impact of the proposed highway realignment. If the municipalities are unsuccessful in engaging Alberta Transportation, the municipalities may jointly develop an economic impact assessment.	Agree: ✓✓✓✓✓✓✓✓✓✓✓✓ Somewhat: Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.7.1.2 Pending the outcome of Policy 2.7.1.1., the municipalities should jointly engage Alberta Transportation to dissolve the proposed highway realignment. The municipalities may pursue additional agencies (e.g. the local MLA, citizen led groups, the Rural Municipalities of Alberta, the Alberta Urban Municipalities Association, etc.) to help in their engagement with Alberta Transportation.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓ Disagree: ✓	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.7.1.3 If the municipalities are successful in engaging Alberta Transportation per Policy 2.7.1.2, the municipals shall proceed with using Future Land Use Map – Plan A, and shall update the IDP to remove Future Land Use Map ‘Plan B’, Goal B and related objectives and policies.	Agree: ✓✓✓✓✓ Somewhat: ✓✓✓✓✓✓✓✓ Disagree:	<ul style="list-style-type: none"> Based on the feedback, we recommend changing “shall” to “should”. The amended policy will read: <i>If the municipalities are successful in engaging Alberta Transportation per Policy 2.7.1.2, the municipalities should proceed with using Future Land Use Map – Plan A, and should update the IDP to remove Future Land Use Map ‘Plan B’, Goal B and related objectives and policies.</i>
2.7.1.4 The municipalities should jointly engage Alberta Transportation to develop a Corridor Master Plan, as indicated on ‘Future Land Use Map – ‘Plan A’ - Master Corridor Plan Overlay, to improve existing access, connectivity and aesthetics to make the area more attractive to consumers and future businesses. The municipalities need to provide input to ensure the Corridor Master Plan meets the community needs and adheres to all other municipal policy guidelines.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓ Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.



what we heard report

OBJECTIVE A: To jointly engage Alberta Transportation to dissolve plans of the proposed highway realignment and work to improve the existing alignment that integrates both municipal economies.		
Policy	Comments ✓ - indicates number of duplicate comments received	Response and Recommendation
2.7.1.5 If the municipalities are unsuccessful in engaging Alberta Transportation per Policy 2.7.1.2, the municipalities should proceed with using Future Land Use Map – Plan B, and should adhere to Policies 2.7.1.5, 2.7.1.6, 2.7.1.7, 2.7.1.8, and 2.10.1.5.	Agree: ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ ✓ ✓ ✓ Disagree: Comments: <ul style="list-style-type: none"> Need to agree on zoning 	<ul style="list-style-type: none"> Based on the feedback received, we recommend changing “should” to “may”. Zoning would be guided by the design provided by the future land use plan contained within the IDP and MDP. The amended policy will read: <i>If the municipalities are unsuccessful in engaging Alberta Transportation per Policy 2.7.1.2, the municipalities may proceed with using Future Land Use Map – Plan B, and may adhere to Policies 2.7.1.5, 2.7.1.6, 2.7.1.7, 2.7.1.8, and 2.10.1.5.</i>

GOAL B: Create a planning framework that is responsive to economic growth, while capitalizing on key municipal infrastructure changes.

OBJECTIVE B: To plan for the eventual transition of the highway commercial and industrial lands in response to the future realignment of Highways 43 and 49.		
Policy	Comments ✓ - indicates number of duplicate comments received	Response and Recommendation
2.7.1.6 Both municipalities should jointly engage Alberta Transportation to determine the timeline for developing the highway by-pass.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: Disagree: Comments: <ul style="list-style-type: none"> Delete 	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.7.1.7 Both municipalities should jointly engage a professional transportation engineer to assist in presenting a case to relocate the southern interchange further north (Figure 6 – Future Land Use Map ‘Plan B’).	Agree: ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ ✓ Disagree: ✓ ✓ ✓ ✓ ✓ ✓ Comments: <ul style="list-style-type: none"> Delete 	<ul style="list-style-type: none"> This policy was included based on obtaining professional input to assist with developing a case to present to Alberta Transportation on alternatives. Based on limited support for this policy, we are recommending to remove it from the IDP. Please note: it will make it more challenging to achieve changes to the current alignment without professional input.
2.7.1.8 Both municipalities should jointly lobby Alberta Transportation (AT) for the relocation of the southern interchange based on the outcome of Policy 2.7.1.1.	Agree: ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ ✓ Disagree: ✓ ✓ ✓ Comments: <ul style="list-style-type: none"> Delete 	<ul style="list-style-type: none"> Given the balanced response between Councillors, we recommend changing the “should” to “may”. This policy is driven by Policy 2.7.1.1 which has Councils’ full support that encourages Alberta Transportation to carry out an economic impact study. If this identifies there is a significant impact on the Town, would it be beneficial to seek changes to reduce the impact? The amended policy will read: <i>Both municipalities may jointly lobby Alberta Transportation (AT) for the relocation of the southern interchange based on the outcome of Policy 2.7.1.1.</i>



Council Feedback Loop Outcomes

OBJECTIVE B: To plan for the eventual transition of the highway commercial and industrial lands in response to the future realignment of Highways 43 and 49.		
Policy	Comments ✓ - indicates number of duplicate comments received	Response and Recommendation
2.7.1.9 Both municipalities should develop a joint <i>Area Structure Plan</i> to address the transition of commercial and industrial development based on the relocation of the highway in policy 2.7.1.2	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ Disagree: Comments: <ul style="list-style-type: none"> \$ needed Delete 	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy. It is noted that everything has costs associated with carrying out the work and this is where both municipalities, through Joint Council, will have to discuss which policies to focus on moving forward and allocate funding accordingly. The policies developed have been based on issues currently occurring, potential threat of issues arising and identifying ways to save on costs through collaboration. An Area Structure Plan is an effective planning tool to enable cohesive and cost-effective development. By not putting a plan in place puts at risk the potential impacts of a realigned highway.

OBJECTIVE C: To allocate future lands for residential development that meets the needs of the community.		
Policy	Comments ✓ - indicates number of duplicate comments received	Response and Recommendation
2.7.1.10 Residential growth shall be directed towards the North and North-East in accordance with Figure 5.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ Disagree: ✓ ✓ Comments: <ul style="list-style-type: none"> Should be in Valleyview boundaries Residential growth should be developed around the new 	<ul style="list-style-type: none"> Its important in planning for infrastructure to clearly identify future residential growth. The lands identified are currently split on a jurisdictional level and the IDP presents an opportunity to correct this split. Recommend changing the "shall" to a "should". The amended policy will read: <i>Residential growth should be directed towards the North and North-East in accordance with Figure 5.</i>
2.7.1.11 Both municipalities shall work together to determine a path forward and timeline for when the annexation of land, located in NE-22-70-22-W5 (Figure 5) is appropriate. The Joint Council shall establish mutually agreed criteria on the process and timing for potential annexation of lands for residential development as indicated in Policy 2.7.1.5	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ ✓ ✓ ✓ Disagree: Comments: <ul style="list-style-type: none"> Timeline should be now in order to properly design and develop this area 	<ul style="list-style-type: none"> Based on the majority of support and no disagreeing Councillors, we recommend retaining the policy. In relation to the timeline, this is a matter for Joint Council's to work through doing formal Joint Council sessions unless both Councils can mutually agree on a timeline.
2.7.1.12 The Town should maintain a minimum of a twenty (20) year land supply and growth forecast for its own long-range planning needs, and share this information with the M.D.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Disagree: Comments: <ul style="list-style-type: none"> Maybe higher 	<ul style="list-style-type: none"> Typically, good planning practice is to provide a 20-year supply of lands for future development. This is done "in-case" the region suddenly experiences an influx of growth, while also recognizing the importance of planning over the long-term where growth will be directed to enable to plan for infrastructure that would need to service these areas. Based on the split of Councillors who agree vs somewhat agree, we recommend retaining the policy. Should Council feel this isn't a priority, they may be able to downgrade the "should" to "may" in the future.



what we heard report



Council Feedback Loop Outcomes

2.7.2 COMMERCIAL & INDUSTRIAL POLICIES

GOAL: Building resilience to sustain existing commercial and industrial development while enabling the growth of new commercial and industrial development.

OBJECTIVE A: To monitor market demand and engage with local businesses to identify new opportunities for new commercial and industrial businesses.		
Policy	Comments <small>✓ - indicates number of duplicate comments received</small>	Response and Recommendation
2.7.2.1 Joint Council should receive annual reports from their administrations on regional market demand, prospective new opportunities, and current market conditions related to vacancy rates, availability of shovel ready land development, and employment statistics.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.7.2.2 Administrations from both municipalities should conduct a workshop with area businesses to conduct a strength, weakness, opportunities and threats (SWOT) analysis and develop an economic development strategy to identify opportunities where both municipalities should focus their efforts.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ ✓ Disagree: ✓	<ul style="list-style-type: none"> Resiliency in small rural communities can be established through social capital. Municipalities play an important role in creating an environment/ framework to enable social capital to occur. This policy is directed towards working with the business community to identify gaps in business development where the municipalities could mutually provide support. Based on the feedback received, we recommend downgrading “should” to “may”. The amended policy will read: <i>“Administrations from both municipalities may conduct a workshop with area businesses to conduct a strength, weakness, opportunities and threats (SWOT) analysis and develop an economic development strategy to identify opportunities where both municipalities may focus their efforts.”</i>

OBJECTIVE B: To enhance the visual appearance of commercial buildings and public spaces that create a welcoming appearance to the Town and M.D.		
Policy	Comments <small>✓ - indicates number of duplicate comments received</small>	Response and Recommendation
2.7.2.3 Both Councils should evaluate their respective Land Use Bylaw provisions relating to commercial development to identify cost-effective solutions to enhance the visual appearance and landscaping along key commercial corridors.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.7.2.4 Both Councils should establish new complementary roadway standards related to core corridors to enhance the visual appearance through landscaping, way finding, and other streetscaping tools.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ Disagree: ✓	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.7.2.5 Both councils should jointly work with Alberta Transportation in identifying changes to enhance accessibility, aesthetics, and safety along the highway corridors.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy. Crosswalks are a detailed item that may arise through working with Alberta Transportation and therefore not included in the policy.



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OBJECTIVE B: To enhance the visual appearance of commercial buildings and public spaces that create a welcoming appearance to the Town and M.D.		
Policy	Comments ✓ - indicates number of duplicate comments received	Response and Recommendation
	Comments: <ul style="list-style-type: none"> ▪ Need crosswalks ▪ More crosswalks for HWY 43 	

2.7.3 RESIDENTIAL POLICIES

GOAL: Create a range and diversity of housing choices that utilize existing and cost-effective municipal infrastructure.

OBJECTIVE A: To utilize existing serviced and already districted lands for residential development.		
Policy	Comments ✓ - indicates number of duplicate comments received	Response and Recommendation
2.7.3.1	Both Councils should direct new residential development towards utilizing existing serviced and already districted lands.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ Disagree:
		<ul style="list-style-type: none"> ▪ Based on the number of Councillors in support, we recommend retaining this policy.

OBJECTIVE B: To ensure a range and diversity of supply of housing to meet the demand of residents in the Town.		
Policy	Comments ✓ - indicates number of duplicate comments received	Response and Recommendation
2.7.3.2	The Town should share with the M.D. on a yearly basis information regarding: residential vacancy rates, land supply by housing type, rental prices, rental/ownership distribution, the amount of shovel ready and undeveloped residential land, housing construction starts, the amount of seniors housing vacancy and unmet need.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ ✓ Disagree:
		<ul style="list-style-type: none"> ▪ The intent of this policy was to provide information that could assist both Councils with decision making. Absence of information can make decision making more difficult. ▪ Based on a balanced response of “agree” and “somewhat agree”, we recommend that “should” be downgraded to “may”. ▪ <i>The amended policy will read:</i> <i>The Town may share with the M.D. on a yearly basis information regarding: residential vacancy rates, land supply by housing type, rental prices, rental/ownership distribution, the amount of shovel ready and undeveloped residential land, housing construction starts, the amount of seniors housing vacancy and unmet need.</i>



OBJECTIVE C: To evaluate the fiscal impacts for servicing future neighbourhoods to the Town.		
Policy	Comments ✓ - indicates number of duplicate comments received	Response and Recommendation
2.7.3.3 Prior to developing any new greenfield lands, the Town should carry out a fiscal impact assessment and long-term municipal services impacts of future development based on different housing typologies and land use scenarios to understand the financial burden on both municipalities.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ ✓ Disagree: Comments: <ul style="list-style-type: none"> ? not understanding this question 	<ul style="list-style-type: none"> This policy has been developed based on current trends with other municipalities in recognizing that residential housing does not pay for itself. This has resulted in greater analysis being carried out on greenfield residential development to understand the infrastructure cost that a municipality will inherit following completion of the project and its financial impact over the long term to the municipality. Based on the split between “agree” and “somewhat agree”, we recommending to downgrade the “<i>should</i>” to a “<i>may</i>”.

2.7.4 RURAL & AGRICULTURE POLICIES

GOAL: Encourage and enable continued development of the agriculture sector without adversely impacting the residents in the M.D. and Town.

OBJECTIVE A: To restrict confined feeding operations and intensive livestock operations within the IDP area.		
Policy	Comments ✓ - indicates number of duplicate comments received	Response and Recommendation
2.7.4.1 The IDP shall prohibit the development of confined feeding operations (CFO) and intensive livestock operations (ILO) within the IDP Plan boundary.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ Disagree: ✓ Comments: <ul style="list-style-type: none"> Need definition of these types of operations, then you can provide an objective comment. 	<ul style="list-style-type: none"> While confined feeding lots are regulated by the Province of Alberta, if a municipality outlines that it does not want them in a certain area they will not provide approval to an operator. By putting this policy in the IDP would effectively prevent confined feeding operators within the <u>IDP boundary only</u>. Based on the number of Councillors in support, we recommend retaining this policy.

OBJECTIVE B: To maintain agricultural designated land uses within the IDP area.		
Policy	Comments ✓ - indicates number of duplicate comments received	Response and Recommendation
2.7.4.2 The M.D. and the Town should avoid development that results in the fragmentation of productive agricultural lands where possible.	Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.



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OBJECTIVE C: To mitigate the negative impacts of invasive species and harmful chemical use.			
Policy	Comments ✓ - indicates number of duplicate comments received	Response and Recommendation	
2.7.4.3	Both municipalities should develop complementary bylaws to manage and control invasive species in each community.	<ul style="list-style-type: none"> Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ Disagree: ✓ 	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.7.4.4	The M.D. and Town should manage the use and spread of harmful chemicals from spreading through residential and commercial areas within the IDP boundary.	<ul style="list-style-type: none"> Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: Disagree: Comments: <ul style="list-style-type: none"> Pipelines surround the IDP or in the IDP- these need to be identified or restricted from happening in the future. Delete Delete 	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy. Pipelines fall under the jurisdiction of Alberta Energy Regulator and not the municipality.

2.8 ECONOMIC DEVELOPMENT

GOAL: Maintain and expand economic opportunities within the M.D. and Town.

OBJECTIVE A: To jointly work on creating a framework that promotes and enables economic growth.			
Policy	Comments ✓ - indicates number of duplicate comments received	Response and recommendation	
2.8.1	Both municipalities should work together to establish a joint economic development entity and unified strategy that promotes the M.D. and Town as one region. This entity may be established by working with existing stakeholder groups such as the Valleyview Chamber of Commerce and/or Agricultural Society.	<ul style="list-style-type: none"> Agree: ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ Somewhat: ✓ ✓ ✓ Disagree: ✓ Comments: <ul style="list-style-type: none"> What is a joint economic development entity? This entity composed of reps from each M.D. would fairly represent the whole region working together as one unit. In spite of being separate jurisdictions, the interest of both are nearly fully integrated Another avenue is to include Sturgeon Lake Cree Nation in regional economic strategy 	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining the policy. A joint economic development entity is where two or more municipalities invest funds into an organization that focusses on economic development. The structure of the entity would need to be established through the ICF process.



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Council Feedback Loop Outcomes

OBJECTIVE A: To jointly work on creating a framework that promotes and enables economic growth.

Policy	Comments ✓ - indicates number of duplicate comments received	Response and recommendation
2.8.2 The economic development strategy identified in Policy 2.8.1 should engage existing local businesses to conduct a SWOT analysis and prepare an economic development strategy to identify opportunities to focus community resources, and develop marketing and promotional material.	Agree: ✓✓✓✓✓✓✓✓ Somewhat: ✓✓ ✓✓✓✓ Disagree: Comments: <ul style="list-style-type: none"> Yes because focus could be different for the Town than the M.D. to see both sides opportunities. 	<ul style="list-style-type: none"> Based on the feedback received, we are recommending downgrading the policy from a “should” to a “may”. The amended policy will read: <i>The economic development strategy identified in Policy 2.8.1 may engage existing local business to conduct a SWOT analysis and prepare an economic development strategy to identify opportunities to focus community resources, and develop marketing and promotional material.</i>

OBJECTIVE B: To collaborate together in encouraging the expansion of existing businesses and attraction of new business opportunities.

Policy	Comments ✓ - indicates number of duplicate comments received	Response and recommendation
2.8.3 Both municipalities should encourage and support the Valleyview Chamber of Commerce and other economic agencies (e.g. Valleyview Agricultural Society) to explore the potential for creating a local business incubator or enterprise centre to support start-up businesses and fosters innovation in existing businesses.	Agree: ✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓✓✓ Disagree: Comments: <ul style="list-style-type: none"> Indeed and those businesses could be located in town or in M.D. Incubators are marvelous for start-up businesses. This is where a hub is useful 	<ul style="list-style-type: none"> Based on the feedback received, we are recommending downgrading the policy from a “should” to a “may”. The amended policy will read: <i>Both municipalities may encourage and support the Valleyview Chamber of Commerce and other economic agencies (e.g. Valleyview Agricultural Society) to explore the potential for creating a local business incubator or enterprise centre to support start-up businesses and fosters innovation in existing businesses.</i>
2.8.4 Both municipalities should jointly explore opportunities to support and develop secondary products arising from the agricultural resource sector.	Agree: ✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓✓✓ Disagree: Comments: <ul style="list-style-type: none"> Amazing what secondary products come out of AG. Resources section AG processing has probably the best opportunity for growth Show the money. All these require \$\$ of which there is a short supply of Development is a two-way street and what is good for the M.D. will benefit Valleyview. Sturgeon should be involved as well. 	<ul style="list-style-type: none"> Pursuing many of the policies contained within this IDP will result in some up-front cost, however if pursued jointly, the municipalities will be able to achieve efficiency in funding used. The IDP is also intended to act as an agenda for Joint Council meetings – should exploring opportunities to support and develop secondary products become a priority for the Councils, they will be able to appropriately allocate funds. Based on the number of Councillors in support, we recommend retaining this policy as is.

2.9.1 PARK, OPEN SPACE, RECREATION AND ENVIRONMENTAL POLICIES



what we heard report

GOAL: Preserve and enhance an integrated system of open greenspace and provide a variety of natural amenities which improve quality of life through opportunities for passive and active recreation in addition to creating and supporting indoor recreation activities.

OBJECTIVE A: To efficiently maintain parks and open spaces.		
Policy	Comments	Response and recommendation
2.9.1.1 A Master Recreation Plan should be jointly developed to manage recreational activities, programming of existing facilities, and identifying linkages between uses and facilities within the IDP area.	Agree: ✓✓✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓ Disagree: Comments: <ul style="list-style-type: none"> We currently do a good job at this. Absolutely, as both rate payers make use of areas either in town boundaries or out in M.D. 	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.

OBJECTIVE B: To work collaboratively to identify appropriate lands for future parks/open spaces and seek to provide active transportation connections to and between each.		
Policy	Comments	Response and recommendation
2.9.1.2 The Town and M.D. should collaborate on the identification of lands within the IDP area that are appropriate for future parks/open spaces that could be interconnected.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓ Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.9.1.3 Riparian margins and wetland areas should be protected from all uses with the exception of trail development. These environmentally significant areas should be jointly explored for the creation of an active trail network to integrate with existing trails within the Town.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓ Disagree: Comments: <ul style="list-style-type: none"> Not too much wetland 	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.



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Council Feedback Loop Outcomes

OBJECTIVE C: To protect environmentally significant areas from inappropriate development.		
Policy	Comments	Response and recommendation
2.9.1.4 Environmentally significant areas shall be identified within municipal documents such as Area Structure Plans, Outline Plans, and the Land Use Bylaw.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓ Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.9.1.5 Both municipalities shall recognize the importance of protecting environmentally significant areas such as riparian and wetland areas. Both municipalities will work together when reviewing proposals containing these elements within the IDP area and seek to preserve them in their natural state.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓ Disagree: Comments: <ul style="list-style-type: none"> Balance between environment and growth. As long as there is no restriction in cases where development is appropriate. 	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.9.1.6 The planting of riparian margins should be encouraged to further develop the open space and natural environment network within the IDP area.	Agree: ✓✓✓✓✓✓ Somewhat: ✓✓✓✓✓✓✓✓ Disagree: Comments: <ul style="list-style-type: none"> A costly goal. Could be encouraged in the development of new areas. Not in prime of land. Yes because often people from outside our areas come in to the sites and they need to be made aware of those sensitive area. 	<ul style="list-style-type: none"> The planting of riparian margins is a program that can be implemented voluntarily/developer driven and occurs over a long-term, with the costs relative to the scale of implementation. In some cases municipalities, working with community volunteers, have established a nursery that supports yearly plantation of these areas. Based on the feedback received, we recommend downgrading “should” to “may”. The amended policy will read: <i>The planting of riparian margins may be encouraged to further develop the open space and natural environment network within the IDP area.</i>



what we heard report

OBJECTIVE C: To protect environmentally significant areas from inappropriate development.		
Policy	Comments	Response and recommendation
2.9.1.7	Both municipalities should share information on the environment with one another, including but not limited to: water testing information, geotechnical reports, contaminated sites, and abandoned well sites. Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓ ✓✓ Disagree: Comments: <ul style="list-style-type: none"> Yes, avoids overlap of resources time, money. 	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.

2.9.2 STORM WATER MANAGEMENT POLICIES

GOAL: Protect the Town and M.D. from damages resulting from flooding and runoff between the municipalities.

OBJECTIVE A: To mitigate the impact of storm water runoff between the M.D. and Town.		
Policy	Comments	Response and recommendation
2.9.2.1	The municipalities should jointly develop a Storm Water Management Plan in accordance with Alberta Environment and Parks requirements, to assist in protecting municipal infrastructure, housing and businesses from flooding, and to manage storm water runoff between the Town and M.D. Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓ Disagree: ✓✓ Comments: <ul style="list-style-type: none"> To broad of a statement. Lots of responsibility by provincial agencies. Usually the developer does the plan. 	<ul style="list-style-type: none"> When developers prepare a Storm Water Management plan, it is typically for their site specifically and creates an ad hoc system – a joint master plan would seek to address how storm water moves across the wider area and appropriately drains into water networks. Once established, it can actually assist developers. Further, you can get approval from Alberta Environment which can avoid each developer having to get a permit, which can take a significant amount of time. Parkland County is an example where this has been achieved. Based on the number of Councillors in support, we recommend retaining this policy.



Council Feedback Loop Outcomes

2.10.1 TRANSPORTATION SERVICES

GOAL: Develop a safe and efficient transportation network that is consistent in its condition and design standards, in order to help both municipalities achieve greater efficiencies and provide better services to their residents and businesses.

OBJECTIVE A: To establish and maintain roadway standards that promote the safe and efficient movement of people and goods within and between the M.D. and Town, and surrounding region.		
Policy	Comments	Response and recommendation
2.10.1.1 Both municipalities should jointly review their municipal transportation network plans, roadway engineering standards and maintenance programs, particularly as they affect the IDP area so that transportation connections and maintenance programs are compatible across municipal boundaries.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓ Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.10.1.2 Both municipalities should jointly review their engineering roadway design standards and maintenance programs to identify potential operational efficiencies and budget savings.	Agree: ✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓✓✓✓✓ Disagree: Comments: <ul style="list-style-type: none"> So they mesh? 	<ul style="list-style-type: none"> The purpose of the policy is to avoid disconnect on designs at cross boundary points while identifying joint opportunities for maintenance at different cross boundary areas that can lead to cost savings and efficiency in service delivery. Based on the feedback received, we recommend the policy being downgraded from “should” to “may”. The amended policy will read: <i>Both municipalities may jointly review their engineering roadway design standards and maintenance programs to identify potential operational efficiencies and budget savings.</i>
2.10.1.3 Where a roadway that directly connects between both municipalities is planned for capital construction or rehabilitation upgrades within the IDP area, the municipality undertaking the work should advise the other municipality in order to potentially coordinate projects, and increase efficiencies and reduce disruption to the residents and businesses.	Agree: ✓✓✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓ Disagree: Comments: <ul style="list-style-type: none"> Absolutely 	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.

OBJECTIVE B: To work with Alberta Transportation to identify potential improvements to the existing municipal roadway network within the IDP area.		
Policy	Comments	Response and recommendation
2.10.1.4 The municipalities should jointly engage Alberta Transportation in the future planning and maintenance of major roadways and Provincial highways in the IDP area for the purposes of coordination and cost-sharing of maintenance related to the whole roadway network.	Agree: ✓✓✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓ Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.



what we heard report

OBJECTIVE B: To work with Alberta Transportation to identify potential improvements to the existing municipal roadway network within the IDP area.

Policy	Comments	Response and recommendation
2.10.1.5 The Town and M.D. should jointly engage Alberta Transportation for the purpose of actively participating in the future design and construction of the bypass for Highways 43 and 49 in order to allow for accessibility to adjoining lands and connection into the Town.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓ Disagree: Comments: <ul style="list-style-type: none"> Yes as Town and M.D. will know where the accessibility and connection areas should be placed. 	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.

OBJECTIVE C: To assess the current viability and future role of the Valleyview airport.

Policy	Comments	Response and recommendation
2.10.1.6 The Town should gather airport flight statistics, such as number of trips and types of use (i.e. commercial, recreation/personal aviation, shipping/receiving goods), and prepare a business case that evaluates the current operational and capital needs, and the future business potential and viability of the airport facility.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓ Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.10.1.7 Both municipalities shall evaluate the Valleyview Airport business case on the viability of retaining the transportation service, based on the outcome of Policy 2.10.1.6.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓ Disagree: Comments: <ul style="list-style-type: none"> An airport is necessary. In conjunction with the Health Care discussions. 	<ul style="list-style-type: none"> Airports play an important role in a community, however, they can also be costly to a municipality. Better understanding on how the airport operates and its costs enable both Councils to work on enhancing its business opportunities to assist with operational costs. Based on the number of Councillors in support, we recommend retaining this policy.
2.10.1.8 Based on the business case evaluation, both municipalities should determine a future of the airport that takes into account Alberta Transportation's bypass right-of-way plans.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓ Disagree:	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.

2.10.2 UTILITIES AND SERVICING POLICIES

GOAL: Coordination of municipal infrastructure planning and rights-of-way acquisition in the IDP boundary.



Council Feedback Loop Outcomes

OBJECTIVE A: To explore and coordinate areas of common interest in the planning of both utility and servicing municipal infrastructure between the Town and M.D. in the IDP area.		
Policy	Comments	Response and recommendation
2.10.2.1 Both municipalities should jointly identify and explore opportunities to collaborate in the planning of both utility and servicing municipal infrastructure as a means to achieving increased coordination, utilization and efficiency of such services as water, wastewater, sanitary, and shallow and overhead utilities.	Agree: ✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓✓ Disagree: ✓ Comments: <ul style="list-style-type: none"> As each of these services is so costly it makes financial sense to work jointly. Major topic. Very important policy 	<ul style="list-style-type: none"> Based on the number of Councillors in support and the feedback received, we recommend retaining this policy.
2.10.2.2 Both municipalities should explore and collaborate to create common servicing standards throughout the IDP area.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓ Disagree: Comments: <ul style="list-style-type: none"> Makes it so much more efficient for repairs and service The mill-rate difference between M.D. and Town makes this a difficult subject, Conflict in M.D. residents get services and pay a substantially less tax rate. 	<ul style="list-style-type: none"> With the changes to the MGA, municipalities have increased ability to alter mill rates within their communities. Although mill rates may be different, having the same service standards may achieve costs savings and efficiencies in services for both municipalities. Based on the number of Councillors in support, we recommend retaining this policy.
2.10.2.3 Both municipalities should jointly examine the business case, and implement where feasible, the use and production of alternative energies from solar, wind, and geothermal sources.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓ Disagree: ✓ Comments: <ul style="list-style-type: none"> There needs to be more research done on alternative energy and return on investment. There is too much discrepancy around the world on results information. 	<ul style="list-style-type: none"> This policy provides the framework for the municipalities to explore alternative energy, the cost to implement and the return on investment. Based on the number of Councillors in support, we recommend retaining this policy.
2.10.2.4 Both municipalities should encourage and promote to the public alternative energy use through a variety of means including public education sessions and marketing materials, rebate and incentive programs, demonstration projects, and creating municipal policies and bylaws to support initiatives and reduce barriers.	Agree: ✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓ Disagree: ✓✓✓✓ Comments: <ul style="list-style-type: none"> Working together See above. 	<ul style="list-style-type: none"> Based on the feedback received, we recommend downgrading “should” to “may”. The amended policy will read: <i>Both municipalities may encourage and promote to the public alternative energy use through a variety of means including public education sessions and marketing materials, rebate and incentive programs, demonstration projects, and creating municipal policies and bylaws to support initiatives and reduce barriers.</i>



what we heard report

OBJECTIVE B: To review the existing utility and servicing *municipal infrastructure* capacity and determine the *municipal infrastructure* needs for both communities in order to accommodate future growth.

Policy		Comments	Response and recommendation
2.10.2.5	Both municipalities should jointly prepare master servicing plans to determine existing capacities, existing municipal infrastructure lifecycle and replacement needs, and future municipal infrastructure needs to accommodate growth within the IDP boundary.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓ Disagree: ✓ Comments: <ul style="list-style-type: none"> ▪ Again to eliminate duplication and enhance efficiency and cost. ▪ Previous question re. mill rate 	<ul style="list-style-type: none"> ▪ Based on the number of Councillors in support, we recommend retaining this policy.

OBJECTIVE C: Prepare both municipalities to capitalize on future technologies and telecommunication systems.

Policy		Comments	Response and recommendation
2.10.2.6	Both municipalities should explore opportunities to partner with telecommunication and fibre optic companies to improve existing and plan for future improvements for community connectivity.	Agree: ✓✓✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓ ✓ Disagree: Comments: <ul style="list-style-type: none"> ▪ To enhance economic development, businesses rely on speedy telecommunications. ▪ The most important policy this workshop 	<ul style="list-style-type: none"> ▪ Based on the number of Councillors in support, we recommend retaining this policy.
2.10.2.7	Both the M.D. and Town should explore opportunities to partner with telecommunication and fibre optic companies in developing social and economic enterprises, programs and services in the communities.	Agree: ✓✓✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓ ✓✓✓ Disagree: Comments: <ul style="list-style-type: none"> ▪ Yeah, not sure how this would work, what would it entail ▪ Due to population we are not a priority for this type of infrastructure through private enterprise. 	<ul style="list-style-type: none"> ▪ Based on the number of Councillors in support, we recommend retaining this policy. ▪ This policy enables both Councils to have dialogue on how to bring fibre optic to the community. A first step would be to look at what other rural municipalities are doing to bring in fibre optic.



Council Feedback Loop Outcomes



what we heard report

2.10.3 PROGRAMS AND SERVICES POLICIES

GOAL: Promote efficient and coordinated intermunicipal community and emergency services.

OBJECTIVE A: To coordinate, where mutually agreed, the intermunicipal planning and provision of community services including but not limited to recreation services, family and community support programs, cemeteries, recycling centres, library services, and emergency services.		
Policy	Comments	Response and recommendation
2.10.3.1 The Town and M.D. should coordinate emergency services throughout the IDP area to increase the efficiency, effectiveness, and potentially increase service levels, while reducing the cost of these services.	Agree: ✓✓✓✓✓✓✓✓✓✓ Somewhat: ✓ ✓ Disagree: Comments: ▪ Already do!	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy. Although this is already being done, the policy formalizes the requirement.
2.10.3.2 The Town and M.D. should explore opportunities to collaborate and share professional resources in the areas of engineering, planning, information technology, and accounting.	Agree: ✓✓✓✓✓✓ Somewhat: ✓ ✓✓✓✓✓ Disagree:	<ul style="list-style-type: none"> Based on the feedback received, we recommend downgrading the “should” to “may”. The amended policy will read: <i>The Town and M.D. may explore opportunities to collaborate and share professional resources in the areas of engineering, planning, information technology, and accounting.</i>
2.10.3.3 The Town and M.D. should explore opportunities to coordinate and share resources for bylaw enforcement services, snow clearing and maintenance (eg. equipment maintenance), and weed management.	Agree: ✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓ Disagree: Comments ▪ Again already in progress so yes, very important.	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.
2.10.3.4 The Town and M.D. should jointly explore opportunities to engage with area school districts to provide integrated services, programs, and facilities to the communities. The municipalities may explore opportunities to include the school districts within agreements established through the ICF process.	Agree: ✓✓✓✓✓✓ Somewhat: ✓✓✓✓✓✓ Disagree: ✓	<ul style="list-style-type: none"> Based on the feedback received, we recommend downgrading the “should” to “may”. The amended policy will read: <i>The Town and M.D. may jointly explore opportunities to engage with area school districts to provide integrated services, programs, and facilities to the communities. The municipalities may explore opportunities to include the school districts within agreements established through the ICF process.</i>
2.10.3.5 The Town and the M.D. should jointly explore opportunities related to new capital projects (eg. libraries, recreation facilities, senior facilities, etc.) with area school districts to identify ways to integrate mutually beneficial services into a building complex or on lands associated with other public structures.	Agree: ✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓ Disagree: Comments: ▪ Libraries, recreation facilities, seniors’ facilities etc. – already in progress ▪ With area school districts to identify ways to integrate mutually beneficial services into a building complex or on lands associated with other public structures. – work on this	<ul style="list-style-type: none"> Based on the number of Councillors in support, we recommend retaining this policy.



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Council Feedback Loop Outcomes

OBJECTIVE A: To coordinate, where mutually agreed, the intermunicipal planning and provision of community services including but not limited to recreation services, family and community support programs, cemeteries, recycling centres, library services, and emergency services.

Policy		Comments	Response and recommendation
2.10.3.6	The Town and M.D., through the ICF process shall establish agreements for the provision of any joint services, contracted services and mutually coordinated services that include but are not limited to: libraries; parks and road maintenance; weed management; and recreation facilities, new community facilities and any other services identified in Section 2.10.4.	Agree: ✓✓✓✓✓✓✓✓ Somewhat: ✓✓✓✓✓ Disagree:	<ul style="list-style-type: none"> As this is mandated through the Intermunicipal Collaboration Framework, we recommend retaining this policy.



what we heard report



10 Public Open House

A public open house was held on October 26th, 2020 from 4:30 to 6:30 PM at the Memorial Hall in Valleyview. In total, 51 members of the public attended to learn about the IDP. Copies of the display boards and comment cards were also available online for additional engagement opportunities for the public. Below are verbatim responses from the comments received at the open house along with responses.

Comment	Response
<ul style="list-style-type: none"> Nice to hear we are going to work together to come up with plan to help Valleyview. We all know that a bypass will rail Valleyview and any services that provide to our community. Like that you are working with partners to work together to keep each other out. 	<ul style="list-style-type: none"> Policy contained within the IDP speaks to both municipalities working with Alberta Transportation to address the future road realignment. It is noted that the proposed road realignment may not occur and is dependant on funding and priority of the need for the realignment. This is a provincial decision and not a municipal decision. Currently, there are no plans or intention for the construction to occur in the foreseeable future, however, it is a plan within the portfolio of Alberta Transportation that needs to be recognized by both municipalities in managing land use planning should it occur.
<ul style="list-style-type: none"> AS a committee member, I am very frustrated that the draft report does not include a recommendation that says; "The two councils will aggressively oppose the bypassing of the Town of Valleyview by advocating to the provincial government, notifying its citizens of it's concerns, and call upon citizens to give the same response to the Alberta government." Land use issues mean nothing in a community whose viability is endangered. 	<ul style="list-style-type: none"> The IDP contains policy for both municipalities to work together with Alberta Transportation regarding the realignment. Through the review process Alberta Transportation advised the following: "<i>The realignment study is an integral part of the department's long-term planning of the North South Trade Corridor. The department is not in a position to dissolve this planning initiative but is committed to work with the municipalities to address their concerns.</i>" (Dated February 5, 2020). The policy developed seeks to balance the comments received from Alberta Transportation while creating a framework for both Council's to work on the concerns raised by the community.
<ul style="list-style-type: none"> I want the IDP to represent our feelings which are the same as everyone I talked to here. Who all say we do not want or need a bypass of Valleyview in any form. Tell the Transportation department NO! 	<ul style="list-style-type: none"> Refer to the above comments.
<ul style="list-style-type: none"> We appreciate the format of the information and low comprehensive it is. We are absolutely opposed to the highway and are pleased to see that the economic impact will be studied before anything can proceed. We are glad to see this sentiment shared by representatives of our MD and support them in standing up for the economic well being of the Valleyview area. I can also not stress enough the importance of our airport! 	<ul style="list-style-type: none"> Policy is contained within the IDP to address relocation of the airport should the realignment of the Highway occur.



what we heard report

Comment

Response

- | Comment | Response |
|---|---|
| <ul style="list-style-type: none">▪ Thank you for the information! And your time. I agree with the concept of the IDP, however the Transportation plan I can not support. My understanding is that both councils do not agree with the proposal to bypass Valleyview. I support the efforts made to have any bypass removed from future plans. | <ul style="list-style-type: none">▪ Refer to previous comments above regarding the Highway. |
| <ul style="list-style-type: none">▪ Very please that the Town of Valleyview and the MD of Greenview are on the same page and their coalition will lobby to preserve the town. No one wants the town to be bypassed. In this current clime the government of Alberta would be fiscally irresponsible if they were to follow trough with this proposal. | <ul style="list-style-type: none">▪ Refer to previous regarding the Highway. |
| <ul style="list-style-type: none">▪ Plan makes sense (good presentation). Appreciate pro-activeness in MD and the Town relationship. Appreciated knowledgeable answers to questions. | <ul style="list-style-type: none">▪ No comment required. |
| <ul style="list-style-type: none">▪ Only issue with IDP is presented hiway realignment. This should disappear forever! The fact that is there on paper stymies economic growth and the wellness of the community and region. | <ul style="list-style-type: none">▪ Refer to previous comments regarding the Highway. |
| <ul style="list-style-type: none">▪ I think the IDP is a good plan. But I hope the IDP will benefit the town of Valleyview by not allowing the highway to be rerouted. | <ul style="list-style-type: none">▪ Refer to previous comments regarding the Highway. |
| <ul style="list-style-type: none">▪ This meeting was just a waste of time and money. No one seemed able to answer specific questions such as where exactly does bypass cross Sturgeon Creek nor timelines. | <ul style="list-style-type: none">▪ The open house related to the IDP and therefore the focus was on policy related to the IDP boundary area which did not expand to the area regarding questions being asked. If we are unable to respond to a question it is because we do not have the answer but are happy to follow up to assist in ensuring we provide the information if available. In context to the timing of the bypass, this is determined at the provincial level of government and not by the municipalities. Throughout the Province there are a number of plans for potential realignment of the Highway around communities which are based on the traffic demand and budgets in determining if, and when, construction may occur. As mentioned, this current realignment is not a priority of the Province and there are not plans for carrying out construction any time soon. |



WHAT WE HEARD REPORT

M.D. of Greenview + Town of Valleyview

