Vulcan County & Town of Vulcan

Intermunicipal Development Plan

Vulcan County Bylaw No. 2019-014
Town of Vulcan Bylaw No. 1484-19

September 2019











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Prepared for Vulcan County and the Town of Vulcan

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VULCAN COUNTY

Vulcan - Alberta

BYLAW 2019-014

No. 2019-014 of Vulcan County is for the purpose of adopting the Vulcan County and Town of Vulcan Intermunicipal Development Plan in accordance with sections 631 and 692 of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, as amended.

WHEREAS municipalities are required by the province to conduct intermunicipal planning efforts in order to address common planning issues where the possible effects of development transcends municipal boundaries.

AND WHEREAS the Intermunicipal Development Plan outlines policies that apply to lands in the joint planning area and within parts of the Town and is to be used as a framework for decision making in each municipality with the input and cooperation of the other jurisdiction and provides for conflict resolution where necessary.

AND WHEREAS both the Councils of Vulcan County and the Town of Vulcan agree that it is to their mutual benefit to establish joint planning policies, and this negotiation and agreement reflects a continuing cooperative approach between the two municipalities and the desire to see well-planned, orderly, and managed growth.

AND WHEREAS the municipality must prepare a corresponding bylaw and provide for its consideration at a public hearing.

NOW THEREFORE, under the authority and subject to the provisions of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26 as amended, the Council of Vulcan County duly assembled hereby enacts the following:

1. Council shall adopt the Vulcan County and Town of Vulcan Intermunicipal Development Plan in consultation and as agreed to with the Town of Vulcan.
2. This plan, upon adoption, shall be cited as the Vulcan County and Town of Vulcan Intermunicipal Development Plan Bylaw No. 2019-014 and Bylaw No. 1484-19.
3. This bylaw shall come into effect upon third and final reading thereof.

Received first reading this 5 day of JUNE, 2019

Jason Schneider, Reeve

Nels Petersen, CAO

Received second reading this 18 day of SEPTEMBER, 2019

Jason Schneider, Reeve

Nels Petersen, CAO

Received third reading and finally passed this 18 day of SEPTEMBER, 2019

Jason Schneider, Reeve

Nels Petersen, CAO

TOWN OF VULCAN

BY-LAW NO. 1484-19

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3. This bylaw shall come into effect upon third and final reading thereof.

Initials

Received first reading this 27th day of May, 2019

Mayor – Tom Grant

Chief Administrative Officer – Kim Fath

Received second reading this 9th day of September, 2019

Mayor – Tom Grant

Chief Administrative Officer – Kim Fath

Received third reading and finally passed this 23rd day of September, 2019

Mayor – Tom Grant

Chief Administrative Officer – Kim Fath

TABLE OF CONTENTS

PART 1 INTRODUCTION & FRAMEWORK ..... Page 1

1.1 Introduction 1
1.2 Purpose of the Plan 1
1.3 Legislative Requirements 2
1.4 Guiding Principles 4
1.5 Plan Goals 5
1.6 Plan Preparation Process & Procedure for Adoption 6

PART 2 IDENTIFICATION OF ISSUES & AREAS OF COMMONALITY ..... Page 7

2.1 Agriculture Sector 7
2.2 Shared Services & Economic Development Cooperation 7
2.3 Transportation Issues 8
2.4 Urban Expansion 9
2.5 Planning & Administrative Issues 9

PART 3 BACKGROUND & ANALYSIS OF THE PLAN AREA ..... Page 11

3.1 Background 11
3.2 Existing Planning Documents, Agreements & Partnerships 11
3.3 Land Use & Zoning 12
3.4 Plan Area Geography 12
3.5 Agricultural Practices 12
3.6 Existing Subdivision & Development 13
3.7 Urban Fringe, Growth & Annexation 14
3.8 Renewable Energy Developments 16
3.9 Background Mapping & Land Analysis 17

PART 4 ADMINISTRATION ..... Page 19

4.1 Plan Interpretation, Validity & Amendment 19
4.2 Intermunicipal Development Plan Committee 20
4.3 Intermunicipal Referrals 21
4.4 Dispute Resolution 24
4.5 Plan Implementation 27

PART 5 INTERMUNICIPAL LAND USE POLICIES ..... Page 29
5.1 General Plan Policies 29
5.2 Agricultural Practices 30
5.3 Environmental & Historical Matters 31
5.4 Urban Growth & Annexation 32
5.5 Transportation & Road Networks 33
5.6 Utilities & Servicing 35
5.7 Future Land Use 36
5.8 Grouped Country Residential 36
5.9 Commercial & Industrial Development 37

PART 6 COORDINATED GROWTH & FUTURE OPPORTUNTIES ..... Page 39
6.1 Coordinated Growth & Future Opportunities 39
6.2 Opportunity Area 1 40
6.3 Opportunity Area 2 41
6.4 Opportunity Area 3 43
6.5 Opportunity Area 4 44
6.6 Opportunity Area 5 44

PART 7 MUTUAL BENEFIT & COOPERATION ..... Page 47

FIGURES:
Figure 1 – Planning Document Hierarchy Flowchart 3
Figure 2 – Intermunicipal Development Plan Referral Flowchart 23
Figure 3 – Dispute Resolution Flowchart 26

MAPS:
Map 1 – Plan Area ..... following 17
Map 2 – Planning & Development Guide ..... following 38
Map 3 – Opportunity Area 1 Focus ..... following 40
Map 4 – Opportunity Area 2 Focus ..... following 42
Map 5 – Opportunity Area 3 Focus ..... following 44
Map 6 – Airport Obstacle Limitations ..... following 45

APPENDIX A BACKGROUND MAPS

APPENDIX B FORMER LANDFILL CLOSURE DOCUMENTS

APPENDIX C AREA STRUCTURE PLAN GUIDELINES

PART 1

INTRODUCTION & FRAMEWORK

1.1 Introduction

Historically, an *Intermunicipal Development Plan (IDP)* (also referred to as an IMDP or the Plan) was general in scope and often served as basic land use plans with dispute resolution mechanisms and referral and consultation policies. More recently, municipalities have changed their approach in the preparation and adoption of an IDP. The plans are more detailed with respect to land use and have a more prescriptive approach, based on environmental protection, transportation management, servicing considerations and sustainable planning practices.

This Plan is intended to provide guidance for land use development that could affect both the Town of Vulcan and Vulcan County. The plan will also foster on-going coordination, collaboration, and cooperation between the municipalities by providing a forum to discuss planning matters. Each municipality, however, is ultimately responsible for making decisions within their municipal jurisdiction having regard to the policies and procedures as provided in this Plan.

1.2 Purpose of Plan

The IDP is a statutory planning document that serves as an agreement between two adjacent municipalities. The purpose of the agreement is to manage expectations with respect to land use that is specific to each municipality for an identified land area (usually in the vicinity of the shared municipal boundary between the two municipalities or an agreed fringe area). An IDP addresses land use and development matters that occur in one jurisdiction and likely have potential impact on the neighbouring municipality.

Municipalities are required by the province to adopt an IDP to:

- promote consultation, coordination and cooperation regarding planning matters of joint interest within a defined plan area,
- provide a framework for addressing land use concerns with regard to joint planning matters,
- establish procedure for dealing with development proposals within the Plan Area, and
- address any other matters relating to development considered necessary within a joint planning area.

This IDP has been prepared in accordance with the *Municipal Government Act (MGA)* and the provincial *South Saskatchewan Regional Plan (SSRP)*, which encourage cooperation and coordination between neighbouring municipalities. In keeping with the intent of the SSRP strategies, Vulcan County and the Town of Vulcan agree that a collaborative approach to planning and promoting coordinated and efficient development is necessary within this joint planning area. From the perspective of both municipalities, enhanced management of the land within the IDP area will prove advantageous for the long-range interests of both municipalities and their residents. A detailed background review and land analysis was completed as part of the preparation of this Plan and may be found in Part 3.

Vulcan County and the Town of Vulcan have agreed to develop an IDP in order to facilitate orderly and mutually beneficial planning practices for an agreed "Plan Area" depicted on Map 1. The Plan Area applies to lands surrounding the Town of Vulcan that are vulnerable to development pressures which may result in negative impacts across municipal boundaries. Simply stated, new development usually impacts areas beyond the subject lands being developed.

1.3 Legislative Requirements

In order to foster cooperation and mitigate conflict between municipalities, the *Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26 with amendments (MGA)* has included two mechanisms within the planning legislation which allows a municipality to:

1. include policies regarding coordination of land use, future growth patterns and other infrastructure with adjacent municipalities in their municipal development plans [section 632(3)(iii)] if no intermunicipal development plan exists with respect to those matters; and
2. complete and adopt an intermunicipal development plan with adjacent municipalities to address the above matters.

Specifically, the *MGA* states:

631(1) Two or more councils of municipalities that have common boundaries that are not members of a growth region as defined in section 708.01 must, by each passing a bylaw in accordance with this Part or in accordance with sections 12 and 692, adopt an intermunicipal development plan to include those areas of land lying within the boundaries of the municipalities as they consider necessary.

631(2) An intermunicipal development plan

(a) must address

(i) the future land use within the area,

(ii) the manner of and the proposals for future development in the area,

(iii) the provision of transportation systems for the area, either generally or specifically,

(iv) the co-ordination of intermunicipal programs relating to the physical, social and economic development of the area,

(v) environmental matters within the area, either generally or specifically, and

(vi) any other matter related to the physical, social or economic development of the area that the councils consider necessary,

and

(b) must include

(i) a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the plan,

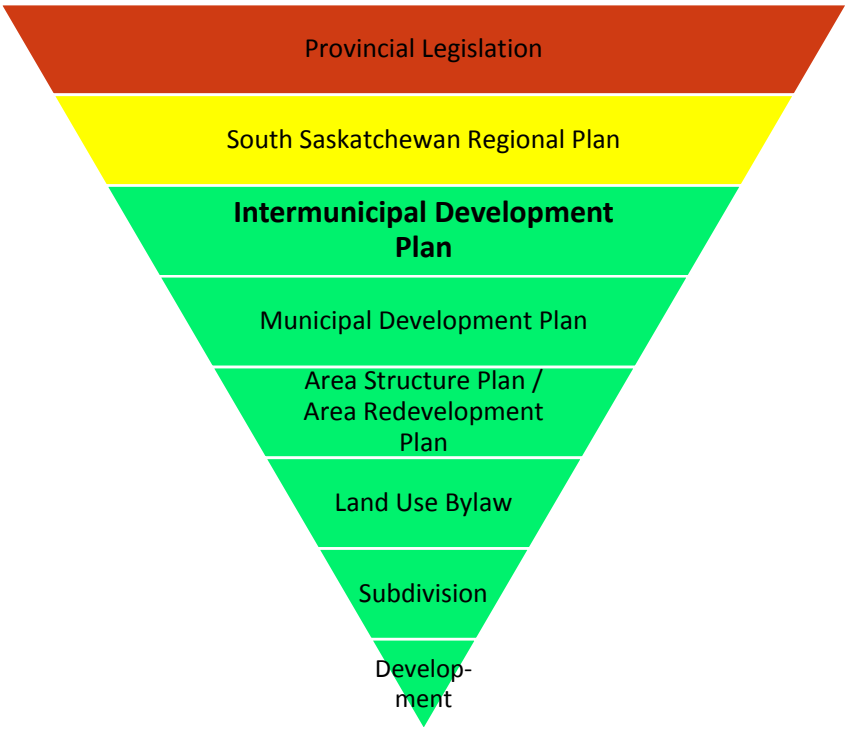
(ii) a procedure to be used, by one or more municipalities, to amend or repeal the plan, and

(iii) provisions relating to the administration of the plan.

It is noted that the paramountcy of the IDP is established within the "Plans Consistent" (section 638) portion of the *MGA*:

> *638(1) In the event of a conflict or inconsistency between*
>
> *(a) an intermunicipal development plan, and*
>
> *(b) a municipal development plan, an area structure plan or an area redevelopment plan*
>
> *In respect of the development of the land to which the intermunicipal development plan and the municipal development plan, the area structure plan or the area redevelopment plan, as the case may be, apply, the intermunicipal development plan prevails to the extent of the conflict or inconsistency.*

Figure 1: Planning Document Hierarchy Flowchart



In addition to *MGA requirements*, the *South Saskatchewan Regional Plan* became effective September 1, 2014, which introduced additional requirements when addressing land use matters. The SSRP uses a cumulative effects management approach to set policy direction for municipalities for the purpose of achieving environmental, economic and social goals within the South Saskatchewan Region until 2024.

Pursuant to section 13 of the *Alberta Land Stewardship Act (ALSA)*, regional plans are legislative instruments. The SSRP has four key parts including the Introduction, Strategic Plan, Implementation Plan and Regulatory Details Plan. Pursuant to section 15(1) of *ALSA*, the Regulatory Details of the SSRP are enforceable as law and bind the Crown, decision makers, local governments and all other persons while the remaining portions are statements of policy to inform and are not intended to have binding legal effect.

The Regional Plan is guided by the vision, outcomes and intended directions set by the Strategic Plan portion of the SSRP, while the Implementation Plan establishes the objectives and the strategies that will be implemented to achieve the regional vision. As part of the Implementation Plan, Section 8: Community Development includes guidance regarding Planning Cooperation and Integration between municipalities with the intention to foster cooperation and coordination between neighbouring municipalities and between municipalities and provincial departments, boards and agencies. Section 8 contains the following broad objectives and strategies:

Objectives:

- *Cooperation and coordination are fostered among all land use planners and decision-makers involved in preparing and implementing land plans and strategies.*
- *Knowledge sharing among communities is encouraged to promote the use of planning tools and the principles of efficient use of land to address community development in the region.*

Strategies:

8.1 Work together to achieve the shared environmental, economic, and social outcomes in the South Saskatchewan Regional Plan and minimize negative environmental cumulative effects.

8.2 Address common planning issues, especially where valued natural features and historic resources are of interests to more than one stakeholder and where the possible effect of development transcends jurisdictional boundaries.

8.3 Coordinate and work with each other in their respective planning activities (such as in the development of plans and policies) and development approval processes to address issues of mutual interest.

8.4 Work together to anticipate, plan and set aside adequate land with the physical infrastructure and services required to accommodate future population growth and accompanying community development needs.

8.5 Build awareness regarding the application of land-use planning tools that reduce the impact of residential, commercial and industrial developments on the land, including approaches and best practices for promoting the efficient use of private and public lands.

8.6 Pursue joint use agreements, regional services commissions and any other joint cooperative arrangements that contribute specially to intermunicipal land use planning.

8.7 Consider the value of intermunicipal development planning to address land use on fringe areas, airport vicinity protection plans or other areas of mutual interest.

8.8 Coordinate land use planning activities with First Nations, irrigation districts, school boards, health authorities and other agencies on areas of mutual interest.

The above strategies are to be considered by both municipalities when developing policy within this IDP and when rendering land use decisions pertaining to development within the Plan area. Other strategies contained in the SSRP should be considered in the context of each municipality's Municipal Development Plan, Land Use Bylaw, other statutory plans and through policies found within this Plan.

1.4 Guiding Principles

The guiding principles for the Intermunicipal Development Plan are:

1.4.1 Vulcan County and the Town of Vulcan will maintain a positive and mutually beneficial relationship between each other.

1.4.2 Vulcan County and the Town of Vulcan will attempt to collaborate and work more cooperatively on matters that may impact or be of mutual benefit to both municipalities.

1.4.3 Vulcan County and the Town of Vulcan will support the mutually beneficial coordination and delivery of infrastructure and services that support economic development in both municipalities.

1.4.4 Vulcan County and the Town of Vulcan will promote and safeguard rural land uses by supporting increased density and overall growth within the Town of Vulcan.

1.4.5 Vulcan County and the Town of Vulcan will ensure that the policies of this Plan are consistently and reasonably implemented.

1.4.6 Vulcan County and the Town of Vulcan will monitor and review the policies of this Plan on a regular basis to ensure the policies remain current, relevant and continue to meet the needs of partnering municipalities.

1.5 Plan Goals

The intended goals of the Plan are:

1.5.1 To promote an orderly and efficient development pattern within the Plan Area that balances the long-range interests of the County and Town.

1.5.2 To provide for a continuous planning process that facilitates ongoing consultation, collaboration, and cooperation between the two municipalities.



Looking north along Highway 23

1.5.3 To enable both municipalities to coexist in a regional context and to identify logical areas that accommodate future development and growth, as agreed by both parties.

1.5.4 To achieve a balance of land uses compatible with agriculture, urban interest, economic growth and sustainable development practices.

1.5.5 To provide a clear policy framework that serves to guide future planning decisions for lands located within the Plan Area, affording more certainty for and better coordination of development within the Plan Area.

1.5.6 To establish an agreeable planning approach to identify possible areas to enter into joint ventures and agreements, for more efficient planning and potential delivery of services.

1.5.7 To address the requirements of the *MGA* with respect to plan administration, plan amendment and dispute resolution procedures.

1.6 Plan Preparation Process & Procedure for Adoption

A committee of one council member from both the Town and County as well as support staff from each municipality met multiple times throughout the plan preparation process in 2018 and 2019. An online questionnaire regarding the plan preparation process was hosted from June to September of 2018, and received 30 responses. On January 30, 2019, an open house at the Vulcan Legion Branch 21 was held to review the draft plan. Following detailed discussions and the review of submissions received throughout the plan preparation process, the Plan was mutually adopted by the Town and County.

Adoption

1.6.1 The County and Town prepared the Plan in accordance with the requirements of the *MGA*, including advertising and conducting a public consultation process, prior to passing the respective adopting bylaws.



Public open house at the Vulcan Legion

PART 2

IDENTIFICATION OF ISSUES & AREAS OF COMMONALITY

2.1 Agriculture Sector

Agriculture is central to the local economy and provides a lifestyle that is valued by local residents. Both municipalities will prosper from opportunities in agricultural industries which are key components of their local economies. The Town of Vulcan has strengths in agri-business whereas Vulcan County has its strengths in extensive farming.

2.2 Shared Services & Economic Development Cooperation

The province encourages municipal collaboration regarding shared services. Both the County and Town recognize the benefits in working jointly to extend municipal services to areas of future concentrated development. The presence or absence of municipal services will have significant impacts on the potential development of land. Servicing impacts the type and cost of development on a parcel of land. Typically, municipal services, including water, stormwater and sanitary services are provided within urban municipal boundaries.

Responsible water management is guided by the approved *Water Management Plan for the South Saskatchewan River Basin*. The Town purchases water from and is part of the Twin Valley Regional Water Commission, established by Alberta Regulation 175/2011 and including the Town, County, and the Villages of Champion and Carmangay. Water is currently pumped through a pipeline to town from a point on the Twin Valley Dam and Reservoir, 16.9 kilometers to the west. The water is stored in two storage lagoons located on the west side of town south of Highway 534. The water is then treated in a facility capable of treating 4,164 litres per minute.

In Alberta, total per capita water use in 2009 was 395 l/c/d, and residential water use 209 l/c/d. According to Environment Canada, the Canadian average for these same measures was 510 l/c/d and 274 l/c/d, respectively. By comparison, Vulcan's average per capita residential water use is 322.70 l/c/d and 370.91 l/c/d total per capita use.

Economic growth and development of the Town and County are fundamentally linked. As a result, additional cooperative agreements may be investigated and pursued by the two municipalities with the interest of economic prosperity. Both municipalities appreciate the opportunity to work cooperatively to bring services to future intensive development areas. In addition, both municipalities are open and supportive of any regional opportunities that will benefit them.

2.3 Transportation Issues

Transportation has been influential in shaping the structure of both the Town and County of Vulcan. The Town of Vulcan is a key component of a regional transportation system. The Town is located at an intersection of three major transportation routes: Highway 23, running north and south; Highway 534, running east and west; and the main CPR railway line joining Lethbridge and Calgary.

There are two highways within the Town and extend throughout the County: Highway 23 and Highway 534. The responsibility for Highway 534 was once under the jurisdiction of the Town of Vulcan and the County of Vulcan. During that time, many accesses to adjacent properties were approved. Today both highways are under the jurisdiction of Alberta Transportation and the current Alberta Transportation standards are applied. Service Road and access to Highway 23 and 534 is guided by *Alberta Transportation Vulcan Access Management Study (2004).* All access points to Highway 23 and 534 must be approved by Alberta Transportation.

1st Avenue South (Range Road 244) is paved south of Highway 534 to a point parallel with the Town's southerly boundary (see Background Map 4 – Appendix A). The extension of 1st Avenue South has an important role regarding access for the lands located between 1st Avenue and Highway 23, and has the potential to become a more prominent gateway into the community. Pursuant to a Road Maintenance Agreement dated October 16, 2009, the Town will direct, control, manage, construct, inspect and maintain 1st Avenue extension between Highway 534 and the projection of the southerly Town boundary and parallel to the eastern Town boundary. As a result, future development in the area between 1st Avenue and Highway 23 requiring access from 1st Avenue will require approval from the Town of Vulcan. Collaborative planning between both municipalities and the Province is needed, as future development will require internal road networks which should align between the municipal and provincial roads.

Presently as many as five Canadian Pacific Railway trains pass through Vulcan daily on no set schedule, some over a mile long. There is a single track that passes through town and there are two crossings located on it.

There are three rail siding locations associated with the grain terminals:

- the Pioneer site in town with 75 car spots on one parallel siding,
- the Parrish & Heimbecker south of town with 56 car spots on one parallel siding,
- the Pioneer site south of town with 112 car spots on five parallel sidings.

As a result of Vulcan's annexation in 2000, the Vulcan Airport (CFX6) is within the Town boundary. The airport is jointly owned by the Town and Vulcan County and is operated by an airport commission consisting of representatives from both municipal councils and the public at large. The Vulcan Airport is a Registered Aerodrome certified as a public use airport by Transport Canada and consists of one paved 914 m (3000 ft.) runway and one turf 640 m (2100 ft.) runway. Present development consists of nine hangars and a few storage buildings. The Town utilizes an "Airport" zoning district in its Land Use Bylaw. The district is very general, and does not address building height regulations or other matters associated with airport planning. The potential exists for more development to occur at the airport, possibly of an industrial nature. However, all proposals would need to be evaluated by Transport Canada and NAV CANADA to ensure federal requirements are met.

2.4 Urban Expansion

The Town has sufficient land to accommodate residential, commercial and industrial growth for the foreseeable future based on its present growth rate. The IDP is a high level statutory land use planning document and provides policy direction, but often defers to the more detailed plans and policies. The IDP includes policies for coordinating development within the Plan Area acknowledging the Town's Proposed Expansion Area defined in the Town of Vulcan MDP (adopted in 2000 and updated in 2017) and possible expansion into the County. This approach is to ensure coordinated compatible development occurs, and to provide for an agreed upon process in dealing with future urban growth, expansion and annexation issues.

2.5 Planning & Administrative Issues

Both municipalities recognize the importance of an IDP to give guidance for development and redevelopment on both sides of the municipal boundary (i.e. be reciprocal). Changing circumstances and conditions bring constant change to the living environment. As a result, this Plan is a living document which is subject to change in order to adjust to changes in the living environment. Therefore, policies in the Plan have been created to cooperatively address issues of common interest and administrative practices.



Town of Vulcan entrance sign off Highway 534

COMMON INTEREST: *Based on a review of individual municipal documents, plans and discussions with the IDP steering committee, both the County and Town share the following common perspectives*:

- Both recognize the value of agriculture and agri-business, and the economic benefits to the region;
- Both parties see the need to manage growth, rather than just responding to developers demands, and agree the Plan should illustrate where appropriate land uses should occur;
- Both municipalities seek opportunity to expand and diversify the local economy and tax base while being respective of each other's needs;
- Both desire to work collaboratively and seek benefits and opportunities of mutual cooperation;
- The County and Town agree that they need to work closely for mutual benefit of each municipality, the region and ratepayers; and
- Both desire to cooperate on issues of a regional nature, and be proactive and ready when preparing to deal with the various land use issues that exist in the IDP area.

PART 3

BACKGROUND & ANALYSIS OF THE PLAN AREA

3.1 Background

The steady population growth of urban centers in Alberta over the past several decades gives rise to the need for effective land use decisions. Recent changes to the *Municipal Government Act* further solidify the requirement for municipalities to consider and consult their neighbours during the land use planning process. An IDP recognizes that the fringe area of an urban municipality such as the Town of Vulcan is subject to different pressures, problems, conflicts, and opportunities compared to an exclusive rural or urban area.

The background and analysis of the Plan Area depicted on Map 1 was undertaken to provide an overview of the existing circumstances in the fringe area that will help to assist in the development of a functional, effective planning document. Background Maps (see Appendix A) will assist in providing a basic understanding of existing conditions, opportunities, and constraints associated with future development in the Plan Area.

3.2 Existing Planning Documents, Agreements & Partnerships

The Town has taken steps to manage its projected growth by identifying preferred growth directions in its Municipal Development Plan (MDP) on Background Map 9 as "Proposed Expansion Areas" (Appendix A). This includes identification of preferred areas of growth for new residential, commercial, and industrial land. Furthermore, the Town's MDP acknowledges the need for some residential growth to occur through the redevelopment of existing areas and through finding appropriate ways to encourage higher density development where possible. Finally, the Plan acknowledges the need to consult with Vulcan County to find ways to improve communication, resolve disputes, share services, and plan for growth in areas of common interest.

Agriculture is the primary land use in the County. The primary focus of the County's MDP is on retaining its agricultural character and diversifying its tax base in a way that supports the agricultural sector. The County acknowledges its close ties to the surrounding rural area and the importance of agriculture by recognizing the Town's role as a service centre to the surrounding rural community and as a growing residential community for people employed in local farming operations and retired rural people to reside.

The Town and County have a strong history of intermunicipal cooperation and have undertaken a number of intermunicipal initiatives to provide a variety of services in a cost-effective manner. These initiatives include formal agreements and committees that have members of Council from each municipality as part of a committee overall makeup. The history of cooperation between the municipalities establishes a strong basis for the forthcoming creation of an intermunicipal collaboration framework (ICF) pursuant to Part 17.2 of the *MGA*.

3.3 Land Use & Zoning

Land use within the Plan Area is predominantly made up of agricultural uses (see Background Map 8 in Appendix A). The Plan Area is comprised primarily of land zoned Urban Fringe in the areas within 1.0 to 1.5 miles of the Town municipal boundaries. Outlying areas retain the Rural General zoning which is the predominant land use designation in the County. The Rural Commercial zoning exists for the grain terminal area adjacent to Highway 23 and also for the parcel south of the Tri-Services building. A few isolated parcels that have been redesignated exist within the outlying portion of the Plan Area.

3.4 Plan Area Geography

The Plan Area (Map 1) is located on the Kirkcaldy Plain, part of the Vulcan Upland physiographic district, and is in the South Saskatchewan River drainage basin. The dominant soil in the region is dark brown chernozemic, having slight moisture limitations. The climate in the region has over 40 centimetres of annual precipitation and approximately 122 frost-free days. Additionally, the area's climate is influenced by the warm chinook winds that blow off the eastern slopes of the Rocky Mountains. The effect for residents is milder winters and hot summers. The warm winds can also create major weather events as cool northern air mixes with warm air to create winter blizzards, thunderstorms and even tornadoes.

3.5 Agricultural Practices

Alberta has one of the world's most productive agricultural economies. The agricultural sector is diverse and includes both crop and livestock production.

Both the County and Town recognize the importance of agriculture as being foundational for the local economy. The Town of Vulcan serves as a commercial service center for the surrounding rural lands whose success depends on diverse farming. Likewise, the County acknowledges the importance of agricultural sector in their MDP, by having a principal objective to "protect good quality agriculture land while allowing for subdivision and development to occur for a variety of uses as specified in the land use bylaw."

Conversion of land from an agriculture use to a non-agriculture use must be considered carefully to assess the benefits of the proposed land use with respect to the loss of agricultural land and future expansion of the Town. The County's Land Use Bylaw provides a limited range of permitted uses in the Urban Fringe district. However, the choice of discretionary uses is more extensive and varied, potentially resulting in a range of non-agricultural land uses. Of a similar purpose, the Town employs its Transitional Agriculture district as a holding-type district to ensure lands are preserved until they are needed for urban purposes.

There are a number of Confined Feeding Operations (CFO) within the County which are regulated by the Natural Resources Conservation Board (NRCB), in accordance with the *Agricultural Operation Practices Act (AOPA)* and regulations thereto. The NRCB sets out separation distances between a manure storage operation and the nearest resident. The separation barriers help address concerns related to odour, dust and other nuisances related to a livestock operation. Currently there are no Confined Feeding Operations in the Plan Area. The Vulcan County MDP (2012) created a one to two mile (approximately) CFO exclusionary area to safeguard residential housing from any CFO (see Background Map 10 in Appendix A). According to the NRCB, "exclusionary zoning" is an effective way for municipalities to manage CFO

development in proximity to sensitive areas and urban areas. The NRCB must consider municipal development plan provisions pursuant to section 20 of *AOPA*. Consideration of the potential impacts of future CFO development had an important role in the preparation of this Plan.

The Canada Land Inventory (CLI) determines the agricultural potential of soil in a specific area according to the Soil Capability Classification for Agriculture. The soils are grouped into seven classes according to the potential of each soil for the production of field crops, Class 1 rating the highest and Class 7 rating the lowest (see Background Map 3 in Appendix A). Land in the Plan Area is predominantly of a reasonably high quality, with the majority of lands being designated as Class 2 (moderate limitations). This type of soils are deep, hold moisture well, and can be managed and cropped with little difficulty. The soils have high potential in productivity for a fairly wide range of crops. In general, a substantial portion of the Plan Area can be considered good quality agricultural land. The majority of the remaining lands are Class 3 (moderately severe limitations). Class 3 soils can be found in three locations in the Plan Area: northwest of the Town, northeast of the Town and in the far southeast corner of the Plan Area. Class 3 soils comprise approximately 15% of the soils in the Plan Area and have moderately high productivity with moderately severe crop limitations.

The land within the Plan Area is principally used for agricultural activities, with the majority of land under cultivation. Other significant land uses include grazing, country residences and gas wells (see Background Map 4 in Appendix A). A diverse farming sector throughout Vulcan County with increasing farming exports brings promise to the area, and possibly other benefits to the support industries.

The SSRP clearly outlines policies with respect to agriculture with which all municipal plans, including an IDP, must consider. These include:

8.19 Identify areas where agricultural activities, including extensive and intensive agricultural and associated activities, should be the primary land use in the region.

8.20 Limit the fragmentation of agricultural lands and their premature conversion to other, non-agricultural uses, especially within areas where agriculture has been identified as a primary land use in the region. Municipal planning, policies and tools that promote the efficient use of land should be used where appropriate to support this strategy.

8.21 Employ appropriate planning tools to direct non-agricultural subdivision and development to areas where such development will not constrain agricultural activities, or to areas of lower-quality agricultural lands.

8.22 Minimize conflicts between intensive agricultural operations and incompatible land uses by using appropriate planning tools, setback distances and other mitigating measures.

3.6 Existing Subdivision & Development

There were a total of 43 County subdivisions completed within the Plan Area between 1983 and 2017. The majority of subdivisions were for country residential development including both farmstead separations and vacant country residential. The remaining subdivisions were for agricultural, industrial, commercial and public uses.

The Town of Vulcan has also approved country residential development near its municipal boundary. Between 2000 and the current day, approximately 15 country residential parcels have been created. All are located in the southerly portion of town (south of Highway 534) and range between 1 - 4 acres in size.



Looking west at the south portion of the Plan Area with Rocky Mountains in background

3.7 Urban Fringe, Growth & Annexation

The rural-urban fringe is the transitional area where rural and urban areas often mix (see Background Maps 8 & 9 in Appendix A. The urban area does not grow outwards in a uniform well-defined pattern. It grows haphazardly, making advances in one area but hardly moving in other areas. This produces a disjointed landscape that is characteristic of the fringe.

Urban expansion through annexation is a natural land use progression that is universally accepted as the way urban areas grow. Both municipalities recognize the risk of fringe development and prefer not to sacrifice valuable farm land or create potential conflict associated with a proposed change in land use.

The Town will continue to act as a service centre for the region. The County prefers to maintain its role of utilizing farmland for extensive agriculture[1]. In order to maintain this spatial relationship, the Town needs to consider growing with density by encouraging infill and different housing types intended to avoid outward expansion at the perimeter.

Utilizing the Town of Vulcan's MDP growth forecast and assumptions, land requirements for residential use were projected. The maximum amount of land need for a 2036 horizon is 27.4 ha (67.7 acres) depending on the housing type built. Even with the 25 ha (62 acres) removed for solar development (within Prairie Vista Estates) from the lands available internal to the Town boundaries, there is enough land to accommodate residential growth requirements into the foreseeable future without annexation.

[1] Extensive agriculture means methods used to gain a livelihood on large parcels of land by the raising of crops or the rearing of livestock, either separately or in a mixed farming operation, but does not include a confined feeding operation (CFO).

A similar analysis was completed as part of the Industrial Lands Strategy (2017) for industrial lands. The study indicates there is 17.6 ha of total future industrial land available in the Town which equates to approximately a 23.5 year supply. The study identified four potential areas for future industrial/ commercial land use as follows:

- *Existing Industrial Park (Plan 861 0505 - Town) – priority area – general industrial*
- *Location 1 (NW¼ 5-16-24 - Town) – medium to long priority – general industrial*
- *Location 2 (NE¼ 6-16-24 - Town) – long priority – aviation related uses*
- *Location 3 (NW¼ 33-16-24 - County) – medium priority – larger footprint industrial & ag processing*

Based on these two indicators for residential and industrial land uses, there is no immediate need to pursue acquiring land from the County for the foreseeable future. The growth forecasts in the Town MDP (2000) and the Industrial Lands Strategy (2017) do not indicate a significant increase in land absorption rates.

Annexation is where a municipal boundary changes to acquire land from a neighbouring municipality. Lands have been identified on Map 2 as the most appropriate for urban uses and may be needed to future urban development. Annexation of the lands will occur in the framework of long-range planning documents and Part 4, Division 6, of the *MGA*.



Looking west at the former sewage lagoon parcel east of the Town

3.8 Renewable Energy Developments

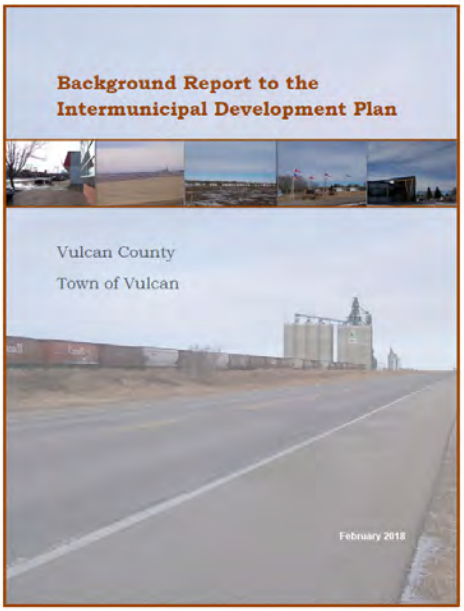
Opportunities for renewable energy development continue to grow in southern Alberta and requires municipalities to examine different ways to pursue and manage renewable energy developments. In Vulcan County, significant wind and solar developments exist and/or are approved for development. For example, at the south end of the Plan Area, within the NW¼ 22-16-24-W4M, the 25 megawatt Kirkcaldy solar development (Acestes Ventures), was recently approved by Vulcan County (see Background Map 5A). It is recognized that the Alberta Utilities Commission (AUC) deals with utility scale energy projects, including renewable energy projects, and that municipalities must be cognizant of the paramountcy of an approval of the AUC under sections 619 and 620 of the *MGA*. Rule 007: Applications for Power Plants, Substations, Transmission Lines, Industrial System Designations and Hydro Developments, and Rule 012: Noise Control, are understood to be the most relevant rules dealing with the planning and approval of renewable energy developments.

In terms of the Plan Area, commercial wind (turbine) development is not anticipated, as the Plan Area is situated within a relatively low area. Further, wind developments may not be desired from an aesthetic perspective, in order to preserve the viewscape, namely of the Rocky Mountains looking west. There is also a need to ensure the flight paths of the Vulcan Airport and Kirkcaldy Aerodrome are protected. Map 6 (Airport Obstacle Limitations) identifies the Obstacle Limitation Surface (OLS) and Outer Obstacle Identification Surface (OOIS). The OLS is the airspace in and around the runways that is to be maintained free of obstacles and includes both approach and transitional surfaces. The OOIS is a common plane established at an elevation of 45 m to a radius of 4 km. Objects that penetrate the OOIS must be reported to NAV CANADA and Transport Canada for their assessment, which will include a study of impacts to arrival, departure, and circuit procedures, as well as a determination of whether the object must be lit, marked or displayed on an aeronautical chart.

The Vulcan 255S Substation, located in the southern portion of the Plan Area within the SE¼ 28-16-24-W4M, is undergoing a capacity and reliability upgrade (AUC Decision 23388-D01-2018, May 2018), and provides a potential opportunity for renewable energy developments in the vicinity. The County's Land Use Bylaw does not have specific siting or suitability requirements for commercial wind energy projects (referred to as Wind Energy Conversion Systems or WECS) other than basic setbacks requirements and a density limitation of 1 WECS per 4.0 ha (10 acres) of titled area. It is noted that wind turbines can not only interfere with the flight path of the airport, but can also produce turbulence that can be harmful to smaller aircraft, with this hazard prevailing as far as 4.8 km (3 miles) behind the turbine. Section 6.0 of the TP 1247E Aviation – Land Use in the Vicinity of Aerodromes document (Transport Canada) addresses wind turbines and wind farms, stating among other things that wind turbines can have a negative effect on radio navigation systems if within 15 km. Illumination of the turbines is typically required for towers exceeding 90 m in height, as per Standard 621 of the Canadian Aviation Regulations, and is sometimes undesirable to nearby landowners.

Commercial solar development, on the other hand, might be anticipated, and could find support from local landowners and the County. Currently, within the Urban Fringe land use district, there are no opportunities to pursue "alternative" energy developments. As a result, new uses will need to be added to the Urban Fringe District or another alternative is to change the district to one that provides options for alternative energy. Detailed development standards in the County Land Use Bylaw require a "Solar Collector Farm, Commercial" to be setback 300 m from a dwelling on an adjacent parcel and 750 m from

the boundary of a grouped country residential development, and urban settlements (see Background Map 5A).



3.9 Background Mapping & Land Analysis

A detailed analysis of the Plan Area (Map 1) was undertaken to provide an overview and basic understanding of existing conditions, opportunities, and constraints of the existing circumstances in the general fringe area. The background information maps are found in Appendix A and were augmented by a detailed background report. A comprehensive review was undertaken of various planning documents, mapping and geographical information data, land forms, existing land use, subdivision and development activity, cadastral and title mapping information, soils and topography, provincial data (abandoned and active wells, underground mining activity, etc.) and various municipal engineering documents and infrastructure studies, to highlight a few of the main study areas.



Looking west on Highway 534 from the west edge of Town

VULCAN COUNTY - TOWN OF VULCAN INTERMUNICIPAL DEVELOPMENT PLAN

Vulcan County Bylaw No. 2019-014
September 18, 2019

Town of Vulcan Bylaw No. 1484-19
September 23, 2019

PLAN AREA
MAP 1

17 - 25 - W4
17 - 24 - W4
16 - 25 - W4
16 - 24 - W4

- Town of Vulcan Boundary
- IMDP Plan Area / CFO Exclusion Area
- Urban Fringe
- Highways

Aerial Photo Date: 2018

Oldman River Regional Services Commission

0 0.5 1 2
Kilometers

N

PART 4

ADMINISTRATION

4.1 Plan Interpretation, Validity & Amendment

Intent

The intent is to keep the Plan current and in conformity with any provincial regulations or initiatives. As result, this Plan may require amendments when necessary.

Policies

4.1.1 Unless otherwise required by the context, words used in the present tense include the future tense; words used in the singular include the plural, and the word person includes a corporation as well as an individual. Unless otherwise stipulated, the *Interpretation Act*, shall be used in the understanding of this bylaw. Words have the same meaning whether they are capitalized or not.

4.1.2 All references to a specific agency, body, or department were accurate at the time of writing. It is understood that agency, body and department names change from time to time. All references throughout the Plan shall therefore be considered to be applicable to the current relevant agency, body or department.

4.1.3 The Plan Area is hereby established as depicted on Map 1. The geographical or relative boundaries or any variable presented on the maps contained in this Plan, with the exception of the boundaries of the Plan Area, shall be interpreted as an approximation and not an accurate depiction of its actual or full extent.

4.1.4 The maps contained herein form part of this Plan. Appendices (including background maps) are included for information only.

4.1.5 Amendments deemed necessary by both municipalities must be adopted by both Councils using the procedures established in the *Municipal Government Act*. No amendment shall come into force until such time as both municipalities adopt the amending bylaw.

4.1.6 Requests for amendments to this Plan by parties other than the County or the Town shall be made to the municipality in which the request originated and be accompanied by the applicable fee to each municipality for processing amendments to a statutory plan.

4.1.7 If agreed to by both municipalities, a joint public hearing will be held in accordance with the *Municipal Government Act* for any amendments to this Plan.

4.1.8 Municipal staff are encouraged to review the policies of the Plan annually and discuss land use matters issues and concerns on an on-going basis. Municipal staff may make recommendations to their respective Councils to amend the Plan to ensure the policies remain relevant and continue to meet the needs and protect the interest of both municipalities.

4.1.9 A formal review of the Plan will occur within 10 years form the date the IDP is adopted by both municipalities.

4.1.10 Either municipality may request that the Plan be rescinded and replaced with a new version upon serving written notice to the other municipality. The dispute resolution process stipulated in Section 4.4 will be undertaken should the municipalities be unable to reach an agreement.

4.2 Intermunicipal Development Plan Committee

Intent

The establishment of the Intermunicipal Development Plan Committee (IDP Committee) is intended to facilitate ongoing cooperation and, wherever possible, the resolution of potential conflict through a consensus based decision making process.

Policies

4.2.1 An IDP Committee shall be established between the County and Town for the purposes of ensuring continued communication between the municipalities and to provide a forum to review and comment on matters that may have an impact on either municipality.

4.2.2 The IDP Committee shall be an advisory body and may provide comments or recommendations to the County and Town. The Committee does not have decision making authority or powers with respect to planning matters in the County or the Town, but is limited to an advisory capacity.

4.2.3 The County and Town agree that the purpose of the IDP Committee is to:

a. provide a forum for discussion of land use matters within the Plan area,

b. provide recommendation(s) for proposed amendments to the Intermunicipal Development Plan,

c. discuss and address issues regarding Plan implementation,

d. review and provide comment on referrals under section 4.3 and any other matters referred to the Committee,

e. provide recommendation(s) regarding intermunicipal issues in an effort to avoid a dispute, and

f. provide a forum for discussion of any other matter of joint interest identified by either municipality.

4.2.4 The IDP Committee shall be comprised of two elected officials, one from the Town and one from the County. Each municipality must also appoint an alternate member. The IDP Committee may, at its discretion, also include whatever number of resource personnel deemed appropriate in a non-voting capacity. Resource personnel may serve as secretary to the Committee and is responsible for recording the minutes of all Committee meetings and preparing the recommendations of the Committee.

4.2.5 Members of the IDP Committee will make their best efforts to attend each meeting. Quorum of the IDP Committee will be two members and requires that each municipality is represented by a minimum of one of its IDP Committee members or a committee member and an alternate member.

4.2.6 Changes to the IDP Committee format, composition, roles, responsibilities or any aspect of its existence or operation may be requested by either municipality. Council may refer any proposed changes to the IDP Committee for recommendation. Any changes to the Plan require an amendment to the Plan and adoption in accordance with Policy 4.1.1 of Plan Validity and Amendment.

4.2.7 The IDP Committee shall appoint a member as chair at the beginning of each meeting and the position of chair shall alternative between the two municipalities. The IDP Committee shall determine by consensus when and where the meetings will be held.

4.2.8 Meetings of the IDP Committee shall be held at least annually or more frequently if required. At least five days' notice shall be provided for the scheduling of IDP Committee meetings and including agenda package and background information, unless otherwise agreed to by both municipalities.

4.2.9 Where a matter involving the two municipalities cannot be resolved to the satisfaction of the IDP Committee, the IDP Committee shall provide a report summarizing their discussions to each respective Council. At the discretion of either Council, the dispute resolution process outlined in this Plan may be initiated.

4.3 Intermunicipal Referrals

Intent

To establish a fair and clear process for consistent and transparent sharing of information necessary to make decisions consistent with the intent of this Plan and to encourage good intermunicipal relationships and cooperation.

Policies

Referral Process

4.3.1 The following documents or applications that affect lands in the Plan area or land in the Town of Vulcan adjacent to the corporate boundary shall be forwarded to the other municipality for comment prior to a decision being made on the application or document (either new or proposed amendment):

- Municipal Development Plans,
- Area Structure Plans,
- Area Redevelopment Plans,
- Conceptual Design Schemes,
- Land Use Bylaws (new bylaws or amendments for land use redesignations or textual amendments likely to affect lands within the Plan Area),

- Subdivision Applications, and
- Discretionary Use Development Applications.

4.3.2 The receiving municipality may request the above mentioned document(s) or application(s) be referred to the Intermunicipal Committee for discussion or comment prior to a decision being rendered.

4.3.3 Any subsequent changes to the documents or applications referred to in Policy 4.3.1 that occur after the item has been referred which may have an impact on the Plan or other municipality will be re-circulated to the other municipality and if deemed necessary by either municipality, the Intermunicipal Committee prior to second reading or approval of the document. Based on the significance of the changes from the original document circulated, the municipality processing the proposal may consider convening a new public hearing or meeting.

4.3.4 Notwithstanding the items listed in 4.3.1, the municipalities are encouraged to refer to each other for comment, major land use or planning matters that have the potential to impact the other jurisdiction, even if it involves lands that may not be located within the Plan area.

Response Timelines

4.3.5 Unless otherwise agreed to by both municipalities, the receiving municipality shall, from the date of mailing, have the following timelines to review and provide comment on intermunicipal referrals:

a. fifteen (15) days for development applications,

b. nineteen (19) days for subdivision applications, and

c. thirty (30) days for all other intermunicipal referrals.

4.3.6 In the event that an intermunicipal referral is forwarded to the IDP Committee for review and comment, an IDP Committee meeting will be scheduled as soon as possible and a written Committee response shall be provided within ten (10) days of the Committee meeting date.

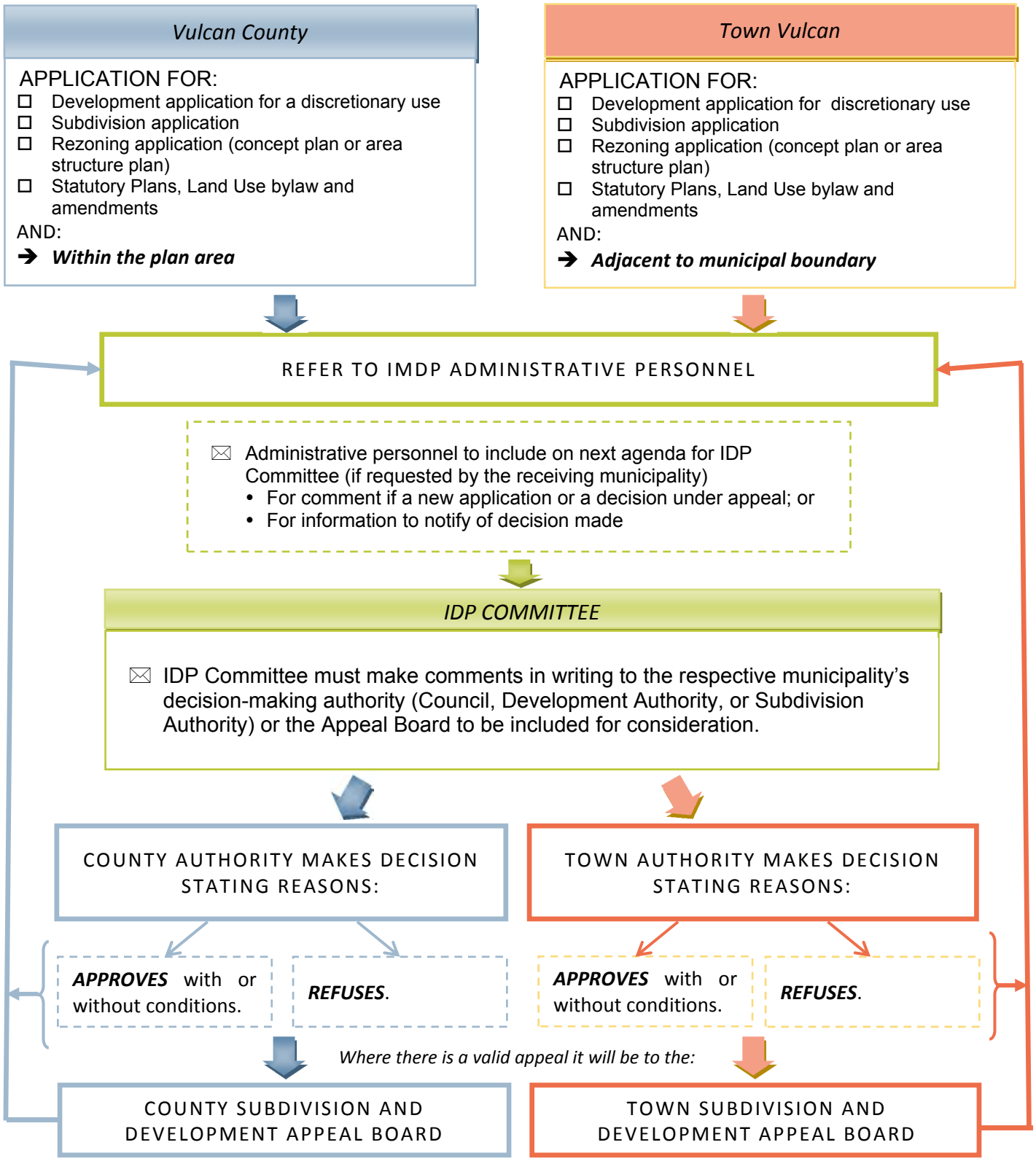
4.3.7 In the event that either municipality and/or the Committee does not reply within, or request an extension to, the response time for intermunicipal referrals stipulated in Policy 4.3.5(a), (b) and (c), it will be assumed that the responding municipality and/or Committee has no comment or objection to the referred planning document or application.

Consideration of Referral Responses (see Figure 1)

4.3.8 Comments from the receiving municipality and/or the IDP Committee that are provided prior to or at the public hearing or meeting shall be considered by the municipality in which the plan, scheme, land use bylaw, subdivision application, development application or amendment is being proposed.

4.3.9 Comments from the receiving municipality and/or the IDP Committee regarding subdivision and development applications shall be considered by the municipality in which the application is being proposed, prior to a decision being rendered on the application.

Figure 2: Intermunicipal Development Plan Referral Flowchart



4.4 Dispute Resolution

Intent

The intent of the dispute resolution process is to maximize opportunities for discussion and review in order to resolve areas of disagreement early in the process. Despite the best efforts, both municipalities anticipate disputes may arise occasionally that affect land use within the Plan Area. The following process is intended to settle dispute through consensus and minimize the need for formal mediation.

Policies

General Agreement

The County and Town agree that:

4.4.1 It is important to avoid dispute by ensuring that the Plan is adhered to as adopted, including full circulation of any permit or application that may affect the municipality or as required in the Plan and prompt enforcement of the Plan policies.

4.4.2 Prior to a meeting of the Committee, each municipality through its administration, will ensure the facts of the issue have been investigated and clarified, and information is made available to both parties. Staff meetings are encouraged to discuss possible solutions.

4.4.3 The Committee should discuss the issue or dispute with the intent to seek a recommended solution by consensus.

Dispute Resolution (see Figure 2)

In the case of a dispute, the following process will be followed to arrive at a solution:

4.4.4 When a potential intermunicipal issue comes to the attention of either municipality relating to a technical or procedural matter such as inadequate notification within prescribed timelines, misinterpretation of Plan policies, or a clerical error regarding the policies of this Plan, either municipality's Land Use Bylaw, or any other plan affecting lands in the Plan area, it will be directed to the administrators of each municipality. The administrators will review the technical or procedural matter and if both administrators are in agreement, take action to rectify the matter.

4.4.5 Should either municipality identify an issue related to this Plan that may result in a dispute that cannot be administratively resolved under Policy 4.4.4 or any other issue that may result in a dispute, the municipality should contact the other and request that an IDP Committee meeting be scheduled to discuss the issue. The Committee will review the issue and attempt to resolve the matter by consensus.

4.4.6 Should the IDP Committee be unable to arrive at a consensus, the administration of each municipality will schedule a joint meeting of the two Councils as soon as possible to discuss potential solutions and attempt to reach consensus on the issue.

4.4.7 Should the Councils be unable to resolve the matter either municipality shall be able to initiate a formal mediation process to facilitate resolution of the issue.

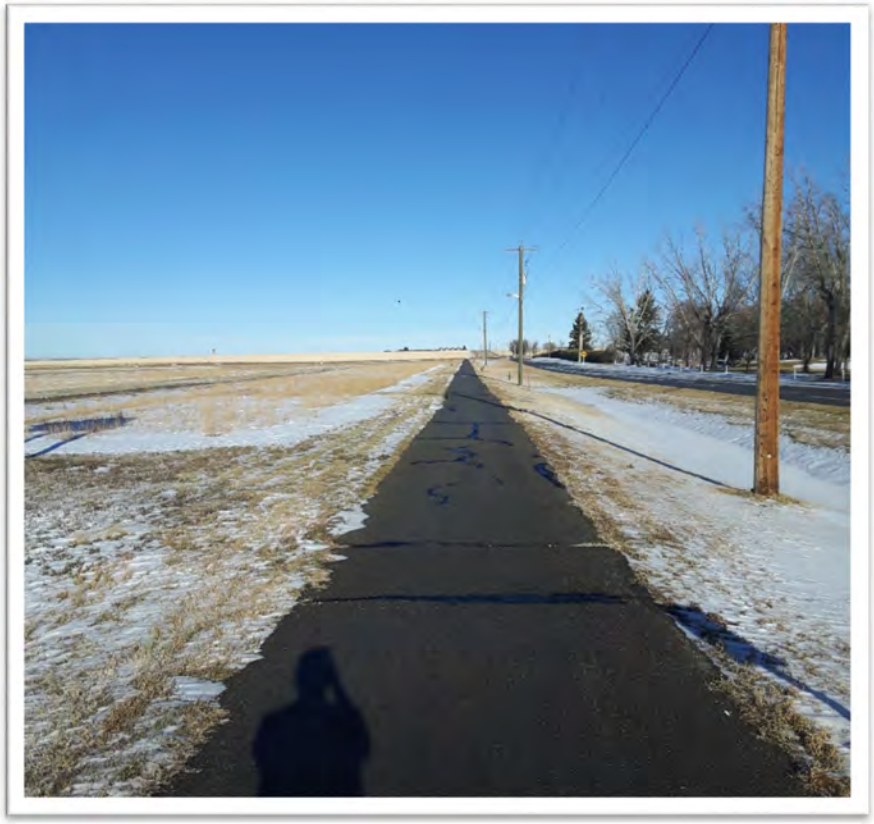
4.4.8 The mediation process available through Municipal Affairs may be used to facilitate mediation.

Filing an Intermunicipal Dispute under the *Municipal Government Act*

4.4.9 In the case of a dispute involving the adoption of a statutory plan, Land Use Bylaw or amendment to such, within 30 days of adoption, the municipality initiating the dispute may, without prejudice, file an appeal to the Municipal Government Board (MGB) under section 690(1) of the *Municipal Government Act* so that the provincial statutory right and timeframe to file an appeal is not lost.

4.4.10 The appeal may then be withdrawn, without prejudice, if a solution or agreement is reached between the two municipalities prior to the Municipal Government Board hearing. This is to acknowledge and respect that the time required to seek resolution or mediation may not be able to occur within the 30 day appeal filing process as outlined in the *MGA*.

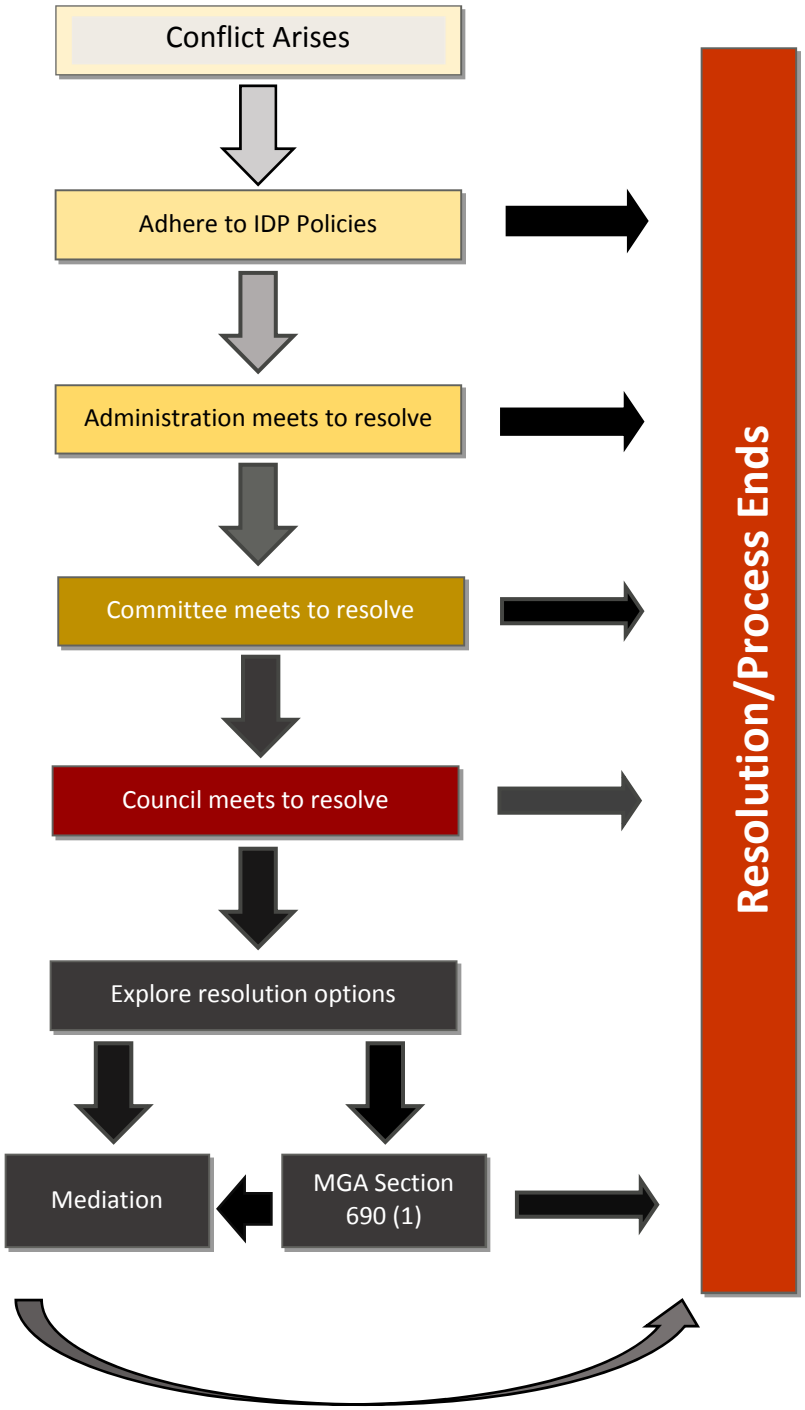
Note: Using section 690(1) of the *MGA* is the final stage of dispute settlement, where the municipalities request the Municipal Government Board to intercede and resolve the issue.



Walking path on west end of Town near the airport

Dispute Resolution Flow Chart (Figure 3)

The flow chart presented herein illustrates the dispute resolution process. This process is not intended to limit the ability of either municipality to explore other methods of resolution or to choose one method in place of another.



4.5 Plan Implementation

Intent

The County and Town agree that a collaborative approach to planning is both desirable and necessary within the Plan Area (Map 1). The policies in the Plan serve as the framework for decision making on subdivision and development proposals. As such, each municipality will need to review and amend their respective Municipal Development Plan and Land Use Bylaw, to achieve consistency with and to implement policies in this Plan which is a statutory planning document. The *Municipal Government Act* also stipulates that all statutory plans adopted by a municipality must be consistent with each other. To address this requirement, the following processes and policies will be implemented by each municipality.

Implementation

4.5.1 This Plan comes into effect on the last date it was adopted by both the Town and County by bylaw, after receiving three readings of the bylaw(s) by Council.

4.5.2 The Town and County agree that they shall ensure that the policies of this Plan are properly, fairly and reasonably implemented.

4.5.3 The County and Town's Land Use Bylaws and statutory plans will need to be amended to conform with and reflect specific policies of this Plan. It is noted that in the event of an inconsistency between this Plan and a lower order plan, this Plan prevails to the extent of the conflict or inconsistency in accordance with section 638 of the *Municipal Government Act*.

4.5.4 To achieve continued success in implementing the Plan and help ensure that the goals and coordinated land use planning approach emphasized is successful, the County and Town agree to:

a. require that all area structure plans or conceptual design scheme proposals submitted by a developer/landowner within the Plan area conform to the principles and policies of the Plan; and

b. consult on an on-going basis and will refer to each other major land use or planning matters that have the potential to impact the other jurisdiction, even if it involves land that may not be located within the Plan Area.

4.5.5 The County and Town will monitor and review the policies of the Plan to ensure the policies remain current, relevant and continue to meet the needs of both municipalities.

4.5.6 The *Alberta Land Stewardship Act* (June 2009), and the subsequent *South Saskatchewan Regional Plan* (September 2014) were approved and govern planning in the southern portion of the province. The Town and County will consider and respect the mandate of this legislation and will cooperate to comply with the adopted regional plan policies.

4.5.7 When any amendments to the Plan are proposed, the municipalities must follow the process and policies as outlined in Policy 4.1.1 to 4.1.6 of this Plan. No amendment shall come into force until such time as both municipalities adopt the amending bylaw.

4.5.8 The Urban Fringe, as depicted on Map 1 and regulated through the Vulcan County Land Use Bylaw, is hereby established as part of this Plan.



CPR rail line north of the Town

Part 5

INTERMUNICIPAL LAND USE POLICIES

5.1 General Plan Policies

Intent

These policies are general policies applicable to all land, proposals and processes pertaining to the Plan.

Policies

5.1.1 Existing land uses with valid development permits that exist as of the date of approval of this Plan may continue to operate in accordance with the provisions of the Vulcan County Land Use Bylaw, Town Land Use Bylaw and the *Municipal Government Act*. New applications for subdivision and development on these lands shall be subject to this Plan's policies.

5.1.2 When Area Structure Plans are required for land within the Town adjacent to the municipal boundary, and within the County in the IDP plan area, both municipalities shall stipulate that any of the required plans, design schemes or other reports in support of major subdivisions/ developments must be professionally prepared and engineered in accordance with the Area Structure Plan Guidelines in Appendix C. [Note: An ASP must address, including, but not limited to: conformity with planning documents, proposed land uses, lot sizes and density, access, transportation linkages, fire suppression, soil conditions, sub-surface conditions, storm water management, municipal reserve provisions, architectural controls, and all servicing (deep and shallow utilities), etc.]

5.1.3 The Town and County shall consider further intermunicipal cooperation and integration of land use planning with engineering, servicing, and utility studies in order to help both municipalities achieve greater efficiencies and provide better services to residents and businesses.

5.1.4 The County and Town agree to continue to monitor regional recreation facility needs and leisure behavior trends in the region with the goal of foreseeing facility needs and joint use recreational opportunities for the region.

5.1.5 Both municipalities will work together to create an interconnected trail system focusing on connecting public facilities and recreation area to residential and employment areas.

5.1.6 The Town and County agree to encourage, through various initiatives including working with private landowners and community groups, and regulate, through their respective Land Use Bylaws, a high aesthetic standard and focus on design and appearance for the lands (including the built form and the landscape) adjacent to the principal roadway corridors entering and leaving the Town (see Map 2). For clarity, this policy is intended to help create a physical environment that will leave visitors to the Town and surrounding region with a positive impression of the community.

5.2 Agricultural Practices

Intent

Extensive agricultural activities are to continue to operate under acceptable farming practices within the Intermunicipal Development Plan boundary. The policies provided will attempt to provide a consultation process to discuss and possibly negotiate solutions if problems arise. The County and Town both recognize the benefits of a diversified farming sector.

Policies

5.2.1 Priority is placed on the preservation of arable lands for agriculture production and promoting diversification of the agricultural sector by supporting many types of agricultural operations.

5.2.2 Both municipalities recognize the importance of existing extensive agricultural[2] (cultivation and grazing) uses of land found within Plan Area of the County's portion of the Intermunicipal Development Plan Area. These agricultural activities can continue to operate under acceptable farming practices and may be protected provided they are operating in accordance with the *Agricultural Operation Practices Act*.

5.2.3 Premature development of existing agriculture lands within the Plan Area should be avoided and such land should continue to be used for agricultural purposes until it is necessary to change to another land use.

5.2.4 Both municipalities will attempt to work cooperatively in encouraging and supporting 'considerate' good neighbour farming practices, such as for dust, weed, and insect control adjacent to developed areas, through best management practices and Alberta Agriculture guidelines.

5.2.5 If disputes or complaints in either municipality should arise between citizens and agricultural operators, the municipality receiving the complaint will attempt to direct the affected parties to the appropriate agency, government department or municipality for consultation or resolution wherever possible.

5.2.6 New confined feeding operations (CFOs) are not permitted to be established within the Intermunicipal Development Plan Confined Feeding Exclusion Area (Map 1).

5.2.7 In regard to manure application on lands in the CFO Exclusion Area, the standards and procedures as outlined in the *Agricultural Operation Practices Act, Standards and Administration Regulation* shall be applied.

5.2.8 Vulcan County will amend its MDP to extend the CFO exclusion area surrounding the Town of Vulcan to the extent illustrated in Map 1 (in order to ensure the IDP and the County MDP are consistent with one another).

[2] Extensive agriculture means methods used to gain a livelihood on large parcels of land by the raising of crops or the rearing of livestock, either separately or in a mixed farming operation, but does not include a confined feeding operation (CFO).

5.3 Environmental & Historical Matters

Intent

The physical environment and natural systems (open space and wetlands) are foundational for all planning and development within the IDP area. These policies address the environmental concerns shared by both municipalities and suggests ways to address the concerns.

Policies

5.3.1 The Town and County recognize the importance of riparian areas and their preservation as part of the planning and development approval process. Each municipality shall consider if an environmental impact assessment is needed to make a decision on a development application and shall consider the recommendations in the *Stepping Back From the Water: A Beneficial Practice Guide to New Development Near Water Bodies in Alberta's Settled Region (2012)* document.

5.3.2 Significant wetland areas exist within the Plan Area and fall under the direction of the *Alberta Wetland Policy (2013*) and the regulation of the *Water Act*. The municipalities recognize the importance of wetlands to the environment, society and the economy, and endeavor to protect these sensitive areas by adhering to the Alberta Wetland Policies mitigation hierarchy of avoidance, minimization and replacement. Where lands are likely to contain wetlands, a wetland assessment shall be required prior to a decision being made on a development application.

5.3.3 Both municipalities endorse the dedication of environmental reserve or an environmental reserve easement for watercourses, natural drainage courses, wetland areas and other areas within the Plan Area and recognize that the *Municipal Government Act* authorizes:

a. the dedication of a minimum 6 metre strip abutting a water course; and

b. the dedication of lands consisting of a swamp, gully ravine, coulee or natural drainage course; and

c. the dedication of land that is subject to flooding or is unstable.

5.3.4 Both municipalities agree to encourage low impact development practises and sustainable design measures, including initiatives like green roofs, bio-retention areas, porous pavement, water re-use, bio-swales, naturalized storm ponds and other initiatives in order to reduce storm water quantity and achieve positive environmental outcomes.

5.3.5 A documented historical resource listed in the *Vulcan County Heritage Survey & Inventory (2012)* exists in the NE¼ 33-16-24-W4M (known as a "CPR Demonstration Farm") and should be considered for municipal historic resource designation in accordance with the *Vulcan County Heritage Management Plan (2014)* and the *Historical Resources Act*.

5.4 Urban Growth & Annexation

Intent

The general identification of development and growth directions will assist decision makers in both jurisdictions when dealing with discretionary situations. The identification of Opportunity Areas (Map 2) is to provide guidance for land development within the suggested candidate lands. In future, if municipal boundaries change due to annexation by the Town, the annexation must be fulfilled in consultation with the County. The annexation procedure needs to be clearly defined for both parties to successfully guide the process.

Policies

5.4.1 The annexation process shall be governed by the *Municipal Government Act* annexation requirements and the process established by the Municipal Government Board.

5.4.2 If the Town determines a need for annexation, the County should consider the annexation favourably as long as the annexation is based on one or more of the Opportunity Areas identified in this Plan.

5.4.3 The identification of the lands in Part 6 does not preclude any other lands not identified on Map 2 from being included in an annexation application provided they have been agreed to by the Intermunicipal Development Plan Committee and by both Town and County Councils at the time an annexation application is to be filed with the Municipal Government Board.

5.4.4 In order to allow for the planning and installing of costly infrastructure, the Town and County have identified in this Plan the general and long-term directions and likely type of growth to occur (Map 2). Future annexation of any of these lands will occur in the framework and context of long-range planning documents and in consultation with the County.

5.4.5 Decision makers in both jurisdictions should consider the lands identified on Map 2 regarding the Town's timing and type of growth with the intention of protecting the lands from conflicting or incompatible land uses. Annexation is not a requirement for several years, therefore, short-term is intended to mean in the next 10-15 years, and long-term is intended to mean 20+ years.

5.4.6 Annexation should not be initiated until all the available vacant land in the Town has been utilized or unless the Town demonstrates that it has ten years or less developable land within the Town in a growth study pursuant to Policy 5.4.7.

5.4.7 When the Town determines that annexation of land is necessary to accommodate growth, it will prepare and share with the County a growth strategy/study which indicates the necessity of the land, describes how land has been utilized to its fullest potential within the Town, outlines proposed uses of the land, servicing implications, and any identified financial impacts to both municipalities, while addressing the Municipal Government Board's "Annexation Principles" and demonstrating consistency with the relevant portions of the *South Saskatchewan Regional Plan*.

5.4.8 Annexation involves a number of stakeholders that need to be involved in the process including:

a. land owners directly affected by the application must be part of the negotiation process;

b. Town of Vulcan, who must make the detailed case for annexation and be a major participant in any negotiations;

c. Vulcan County, who must evaluate the annexation application and supporting documentation for the impact on its financial status and land base as well as ratepayer issues. The County will, as part of the negotiation with ratepayers, wish to see arrangements regarding, but not limited to:
   - property taxes of ratepayers,
   - use of land continuing as agriculture until needed for development,
   - ability to keep certain animals on site;

d. authorities such as Alberta Transportation and Alberta Environment and Parks; and

e. the Municipal Government Board, who will evaluate the application and responses from the stakeholders.

5.4.9 Any annexation study or application proposed must include a detailed description of rural municipal roads that may be affected by the annexation or municipal boundary change. Proposed annexation boundaries should be based on the principle of including the outer limits of any adjacent road right-of-way boundary so that adjacent parcels identified to accommodate Town urban growth (i.e. parcels being the subject of the annexation) will be under the control and management of the urban municipality and the rural jurisdiction will not be affected or responsible for any future management or maintenance issues resulting from urban expansion.

5.4.10 Notwithstanding Policy 5.4.6 above, the County or Town may initiate an application for annexation if the proposal is for a minor boundary adjustment to accommodate existing title property line reconfigurations, roads, canals, or utility rights-of-way that may be split by municipal jurisdiction boundaries and the two municipalities agree the annexation proposed is minor and logical.

5.4.11 Proposed annexation boundaries should follow existing legal boundaries to avoid creating fragmented patterns or titles with split municipal jurisdiction.

5.4.12 Within one-year after a Municipal Government Board Order approving an annexation, the Intermunicipal Development Plan Committee shall review the IDP boundary to determine whether a need to amend the Plan boundary, or any other planning matter or boundary, is warranted.

5.5 Transportation & Road Networks

Intent

The following policies attempt to address expected development and growth pressures and provide a mechanism for consultation when dealing with transportation issues (Maps 3 to 5) that transcend municipal borders or will impact both municipalities. There is recognition of the need to protect future road linkages in the fringe area and the efficiencies of a conceptual transportation network to guide future development in certain areas. Processes should also be clear on entering into and managing road agreements between the municipalities and developers.

Policies

General

5.5.1 Vulcan County and Town will work with all levels of government and transportation related agencies to ensure a safe, efficient and cost efficient transportation system.

5.5.2 Each municipality must be notified of any development or subdivision proposal in the other municipality that will result in access being required from an adjoining road under its control or management.

5.5.3 Where a determination is made that development in one municipality has undue impact on the transportation network of the neighbouring municipality, the municipalities should work together to develop cost sharing agreements to provide for shared upgrades to the transportation system.

5.5.4 Information regarding any planned major transportation infrastructure project by one municipality shall be provided to the other municipality to allow for collaboration and coordinated planning.

5.5.5 Both municipalities recognize the importance of the railway system to the economy of the region and shall regulate compatible land uses adjacent to the rail lines referring to using the *Guidelines for New Development in Proximity to Railway Operations (2013)*.

5.5.6 Both municipalities recognize the need to coordinate provincial transportation plans and municipal land use plans to ensure proper planning of development adjacent to highways of provincial interest.

5.5.7 The Town and County should jointly review their municipal standards for roadway design to ensure a compatible standard, particularly as they affect the IDP area.

5.5.8 The Town and County recognize the *Alberta Transportation Vulcan Access Management Study (2004)* and will liaise with Alberta Transportation to ensure the relevant recommendations of this report are followed.

5.5.9 All developments in proximity to the Vulcan Airport or the Kirkcaldy Aerodrome shall have regard for the impact of the development on the operation of the airport, in consultation with the Airport Commission, Transport Canada and NAV CANADA.

5.5.10 All developments of a proposed significant height and located within an outer obstacle identification surface (as depicted on Map 6) shall be referred to Transport Canada and NAV CANADA.

5.6 Utilities & Servicing

Intent

The expansion of municipal services traditionally responds to growth patterns. Installation and maintenance of infrastructure is necessary for public health and safety, environmental quality and helps achieve sustainable development. Although Town expansion is not anticipated in the near future, demands for municipal services could be a part of a development proposal or a request from a land owner. A number of situations exist where Town services have been extended into the County. This situation is not unique to the area, and is common occurrence throughout the region. Managing these requests and opportunities is important to preserve fairness, especially from the perspective of the urban municipality. The following policies address future extension of infrastructure within the Plan Area.

Policies

5.6.1 The County and Town recognize that there may be areas of mutual benefit in the provision of infrastructure and other services and agree to discuss these opportunities and may enter into separate agreements to address this.

5.6.2 Both municipalities recognize the importance of efficient provision of utilities and services and agree to coordinate, wherever possible, to determine appropriate locations and alignments of any utility or servicing infrastructure required to serve a proposed subdivision or development within the Plan Area.

5.6.3 Proposed subdivision or development in the Plan Area may benefit from a sharing of municipal services from the Town. Where urban services are proposed by a developer, an agreement must be discussed with the Town prior to an application being deemed complete. It is acknowledged that, although these circumstances may arise and benefit all parties concerned:

a. the Town of Vulcan is not committed to providing and new services outside the Town boundaries, and

b. Vulcan County will not approve any application requiring urban services until a servicing agreement has been negotiated with the Town.

5.6.4 Both municipalities agree in principle that existing and future developments outside of the Town that receive the benefit of Town services through the Town distribution network should be required to pay toward the use of Town facilities. This payment could come in the form of a one-time lump sum, a rate surcharge, or any other acceptable form of remuneration.

5.6.5 Information for major servicing infrastructure proposed by one municipality shall be provided to the other municipality to allow for collaboration and coordinated planning.

5.6.6 For lands within the County, developers shall be responsible to provide storm water management for their parcel as it pertains to a proposed development, or for a larger design or subdivision area, to the satisfaction of the County.

5.6.7 Area Structure Plans shall include detailed servicing studies for the provision of water, sanitary sewer, stormwater management and utilities.

5.7 Future Land Use

Intent

To address the matter of future land use within the Plan Area, in conjunction with more specific land use planning provisions in Part 6 of this Plan.

Policies

5.7.1 Future land use within the Plan Area will continue to be primarily for extensive agriculture[1], with the exception of the Opportunity Areas shown on Map 2 and dealt with in more detail in Part 6. This does not preclude the establishment of non-agricultural land uses within the Plan Area. Decisions on applications for non-agricultural land uses shall be made in the context of the policies of this Plan and other relevant planning documents.

5.8 Grouped Country Residential

Intent

To address this particular land use and provide basic policies to assist decision makers with planning for the same. At this time country residential development within the Plan Area is relatively sparse, and is composed of the a few isolated subdivisions as well as converted farmsteads. Within and immediately south of the Town, the 1st Avenue (Range Road 244) corridor contains a number of country residential parcels (see Background Map 4).

Policies

5.8.1 Grouped country residential developments may be supported, on a limited basis, in Opportunity Area 3, as illustrated on Map 2, and in accordance with the Policies in Part 6 of this Plan. Grouped country residential development outside of Opportunity Area 3 may be supported where found appropriate.

5.8.2 Clustered multi-lot (grouped) country residential is the preferred pattern of development in the Plan Area. Country residential developments will be encouraged to concentrate proposed lots in order to reduce parcel size and retain the remainder of the parcel for agricultural use. Isolated country residential development within the Plan Area will continue to be regulated by the County's statutory plans.

5.8.3 Prior to giving consideration to a redesignation request to grouped country residential within the Plan Area, or adjacent to the boundary of the Town of Vulcan, the respective Council may require the applicant to prepare and submit an area structure plan pursuant to the criteria established in Appendix C and any relevant policies of this Plan.

5.9 Commercial & Industrial Development

Intent

To address Commercial and Industrial land use and provide basic policies to assist decision makers with the regulation of the same. Currently, limited commercial and industrial developments exist within the Plan Area (see Background Map 4).

Policies

5.9.1 Commercial and industrial developments shall be encouraged, where appropriate, in Opportunity Areas 1, 2, 4 and 5, as illustrated on Map 2, and in accordance with the Policies in Part 6 of this Plan.

5.9.2 Isolated commercial and industrial developments may be supported outside of the Opportunity Areas illustrated on Map 2 and will be regulated in the context of the County's statutory plans and Land Use Bylaw. Generally speaking, commercial and industrial developments are viewed as more appropriate within the Opportunity Areas adjacent to the Town in order to retain the primarily agricultural nature of the majority of the Plan Area. However, land intensive uses and nuisance emitting uses, especially those desiring the benefit of relatively close proximity to an urban centre (i.e. workforce, utilities, etc.), may be supported within the Plan Area outside of the Opportunity Areas.

5.9.3 Commercial scale solar developments within the Plan Area may be supported provided they can demonstrate compliance with the applicable standards of the Vulcan County Land Use Bylaw, which includes provisions regarding application requirements, development standards, siting and suitability criteria, decommissioning, notification and public consultation, and conditions of approval. Commercial scale solar developments are encouraged to locate on lower quality agricultural lands and to utilize cut-off, fragmented and irregularly shaped parcels, while avoiding primarily unsubdivided quarter sections and environmentally sensitive and environmentally significant areas, including but not limited to wetlands or intact native grasslands.

5.9.4 Commercial scale wind energy developments within the urban fringe portion of the Plan Area (as depicted on Map 1) or an outer obstacle limitation surface (as depicted on Map 6) of an airport or aerodrome shall not be supported. Commercial scale wind energy developments located outside of these areas may be supported provided they can demonstrate compliance with the applicable standards of the Vulcan County Land Use Bylaw, which includes provisions regarding application requirements, referrals, decommissioning, setbacks, minimum blade clearance, tower access and safety, energy collection lines, quality of development and public consultation.



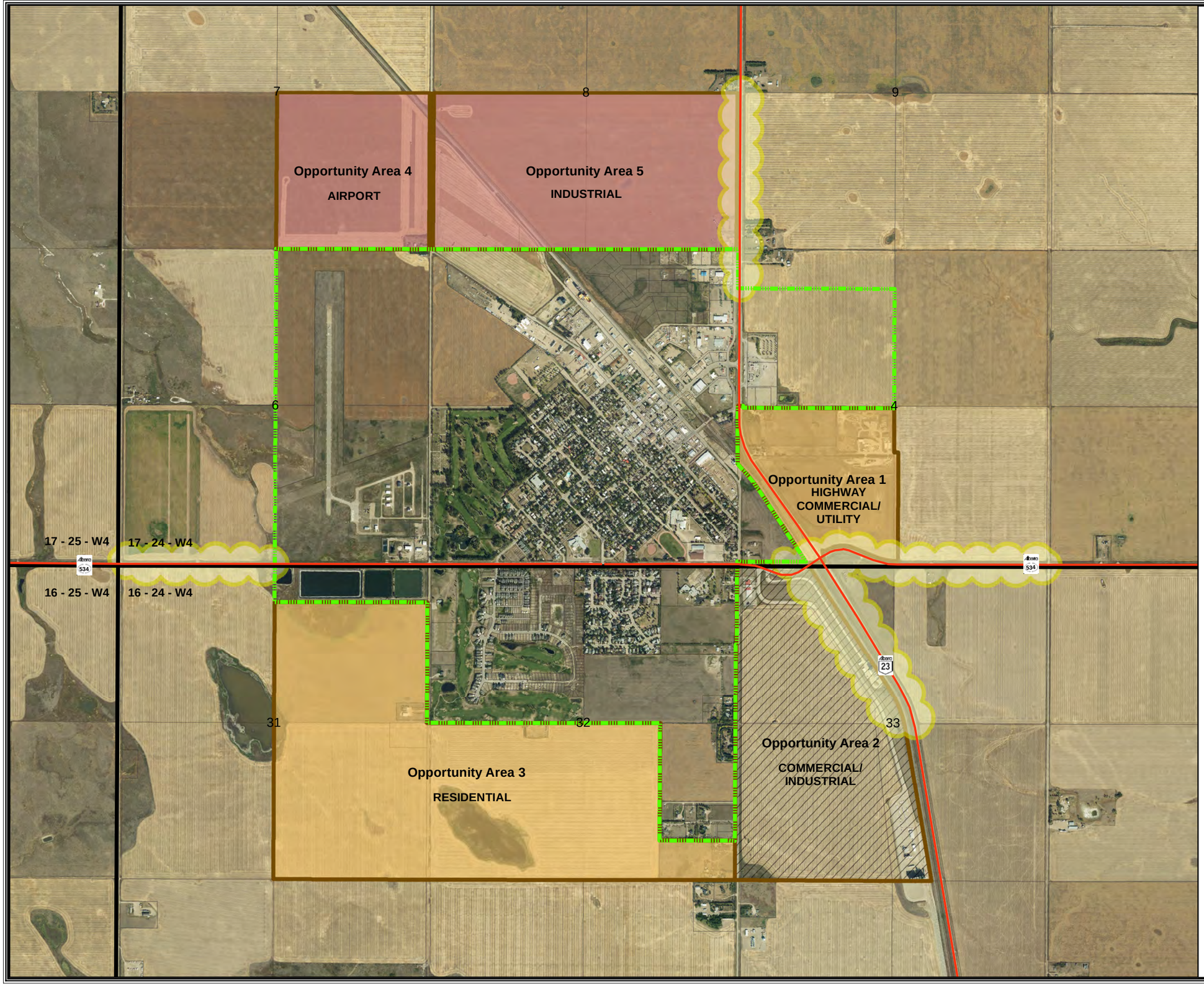
Grains bins, gravel roads and 138kV lines within the Plan Area

VULCAN COUNTY - TOWN OF VULCAN INTERMUNICIPAL DEVELOPMENT PLAN

Vulcan County Bylaw No. 2019-014
September 18, 2019

Town of Vulcan Bylaw No. 1484-19
September 23, 2019

PLANNING & DEVELOPEMENT GUIDE MAP 2



- Town of Vulcan Boundary
- Highways
- Possible Short Term Annexation Area
- Possible Long Term Annexation Area
- Possible Joint Development Area
- Opportunity Area Boundaries
- Gateway Corridor

Aerial Photo Date: 2018

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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Kilometers

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PART 6

COORDINATED GROWTH & FUTURE OPPORTUNITIES

In Alberta, the long-standing approach to intermunicipal relations has sometimes resulted in contentious annexations and animosity between municipalities. Vulcan County and the Town of Vulcan recognize the need for a coordinated land use planning effort in the Plan Area that will safeguard against any ad hoc development and provide a mutual understanding for future land use.

The basis for a coordinated planning effort stems from each municipality's Municipal Development Plan, bylaws and other planning documents. Growth rates, consumption needs, infrastructure and transportation are addressed in their respective planning documents. When these interests are merged the challenge is addressing land use near their common municipal boundary.



Looking northwest at the tri-services building

6.1 Coordinated Growth & Future Opportunities

Intent

The Planning & Development Guide Map (Map 2) provides a guideline for undertaking future land use and zoning actions in the Plan Area. The map identifies the general intent for future development of the lands, recognizing that more detailed land uses will be developed through area structure plans and the Land Use Bylaw.

The following are general descriptions and recommendations for development in the Opportunity Areas of Map 2. Recommendations for future use within the Opportunity Areas are intended to serve as a guide only. Final determination of land uses will be established through further analysis and detailed planning stages.

Policies

6.1.1 Agricultural uses (non-intensive) shall be the primary or dominant use of land within the Opportunity Areas until the lands are required for the future growth and expansion of the Town.

6.1.2 The policies in Part 5 of this Plan apply to the Opportunity Areas except where a more specific policy exists in respect of a certain matter.

6.2 Opportunity Area 1

Opportunity Area 1 (see Maps 2 and 3) is the area east of Highway 23 and north of Highway 534 located within the SW¼ 4-17-24-W4M and contains approximately 26 ha (65 acres). This area is a candidate for possible short-term annexation.

The Town of Vulcan's Municipal Development Plan recommends that the land be considered for Highway Commercial and Public Utility. Both the Town and County would benefit from exploring development that would expand this corridor visual from and parallel to Highway 23.

The proposed public utility component is based on past and present land uses. The *Subdivision & Development Regulation* requires a 300 m buffer from a waste transfer station or non-operating landfill (both of which are located within this area) to certain land uses including schools, hospitals, food establishments or residential uses. Map 3 illustrates the effect of these buffers, which take up the majority of Area 1.

Alberta Environment has confirmed that there was a landfill site in the quarter section immediately south of the current transfer station location. The 6.53 acre landfill was registered by plan with Land Titles in 1959 (Plan 1547HY) and continued operations until 1981. Official closure of the landfill was accepted by Alberta Environment in 2000 (see Appendix B). Proper reclamation of the former landfill is the recommended course of action in the long term in order to support the future development of Area 1. Unlike the former landfill buffer, the transfer station's 300 m buffer will no longer be applicable in the event the transfer station is relocated. The Vulcan & District Waste Commission currently operates the transfer station which receives household garbage that is ultimately shipped to Calgary.

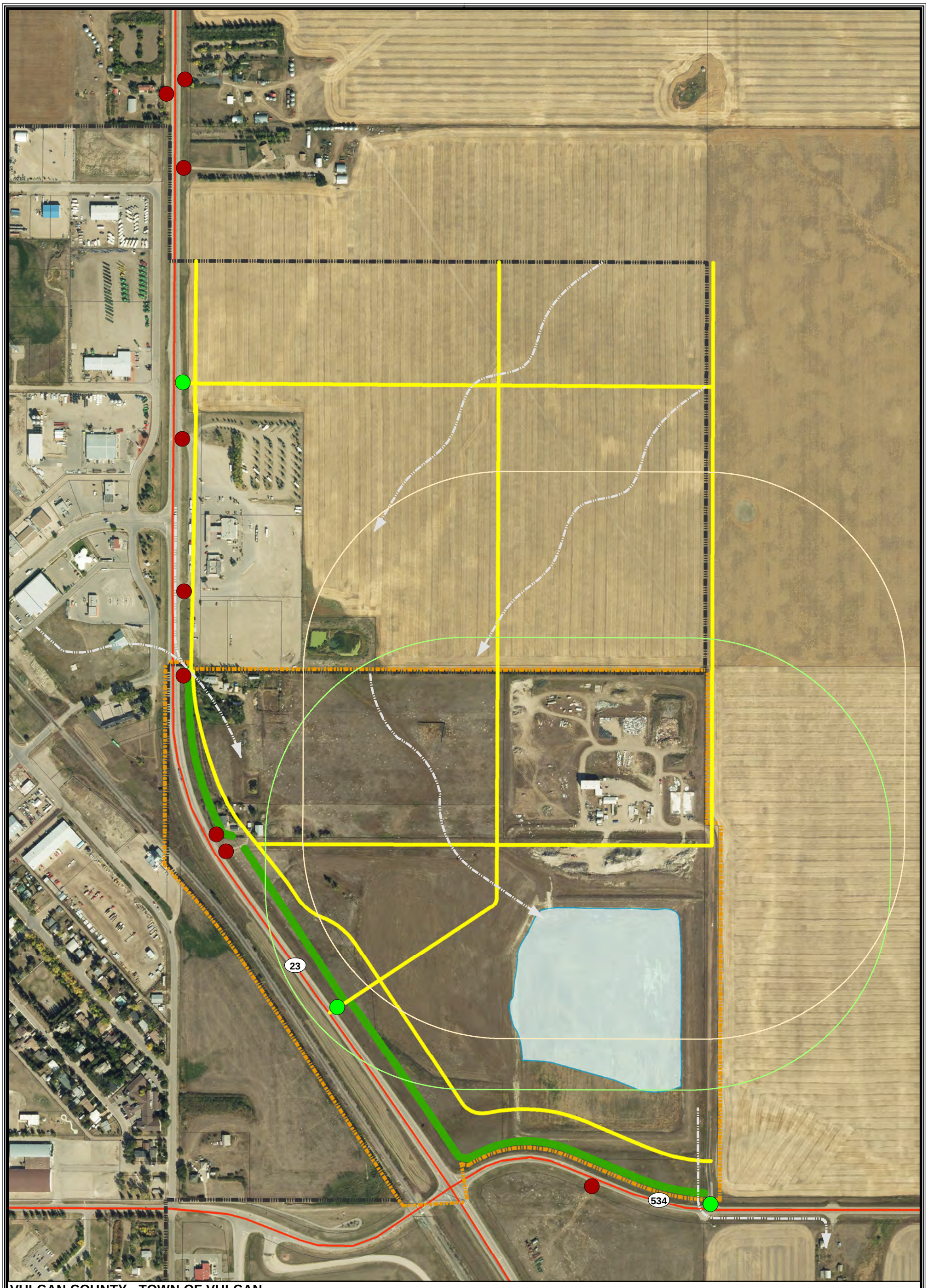
The former sewage lagoons, relocated approximately 5 miles to the east within the NW¼ 6-17-23-W4M beginning in 2010, were reclaimed to Alberta Tier 1 Soil Remediation Guidelines in 2012. A portion of the easterly storage cell is potentially appropriate for retro-fit and use as a stormwater management facility. It appears that the main challenge in developing the former lagoon lands is getting Town water service to the site. Further, a considerable amount of earthwork will be needed to properly grade the site.

Developing a commercial corridor along this segment of Highway 23 requires managing access to and from the highway. Establishing the location for access will be a joint effort involving Alberta Transportation and the municipalities. The existing and proposed access points to this area were specified in the *Alberta Transportation Vulcan Access Management Study (2004*) and are depicted on Map 3. In order to minimize direct access onto the highway, a service road is recommended as part of the overall design. If a double loaded road (lots on both sides) is considered, the storm water retention pond will need to be reconfigured. A conceptual internal street network is provided as part of Map 3.

Policies

6.2.1 Highway Commercial and Public Utility development will be directed to this area identified as Highway Commercial and Public Utility in both the Town of Vulcan MDP and the Planning & Development Guide Map referred to as Map 2 in this Plan. This area is a candidate for possible short-term annexation.

6.2.2 The Town shall explore the process and cost required to fully reclaim the former landfill in accordance with *Alberta's Framework for the Management of Contaminated Sites*.



VULCAN COUNTY - TOWN OF VULCAN
INTERMUNICIPAL DEVELOPMENT PLAN

Vulcan County Bylaw No. 2019-014
September 18, 2019

Town of Vulcan Bylaw No. 1484-19
September 23, 2019

OPPORTUNITY AREA 1 FOCUS
MAP 3

- Opportunity Area 1 Boundary
- Conceptual Road Network
- Access To Remain/Be Created
- Access To Be Removed
- Green Space Buffer
- 300m Former Landfill Buffer
- 300m Waste Transfer Buffer
- Future Pond Extent
- Overland Drainage
- Highways
- Town of Vulcan Boundary

Aerial Photo Date: 2018

Oldman River Regional Services Commission

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Meters

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6.2.3 All new subdivision and development applications adjacent to a provincial highway will be referred to Alberta Transportation for comment and approval.

6.2.4 Developers shall provide and construct at their expense the required access, service roads, or major and minor roadways as needed in accordance with Alberta Transportation conditions and municipal requirements.

6.2.5 Developers shall be responsible to provide at their expense Traffic Impact Assessments that may be required by Alberta Transportation for any major subdivision or development which may impact the provincial road network.

6.2.6 In accordance with Section 13 of the *Subdivision & Development Regulation*, a subdivision authority shall not approve an application for the subdivision for a school, hospital, food establishment or residential use if the application would result in a property line of a lot created by subdivision for any of those uses being located within 300 metres of an operating storage site (i.e. waste transfer station).

6.2.7 In accordance with Section 13 of the *Subdivision & Development Regulation*, a development authority shall not issue a development permit for a school, hospital, food establishment or residential use if the building site is located within 300 metres of an operating storage site (i.e. waste transfer station) or the disposal area of a non-operating landfill.

6.3 Opportunity Area 2

Opportunity Area 2 (see Maps 2 and 4) is situated south of the boundary line between the Town of Vulcan and Vulcan County and immediately west of Highway 23 with the W½ 33-16-24-W4M and contains approximately 136 ha (335 acres) – not including the grain terminal lands. This area is not a candidate for annexation under the policies of this Plan, as it is expected to support a "joint development" endeavour.

The northerly portion of the lands are currently zoned Rural Commercial, while the lower portion is zoned Urban Fringe (see Background Map 8). As part of the plan preparation process, discussions led to the idea of pursuing a joint development between the two municipalities in this area. Joint municipal developments are becoming more popular across the province, and are typically founded upon a relationship of cost and benefit sharing. The advantage to a joint development relationship is that it precludes the inevitable debate over annexation, and allows for the leveraging of each municipality's respective operational strengths, in addition to joint financing opportunities.

The Town's MDP recommends that land use in this area focus on commercial and industrial. The opportunity for medium-large scale agricultural processing industries was noted in the *Joint Industrial Lands Strategy (2017),* especially given the availability of Town services. The slope of the land descends to lower elevations toward Highway 23. This will limit and challenge any development in the southeastern portion of the lands in this area with respect to drainage and infrastructure.

The nearest water and sanitary infrastructure in close proximity to this area is beneath Highway 534 at the intersection of 1st Avenue. Developing these lands would require extending the services to the subject lands and possibly require a lift station. The Town has recently committed the Prairie Estates Area Structure Plan (ASP) to a solar energy project. This eliminates the option of extending service from the Prairie Estates ASP to

the subject lands. Based on this commitment, it is likely that service for any development in this area will need to be extended from the services beneath Highway 534.

Access to the lands are prohibited from Highway 23 and will need to be established from Highway 534 (also known as Elizabeth Street) and Range Road 244 (1st Avenue). There are two existing access points from Highway 534 into the area. One is a private driveway serving the Parrish & Heimbecker site, and the second is a public road, which turns into a private driveway serving the Richardson International site. These access points will need to be consolidated into a single access point, as recommended in the *Alberta Transportation Vulcan Access Management Study (2004*) and depicted on Map 4.

Policies

6.3.1 Commercial and Industrial development will be directed to this area identified as Commercial/ Industrial in both the Town of Vulcan MDP and the Planning & Development Guide Map referred to as Map 2 in this Plan. This area is not a candidate (as part of this plan) for annexation.

6.3.2 All new subdivision and development activity adjacent to a provincial highway will be sent to Alberta Transportation for comment and approval.

6.3.3 The Town and County will negotiate with Alberta Transportation and the adjacent developments, to merge the two access points from Highway 534 and agree to a single access point as depicted on Map 4.

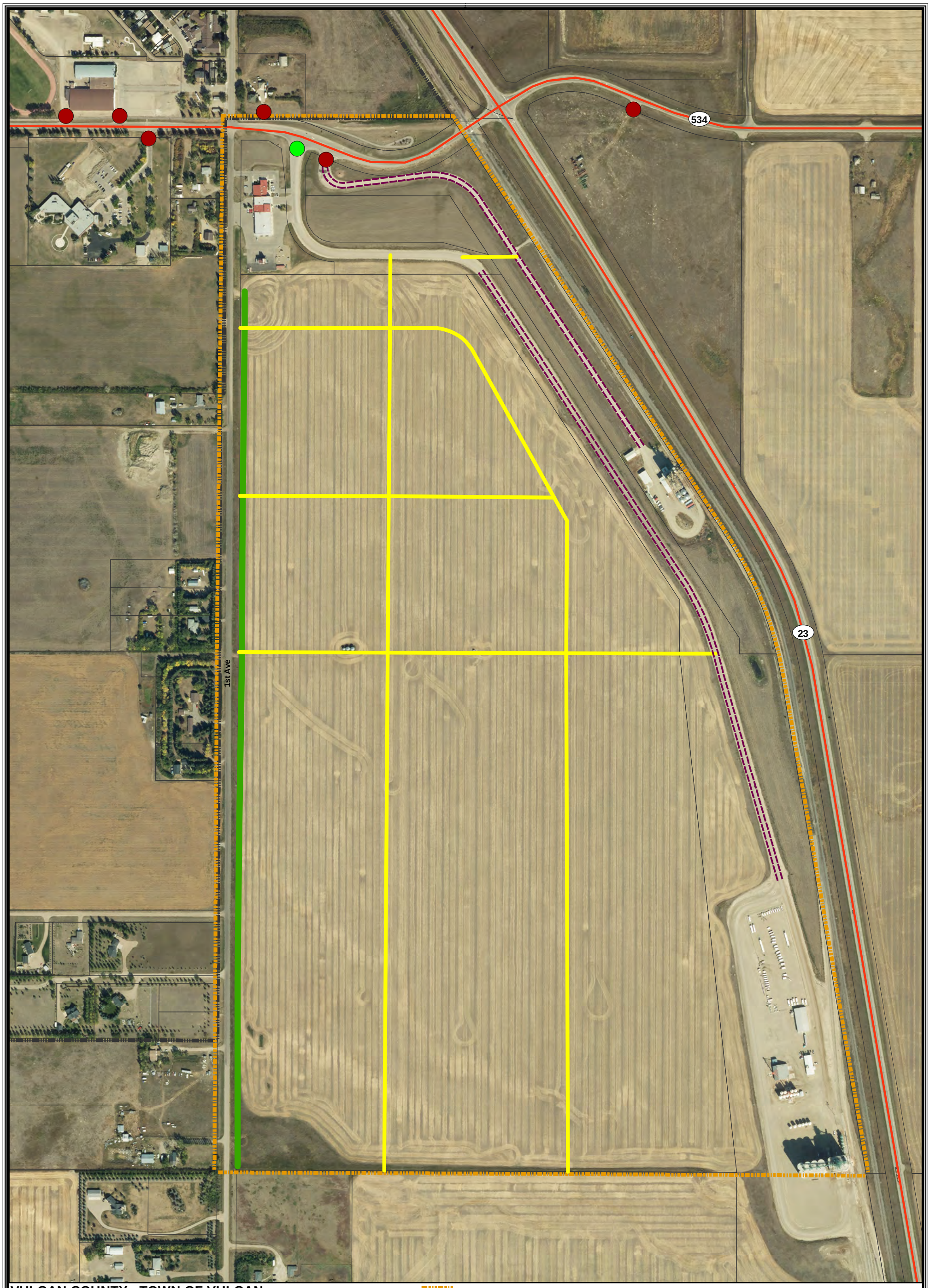
6.3.4 The Town and County will, in consultation with Alberta Transportation, ensure a comprehensive street network for the subject lands, with linkages to the two private roads and access points from 1st Avenue (Range Road 244).

6.3.5 Developers shall provide and construct at their expense the required access, service roads, or major and minor roadways as needed in accordance with Alberta Transportation conditions and municipal requirements.

6.3.6 Developers shall be responsible to provide at their expense Traffic Impact Assessments that may be required by Alberta Transportation for any major subdivision or development which may impact the provincial road network.

6.3.7 The lands located in the W½ 33-16-24-W4M are identified for a possible joint development commercial/industrial area for uses including but not limited to large scale industrial and agricultural processing. Non-agricultural land uses which are considered as noxious or hazardous shall demonstrate how these effects shall be mitigated as part of an application for development.

6.3.8 The County and Town may agree to enter into a separate agreement for a joint development project to support the development of this area with the principle of proportionate and agreed upon cost and revenue sharing. An agreement for joint development should include, but is not limited to, cost and revenue sharing, reciprocal development and servicing standards, proposed land uses, transportation linkages, and any other relevant matters.



VULCAN COUNTY - TOWN OF VULCAN
INTERMUNICIPAL DEVELOPMENT PLAN

Vulcan County Bylaw No. 2019-014
September 18, 2019

Town of Vulcan Bylaw No. 1484-19
September 23, 2019

OPPORTUNITY AREA 2 FOCUS
MAP 4

- Opportunity Area 2 Boundary
- Conceptual Road Network
- Private Driveway
- Access To Remain/Be Created
- Access To Be Removed
- Green Space Buffer
- Highways
- Town of Vulcan Boundary

Aerial Photo Date: 2018

Oldman River Regional Services Commission

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Meters

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6.4 Opportunity Area 3

Opportunity Area 3 (see Maps 2 and 5) is located immediately south of the Town within the S½ 32 and the E½ 31-16-24-W4M and contains approximately 166 ha (410 acres). This area is a candidate for possible short-term annexation.

Immediately to the north is the Prairie Vista Estates ASP that conceptually can provide 400 housing units on a 25 ha (62 acre) parcel. Considering Prairie Estates ASP is committed to an alternative energy project pursuant to Bylaw 1469-18 (which amended the ASP to accommodate the project), an increase in housing demand could make the lands south of Prairie Vista Estates appropriate lands for residential development. The details of future development in Opportunity Area 3 would be established by an Area Structure Plan.

Extending housing into this area is a reasonable progression. The topography is favourable for housing development except in the southerly area of the subject lands where the elevation lowers to a point that services would be challenging and would likely need a lift station. The area contains a permanent wetland in the SW¼ 32-16-24-W4M, occupying approximately 12 ha (30 acres). A second permanent wetland occupying a similar size as the aforementioned, is located at the central point of Section 31.

Transportation corridors would need to be extended to connect with the County grid system in Range Roads 244 (1st Avenue) and 245, with a potential future connection through the Prairie Vista Estates ASP pending the permanency of a solar energy project in the area. A conceptual road network is illustrated in Map 5. In the westerly portion of Opportunity Area 3, building height restrictions should be reviewed to ensure compatibility with flight paths from the airport.

Policies

6.4.1 Residential development will be directed to this area as identified as Residential in both the Town of Vulcan MDP and the Planning & Development Guide Map referred to as Map 2 in this Plan. This area is a candidate for possible short-term annexation.

6.4.2 Limited grouped country residential development may be supported within this area if appropriately planned, however, urban residential shall be the predominant future use and density.

6.4.3 The wetlands will be protected as part of the overall design for this area and in keeping with Policy 5.3.2 of this Plan. Wetlands are grouped according to the Alberta Wetland Classification System (AWCS) which strives to bring consistency for the classification of wetlands in Alberta.

6.4.4 All new subdivision and development activity in proximity to the flight path of the Vulcan Airport will be referred to Transport Canada and NAV CANADA prior to a decision being made.

6.5 Opportunity Area 4

Opportunity Area 4 (see Map 2) is located immediately to the north of the airport lands within the SE¼ 7-17-24-W4M and contains approximately 63 ha (155 acres). This area is a candidate for possible long-term annexation.

This area is primarily suited for future expansion of the airport and any suitable business associated with the airport. The airport provides another transportation option to the area and is valuable to the local farming industry**.** Although the airport demand is currently being fulfilled, future demands could necessitate the need to expand the airport. This could occur in the form of a runway extension to the north, allowing the airport to grow and capture the opportunity of similar "feeder" airports nearby the City of Calgary.

Policies

6.5.1 Airport development will be directed to this area identified as Airport in both the Town of Vulcan MDP and the Planning & Development Guide Map referred to as Map 2 in this Plan. This area is a candidate for possible long-term annexation.

6.5.2 The Town and County shall continue to support the ongoing use of the airport for recreational aviation use and shall ensure there are lands available for any expansion to the airport.



Vulcan Airport on the west end of Town

6.5.3 The Town and County shall ensure all land uses in close proximity to the airport are compatible with aviation uses.

6.5.4 All new subdivision and development activity in proximity to the flight path of the Vulcan Airport will be referred to Transport Canada and NAV CANADA prior to a decision being made.

6.6 Opportunity Area 5

Opportunity Area 5 is located to the north of the existing industrial lands and to the west of Highway 23, within the S½ 8-17-24-W4M, and contains approximately 125 ha (308 acres). This area is a candidate for possible long-term annexation.

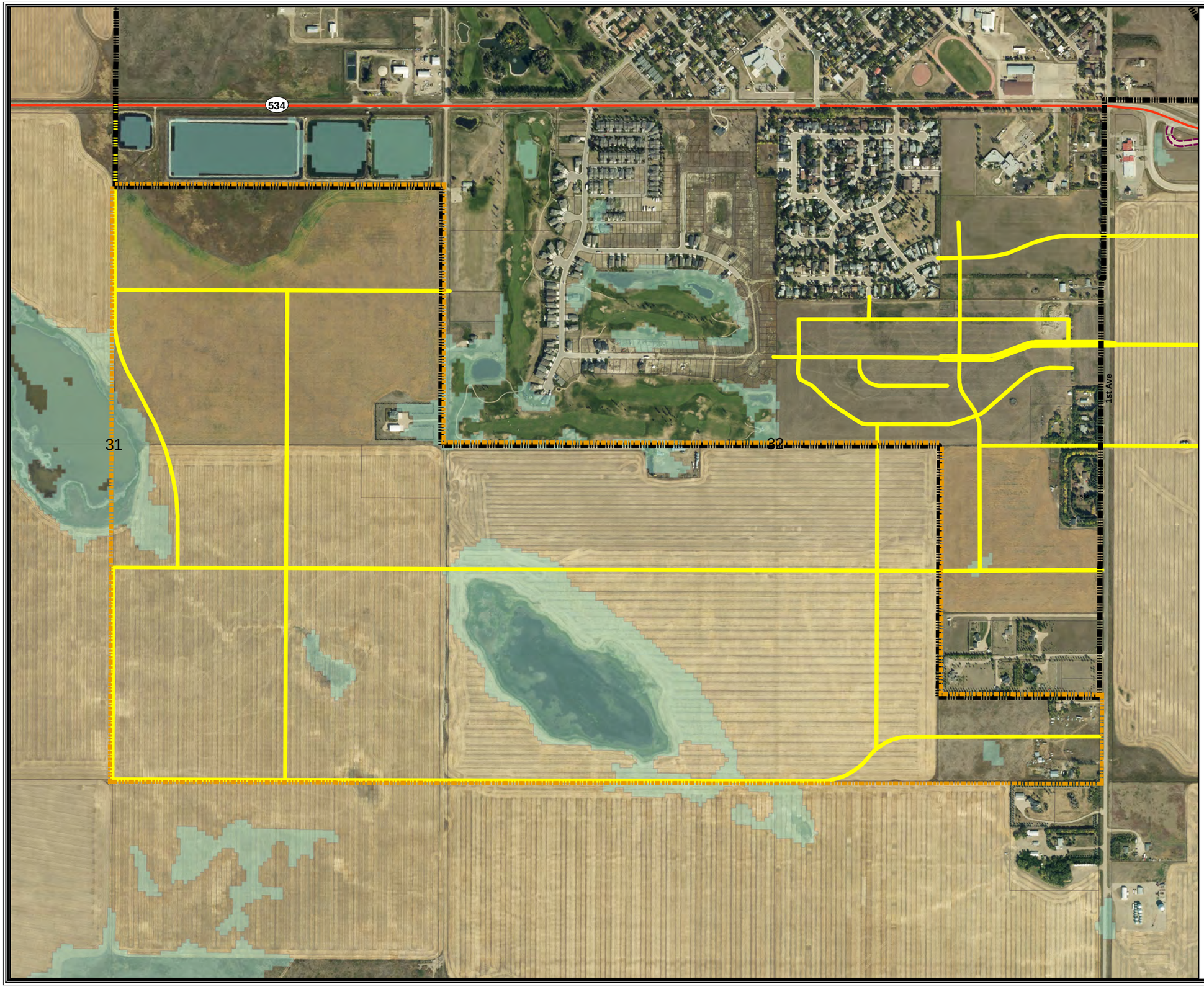
Based on the land absorption rate for industrial lands coupled with the amount of vacant industrial land available, this area will likely not be developed in the foreseeable future. The Town currently has sufficient lands for industrial uses but the challenge is most of the land lacks services. The price of industrial land in the Town of Vulcan is competitive with other municipalities in the nearby area but developing the industrial land is cost

VULCAN COUNTY - TOWN OF VULCAN INTERMUNICIPAL DEVELOPMENT PLAN

Vulcan County Bylaw No. 2019-014
September 18, 2019

Town of Vulcan Bylaw No. 1484-19
September 23, 2019

OPPORTUNITY AREA 3 FOCUS
MAP 5



- Opportunity Area 3 Boundary
- Conceptual Road Network
- Highways
- Town of Vulcan Boundary
- Wetland

Aerial Photo Date: 2018

Oldman River Regional Services Commission

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prohibitive at this time. If the deficiency regarding infrastructure is resolved and a need arises to extend the industrial lands area, the area depicted as Industrial on Map 2 would provide compatibility and continuity in the area.

Policies

6.6.1 Industrial development will be directed to this area identified as Industrial in both the Town of Vulcan MDP and the Planning & Development Guide Map referred to as Map 2 in this Plan. This area is a candidate for possible long-term annexation.

6.6.2 In terms of prioritization, industrial development in this area should occur after the industrial lands in the Town of Vulcan are developed.

6.6.3 All new subdivision and development activity in proximity to the flight path of the Vulcan Airport will be referred to Transport Canada and NAV CANADA prior to a decision being made.



Southbound truck traffic on Highway 23

VULCAN COUNTY - TOWN OF VULCAN INTERMUNICIPAL DEVELOPMENT PLAN

Vulcan County Bylaw No. 2019-014
September 18, 2019

Town of Vulcan Bylaw No. 1484-19
September 23, 2019

AIRPORT OBSTACLE LIMITATIONS MAP 6

- Town of Vulcan Boundary
- Highways
- IMDP Plan Area / CFO Exclusion Area
- Urban Fringe
- Kirkcaldy Aerodrom Obstacle Limitation Surface
- Vulcan Airport Obstacle Limitation Surface
- Outer Obstacle Identification Surface

17 - 25 - W4 17 - 24 - W4

16 - 25 - W4 16 - 24 - W4

Aerial Photo Date: 2018

Oldman River Regional Services Commission

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Kilometers

PART 7

MUTUAL BENEFIT & COOPERATION

Intent

Consultation and cooperation on joint policy areas that may affect or benefit both parties should be encouraged and reviewed by both municipalities, as there are regional issues or opportunities that may impact both.

Policies

7.1.1 The Town and County agree to work together to try and enhance and improve the region for the benefit of both municipalities.

7.1.2 The County and Town agree that they will continue to consult and cooperate together in discussing and planning in a positive, collaborative manner, land use and development strategies for the area with a "regional" perspective.

7.1.3 Both municipalities recognize that some development or economic proposals may be regionally significant and/or mutually beneficial to both parties and the two agree to meet to discuss such proposals when they come forward to find methods to accommodate such proposals for the benefit of the shared region. Joint Council meetings may be used as forum to discuss and negotiate particular proposals.

7.1.4 Both municipalities agree to discuss and find ways to cooperate with other government departments, agencies and utility service providers to help facilitate the efficient delivery of infrastructure and services that may transcend municipal boundaries or are of a mutual benefit.

7.1.5 In consideration of providing certain municipal services to areas or proposals agreed to between the two municipalities, the County and Town may discuss the need to create and apply off-site levies, development charges, and/or servicing fees to any and all development areas as part of the agreement.

7.1.6 Where feasible, the County and Town should jointly develop and implement storm water management planning, and infrastructure to make use of the potential cost and land use efficiencies gained through the sharing of this important and required infrastructure.

7.1.7 As a municipal cost saving initiative endeavour, the County and Town may discuss and plan for the sharing of various municipal equipment, machinery, and services where feasible, practical and workable, which may be managed through separate agreements.

7.1.8 The two parties will proactively work together on preparing an Intermunicipal Collaborative Framework, as required by the *Municipal Government Act*, in a cooperative spirit in an attempt to give due consideration to regional perspectives on municipal governance and community services.

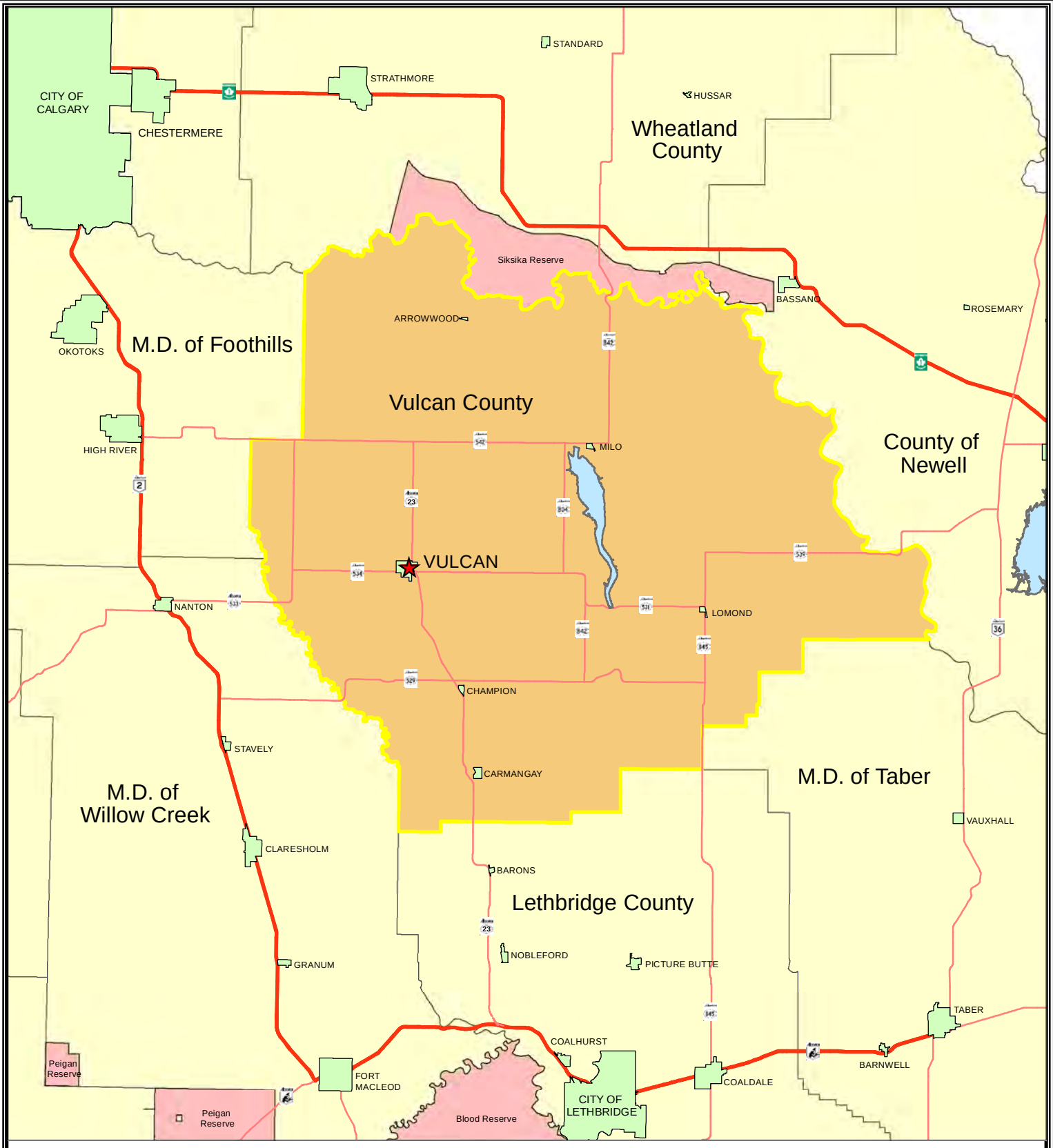
7.1.9 The County and Town may collaborate and investigate methods of giving various support to a variety of community cultural, recreational, environmental (wetlands, parkland, etc.) or heritage projects that may mutually benefit or enhance the quality of life of ratepayers of both municipalities within the region. This could be in the form of: time (municipal staff), gifts in kind, materials, municipal letters of support, unified government lobbying, application for grants, or other more permanent arrangements if both municipalities agree and enter into discussions and make specific agreements for the type and method of delivery of such municipal support.



Looking west at the intersection of Highways 23 and 534 within the Plan Area

APPENDIX A

BACKGROUND MAPS



TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

REGIONAL LOCATION MAP
FEBRUARY 9, 2018

APPENDIX A
BACKGROUND MAP 1

TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

IMDP STUDY AREA
FEBRUARY 9, 2018

APPENDIX A
BACKGROUND MAP 2

17 - 25 - W4

17 - 24 - W4

16 - 25 - W4

16 - 24 - W4

Town of Vulcan Boundary

IMDP Study Area

Highways

Aerial Photo Date: 2015

Oldman River Regional Services Commission

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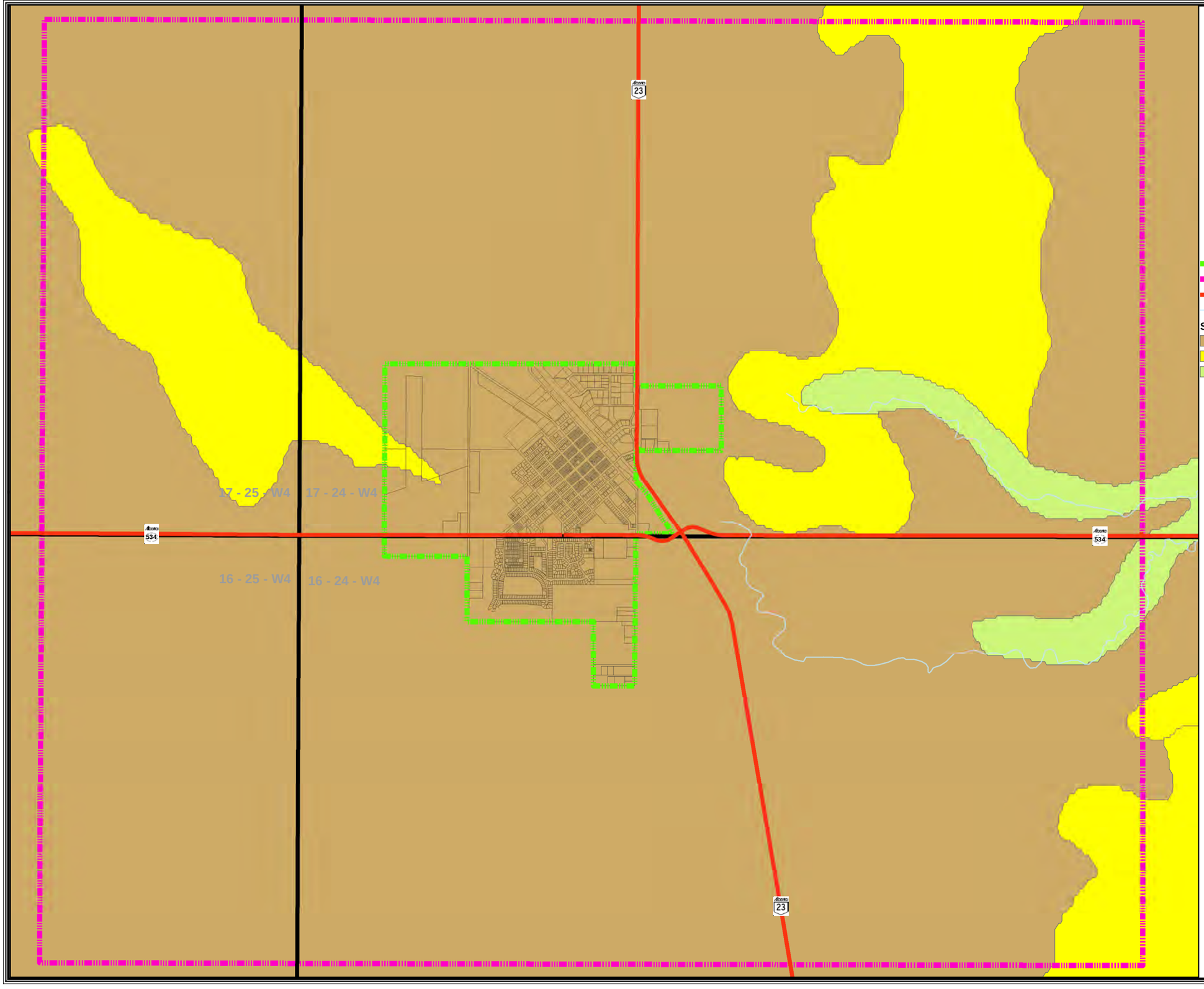
Kilometers

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TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

SOIL CAPABILITY FOR AGRICULTURE
INDEXED BY CANADA LAND INVENTORY
FEBRUARY 9, 2018

APPENDIX A
BACKGROUND MAP 3



- Town of Vulcan Boundary
- IMDP Study Area
- Highways
- Seasonal Creeks

Soil Classification*

- 2 - Moderately High to High Productivity, Moderate Crop Limitations
- 3 - Moderately High Productivity, Moderately Severe Crop Limitations
- 5 - No Annual Field Crops, Severe Limitations

*Source: Canada Land Inventory, National Soil DataBase, Agriculture and Agri-Food Canada. 1998.

Oldman River Regional Services Commission

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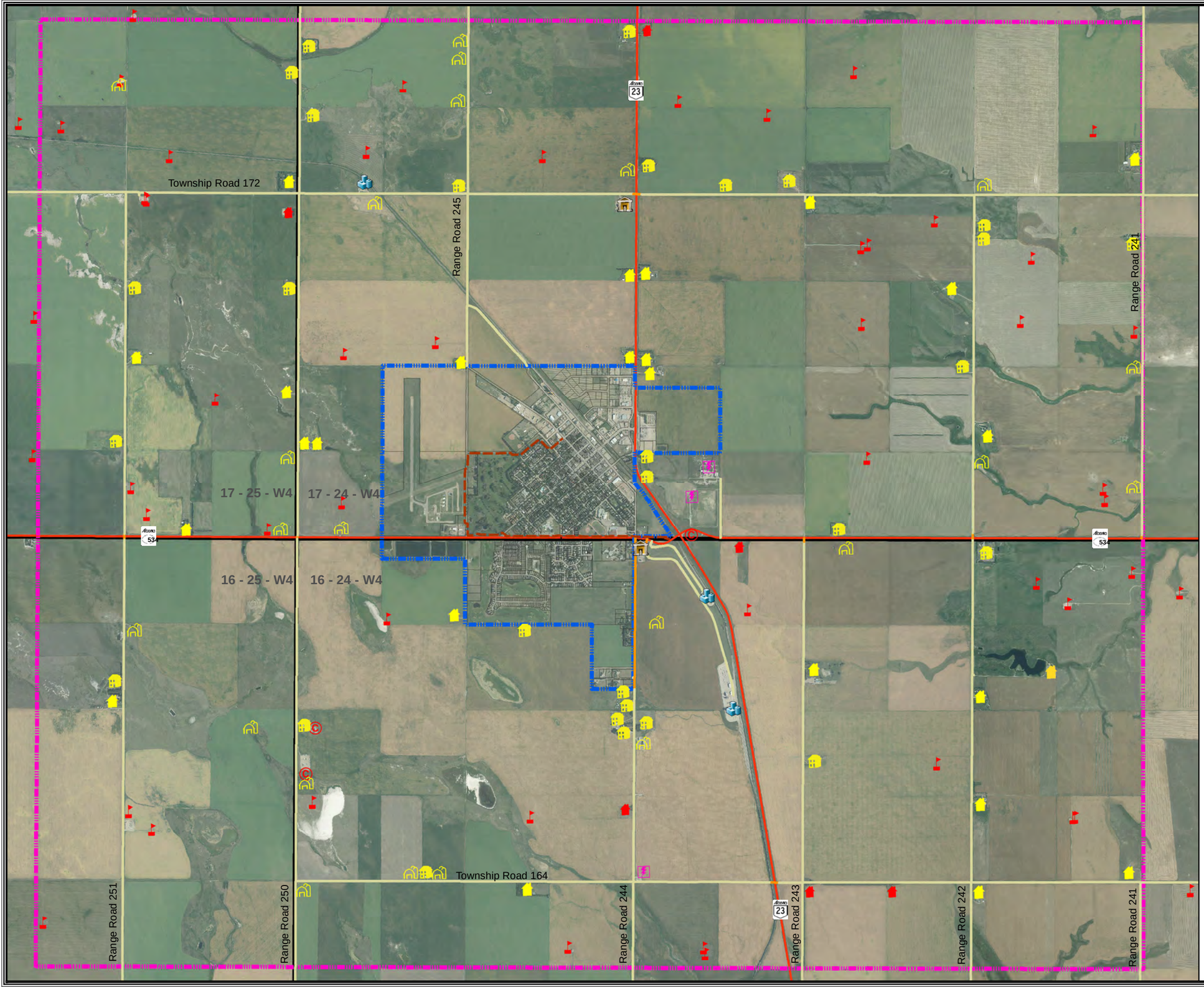
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TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

EXISTING LAND USE
JANUARY 2018

APPENDIX A
BACKGROUND MAP 4



Existing Landuse

- Farmstead
- Farm Building
- Ancilliary Farm Residence
- Abandoned Farmstead
- Country Residence
- Commercial
- Municipal Facility
- Industrial
- Utilities
- Oil/Gas Well
- Town of Vulcan Boundary
- IMDP Study Area
- Highways
- Paved County Road
- Unpaved County Road
- Vulcan Pathways

Aerial Photo Date: 2015

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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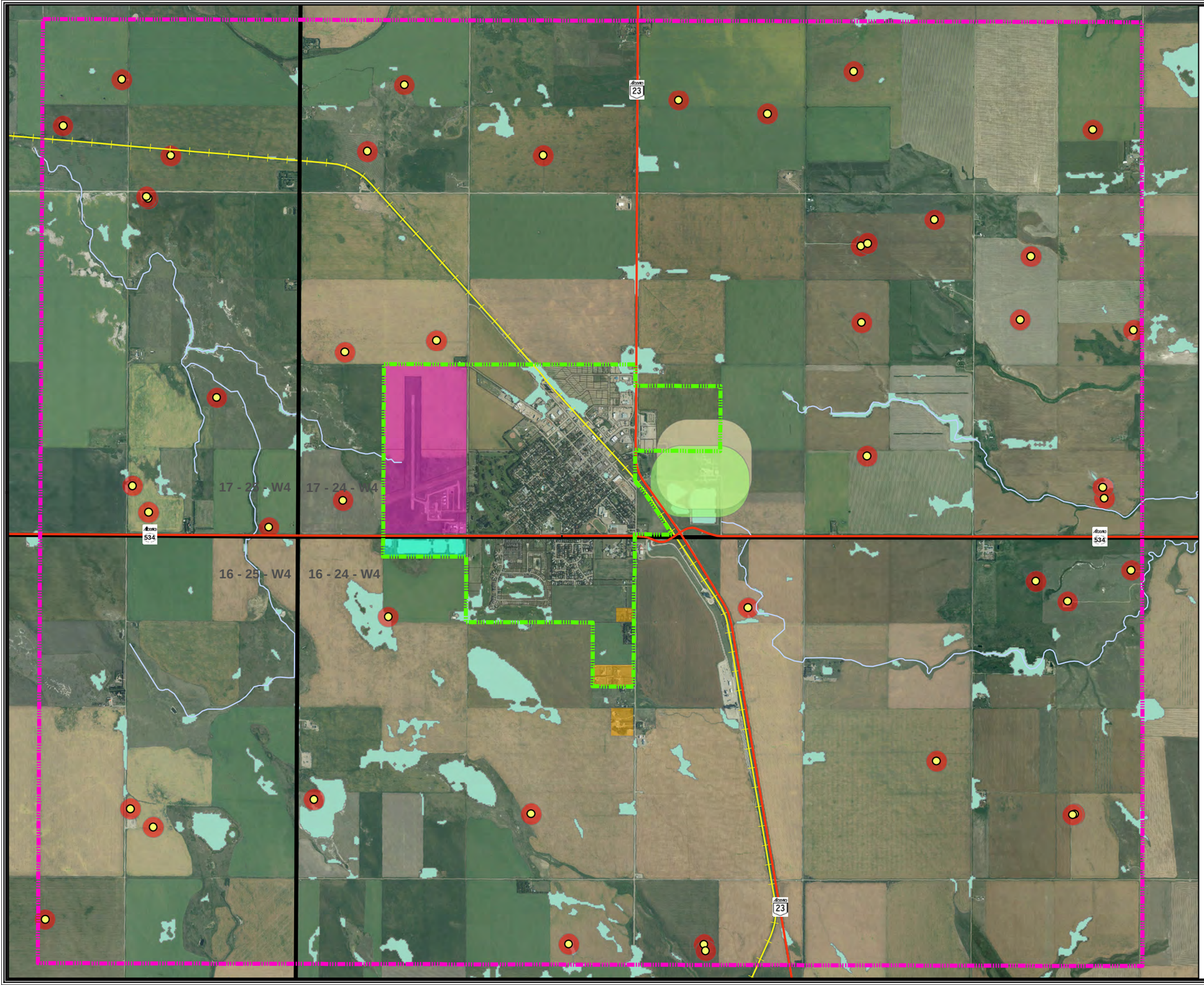
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TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

GROWTH RESTRICTIONS
FEBRUARY 12, 2018

APPENDIX A
BACKGROUND MAP 5



- Town of Vulcan Boundary
- IMDP Study Area
- Highways
- Railway
- Seasonal Creeks
- Oil/Gas Well
- Oil/Gas Well Buffer - 100m
- Former Landfill Buffer - 300m
- Waste Transfer Buffer - 300m
- Water Treatment Ponds
- Airport Vicininty
- Fragmentation
- Wetland

Aerial Photo Date: 2015

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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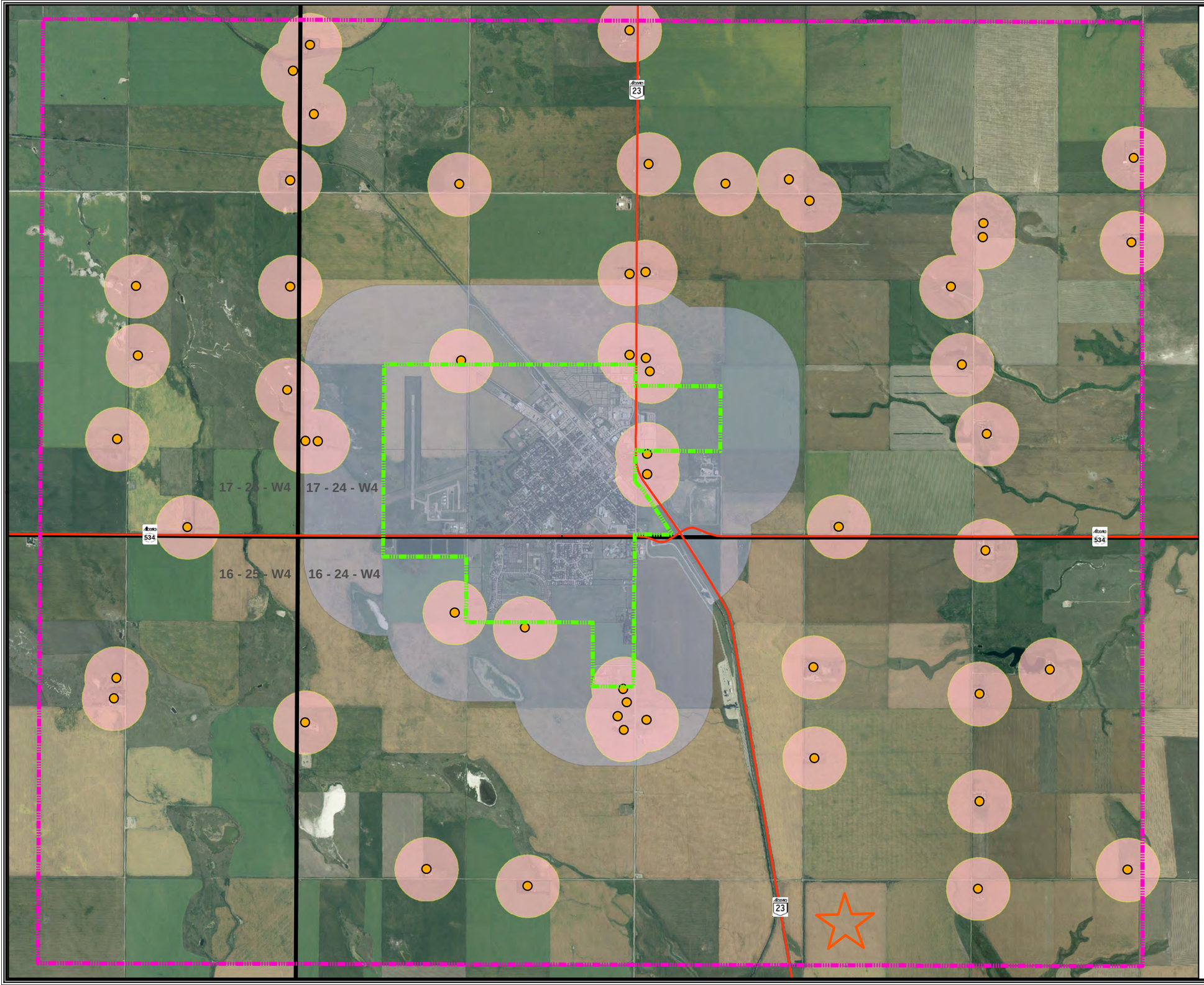
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TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

COMMERCIAL SOLAR FARM
SETBACK MAP
NOVEMBER 28, 2018

APPENDIX A
BACKGROUND MAP 5A



- Approved Solar Farm
- Town of Vulcan Boundary
- IMDP Study Area
- Highways
- Residential Land Uses

Commercial Solar Farm Setbacks

- 300m From Residential Uses
- 750m From Town of Vulcan Boundary

Aerial Photo Date: 2015

Oldman River Regional Services Commission

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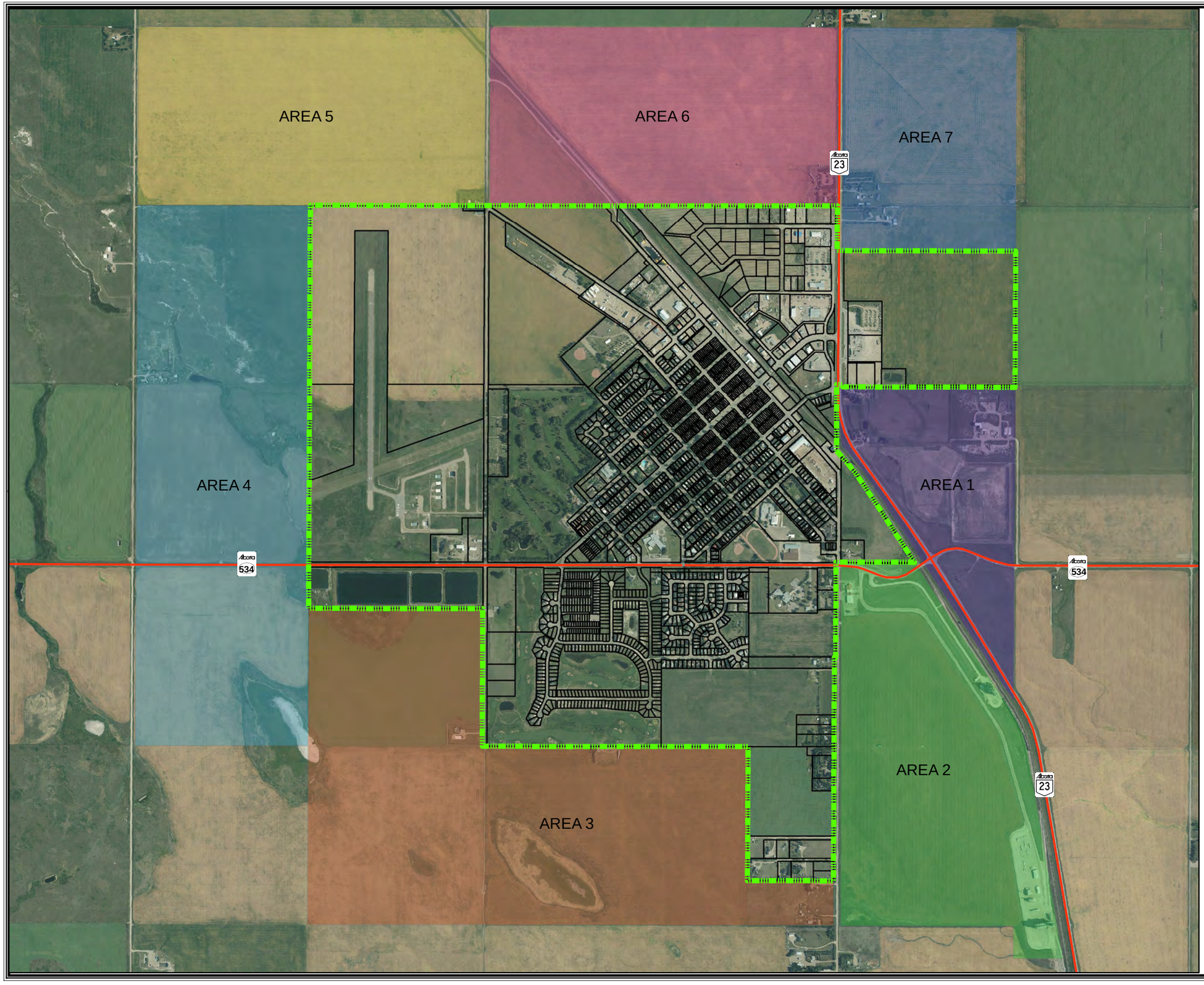
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TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

PLANNING AREAS
FEBRUARY 9, 2018

APPENDIX A
BACKGROUND MAP 6



- Town of Vulcan Boundary
- Highways

Planning Areas

- Area 1
- Area 2
- Area 3
- Area 4
- Area 5
- Area 6
- Area 7

Aerial Photo Date: 2015

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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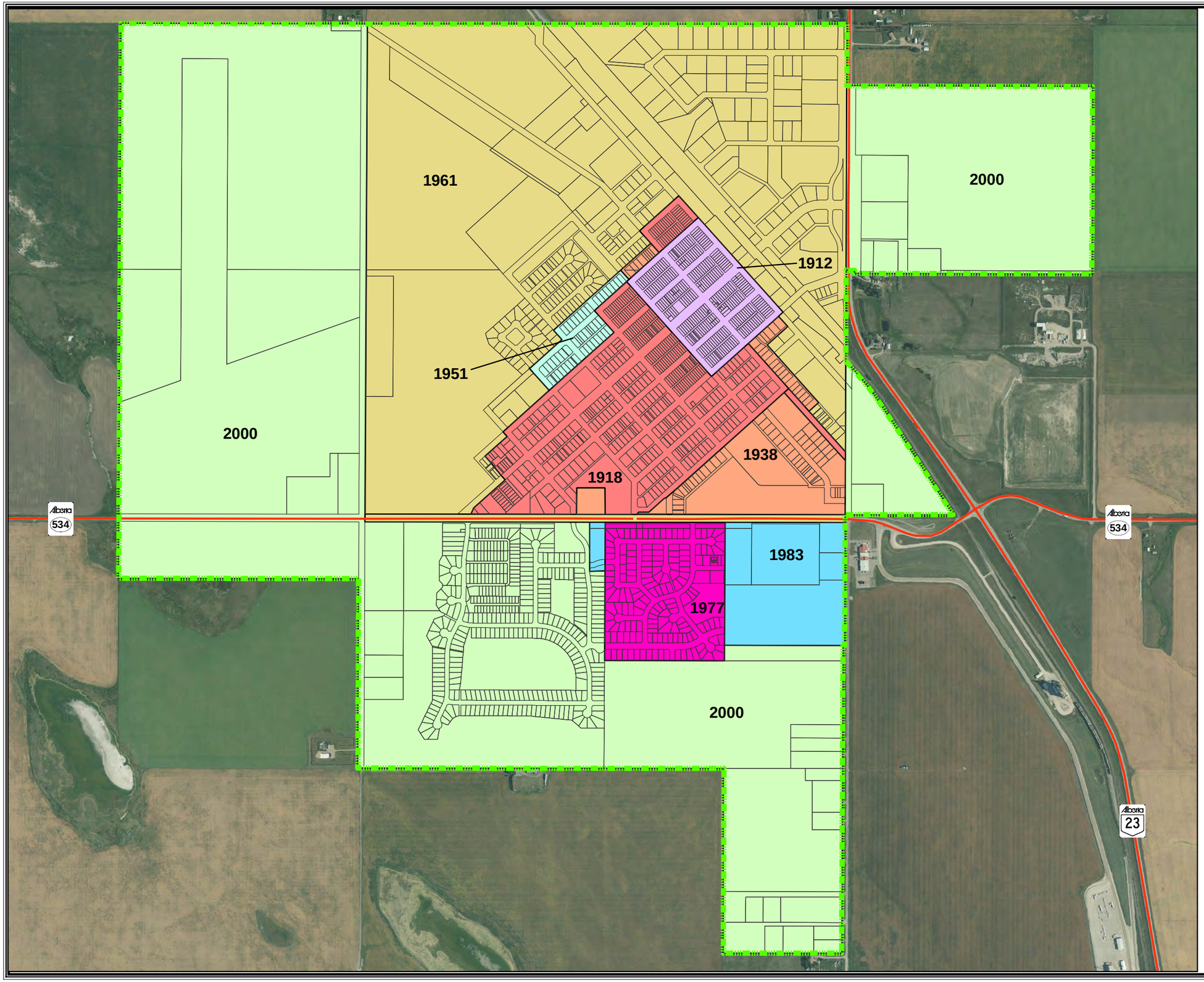
Kilometers

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TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

HISTORICAL ANNEXATIONS
FEBRUARY 9, 2018

APPENDIX A
BACKGROUND MAP 7



Town of Vulcan Boundary

Highways

Historical Annexations

- 1912 - Original Area of Town - 32.32 acres
- 1918 - 102.37 acres
- 1938 - 43.65 acres
- 1951 - 9.74 acres
- 1961 - 443.86 acres
- 1977 - 43.94 acres
- 1983 - 41.07 acres
- 2000 - 793.80 acres

Aerial Photo Date: 2015

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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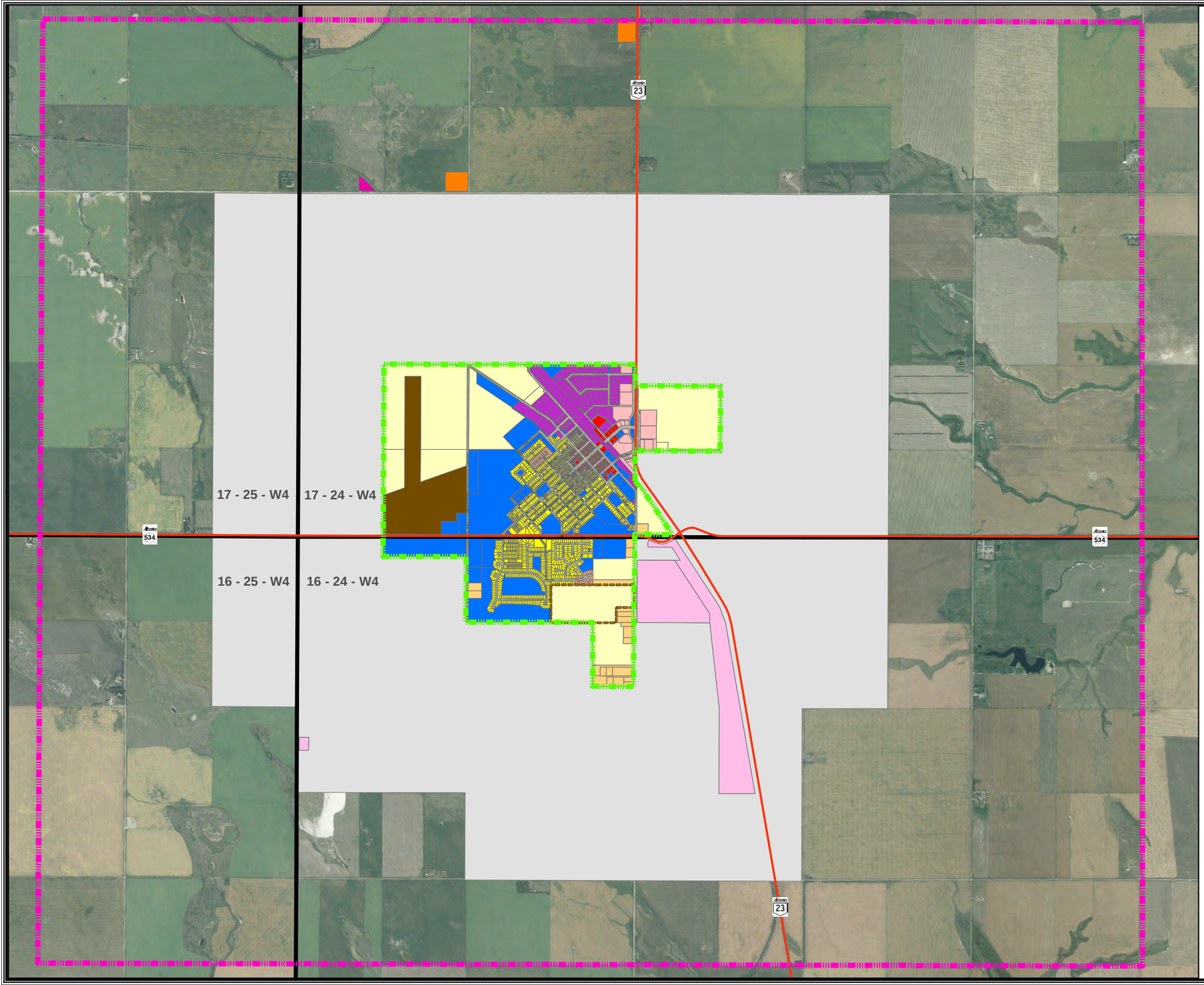
Meters

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TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

COMBINED LAND USE DESIGNATION
FEBRUARY 12, 2018

APPENDIX A
BACKGROUND MAP 8



- Town of Vulcan Boundary
- IMDP Study Area
- Highways
- Prairie Vista ASP

Town of Vulcan Land Use
Bylaw No. 1437-15

- Residential
- Manufactured Home
- Country Residential
- Multi-Unit Residential
- Retail Commercial
- Highway Commercial
- Industrial
- Transitional Agriculture
- Public
- Airport

Vulcan County Land Use
Ammended to Bylaw No. 2017-031

- Grouped Country Residential
- Rural Commercial
- Rural Industrial
- Urban Fringe

Aerial Photo Date: 2015

OLDMAN RIVER REGIONAL SERVICES COMMISSION

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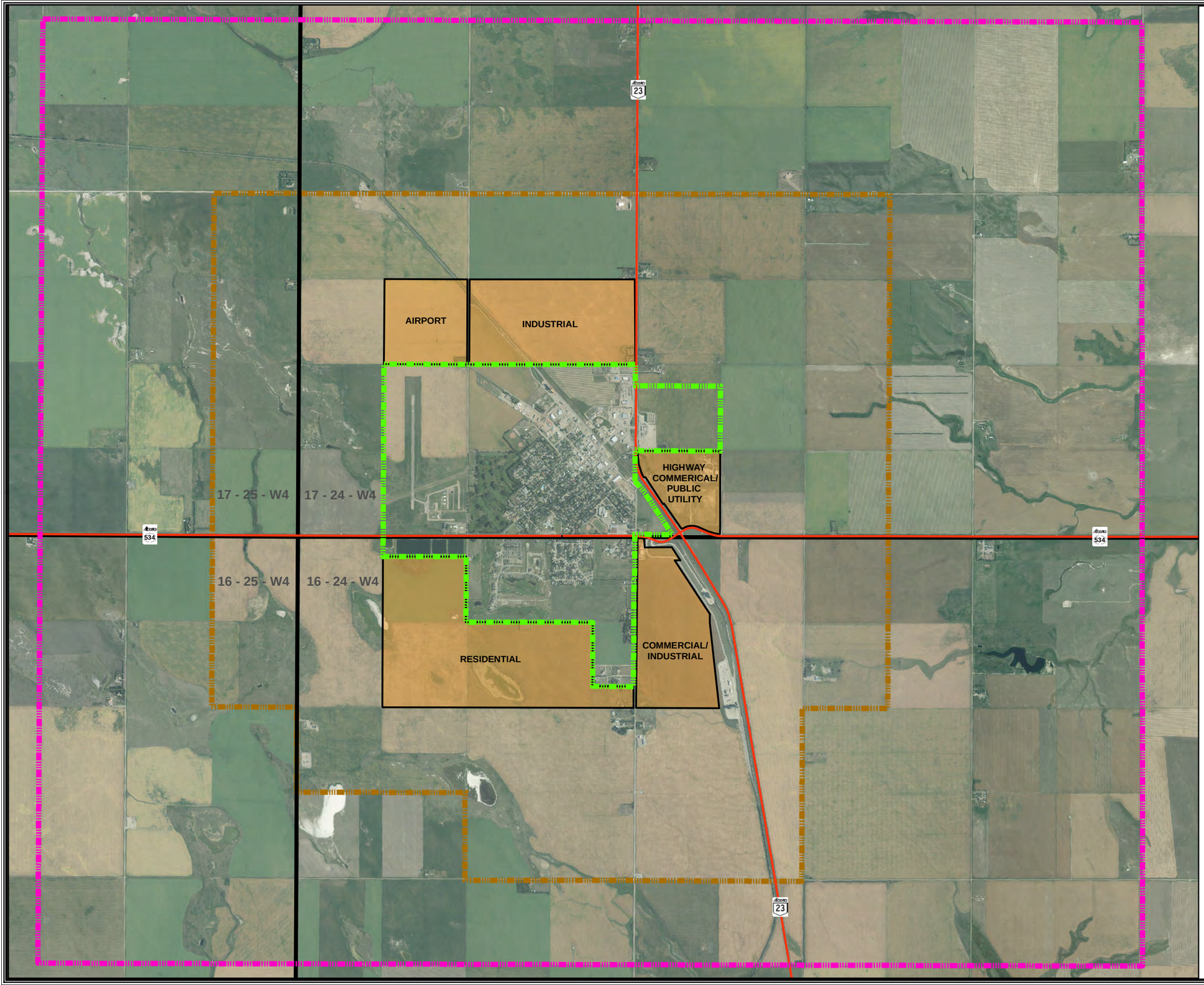
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TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

VULCAN GROWTH AREAS
FEBRUARY 12, 2018

APPENDIX A
BACKGROUND MAP 9



- Town of Vulcan Boundary
- IMDP Study
- Highways
- Town of Vulcan Proposed Expansion Area (from MDP Bylaw No. 1259)
- Urban Fringe

Aerial Photo Date: 2015

Oldman River Regional Services Commission

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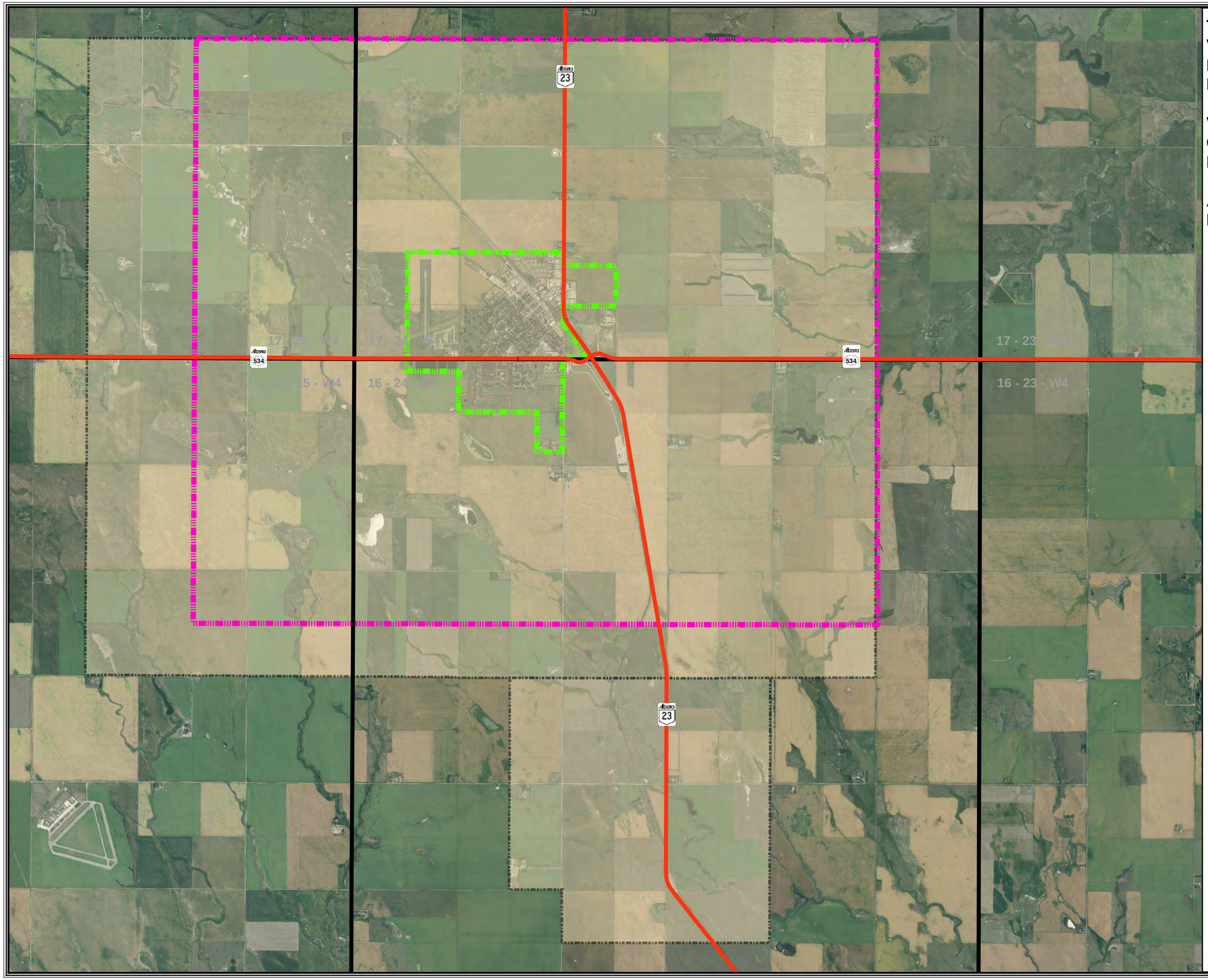
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TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

VULCAN COUNTY CONFINED FEEDING OPERATION EXCLUSION AREAS
FEBRUARY 15, 2018

APPENDIX A
BACKGROUND MAP 10



- Highways
- Town of Vulcan Boundary
- IMDP Study
- Confined Feeding Operation Exclusion Area from Vulcan County MDP

Vulcan County

Aerial Photo Date: 2015

Oldman River Regional Services Commission

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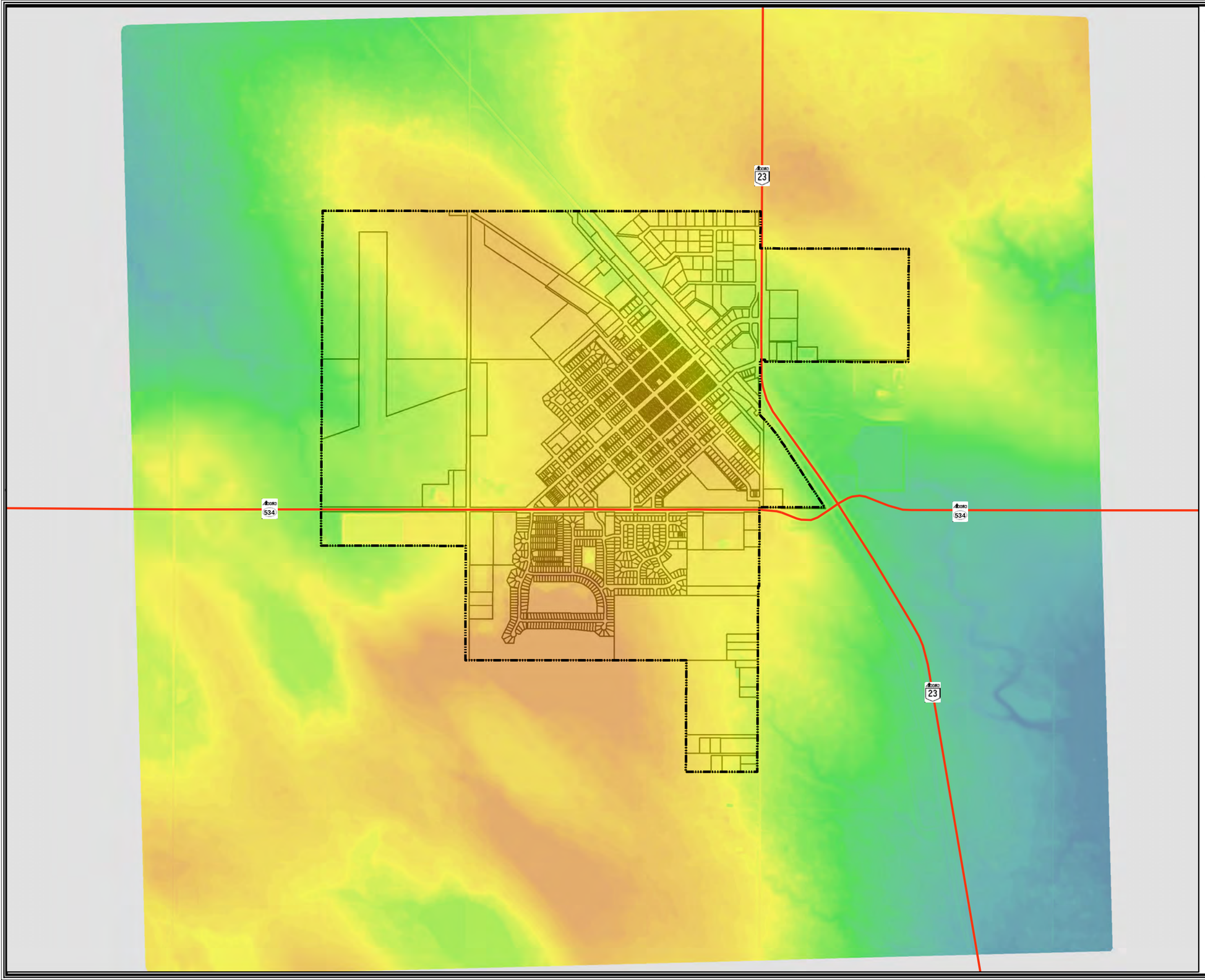
Kilometers

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TOWN OF VULCAN
VULCAN COUNTY
INTERMUNICIPAL DEVELOPMENT PLAN
BACKGROUND REPORT 2018

DIGITAL ELEVATION MODEL
FEBRUARY 22, 2018

APPENDIX A
BACKGROUND MAP 11



Town of Vulcan Boundary

Highways

Vulcan Elevation (meters)

Value

High : 1066.7

Low : 1020.76

DEM ACQUISITION: AUGUST 22, 2013

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 0.25 0.5 1

Kilometers

N

APPENDIX B

FORMER LANDFILL CLOSURE DOCUMENTS

File to: 18694
(appl. 002-18694)

FAX COVER SHEET

Closure & Vulcan Landfill

Town of Vulcan
321 – 2nd Street South
Box 360
Vulcan, AB
T0L 2B0

Telephone: (403) 485-2417 **Fax: (403) 485-2914**

	February 2, 2000
	Wayne Williams
	Alberta Environment
	Lethbridge
	Wally Sholdice
	(403) 382-4008

Re: Closure of Vulcan Landfill Site

Please find the change of the legal description for the site, as discussed during our telephone conversation of February 02, 2000.

WW- 00-02-02
FAXED TO C. BROWNING 00-02-02

TOTAL NUMBER OF PAGES (including cover sheet): 3

Please advise if all pages are not received.

The information contained herein is confidential and meant for the addressee only.

A CLASS II LANDFILL CLOSURE

(PERSUANT TO SECTION 82.3 OF THE ENVIRONMENTAL PROTECTION AND ENHANCEMENT ACT)

NAME OF FACILITY: THE TOWN OF VULCAN

NAME OF FACILITY (*IF NOT OWNER*):

ADDRESS OF OWNER: 321 – 2ND St. S., Box 360, Vulcan, AB. T0L 2B0

ADDRESS OF OPERATOR (*IF NOT OWNER*):

PHONE NO. OF OWNER: (403)485-2417

PHONE NO. OF OPERATOR (*IF NOT OWNER*):

LOCATION OF FACILITY / ACTIVITY: BLOCK 1, PLAN 8029GP ~~CONTAINING~~ 3.55 ACRES MORE OR LESS
Block 3
PLAN 881 0587

LANDFILL SITE: TOWN OF VULCAN LANDFILL

DESCRIPTION OF FACILITY/ACTIVITY *(INCLUDING DATE OF CLOSURE, COMMENCEMENT OF CONSTRUCTION, CONSTRUCTION COMPLETION, APPROX. DEPTH OF TRENCHES AND COVER, LOCATION OF MONITORING WELLS, CLOSURE REPORT)*

ATTACHMENTS: Y/N (IF YES, PROVIDE LIST) YES - PLEASE SEE ATTACHMENT

PLEASE *PROVIDE FACILITY/ACTIVITY LAYOUT ON SEPARATE SHEET*

OPERATOR'S SIGNATURE

December 8, 1999

TOWN OF VULCAN
ADMINISTRATION OFFICE
TELEPHONE: 485-2417 P.O. BOX 360, VULCAN, ALBERTA T0L 2B0 FAX: 485-2914

December 16, 1999

Roland Thomas - Alberta Environment
Environmental Service, Enforcement and Monitoring
200 – 5th Avenue South
Lethbridge, AB T1J 4L1

Dear Mr. Thomas:

Re: Closure of Town of Vulcan Landfill

It has been our intention to close the Vulcan landfill for some time. We have been working with the County Regional Solid Waste Authority for the use and management of the old site. The Authority has agreed to manage the site on our behalf with the approval of Alberta Environment. The responsibility for the site of course would continue to rest with the Town of Vulcan.

It is our intention to use the old site for the storage of non-toxic recyclable materials such as concrete and clay. The site would be open to all members of the authority for this purpose.

We are requesting approval from Alberta Environment to use the old dumpsite for the storage of non-toxic inert materials for the purpose of recycling.

If you have any further questions or comments please contact me at your convenience.

Yours truly,

Wally Sholdice
Municipal Administrator
Town of Vulcan

Cc. H. Lewis
D. Ellis
R. Armstrong

COMMUNITY OF SCIENCE, RESEARCH AND DISCOVERY

APPENDIX C

AREA STRUCTURE PLAN GUIDELINES

VULCAN COUNTY & TOWN OF VULCAN INTERMUNICIPAL DEVELOPMENT PLAN
AREA STRUCTURE PLAN GUIDELINES

The following are guidelines concerning information which may be required to be provided in an area structure plan where one is required.

PROFESSIONAL PREPARATION

Where an area structure plan is required, it is the expectation that such plan shall be prepared by, or with the support of professionals practising in the field(s) of scope that pertain to the planning exercise.

MUNICIPAL REVIEW

All costs associated with any necessary outsourcing (ie. engineering) required by the municipality to review the area structure plan will be borne by the developer.

NARRATIVE

An area structure plan shall include a detailed narrative illustrating an understanding of, and consistency with, the respective municipality's statutory plans, in addition to other best practises to be addressed in written form.

CONCEPTUAL DESIGNS

An area structure plan shall include a detailed site plan showing all proposed lots and future development area on the said parcel. The site plan shall be drawn to scale and a copy submitted to the designated officer when an application is filed with the municipality.

CONTOURS

Where developments are proposed to be built in areas of slopes greater than 10° or where roads and water channelization are to be incorporated in the development, a detailed contour map shall be prepared for the development area.

OTHER DEVELOPMENT CONSIDERATIONS

The developer, in preparing the area structure plan, shall provide details including, but not limited to, the following matters:

- loss of agricultural land,
- garbage disposal,
- fire protection and suppression (location of on-site water reservoirs),
- school bus service,
- location, width and turning radius of existing and proposed roadways,
- access and egress to the proposal,
- a statement of all the intended land uses for the development site,

- landscaping,
- types and location of fencing proposed for the development,
- the environmental impacts on lands and wildlife within 1.6 km (1.0 miles) of the development,
- existing environmentally significant areas or regional sensitive areas,
- the provision of a community identification name, addressing and/or corresponding sign,
- the cumulative effects of previous developments or land uses in the immediate area.

DEVELOPMENT AGREEMENTS

Pursuant to the *Municipal Government Act* the municipality may, at the time of subdivision or development, require the developer to enter into a development agreement for the construction of roadways and/or servicing necessary to serve the development area and any other matters identified in the *Municipal Government Act*.

NOTE: The municipality shall require the developer to provide a form of security to ensure that any or all aspects of the agreement are undertaken to the satisfaction of the municipality.

GEOTECHNICAL REPORTS

As a requirement of the area structure plan, technical reports may be required by the municipality. The said reports may include, but are not limited to the following:

- percolation,
- aquifer and groundwater analysis,
- slope stability,
- drainage,
- wetland assessment,
- environmental evaluations.

ARCHITECTURAL CONTROLS

As a development standard of the area structure plan, architectural controls are recommended to ensure that all development in the development area is consistent with neighbouring property. These controls shall be registered concurrently by a Restrictive Covenant at the time a plan of survey is filed with Land Titles Office.

PHASING OF SUBDIVISION AND DEVELOPMENT

The developer shall provide to the municipality a detailed time frame that outlines the timing they envision for the consideration and subsequent decision on their development and/or development application.

PUBLIC PARTICIPATION PROCESS AND CONSULTATION

The developer shall provide to the municipality a detailed outline of the proposed public participation process for the development and/or subdivision. An indication of the time and place of public meetings as well as consultation with the elected officials and affected community ratepayers is encouraged.

TRANSPORTATION ROUTES AND PUBLIC UTILITIES

A requirement of an area structure plan is to indicate and provide locations of existing and proposed transportation routes and public utilities which will serve the development area.

MUNICIPAL RESERVE DEDICATIONS

Pursuant to the *Municipal Government Act*, the municipality may require the applicant proposing a subdivision to provide up to 10 percent of the development area for Municipal Reserve purposes. If the municipality's policy is to take money in place of land for this purpose, a market analysis provided by the developer or a price agreed upon by both parties will be used to determine the value of reserve owing on the proposal.

SUBDIVISION AND DEVELOPMENT REFERRALS

The developer may be required to obtain other regulatory approvals from the appropriate agencies and government departments that have jurisdiction on these uses. The municipality is required to refer certain applications to various agencies and departments for their comments and consent.

NOTE: A municipal approval does in no way absolve a developer from obtaining any other necessary local, provincial or federal approvals including the requirement to undertake an environmental impact assessment.

WATER SUPPLY

The area structure plan shall describe the proposed water supply proposed for the development area. An indication of the number and location of wells or the number and capacity of cisterns shall be provided by the developer and may be subject to the provisions of Section 23 of the *Water Act*.

NOTE: If wells are to be used individually or as a community water supply, the developer is encouraged to have the said well(s) licensed with the Groundwater Branch of Alberta Environmental Protection [Phone (403) 381-5396 or (403) 297-6649].

SEWAGE DISPOSAL

The area structure plan shall describe the proposed sewage disposal system proposed for the development area. Septic fields or pump-out systems shall be used for private sewage disposal systems based on geotechnical information provided by the developer.

TYPES OF SUBDIVISION

An application that proposes a multi-lot subdivision shall be undertaken either by a plan of survey or by a condominium plan (if bareland is involved).

NOTE: An undivided interest whereby a number of land owners are identified on one or more certificate of title does not constitute a subdivision of land.

MUNICIPAL PREROGATIVES

The municipality, at its sole discretion, may undertake any or all of the following:

- adopt a duly prepared area structure plan by municipal bylaw which will govern subsequent subdivision and development of the specific area,

- may change any or all of the guidelines or requirements outlined in the above-noted sections,
- may waive the requirements to provide any of the information discussed in these guidelines,
- may require the developer to provide a higher standard of servicing than outlined in the land use bylaw or a statutory plan based on the density or complexity of a development proposal,
- may require the developer to provide any additional information not addressed or contemplated in these guidelines.