



TOWN OF
Vauxhall

Municipal Development Plan
Bylaw No. 933-18

October 2018
Consolidated to Bylaw No. 988-22, June 2022







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Prepared for the Town of Vauxhall

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Town of Vauxhall Municipal Development Plan Bylaw No. 933-18 – Amendments

Bylaw No.	Amendment Description	Legal Description	Passed
980-21	Redesignation: "Public and Institutional" to "Residential"	Plan 0510752, Block 32, Lot 12	7-March-2022
988-22	Amend Map 1 – Development Guide Map: Redesignation of "Residential" to "Industrial" Amend Map 2 – Transportation Network: Deletion of future intersection and future road	Plan 9811197, Block 4 North of the road dedication containing 3.373 hectares (8.33 acres)	20-June-2022

TOWN OF VAUXHALL
IN THE PROVINCE OF ALBERTA

BYLAW NO. 933-18

BEING A BYLAW OF THE TOWN OF VAUXHALL IN THE PROVINCE OF ALBERTA, TO ADOPT A NEW MUNICIPAL DEVELOPMENT PLAN FOR THE MUNICIPALITY.

WHEREAS the Town Council of the Town of Vauxhall wishes to replace existing Bylaw No. 667, being the *General Municipal Plan*; and

WHEREAS the purpose of the proposed Bylaw No. 933-18 is to provide a comprehensive land use plan pursuant to the provisions outlined in the *Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26*, as amended; and

WHEREAS the municipal council has requested the preparation of a Municipal Development Plan to fulfil the requirements of the Act 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 the Town of Vauxhall in the Province of Alberta duly assembled does hereby enact the following:

1. Bylaw No. 933-18 being the new *Municipal Development Plan* Bylaw is hereby adopted.

2. Bylaw No. 667, being the former *General Municipal Plan* and any amendments thereto is hereby rescinded.

3. This Bylaw comes into effect upon third and final reading hereof.

READ a **first** time this 17th day of September, 2018.

***Mayor** – Margaret Plumtree*

***Chief Administrative Officer** – Cris Burns*

READ a **second** time this 16th day of October, 2018.

***Mayor** – Margaret Plumtree*

***Chief Administrative Officer** – Cris Burns*

READ a **third** time and finally PASSED this 16th day of October, 2018.

***Mayor** – Margaret Plumtree*

***Chief Administrative Officer** – Cris Burns*

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Municipal Development Plan Compliance Summary

1 I OVERVIEW

Role of the Municipal Development Plan

The *Town of Vauxhall Municipal Development Plan* (MDP or Plan) serves as a long-range planning tool, guiding growth and development toward the community's desired future. As a blueprint for the future, the MDP is responsible for establishing the overall policy direction for land use decisions and other planning documents through its goals, policies and overarching community vision.

The goals and policies contained in this Plan provide a strategic perspective to help inform the actions and decisions of elected officials, municipal administration, landowners and developers alike. The Municipal Development Plan manages and directs growth and development in a manner that minimizes adverse impacts on adjacent activities and makes the best possible use of the land base and infrastructure of the municipality. The Plan expresses how Vauxhall sees itself in the future and acts as a means to facilitate the determination and implementation of community-based policies on development.

Scope of the Plan

The *Town of Vauxhall Municipal Development Plan* addresses many aspects of the community from a land use and development perspective in accordance with provincial legislation. The Plan contains four parts: part one, OVERVIEW, establishes the planning context; part two, COMMUNITY CONTEXT, summarizes the demographics, employment and other trends; part three, FUTURE GROWTH, articulates the development strategy; and part four, GROWTH STRATEGY, establishes the goals and objectives of the community.

The Plan concentrates efforts in promoting effective and efficient growth and is founded in the core values of the community, as articulated in the *Town of Vauxhall Strategic Plan*, which are a:

- Safe, Friendly and Affordable Community
- Great Place to Raise a Family
- Amazing Supports to Start a Business
- Diverse and Inclusive Community

Also informing the content of the Plan are the legislative requirements of the *Municipal Government Act (MGA)* and the *South Saskatchewan Regional Plan (SSRP)*[*], as well as other municipal plans and studies including the:

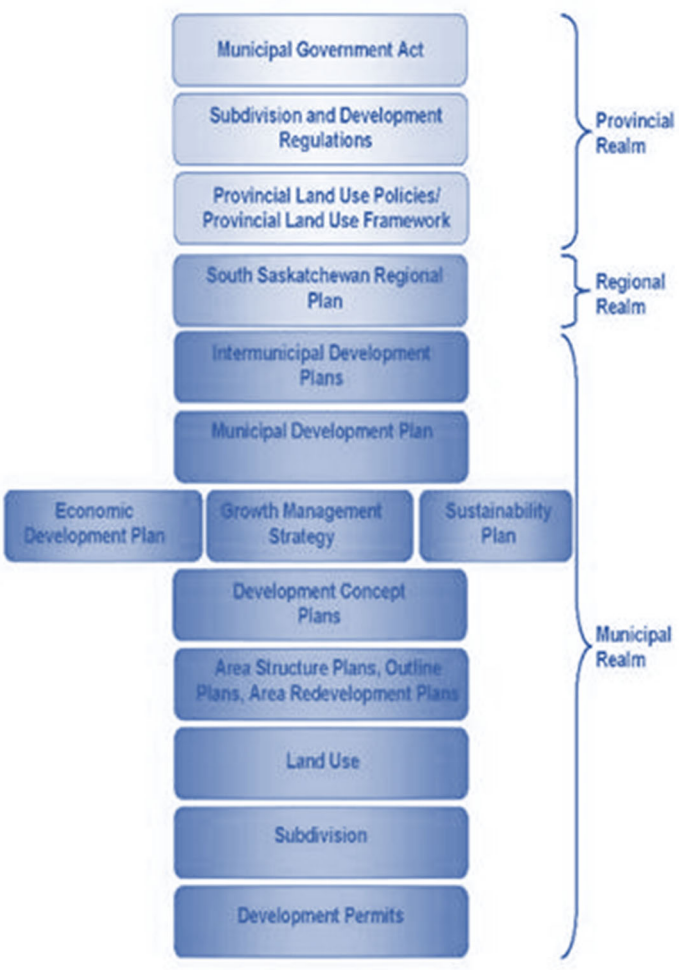
- Municipal District of Taber and Town of Vauxhall Intermunicipal Development Plan Bylaw No. 1808 and Bylaw No. 844-09
- Town of Vauxhall Strategic Plan 2017

[*] The Town of Vauxhall is located within the boundaries of the South Saskatchewan Regional Plan, a legislative instrument developed pursuant to section 13 of the *Alberta Land Stewardship Act*. The SSRP adopts a cumulative effect management approach to set policy direction for municipalities to achieve desired environmental, economic, and social outcomes within the South Saskatchewan Region until 2024. A community's Municipal Development Plan must comply with the SSRP, which came into effect September 1, 2014. Refer to Appendix A for more information.

- Town of Vauxhall Community Growth Analysis 2013
- Town of Vauxhall General Municipal Plan 1987
- Various Municipal Infrastructure Studies

Planning Hierarchy

Figure 1 – Planning Hierarchy



The Municipal Development Plan is among the highest order planning document within the municipal realm. Lower order plans within the planning hierarchy are expected to be consistent with the MDP, just as the MDP is expected to maintain consistency with other plans and legislative requirements of a higher order (see Figure 1 for illustration of planning hierarchy).

As such, and as prescribed by the *MGA*, in the event of a conflict or inconsistency between the *Town of Vauxhall Municipal Development Plan* and

- an intermunicipal development plan (IDP), the IDP prevails to the extent of the conflict or inconsistency;
- an area structure plan or an area redevelopment plan, the MDP prevails to the extent of the conflict or inconsistency;
- the South Saskatchewan Regional Plan, the SSRP prevails to the extent of the conflict or inconsistency.

Plan Implementation

The success of the Plan depends on its degree of implementation and integration into ongoing decision making affecting land use. Implementation of the MDP relies on a long-term commitment to the goals and policies of the Plan and relies on use of tools such as the Land Use Bylaw and capital improvements plans. The MDP will inform land use decisions relating to zoning and subdivision and development of land, as well as adoption and amendment of municipal planning documents, including any area structure or redevelopment plan, conceptual design scheme, and Land Use Bylaw.

Various policies of the Plan suggest municipal undertakings to realize the community vision. While these undertakings are encouraged, it is important to recognize that such policies do not represent a commitment to spending on such projects. Instead, Council may consider any such proposals along with all other Town spending through their regular process of budget allocation and project priorities and implement such only when deemed feasible by Council. Pursuant to section 637 of the *MGA*, Council is not required to undertake any of the projects referred to in the Plan.

Plan Monitoring and Amendment

The Municipal Development Plan is intended to be adaptable, reflecting the priorities and aspirations of the community as the Town changes, and to meet changes in development commitments, budget constraints and market conditions. Therefore, to ensure the MDP remains current and meets the needs of the community and Council, the Plan should be reviewed at least every five years.

Amendment of the Plan may be initiated at any time by Council or the general public. Where an amendment is initiated by the general public, the applicant shall be required to submit such background information as deemed necessary by the Town to support the amendment prior to commencement of the bylaw amendment process. Amendment of the MDP shall follow the applicable procedures outlined in the *Municipal Government Act*.

2 I COMMUNITY CONTEXT

The Town of Vauxhall, known as the "Potato Capital of the West," is located in the Municipal District of Taber along Highway 36. The community of approximately 1200 is in the heart of the prairie region in Southern Alberta and surrounded by a substantial amount of agricultural land and oil and gas activity.

On January 1, 1961, Vauxhall was incorporated as a Town. Historically, the Town was a service centre for the surrounding rural population and travelers. Today, the Town continues to offer a range of services and amenities for residents and visitors. Due to the Town's proximity to Highway 36 – The Veterans Memorial Highway, it is a major north-south international transportation rout. Consequently, the highway gives easy accessibility for businesses, visitors and the community resulting in positive economic impact.

The Town has many parks and open space, ball diamonds, an outdoor swimming pool, hockey arena, tennis courts and other recreational facilities which all support healthy lifestyles and promote a strong community. In addition, the Town hosts several annual events throughout the year which further attracts people to experience the unique and fun activities. The friendly, small-town lifestyle is the essence of Vauxhall with plenty of events and activities that encourages the best of rural and urban living for everyone.

Vauxhall is geographically located to provide the town with a great opportunity to expand their services and amenities. The Town continues to maintain a sustainable balance of initiatives that focus on community, environment and development. The Council continues to support business owners and other ventures to help enhance the community's quality of life.

The construction of the new public library is one of many ways in which the Town tries to provide good services to the town residents. Vauxhall can make lasting positive changes with long-term plans for continued improvements throughout the community to attract additional residents and visitors alike.

Trend Analysis

To effectively plan for the future, it is necessary to understand the social and physical fabric of the community. Identifying trends within the community fabric may then be used as an indicator of future development needs.

Population

The Town of Vauxhall has maintained a fairly stable population over the past 35 years. Despite the significant increase in population experienced during the 2006-2011 census period, the municipality is expected to continue to grow at its historic average of approximately 1 percent per year.

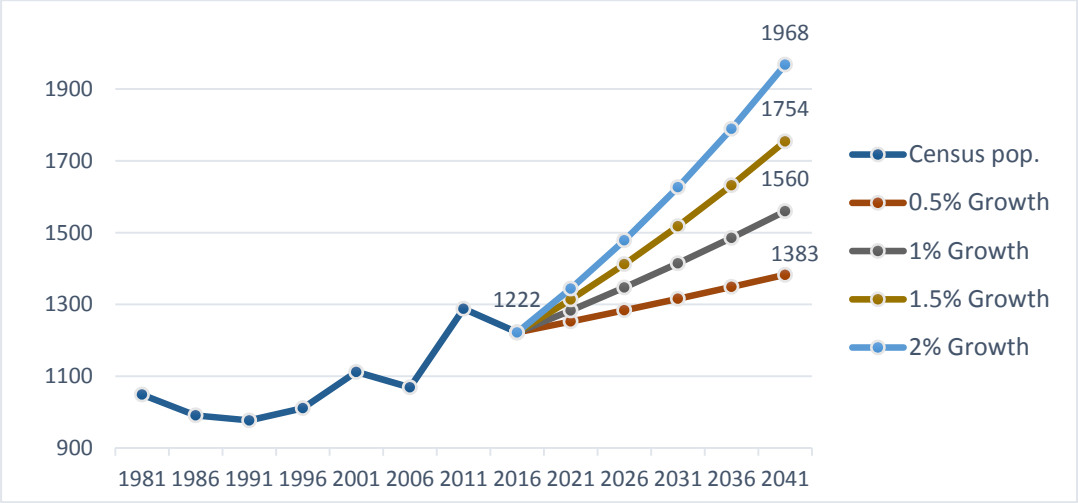
Table 1 – Town of Vauxhall Historic Population 1981-2016

Year	Population	5 Year Rate of Change (%)	Annual % Change
1981	1049	10.0	2.0
1986	991	-5.5	-1.1
1991	977	-1.4	-0.3
1996	1011	3.5	0.7
2001	1112	10.0	2.0
2006	1069	-3.6	-0.8
2011	1288	20.5	4.1
2016	1222	-5.1	-1.0

Source: Statistics Canada

Vauxhall has a distinct cultural composition with a significant proportion of German-speaking residents who have emigrated from Mexico over the years. Between 2011 and 2016, approximately 7 percent of the population in Vauxhall had emigrated from Mexico. Of all residents living in Vauxhall, over half claimed German as their mother tongue in the most recent census period, with the remainder reporting English and French as a mother tongue.

Figure 2 – Town of Vauxhall Population Projections

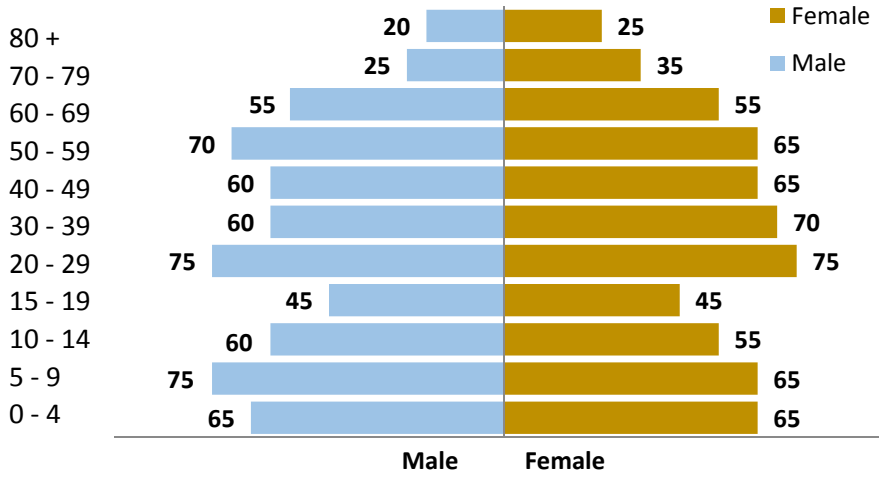


Source: Statistics Canada

Age

The Town is characterized by a fairly young age distribution – almost half of the residents are less than 30 years of age, about 40 percent are younger than 20, and nearly 22 percent are less than 10 years of age. This trend is also reflected in the Town's median age of 29.6 years, which is notably less than the provincial average of 36.7. Around 38 percent of the population is between the ages of 30 and 64; the remaining 11 percent of the population is 65 years or older. Overall, the age distribution in Vauxhall is relatively consistent with the previous census reporting period and is not expected to vary siginifcantly in the near future. As such, there will likley be a continued need for schools, recreational amenities, and services to support the younger age groups.

Figure 3 – Town of Vauxhall 2016 Population Pyramid



Source: Statistics Canada 2016

Education

According to the 2016 Census, 40 percent of the Town's population 15 years of age and older have completed high school or beyond, compared to the provincial average of 83 percent. Approximately 18 percent of the population 15 years of age and older have undertaken studies beyond high school including trade/apprenticeship certification, college diplomas or certificates or university degrees, certificates or diplomas, which is less than the provincial average of 55 percent. The average level of educational attainment could be increased through promotion of existing educational programs or the development of additional programs.

The average number of people attaining a high school diploma or equivalency certificate in Vauxhall is less than half of the provincial average. This could be improved by promoting the existing high school and the Mennonite Alternative Program (MAP) to encourage families to send their children for higher education. Remote post-secondary and upgrading learning opportunities could be made available to residents through a provider such as Lethbridge College. Making educational resources available and known in the community could greatly improve the current educational attainment average in the Town.

Employment

According to Statistics Canada, approximately 520 residents in 2016 were part of the workforce population between the ages of 15 and 64. Approximately 61 percent of residents who are between the ages of 15 and 64 are actively participating in the workforce which is slightly lower than the provincial average of 65 percent.

Due to the close proximity to the nearby Town of Taber and the large amount of agricultural land and the oil and gas operations outside of Vauxhall, approximately 54 percent of all working residents commute outside of the census subdivision for work. Almost 30 percent of working residents are employed in trades, transport or as equipment operators. Other notable employment sectors in the area are sales/service occupations and agricultural/natural resource occupations which each employ approximately 17 percent of all working residents in Vauxhall. Table 2 illustrates the breakdown of employment by occupation.

Table 2 – Town of Vauxhall Workforce Statistics

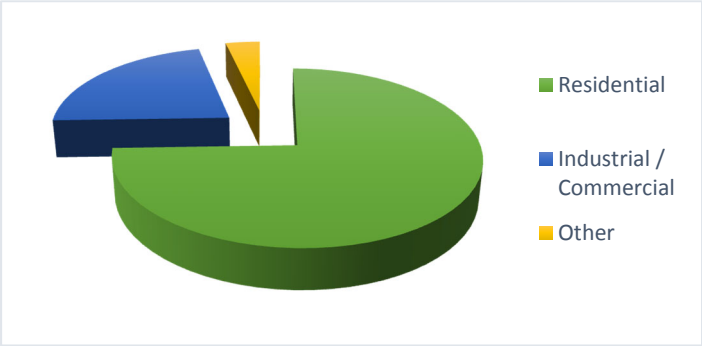
Occupation	Total Employed	% Employed
Trades, transport and equipment operators	155	30%
Natural resources and agriculture	90	17%
Sales and service	90	17%
Business, finance and administration	65	12%
Management	35	8%
Education, law, social and government services	35	6%
Manufacturing and utilities	35	6%
Health occupations	10	2%
Art, culture, recreation and sport	10	2%
Other	0	0%
Total	520	100%

Source: Statistics Canada 2016

Municipal Assessment

Municipal assessment provides crucial information regarding the types of development and the amount of economic activity in a community. Residential development comprises the majority of the assessment in the community, however, commercial and industrial property make up a notable portion of the assessment as well. The 2018 Equalized Tax Assessment shows that residential development comprises approximately 75 percent of the municipal assessment. Non-residential (non-regulated) assessment constitutes 21 percent, and farmland, linear property, and machinery and equipment make up the remaining 4 percent.

Figure 4 – Town of Vauxhall Equalized Tax Assessment 2018



Source: Alberta Municipal Affairs 2018

Infrastructure

Municipal Water

Treated water for the Town is supplied by the Vauxhall and District Regional Water Services Commission. The water plant has capacity to sustain Vauxhall's population growth for quite some time, as it was designed to support the Vauxhall population based on a 2 percent annual growth rate over a 25-year period. However, the 25-year project water demands assumed a consumption level lower than the historical per capita consumption levels; as such, water conservation strategies will become important to meet projected consumption levels.

While water quantity is not an issue for future growth, the Town's existing water distribution system is currently constrained. An engineering analysis of the distribution system completed by MPE Engineering in 2005 indicated that many service connections through the system do not provide sufficient flow for both residential and commercial needs. The Town has a plan to address these capacity issues through multi-year capital projects that will alleviate some of the distribution issues as population growth continues and demands for treated water increases in the Town.

Sanitary & Stormwater

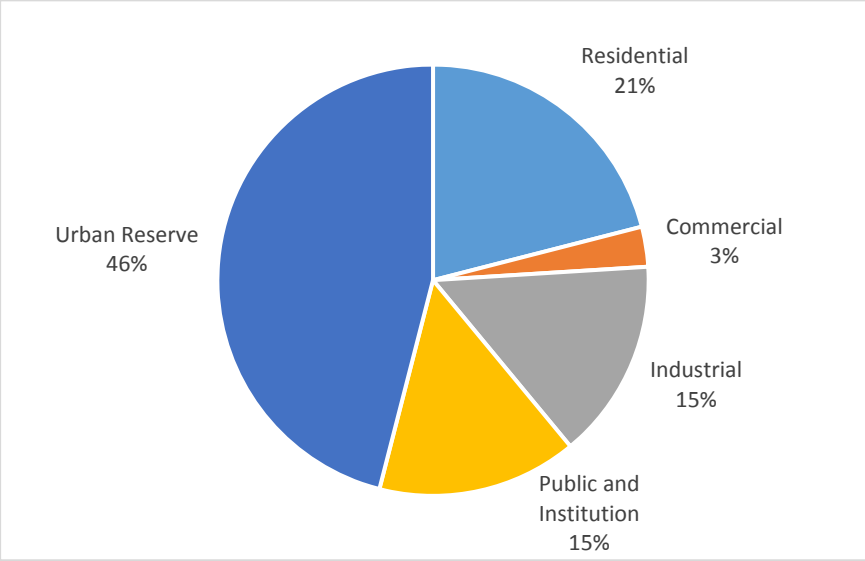
The Town of Vauxhall's current sanitary sewer system was also assessed by MPE Engineering and their review indicated that the sanitary trunk line is under capacity. The analysis also indicated that upgrades to the current system would be required as the population increases. Furthermore, the stormwater infrastructure is also limited and will be strained by future growth in the Town. These issues will require attention through multi-year capital improvements to ensure adequate service capacity as the Town continues to grow.

Land Use

It is important to examine existing land use in a community when preparing a long-range plan for future growth and development. Analyzing past trends is crucial to determining optimal areas of expansion to effectively facilitate growth.

Currently, just under half of Vauxhall's total land area is undeveloped, consisting of urban reserve and vacant land parcels. This indicates that Vauxhall has excellent opportunity for further growth and development, although the land will need to be assessed for possible constraints. Existing land use within Vauxhall is analyzed in greater detail in the following sections.

Figure 5 – Town of Vauxhall Land Use



Source: ORRSC

Residential

Residential land use within the Town accounts for roughly 21 percent of the total land area and is concentrated in the areas north of the closed CPR rail line and south of 7th Street North. Serviced lots available for new residential uses is limited, as is supply of vacant land zoned for residential. The Town has initiated subdivision of new residential lots along 4th Street North, however, this development will likely only satisfy short-term residential needs.

The predominant housing type in Vauxhall is the single-detached dwelling, comprising 78 percent of the housing stock. Alternative housing types such as multi-unit and manufactured dwellings are limited, consisting of 7 percent and 13 percent of the housing stock respectively. The vacancy rate of dwellings has improved significantly to 9.2 percent in 2016, an approximately 4 percent increase since the last census in 2011.

Commercial & Industrial

Commercial land use encompasses approximately 3 percent of the Town's total land area. Vauxhall has two separate commercial areas in the community. Highway commercial is located along Highway 36 and a variety of retail commercial and services is situated in the downtown area of Vauxhall.

Vauxhall's ideal location along Highway 36 offers great potential for future commercial growth. There are few commercial developments currently along the highway, however, there are some opportunities for new development. Vacant retail commercial zoned land is currently extremely limited. Additional land for highway commercial development will be necessary to better utilize the prime commercial opportunity along Highway 36.

Industrial land is located primarily in the southern portion of Vauxhall with easy access to Highway 36. Approximately 15 percent of all land within the Town is zoned for industrial use, with only about 29 acres being vacant. Much of the vacant industrial land is located along the closed CPR rail line and is constrained due to the limited lot depth and close proximity to residential development. As such, the industrial designation of the land north of 1st Avenue South is proposed to be re-examined for more compatible land use designation. There is a limited supply of vacant, serviced industrial land south of 1st Avenue. However, a substantial amount of urban reserve land is conveniently located near the current industrial area which makes it a logical location to assess for potential industrial development.

Recreation & Open Space

Vauxhall provides a substantial amount of recreational facilities for the size and makeup of the Town. All public and institutional land encompasses approximately 15 percent of all land within Vauxhall. Vauxhall has made a commitment to providing quality facilities and services to its residents. Investments in the past ten years have greatly contributed to the many successful programs and facilities that are available today in Vauxhall. Provided there are no significant changes in population there should be no increase in demand for new facilities.

Urban Reserve Land

The urban reserve district serves as a holding zone until such time land is needed for additional development. The Town is fortunate in that the current inventory of urban reserve land is substantial. The urban reserve land would need to be assessed for any constraints, but it should be sufficient to meet the Town's growth needs for some time.

3 | FUTURE GROWTH

The Development Guide Map (see Map 1) provides a roadmap for undertaking future land use and zoning actions in the Town of Vauxhall. The map identifies the general intent for the future development of the lands, recognizing that more detailed land use districts, boundaries and use intensities will be developed through area structure plans and the Land Use Bylaw.

Policies will be established to ensure compatible land uses and all development occurs in a safe and efficient manner.

The major land use designations shown on the Development Guide Map include:

- Residential
- Commercial
- Industrial
- Public and Institutional
- Opportunity Areas
- Transitional Commercial

Because much of the established area of Town is currently built-out, infill opportunities for redevelopment are limited but encouraged due to existing infrastructure.

The proposed Transitional Commercial Area is intended to provide a separation barrier between the land uses north of Highway 524 and the lands south of 1st Avenue South. This transition will have a commercial focus. Development in the Transitional Commercial Area is influenced by a former railway that extends the full length of the area. Due to the potential contamination of the former railway, residential land use is not recommended in the Transitional Commercial Area. Industrial uses are also discouraged in the Transitional Commercial Area because such uses may be incompatible with land uses north of Highway 524. As a result, the preferred land uses are commercial and public and institutional which can coexist with the potential contamination.

Areas on the Development Guide Map designated as "Opportunities Area" identify land with potential for development. Opportunity Areas have deficiencies with respect to municipal water, sewer treatment and stormwater management. Some of the areas will also require the installation of utilities. Both infrastructure and utilities will be challenging for new development due to significant costs.

The following are general descriptions and recommendations for development in the Opportunity Areas. 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.

Opportunity Area 1 is surrounded by land uses that include vacant land for agriculture to the south and west, vacant industrial lands to the north and active industrial lands to the west. The subject lands are currently vacant. Based on the surrounding land uses, future recommended land uses would have an industrial focus that may include agri-business uses.

Opportunity Area 2 is surrounded by land uses including residential to the south, a school and church to the east, residential and vacant land to the north and agriculture on the subject lands and to the west (located in the MD of Taber). Future development opportunities include primarily residential uses.

Opportunity Area 3 is surrounded by land uses that include agriculture to the south, the Bow River Irrigation District office and residential to the east, and extensive agriculture and farmsteads to the north and west (located in the MD of Taber). The subject lands are primarily vacant. Future development opportunities include primarily residential development.

Opportunity Area 4 has surrounding land uses that include extensive agriculture to the east, recreation, residential, and vacant land to the south, Bow River Irrigation District's office and residential to the west and the regional water plant to the north (located in the MD of Taber). The subject lands are primarily vacant. Future development opportunities should focus on primarily residential development. The close proximity of Opportunity Area 4 and Opportunity Area 5 to the regional water plant provides a more favorable position for development and the order of development.

Opportunity Area 5 has surrounding land uses that include residential to the south, residential and an agricultural office and yard to the west, and extensive agriculture and farmsteads to the north and east (located in the MD of Taber). The subject lands are primarily vacant and used as cropland. Recommended future land use will be a combination of primarily highway commercial and residential development. This area has the most favourable conditions for servicing given the proximity of the existing municipal and water and sanitary lines. As a result, this area with Opportunity Area 4 should be considered a priority for development.

Opportunity Area 6 has surrounding land uses that include industrial to the north and west, extensive agriculture to the south (located in the MD of Taber) and rural industrial to the east (also located in the MD of Taber). The subject lands are primarily vacant. Recommended future land uses will be primarily industrial.

Growth Management

Population forecasts for the Town indicate a slow but steady growth rate. The demand from population increase could be met with a small amount of land but unfortunately serviced and vacant land is scarce in the established part of the Town. As a result, eventually new development will be forced to explore options on the fringe of the Town.

In looking for suitable land to accommodate future growth and expansion, there are several factors to consider:

- Adequate and accessible municipal services
- Topographical limitations and environmentally sensitive sites
- Infill development opportunities
- Underutilized and undeveloped parcels
- Financial implications to the Town
- Future development in any area is dependent on the need for upgrades to the present infrastructure

Considering these factors will require further detailed analysis for most new development. This analysis can be in detail area structure plans and concept planning.

Transportation



The transportation framework plays an important role in land development as transportation and land use systems are firmly intertwined. The road network defines blocks whereas the quality of the pedestrian and bicycle networks provides options to carry out non-motorized vehicle movement.

The street pattern within the Town is characterized by a traditional grid system with a main connection to Highway 36 from 2nd Avenue North (Map2). Industrial activity is focused south of 1st Avenue North and by nature of industrial land uses the area caters to larger vehicles. As a result, the access point connecting 1st Avenue South with Highway 36 will need improvements. These improvements would also support new development on the east side of Highway 36.

Traditionally the preferred mode of transportation within Vauxhall is by automobile as there is a strong need to commute to more urban areas for services, employment and shopping. Therefore, Vauxhall currently has a well-developed road network, but future planning initiatives should also consider more passive modes of transportation (e.g. pedestrian and cyclist networks).

The Town of Vauxhall has a sizeable amount of vacant land with future development potential. As part of the development, the future roads will form the basic linear structure framework that the land uses are fashioned around. Location, segment length and degree of connection with the new road network will establish the fundamental design elements that characterize a neighbourhood. Development proposals for the vacant land will require area structure plans (subarea plans) to provide the rationale for the major and minor road design for the area. Both provincial, local and proposed major road alignments are depicted on Map 2.

Governance

Community development requires input and contribution from many different participants. Working together, Council sets the direction for services and development to meet the Town's needs. Open and inclusive discussion enables representation and leadership that is connected and accountable.

Governance is all the processes that coordinate and control the actions of an organization. In the context of local government, the governance framework is aligned with the statutory authority and responsibilities intended to assist elected officials and staff with the delivery of services which includes civic engagement and cooperation.



The Town of Vauxhall is governed by an elected council of a Mayor and Councillors. Council shall creatively and carefully manage development that is consistent with community values identified through the preparation of the MDP and will endeavor to make wise choices for effective resource use. Council, through administration, will provide infrastructure, municipal and recreational services within the Town's financial capacity to all residents. Council will continue to work cooperatively with neighbouring municipalities, stakeholders and government partners to continue to advance the vision of the community.

Intermunicipal Cooperation



Urban areas often find themselves economically, socially, and physically intertwined with surrounding municipalities. Their shared interests stem from whenever the two municipalities are connected by common land area or shared services. The real challenge is providing proper venues to address these shared interests while continuing to meet local needs.

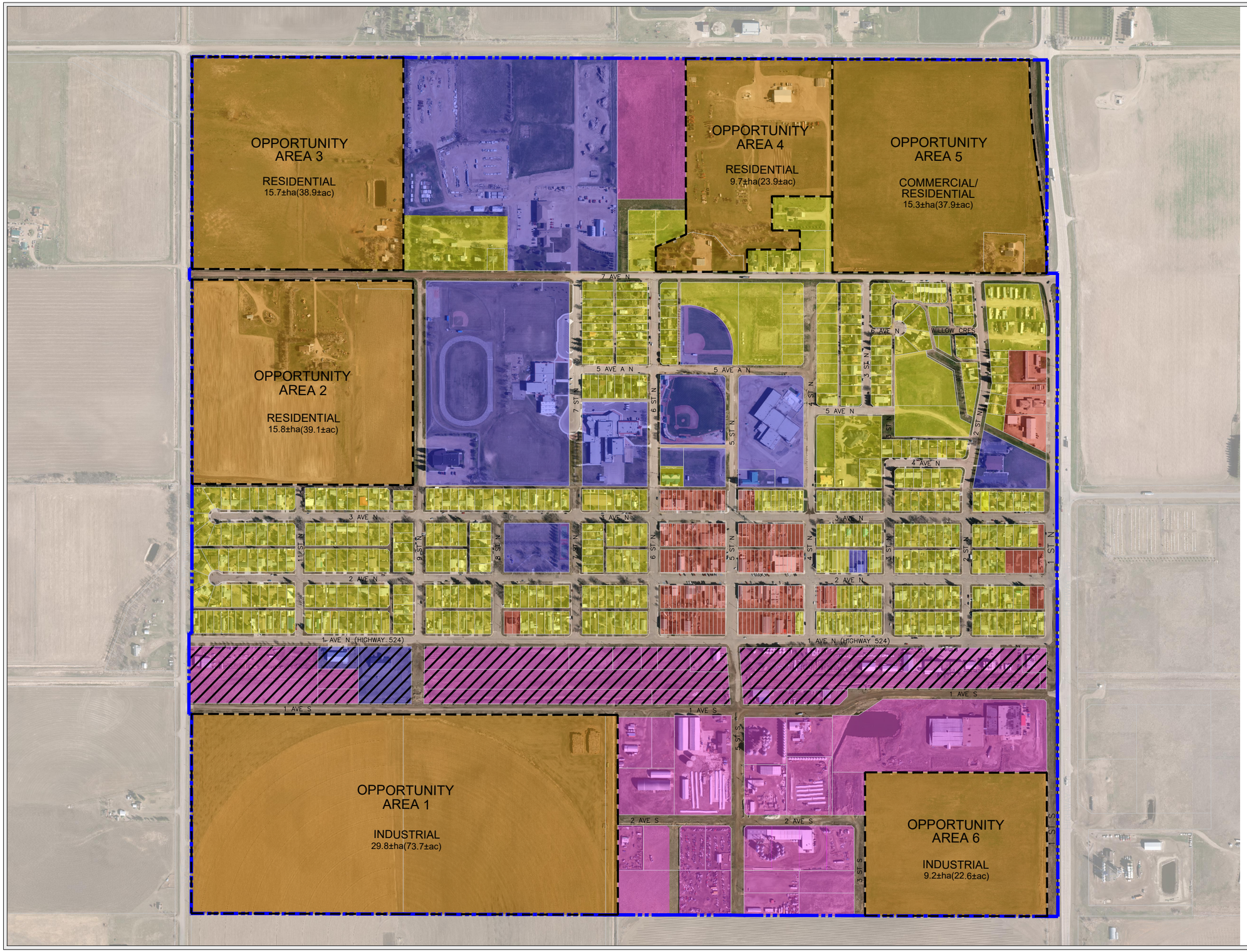
There are two overarching reasons why intermunicipal cooperation is beneficial. First, common interests and challenges can be addressed more effectively and efficiently through cooperation. Second, one municipality's actions can have impacts on other municipalities where common interests exist. Communities throughout Alberta are recognizing the benefits of intermunicipal cooperation. As a result, the Town of Vauxhall can benefit by working collaboratively with the MD of Taber to address common goals and objectives as presented in the *Municipal District of Taber and Town of Vauxhall Intermunicipal Development Plan Bylaw No. 1808 and Bylaw No. 844-09*.

TOWN OF VAUXHALL MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 933-18, October 16, 2018

Amended to Bylaw No. 988-22

MAP 1 - DEVELOPMENT GUIDE MAP



Town Boundary

Major Land Use Designations

- Residential
- Commercial
- Industrial
- Public and Institutional
- Opportunity Area
- Future Transitional Commercial

AERIAL PHOTO DATE: APRIL 4, 2017

MAP PREPARED BY:
OLDMAN RIVER REGIONAL SERVICES COMMISSION
3105 16th AVENUE NORTH, LETHBRIDGE, ALBERTA T1H 5E8
TEL 403-329-1344
"NOT RESPONSIBLE FOR ERRORS OR OMISSIONS"

OLDMAN RIVER REGIONAL SERVICES COMMISSION

0 Metres 100 200 300 400

August 30, 2022 N:\Taber-Municipal-District\Vauxhall\Vauxhall MDP\
TOWN OF VAUXHALL MDP Bylaw No 933-18.dwg

TOWN OF VAUXHALL MUNICIPAL DEVELOPMENT PLAN

Bylaw No. 933-18, October 16, 2018

Amended to Bylaw No. 988-22

MAP 2 - TRANSPORTATION NETWORK

- Town Boundary
- Highway 36
- Highway 524
- Future Road
- Future Intersection

AERIAL PHOTO DATE: APRIL 4, 2017

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August 30, 2022 N:\Taber-Municipal-District\Vauxhall\Vauxhall MDP\
TOWN OF VAUXHALL MDP Bylaw No 933-18.dwg

Community Vision

The Town of Vauxhall is a friendly place for everyone that enjoys quiet, safe, affordable, small town living.

4 I GROWTH STRATEGY

1. LAND USE AND FUTURE DEVELOPMENT

It is important for Town of Vauxhall (the Town or municipality) to prepare and formulate a strategy that will effectively encourage and facilitate growth within the community and successfully accommodate corresponding residential and non-residential development. As the role of a Municipal Development Plan is to guide and direct the evolution of a community 20 to 25 years into the future, decision makers need to consider reasonable extensions of current development and any constraints to expansion that may exist. The Town has a limited land base that contains a variety of land uses.

A review of the land use and growth studies identified several primary-planning goals regarding land use and development for the community. These include:

- To promote community growth and development in an orderly economic manner by developing a comprehensive land use strategy.
- To maintain an attractive high-quality community environment, ensure sustainability, and continue to improve the quality of life for our citizens.
- To assess current and future infrastructure needs and determine priorities for capital expenditures
- To be proactive and be prepared to seize economic opportunities when presented to the community.

Goals

- To ensure that serviceable land is adequately available to accommodate future urban growth.
- To identify appropriate areas for development and redevelopment based on infrastructure, site characteristics, and compatibility with adjacent and existing uses.
- To provide polices and establish guidelines that direct future subdivision and development, which provide concise and manageable standards for developers.
- To maintain a high quality of development and subdivisions wherever possible.

Policies

1.1 Development of land within the Town boundary is the preferred growth strategy. However, there may be times when annexation of land is necessary to support the needs of the community. At

such time, the Town will discuss future expansion needs with the Municipal District of Taber in advance of pursuing an annexation proposal and in accordance with the adopted Intermunicipal Development Plan.

1.2 Decisions regarding future land use and growth directions should be consistent with the concepts illustrated in the Development Guide Map (Map 1) and the Transportation Network Map (Map 2).

1.3 Future urban growth and development in the municipality should be directed to the Opportunity Areas identified in the Development Guide Map. The feasibility of developing future growth areas will require additional analysis at the planning stages (at the cost of the developer) through the appropriate planning mechanism deemed acceptable by the Town, such as an area structure plan, conceptual design scheme, demonstrating site suitability and feasibility.

1.4 New growth and development should occur in a stable and fiscally sound manner, given infrastructure, land carrying capacity and physical constraints.

1.5 Efficient use of land and infrastructure within the Town is a priority. Mechanisms to enhance the efficient use of land in the design of future subdivisions and development through innovative implementation tools such as those identified in the Government of Alberta document "Efficient Use of Land Implementation Tools" or other strategies deemed appropriate by the Town, may be considered as necessary to address community needs.

1.6 Concurrency of services and facilities with impacts of development is expected. Development will not be permitted to outpace the capacity of municipal infrastructure. Future urban growth should be directed to areas with existing municipal infrastructure capacity or to locations where infrastructure extensions can be made most appropriately. All development will be required to connect to the municipal sewer and water service unless it is demonstrated to the Municipal Planning Commission that circumstances exist that services are not required.

1.7 The obligation for supplying or upgrading infrastructure, services and amenities to serve new subdivision and development will be at the developer's cost. The Town may require the developer to enter into an agreement to provide such with the municipality pursuant to the *Municipal Government Act*. Opportunities for cost-sharing between the Town and developers may be considered to promote the objectives of the Municipal Development Plan or as deemed appropriate by Council.

1.8 Subdivision and development of urban reserve land will typically not be supported until such time as an area structure plan deemed acceptable by the Town has been prepared and adopted/approved.

1.9 The Town may require an area structure plan or a conceptual design scheme:

(a) before land is rezoned from one land use district to another (adoption of an area structure plan will typically be required for any proposal involving rezoning of urban reserve land);

(b) when multi-lot subdivision is proposed;

(c) where pieces of fragmented land are adjacent to a proposed subdivision or development;

(d) where subdivision and development requires new roads or triggers capacity upgrades or expansion of infrastructure; or

(e) whenever deemed necessary by Council.

1.10 Before initiating the formal rezoning process, developers may be requested to undertake a public consultation process to work with community groups, local residents and neighbours and to report the results of that public consultation process to Council.

1.11 All future subdivision and development shall be evaluated with respect to its compliance with the objectives and policies of this plan, the current Land Use Bylaw, and any other statutory plan.

1.12 When evaluating applications for the subdivision of land, the Municipal Planning Commission should consider:

(a) impact on existing residential, commercial, and industrial activities in the area;

(b) compatibility with possible future development of residual and adjacent lands;

(c) appropriate connections to existing roadway and utility infrastructure as deemed necessary; and

(d) the suitability of the land to accommodate the proposed use.

2. RESIDENTIAL DEVELOPMENT

Residential development will continue to be a primary focus. Residential growth as projected for the next 25 years will likely be able to be accommodated within the current boundaries of the Town. As Vauxhall's demographics continue to show a large proportion of children and youth, family-style residential development is favoured. Accommodation for seniors in the future may also need to be considered in the 10-25 year horizon as the population ages. Apartment-style or assisted living developments usually work best when they are centrally located near existing public, recreation and commercial uses.

Goals

- To ensure a diversity of housing types and serviced building lots are available throughout the community that cater to all residents and housing needs.
- To ensure that land is developed in an efficient and rational manner.

Policies

2.1 All future residential development:

(a) shall comply with the objectives of this Plan and the current Land Use Bylaw;

(b) should be directed to the areas of the municipality identified on the Development Guide Map for residential development (current or future);

(c) should take into consideration the availability and ease of servicing; and

(d) should be evaluated for suitability based upon engineering studies and other analysis to determine development potential.

2.2 Residential development programs and decisions should ensure:

(a) a choice of new residential neighbourhoods with provision for different housing types to cater to housing needs and income levels of the public;

(b) safe, attractive residential environments secure from incompatible land uses and in conformity with the existing historic, natural and cultural quality of residential neighbourhoods;

(c) rational and economical extensions of existing municipal services.

2.3 Council should strive to achieve a proportionate increase in various multi-unit housing that caters to broad socio-economic and demographic groups.

2.4 Applications submitted for large-scale (multi-family) or multi-lot residential developments shall be evaluated on the basis of how the proposal will affect the existing municipal infrastructure and servicing capacities prior to approval being granted. Residential subdivisions may be planned and developed in phases, which would take into consideration market demand and future servicing.

2.5 The municipality should commence a strategy to identify potential residential areas that may benefit from the development of area structure plans or area redevelopment plans to guide infill housing and development in existing neighbourhoods.

2.6 The Town should regularly monitor the vacancy rate and volume of building permits so that needs for serviced residential land can be anticipated.

2.7 The Town, in conjunction with Alberta Health Services - Chinook Health, should investigate and monitor demand for additional self-contained senior housing or the development of a lodge-type facility.

2.8 The Town will continue to encourage the private sector to develop residential land in Vauxhall.

2.9 The Town should, for the convenience and enjoyment of residents, emphasize the provision of parks, open space, and walkways for pedestrian traffic in new residential areas, where feasible.

3. COMMERCIAL / INDUSTRIAL DEVELOPMENT

Commercial and industrial uses within the Town impact the assessment base, available employment opportunities and community sustainability. Steps should be taken to ensure that the commercially zoned properties within the downtown core and fronting Highway 36 remain and the preservation and retention of these businesses and uses should be a priority. In addition, the established industrial uses are key to a healthy local economy and vacant lands exist adjacent to these areas which will accommodate additional growth of this sector in the future.

The Town should focus on the development of additional non-residential development to continue to foster a service and employment centre for the community. Therefore, within the lifetime of this document, the preparation and implementation of a plan for this development should be undertaken.

Goals

- To establish sound planning polices and guidelines for commercial and industrial developments that protect existing developments and encourage new ones.
- To attract new investment and industries to the community to diversify the assessment base and provide employment opportunities.

Policies

3.1 The Town will continue to encourage and support local business.

3.2 The Town will continue to actively promote opportunities for economic development and investigate funding programs and resources that provide benefits to the community.

3.3 When Land Use Bylaw amendments are proposed to accommodate new commercial and industrial uses, consideration shall be made to existing and adjacent land use patterns in the area.

3.4 All commercial and industrial development shall be required to connect to municipal sewer, water and electrical utility system services, unless it is demonstrated to the Municipal Planning Commission that circumstances exist that services are not required.

3.5 All outdoor storage in the commercial and industrial districts should be properly screened and enforced by an appropriate municipal bylaw.

3.6 Land use development strategies should provide a full range of commercial and industrial uses.

3.7 The municipality should ensure that modern and adequate infrastructure of other utilities (fiber-optic) is available to enable new technology-based industries and high-tech business to operate. A plan should be formulated that may enable this infrastructure to be programmed to coincide with existing infrastructure upgrades.

3.8 The municipality should try to ensure that a high standard of building design and landscaping are obtained for commercial and industrial sites, particularly in highly-visible sites adjacent to major roadways. The building or landscaping requirements shall be administered through the Municipal Planning Commission.

3.9 Industrial sites should be serviced by an efficient traffic circulation system that is designed to handle the volumes and various types of industrial traffic generated by this type of activity.

3.10 The Town will continue to encourage the private sector to develop non-residential land in Vauxhall.

3.11 Commercial and industrial zoning district uses should be reviewed periodically to ensure they adequately encompass the needs of the community and business.

3.12 Future commercial development or redevelopment projects occurring in the downtown should be encouraged to provide pedestrian features to improve pedestrian safety, comfort and convenience.

3.13 Mixed use commercial/light industrial district options should be investigated for inclusion in the Land Use Bylaw to provide more appropriate business uses and improved buffer areas and transition zones between commercial, industrial and residential districts.

3.14 Opportunities for alternative energy development should be investigated.

4. RECREATION, PARKS AND OPEN SPACE

Open space, parks, pathways, and trails contribute to community building by preserving landscapes and providing residents with opportunities for passive and active recreation. Communities need to have a wide range of accessible, connected, inviting, and safe parks and open spaces to meet the diverse needs of residents, businesses, schools, and other institutions.

Goals

- To provide and maintain quality parks and recreational facilities to serve all residents.
- To ensure that future land developments preserve natural features and provide adequate parks or open space for residents.

Policies

4.1 The municipality should strive to make all public spaces enjoyable, safe and accessible to all members of the community, including those with special needs.

4.2 The municipality should investigate various funding alternatives and partnerships to offset the increasing costs of park and recreation land maintenance, especially for new subdivisions.

4.3 The municipality should continue to take inventory of the municipal parks and prioritize their need for maintenance or replacement based on the state of their physical condition. Where feasible, Council should endeavour to maintain and improve existing recreational facilities.

4.4 The municipality should continue to work with school authorities and support the shared use of open space and playground areas.

4.5 The municipality, pursuant to section 666 of the *Municipal Government Act*, shall require that open space provisions are addressed through adequate acquisition of municipal reserve land and money in place of land dedication at the time of subdivision. The dedication of municipal and environmental reserves shall be carried out at the time of subdivision or pursuant to section 665 of the *Municipal Government Act*.

4.6 The Town will continue to encourage developers of residential land to incorporate open space and community parks into future developments to meet community needs.

4.7 Subdivision designs are encouraged to provide connectivity of parks and open space, schools and other community amenities.

4.8 Land dedicated for municipal reserve purposes should be suitable for either active or passive recreation.

4.9 Stormwater detention sites should be designed to accommodate recreational opportunities where feasible.

5. TRANSPORTATION

The road pattern within Vauxhall is characterized by the traditional grid system. The grid was laid out north and south of the railway, with the largest portion of existing streets falling within the grid. This pattern has proved efficient affording a variety of transportation routes and is cost effective in terms of municipal servicing.

Goals

- To maintain a transportation network that meets the needs of the community and provides both safe and efficient routes.
- To liaise with Alberta Transportation and/or the Municipal District of Taber with respect to any transportation routes of mutual interest or jurisdiction.

Policies

5.1 The street network in new development areas should be based on the traditional grid-pattern. Non-grid based designs may be considered where deemed appropriate by the Town to accomplish access management efforts, infill development, accommodate topography, or other site specific considerations that warrant an alternative design.

5.2 The municipality shall maintain a consistent standard of road design and should consider adopting design standards.

5.3 Roadway intersections should be aligned where possible to maintain road capacity and enhance vehicular and pedestrian safety.

5.4 Street designs should consider opportunities to accommodate pedestrians and cyclists.

5.5 Residential road designs should focus on linking parks, recreation and community and education facilities through pedestrian and cycling routes.

5.6 For the purpose of legal access, every lot to be created by a subdivision application shall have direct access to a public roadway to the satisfaction of the Town.

5.7 Subdivision road designs should include provisions for extension of roadways to adjacent parcels and connections to existing road alignments, where feasible.

5.8 The provision of lanes in subdivision designs for new development is encouraged.

5.9 The Town will maintain an open dialogue with Alberta Transportation regarding Highways 36 and 524, including any changes to the highways that may have important impacts on the community and may explore the development of highway vicinity agreements with Alberta Transportation to employ appropriate setbacks and mitigating measures relating to noise, air pollution and safety on lands adjacent to provincial highways.

5.10 Closure and disposal of road right-of-way will not be undertaken without consideration of the potential impacts to the community and a determination that the right-of-way will not be necessary to support future development or create an efficient road network.

5.11 The Town will work closely with the Municipal District of Taber to address any regional transportation matters that may impact the community, including a coordinated road network within the fringe.

5.12 The Town will enhance the pedestrian experience including people with mobility challenges in accordance with the *Safety Codes Act: A Barrier-Free Design Guide*.

6. UTILITIES AND INFRASTRUCTURE

The municipal public works function is to efficiently maintain public parks, roads, sidewalks, storm water drainage, the water distribution system, sewage collection system and solid waste collection and disposal. It is important to analyze present services to ensure they are sufficient to manage future capacity loads.

Goals

- To ensure that future land developments have adequate infrastructure and that water and sewage treatment services are able to handle the minimum capacities required for future growth.

Policies

6.1 All development shall be required to connect to the municipal sewer and water service unless it is determined by the Municipal Planning Commission that the services are not required.

6.2 The burden of supplying infrastructure services to subdivisions or new developments will be borne by the developer and not by the municipality.

6.3 The Municipal Planning Commission may require a developer to enter into an agreement with the municipality pursuant to the *Municipal Government Act* and registered by caveat against the certificate of title to ensure the said agreement is binding on the land owner, or successors in title, to install or pay for the installation of public utilities and other infrastructure that are necessary to serve the subdivision, pursuant to sections 650 and/or 655 of the *Municipal Government Act*.

6.4 The municipality shall monitor and ensure that the sewage treatment system and water treatment plants are capable of handling additional capacities associated with the projected growth of the municipality.

6.5 New developments should create a minimal increase in storm water runoff from the predevelopment state. Problem areas may require a storm water management plan to be approved by the municipality prior to development.

6.6 Development should maximize use of existing infrastructure where possible and ensure logical extension of utilities and other services in proposed subdivision designs.

6.7 Utilities serving new development including power lines and cable and phone services should be underground.

6.8 The Town will encourage residents, business and institutions to continue to reduce their overall consumption of treated municipal water.

7. COMMUNITY SERVICES

A number of other municipal or community types of services affect the quality of life of the residents of Vauxhall, but the provision and management of many of these are outside of the municipality's mandate and jurisdiction. Therefore, the municipality must act in cooperation, agreement and support with many of the organizations, agencies and other government departments that do provide these important services.

Policing for the Town is provided by the local detachment of the Royal Canadian Mounted Police (RCMP). Fire services are provided through a regional contract with the Municipal District of Taber. The majority of the health services in the area fall under the jurisdiction of Alberta Health Services, with the closest hospitals and additional heath care services located in Taber and Lethbridge.

Public schools are the responsibility of the Horizon School Division, headquartered in Taber. The Vauxhall School offers a school program for students from kindergarten through Grade 12.

Goals

- To maintain communication with external organizations that provide community services to residents.
- To achieve and maintain a high level of physical and social services in the municipality.
- To support and promote volunteer and community service organizations that operate within the Town of Vauxhall.

Policies

7.1 The municipality should encourage non-profit groups/organizations and provincial agencies to establish programs and operate in the community to enhance the level and quality of existing community services.

7.2 Programs and initiatives should be developed that encourage and enhance volunteerism and community service organizations as they contribute considerably to the quality of life in Vauxhall.

7.3 The municipality should continue to support and work in mutual agreement with other government departments and agencies that help provide various community services to residents.

7.4 Council should regularly communicate with appropriate provincial agencies to determine if family support services are adequately addressing the needs of residents.

8. INTERMUNICIPAL COOPERATION

Communities throughout Alberta are exploring the advantages of regional cooperation by working together to improve the sustainability of each community within the region. Therefore, it is very important for the Town of Vauxhall to continue working with neighbouring municipalities and other organizations who have common economic goals and development objectives.

Goals

- To allow municipalities to take advantage of mutual opportunities to maximize efficient use of transportation systems, infrastructure and other mutual interests.
- To ensure cooperation and dialogue between municipalities on matters of mutual interest or concern.
- To promote intermunicipal cooperation between the Town and the MD of Taber.

Policies

8.1 The Town will continue its existing collaborative relationship with the Municipal District of Taber, including the support of mutually beneficial service agreements and matters of mutual planning interest, opportunities and concerns.

8.2 The Town will work to identify new areas for collaboration in the delivery of programs, services and facilities operation, economic development and land use planning.

8.3 The Town will endeavour to foster new partnerships with businesses, government, school boards, post-secondary institutions and non-profit sectors, to develop and operate recreational, cultural and community facilities.

9. ECONOMIC DEVELOPMENT

The economy of Vauxhall is interconnected with other municipalities, the surrounding rural community and the province. Alberta's long-term economic prospects continue to be very bright as a result of the province's many economic advantages including low taxes, entrepreneurial business climate and fiscal strength.

Goals

- To expand and diversify the local economy.
- To create a positive municipal environment that encourages and supports business and industry.

Policies

9.1 Council should strive to create a strong, liveable, safe community with adequate parkland, recreational opportunities, community centres and other public amenities that will foster local business growth and generate a host of economic benefits.

9.2 The Town will continue to investigate programs and sources of funding from government and non-government organizations that may be available for infrastructure upgrades and other municipal projects.

9.3 Municipal decisions should be made with special attention placed on creating an atmosphere that positively demonstrates that Vauxhall is a friendly, attractive community that is favourable to business.

9.4 Measures to create a more diverse tax base will continue to be investigated. Regular assessment of community needs and development mechanisms to attract and retain new business and industry providing a variety of employment opportunities for residents should be pursued.

9.5 The municipality's economic development strategies:

(a) should focus on enhancing and developing the strengths of the community;

(b) should try to conserve, maintain, enhance and market local amenities to assist economic growth;

(c) should maintain and expand the role of Vauxhall as a host community to cultural, recreational and other special events and festivals.

9.6 Home-based occupations will continue to be encouraged in residential areas as long as it is determined there will be no negative impacts to neighbouring property owners. The criteria for home-based businesses will continue to be administered through the standards established in the Land Use Bylaw.

10. RESERVES, SOUR GAS, AND PROTECTION OF AGRICULTURAL LAND

The *Municipal Government Act* contains the mandate for Municipal Development Plans to address the issue of municipal, school, and environmental reserves, development within proximity of sour gas facilities, and the protection of agricultural land.

Municipal reserve dedication is an important contribution to the community in providing land for parks, trails, community facilities, environmental reserve, and school sites. The *Municipal Government Act* allows for the taking of reserves at the time of subdivision under certain circumstances. The subdivision authority may require the owner of a parcel of land that is the subject of a subdivision to provide part of the parcel and/or money in place of land as municipal, environmental, or school reserve.

For the most part, the oil industry is regulated by the Alberta Energy Regulator and/or Alberta Utilities Commission and is exempted from the provincial legislation pursuant to section 618 of the *Municipal Government Act*. Currently, there are no sour gas facilities within the Town of Vauxhall. If such facilities were to be established in the future, the setback distances outlined by the Alberta Energy Regulator (AER) guidelines are required to be adhered to.

The *Municipal Government Act* requires a Municipal Development Plan to contain policies respecting the protection of agricultural operations. Agricultural operations within the Town boundary are currently limited; however, land within the adjacent Municipal District of Taber is under extensive agricultural use.

Goals

- To establish guidelines for the allocation of municipal, school and environmental reserve.
- To ensure that any applicable municipal, environmental and/or school reserves are addressed or acquired at the time of subdivision.
- To minimize any adverse land use conflicts for a proposed subdivision or development in close proximity to a sour gas facility.
- To minimize the impact of development on agricultural land and operations.

Policies

10.1 Municipal and/or school reserve will be provided in accordance with section 666 of the *Municipal Government Act*.

10.2 At the time of subdivision, the municipal or school reserve requirements will typically be satisfied as money in place of land dedication unless the provision of municipal or school reserve is prescribed in an approved area structure plan or if the provision is warranted in the opinion of the Municipal Planning Commission.

10.3 Where the reserve requirement is to be satisfied as money in place of land, it shall be done so in accordance with the provisions of section 667 of the *Municipal Government Act*.

10.4 Environmental reserve or easements to protect environmentally sensitive areas, land subject to flooding or land consisting of a swamp, gully, ravine or natural drainage course may be required at the time of subdivision, in accordance with section 664(3) of the *Municipal Government Act*, as required by the Municipal Planning Commission.

10.5 Where the municipality is of the opinion that lands may be resubdivided in the future, the Municipal Planning Commission may require that municipal or school reserves be deferred by caveat pursuant to section 669 of the *Municipal Government Act*.

10.6 Retention ponds will typically be considered public utility lots and will not be eligible for municipal reserve credit. Detention ponds that are designed to incorporate active or passive recreational use may be eligible for municipal reserve credit at the discretion of the municipality.

10.7 Developers will typically be responsible for landscaping municipal reserve land to the municipality's satisfaction.

10.8 Where the provision of land for municipal, school or environmental reserve has been required, such lands shall be designated on a final instrument and registered for those purposes at Land Titles Office in accordance with section 665 of the *Municipal Government Act*.

10.9 The municipality may also acquire lands for municipal reserve purposes pursuant to section 665 of the *Municipal Government Act*.

10.10 The Town of Vauxhall will receive all municipal reserve funds paid and should a school authority require land for a school, an agreement for possible municipal assistance will be discussed at that time.

10.11 Setback guidelines for sour gas facilities shall be in accordance with the standards established by the Alberta Energy Regulator or any subsequent standards should these guidelines be revised.

10.12 The municipality shall ensure that all subdivision and development applications that are located within 1.5 kilometres of a sour gas facility are referred to the Alberta Energy Regulator.

10.13 Residential subdivision and development shall not be approved if it would result in development within 100 metres of a gas or oil well unless the development would be within a lesser distance approved in writing by the Alberta Energy Regulator, pursuant to section 11(1) of the Alberta Subdivision and Development Regulation.

10.14 The Town will protect agricultural operations by ensuring land within Town is used to its best potential, and by considering potential impacts of land uses on existing agricultural operations that may be located on adjacent lands in the Municipal District of Taber.

10.15 Generally, agricultural land within the Town boundary will be designated urban reserve and, as such, existing agricultural operations will be permitted to continue subject to the provisions of the Land Use Bylaw.

11. ADMINISTRATIVE MATTERS

Policies

Plan Implementation and Public Engagement

11.1 The goals and policies of the Municipal Development Plan will be further refined and implemented through the development, adoption, and day-to-day application of statutory plans and the Land Use Bylaw.

11.2 The Land Use Bylaw is a key implementation tool for the objectives and policies of the Municipal Development Plan and should be regularly reviewed and amended as necessary to ensure the policies reflect the community's desired direction for future growth.

11.3 The Municipal Development Plan should be reviewed every five years to ensure the goals and policies are consistent with directions of future development. Ongoing evaluation of the effectiveness of land use planning decision should be conducted when possible.

11.4 Amendment of the Plan may be initiated at any time by Council or the general public. Where an amendment is initiated by the general public, the applicant shall be required to submit such background information as deemed necessary by the Town to support the amendment prior to commencement of the bylaw amendment process. Amendment of the MDP shall follow the applicable procedures outlined in the *Municipal Government Act*.

11.5 The Town will continue to provide a positive environment for listening, evaluating and responding to the concerns of its citizens.

11.6 The Town supports ongoing public engagement and encourages residents to provide input on matters of specific and general planning interest wherever possible.

11.7 The Town is committed to providing transparent communication regarding land use matters and will continue to make information regarding the subdivision and development processes available to the public and applicants.

Interpretation

11.8 The Municipal Development Plan, for the most part, is general in nature and long-range in its outlook. The MDP provides the means whereby Council and administration can evaluate proposals in the context of a long-range plan for the Town of Vauxhall. In this respect, the land uses shown on the Development Guide Map and the road alignments identified on the Transportation Network Map are conceptual in nature — specific boundaries and alignments will be determined through the redesignation and amendment of the Land Use Bylaw and/or the adoption of an area structure plan or approved conceptual design scheme.

11.9 Subject to Council's approval, minor variation from the policies of the Municipal Development Plan will not require an amendment to the Plan. More substantive changes will require an amendment to the MDP and any other affected plan.

11.10 The Municipal Development Plan contains "shall", "will", "should", and "may" policies which are interpreted as follows:

(a) "shall" or "will" policies must be complied with;

(b) "should" policies mean compliance in principle, but are subject to the discretion of the applicable authority on a case by case basis; and

(c) "may" polices indicate that the applicable authority determines the level of compliance that is required.

11.11 in the event of a conflict or inconsistency between the *Town of Vauxhall Municipal Development Plan* and

(a) an intermunicipal development plan (IDP), the IDP prevails to the extent of the conflict or inconsistency;

(b) an area structure plan or an area redevelopment plan, the MDP prevails to the extent of the conflict or inconsistency;

(c) the South Saskatchewan Regional Plan (SSRP), the SSRP prevails to the extent of the conflict or inconsistency.

APPENDIX A

South Saskatchewan Regional Plan Review

Municipal Development Plan Compliance Summary

There have been many provincial initiatives throughout the years regarding how to deal with various land uses. These initiatives have shaped modern day land use requirements in Alberta. The *Alberta Land Use Framework*, implemented by the Provincial Government in 2008, provides a blueprint for land-use management and decision-making that addresses Alberta's growth pressures. The Land Use Framework established seven new land-use regions and requires the development of a regional plan for each. The Town of Vauxhall is located within the geographic area of the South Saskatchewan Regional Plan (SSRP) which became effective the fall of 2014. The SSRP lays out a number of key desired outcomes and strategic directions relating to the region's economy, people, environment, and resources.

All statutory plans and relevant land use documents must comply with the SSRP by no later than September 1, 2019. Compliance can be achieved by updating relevant statutory and other relevant documents, and filing a statutory declaration regarding compliance with the province. The timing of the 2017 update of this Municipal Development Plan provides an opportunity for the Town of Vauxhall to align its highest level statutory planning document with the SSRP. However, there is an ongoing challenge of what alignment means because the implications of the SSRP continue to be determined and realized at all levels of government in Alberta.

The Town of Vauxhall Municipal Development Plan (the Plan) is consistent with the intent of the SSRP. More specifically, the most relevant sections of the SSRP which have been considered in the Plan preparation include:

Section 5 – Efficient Use of Land

Use Land Efficiently

Strategies:

5.1 All land use planners and decision-makers responsible for land-use decisions are encouraged to consider the efficient use of land principles in land-use planning and decision making.

1. Reduce the rate at which land is converted from an undeveloped state into permanent, built environment.
2. Utilize the minimum amount of land necessary for new development and build at a higher density than current practices.
3. Increase the proportion of new development that takes place within already developed or disturbed lands either through infill, redevelopment and/or shared use, relative to new development that takes place on previously undeveloped lands.

4. Plan, design and locate new development in a manner that best utilizes existing infrastructure and minimizes the need for new or expanded infrastructure.
5. Reclaim and/or convert previously developed lands that are no longer required in a progressive and timely manner.
6. Provide decision-makers, land users and individuals the information they need to make decisions and choices that support efficient land use.

5.2 Build awareness and understanding of the efficient use of land principles and the application of land–use planning tools that reduce the footprint of the built environment, how they might be applied and how their effectiveness would be measured over time with municipalities, land-use decisions-makers and land users, on both public and private lands.

Section 8 – Community Development

Planning Cooperation and Integration

Strategies:

When making land-use decision, municipalities, provincial departments, boards and agencies and other partners are expected to:

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. (8.1)

8.2 Address common planning issues, especially where valued natural features and historic resources are of interest 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.

Land Use Patterns

Strategies:

Municipalities are expected to establish land-use patterns which:

8.11 Provide an appropriate mix of agricultural, residential, commercial, industrial, institutional, public and recreational land uses; developed in an orderly, efficient, compatible, safe and economical manner.

8.12 Contribute to a healthy environment, healthy economy and a high quality of life.

8.13 Provide a wide range of economic development opportunities, stimulate local employment growth and promote a healthy and stable economy. Municipalities are also expected to complement regional and provincial economic development initiatives.

8.14 Feature innovative housing design, range of densities and housing types such as mixed use, cluster development, secondary suites, seniors' centres and affordable housing. Provide the opportunity for the variety of residential environments which feature innovative designs and densities and which make efficient use of existing facilities, infrastructure and public transportation.

8.15 Minimize potential conflict of land uses adjacent to natural resource extraction, manufacturing and other industrial developments.

8.16 Minimize potential conflict of land uses within and adjacent to areas prone to flooding, erosion, subsidence, or wildfire.

8.17 Complement their municipal financial management strategies, whereby land use decisions contribute to the financial sustainability of the municipality.

8.18 Locate schools and health facilities, transportation and transit and other amenities appropriately, to meet increased demand from a growing population.

Agriculture

Strategies:

Municipalities are expected to:

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 use by using appropriate planning tools, setback distances and other mitigating measures.

Water and Watersheds

Municipalities are expected to:

8.23 Utilize or incorporate measures which minimize or mitigate possible negative impacts on important water resources or risks to health, public safety and loss to property damage due to hazards associated with water, such as flooding, erosion and subsidence due to bank stability issues, etc., within the scope of their jurisdiction.

8.24 Incorporate measures in future land-use planning decisions to mitigate the impact of floods through appropriate flood hazard area management and emergency response planning for floods.

8.25 Prohibit unauthorized future use or development of land in the floodway in accordance with the *Flood Recovery Reconstruction Act* and the Floodway Development Regulation under development, which will control, regulate or prohibit use of development of land that is located in a floodway and define authorized uses.

8.26 Identify and consider, based on available information including information from the Government of Alberta, the values of significant water resources and other water features, such as ravines, valleys, riparian lands, stream corridors, lakeshores, wetlands, and unique environmentally significant landscapes within their boundaries.

8.27 Determine appropriate land-use patterns in the vicinity of these significant water resources and other water features.

8.28 Consider local impacts as well as impacts on the entire watershed.

8.29 Consider a range of approaches to facilitate the conservation, protection or restoration of these water features and the protection of sensitive aquatic habitat and other aquatic resources.

8.30 Establish appropriate setbacks from waterbodies to maintain water quality, flood water conveyance and storage, bank stability and habitat.

8.31 Assess existing developments located within flood hazard areas for long-term opportunities for redevelopment to reduce risk associated with flooding, including human safety, property damage, infrastructure and economic loss.

8.32 Facilitate public access and enjoyment of water features, to the extent possible.

8.33 Use available guidance, where appropriate, from water and watershed planning initiatives in support of municipal planning.

Historic Resources

Municipalities, in consultation with the Minister responsible for the *Historical Resources Act*, are expected to:

8.34 Identify significant historic resources to foster their preservation and enhancement for the use and enjoyment by present and future generations.

8.35 Work toward the designation of Municipal Historic Resources to preserve municipally significant historic places.

8.36 Formulate agreements with the Ministry for development referrals to assist in the identification and protection of historic resources within the scope of their jurisdiction.

Transportation

Municipalities, in consultation with the Minister responsible for the *Highways Development and Protection Act*, are expected to:

8.37 Identify the location, nature and purpose of key provincial transportation corridors and related facilities.

8.38 Work with the Ministry to minimize negative interactions between the transportation corridors and related facilities identified in accordance with strategy 8.37 above and the surrounding areas and land uses through the establishment of compatible land-use patterns.

8.39 Enter into highway vicinity agreements with the Ministry and employ appropriate setback distances and other mitigating measures relating to noise, air pollution and safety to limit access if subdivision and development is to be approved in the vicinity of the areas identified in accordance with 8.37 above.