

**BYLAW 9-2019
OF THE
TOWN OF VERMILION
IN THE PROVINCE OF ALBERTA**

**BEING A BYLAW OF THE TOWN OF VERMILION TO
AMEND THE MUNICIPAL DEVELOPMENT PLAN (MDP)
BYLAW 18-2011**

WHEREAS, the Council of the Town of Vermilion deems it necessary to review and update the Town of Vermilion Municipal Development Plan (MDP), being Bylaw 18-2011, as amended, pursuant to Policy 16.4 of the MDP;

AND WHEREAS, the Council of the Town of Vermilion deems it necessary to amend the Town of Vermilion Municipal Development Plan (MDP), being Bylaw 18-2011, to ensure consistency between statutory plans;

NOW THEREFORE, under the authority of the Municipal Government Act, the Council of Town of Vermilion, in the Province of Alberta, duly assembled enacts as follows:

- 1.0 Schedule "A", attached hereto, be adopted and form the updated and revised Municipal Development Plan, being Bylaw 9-2019.
- 2.0 That this Bylaw shall come into full force and effect upon the final passing thereof.
- 3.0 **SEVERABILITY**
 - 3.1 If any Section or parts of this bylaw are found in any court of law to be illegal or beyond the power of Council to enact, such Section or parts shall be deemed to be severable and all other Sections or parts of this bylaw shall be deemed to be separate and independent there from and to be enacted as such.
 - 3.2 That this Bylaw becomes effective upon the date of the final passing thereof.

Bylaw 12-1984, 3-2009, and 15-2010 are hereby repealed.

READ A FIRST TIME IN COUNCIL THIS 21 DAY OF MAY,
A.D. 2019.

Chris Auld Mayor George Lopez Chief Administrative Officer

PUBLIC HEARING HELD ON THIS 18 DAY OF JUNE, A.D.
2019.

READ A SECOND TIME IN COUNCIL THIS 13 DAY OF AUGUST,
A.D. 2019.

Chris Auld Mayor George Lopez Chief Administrative Officer

READ A THIRD TIME IN COUNCIL THIS 13 DAY OF AUGUST,
A.D. 2019.

Chris Auld Mayor George Lopez Chief Administrative Officer



Municipal Development Plan

Bylaw 18 – 2011, as amended
to June 2019

Town of Vermilion

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Acknowledgements

The preparation of the Town of Vermilion Municipal Development Plan in **2011** was guided by the MDP Steering Committee. The Town of Vermilion greatly appreciates the time, commitment, and effort of the Committee.

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1.0 Introduction

1.1 Purpose of the Municipal Development Plan

The Town of Vermilion Municipal Development Plan (MDP) provides a policy framework for the future growth and development of the Town. It provides Council, administration, corporations, or individuals wishing to participate in Vermilion’s growth with a guide for making informed land use decisions. It provides a vision for the future of the community, a growth management and land use concept and policies to guide decision making to achieve that vision.

The MDP represents the beginning of an ongoing process which identifies long term goals, objectives, policy statements and develops a strategy to guide the implementation of the plan.

1.2 Legal Requirements

The Municipal Development Plan is the primary land use planning document adopted at the local level. It is enabled by and must conform to the requirements of the *Municipal Government Act* (MGA), Revised Statutes of Alberta, 2000, Chapter M-26, and related legislation. Section 632(1) of the MGA requires every council of a municipality to adopt an MDP by Bylaw.

This plan has been developed in accordance with Section 632 (3) of the MGA, which states:

3) A municipal development plan

(a) *must address:*

- (i) the future land use within the municipality,*
- (ii) the manner of and the proposals for future development in the municipality,*
- (iii) the coordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no intermunicipal development plan with respect to those matters in those municipalities.*
- (iv) the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities, and*
- (v) the provision of municipal services and facilities either generally or specifically.*

(b) *may address*

- (i) proposals for the financing and programming of municipal infrastructure,*
- (ii) the co-ordination of municipal programs relating to the physical, social and economic development of the municipality,*
- (iii) environmental matters within the municipality,*
- (iv) the financial resources of the municipality,*

(v) the economic development of the municipality, and

(vi) any other matter relating to the physical, social or economic development of the municipality.

c) may contain statements regarding the municipality's development constraints, including the results of any development studies and impact analysis, and goals, objectives, targets, planning policies, and corporate strategies.

d) must contain policies compatible with the subdivision and development regulations to provide guidance on the type and location of land uses adjacent to sour gas facilities.

e) must contain policies respecting the provision of municipal, school or municipal and schools reserves, including but not limited to the need for, amount of and allocation of those reserves and the identification of school requirement in consultation with affected school boards,

f) must contain certain policies respecting the protection of agricultural operations, and

g) may contain policies respecting the provision of conservation reserve in accordance with section 664.2(1)(a) to (d).

4) A municipal development plan must be consistent with any intermunicipal development plan in respect of land that is identified in both the municipal development plan and the intermunicipal development plan.

1.3 Town of Vermilion Vision

The policies and contents of the Vermilion Municipal Development Plan are intended to support the development of the Town in a way that is compatible with the Town of Vermilion Vision. The Vision, adopted by Council in December of 2015, is included in this plan to help provide a focus to the MDP. The Vision states:

Vermilion will continue to grow as an active, thriving, attractive, and safe community that offers a high quality of life for families and people of all ages. Our vision for the future embraces:

- Ensuring an environment to attract and retain a skilled and educated workforce;*
- Providing a quality of life that meets our communities' retail, recreational, cultural, educational and service needs;*
- Promoting an environmentally sustainable, innovative and diversified economy; and*
- Collaborating to ensure strong relationships with local and regional partners.*

The Town of Vermilion Vision helps to provide a foundation for the MDP to reference when providing policies for the development of the municipality.

1.4 Format and Interpretation

The Vermilion Municipal Development Plan is organized into 16 sections. Section 1.0 explains the purpose and content of the plan, states the Town of Vermilion vision, provides background information on land use and population and summarizes related plans. Section 2.0 establishes planning targets, presents and describes the Future Land Use Concept and provides a strategy for residential development to meet the planning target of 10,000 population.

Sections 3.0 to 15.0 contain goals, context and policies for specific topic areas: land uses and related topic areas such as community services, infrastructure, transportation and heritage. Goals are general statements of direction which the Town will take. The context section provides background information related to the particular topic area. Policies are specific statements intended to guide development decisions in the municipality in the future.

Section 16.0 contains implementation projects and policies.

1.5 Historical and Regional Context

The Vermilion River District was first settled by ranchers around 1900. The first survey of the area was completed in 1902 and settlers soon began to arrive with the largest numbers arriving in 1904 and 1905. Settlers came chiefly from central and eastern Canada, Europe, and the United States. Many came by the North Saskatchewan River and then overland to Vermilion.

The Canadian Northern (now Canadian National) Railway arrived in 1905 and the town site was surveyed in the same year. In 1906 Vermilion was incorporated as a Village but the growth was so rapid that later in the same year it was incorporated as a Town. In 1918 a disastrous fire destroyed the downtown. However, in a short time, many of the downtown buildings were carefully restored to their original grandeur.

The Town of Vermilion is located at the crossroads of Highway 16 (TransCanada Yellowhead) and Highway 41 (Buffalo Trail) along the Vermilion River. The Yellowhead is Canada's Northern TransCanada Highway and Highway 41 is the north/south highway linking Cold Lake to Medicine Hat and Great Falls, Montana. Vermilion's strategic location has led some to refer to Vermilion as the gateway to the Northern Lakeland.

Vermilion has become a strong service centre to the agriculture industry. This industry has been, and will in all likelihood remain, the primary economic base of Vermilion and region. In addition to agriculture, education plays a significant component in the local economy. Lakeland College was established in Vermilion in 1913 and Vermilion is presently home to the central campus and the college corporate offices. In 1959, the Alberta Fire Training Centre was established in Vermilion. Known today as Lakeland College Emergency Training Centre, the school provides fire, emergency preparedness, and risk management training and services to a wide variety of public and corporate clients.

The downtown area remains Vermilion's central business district with the Lakeland Mall shopping centre accommodating additional demand for retail supplies and services. In the 1990s, efforts to enhance the downtown continued with the development of the Vermilion Downtown Area Historic Building Guidelines. The guidelines are intended to provide tools that businesses and landowners in the downtown can use to guide the architectural appearance of buildings in the area.

Since 2009, Vermilion has completed a major downtown revitalization plan that has greatly upgraded and enhanced the quality of the streetscape of the "main street" that is 50 Avenue.

Vermilion benefits from access to a wide variety of transportation routes. Vermilion is a terminal point for the Canadian National Railway. The CN line is the secondary main line connecting Edmonton to the west and Saskatoon to the east. The Vermilion Municipal Airport is a paved and lighted year round facility with a 3000 foot runway. The Town is well served by Canada Post, private carriers and freight companies.

Heavy crude oil exploration development has found Vermilion to be strategically located in the heavy oilfields. The oilfields in the Lloydminster, Cold Lake, Elk Point, and Wainwright areas are accessible from Vermilion via Highway 16 and Highway 41.

In general, many citizens note that Vermilion has a quiet country town atmosphere but offers large town and city services and lifestyle. The community is proud of its agricultural history and is committed to staying true to those roots.

1.6 Economic Base

The strength of Vermilion's economic base is its diversity. It is an agricultural service centre, college town, oil patch service centre, and regional centre for government, education, health, medical and other services. This diversification offers some protection against economic downturns, and also provides increased opportunity to benefit from market upturns. There are a variety of employment opportunities and the Town offers an attractive lifestyle, ideal for families and residents of all ages.

Vermilion's location at the crossroads of two important provincial and national highways, Highways 16 & 41, provides excellent connectivity with economic and business development from a regional and provincial perspective. The importance of north-south movement of goods and services is emphasized and promoted by the Eastern Alberta Trade Corridor and the 'Ports to Plains' organization.

Vermilion is a place that welcomes many visitors – Lakeland College, Lakeland College Emergency Training Centre, Vermilion Provincial Park, special events and other attractions. A positive impression will encourage visitors to spend, visit again, relocate in Vermilion.

1.7 Community Setting and Form

Map 1 and **Map 2** illustrate the physical features that act as constraints to and opportunities for development within the community. The community's form and community 'footprint' are influenced by three important factors. The first is its scenic geographical setting on the south side of and overlooking the Vermilion River valley. The valley itself is a former melt water channel with steep, largely undevelopable sides and a relatively flat bottom, much of which is a flood plain. It is between 40 and 45 m (about 130 to 145 ft) below the surrounding upland.

A dam on the Vermilion River at Highway 41 has created a lake that is the focus of Vermilion Provincial Park. Residential areas extend almost two miles along the south edge of the valley and the Provincial Park. This scenic location along the river valley gives the Town a distinct and special character.

The second factor is the rail line. The CN rail line that 'created' Vermilion more than 100 years ago, runs parallel to and several hundred metres south of the river valley. The downtown area evolved from the grain elevators and railway station, which were the central focus of most prairie communities. While the station and elevators have been relocated as their function changed, the rail line has had a profound effect on land use and transportation patterns. Most of the residential areas have developed between the rail line and the river valley and future areas will likely extend further west and east. Industrial areas show a strong orientation to the rail mainly in the east and southeast parts of the Town. The rail line limits north south mobility to road crossings at one mile intervals.

The highway network is the third major influence on community form. Highway 16, the Yellowhead Highway connecting Edmonton, Vermilion, Lloydminster and Saskatoon, originally ran through the Town just south of the rail line. The former highway remains as 47 Avenue, the main east-west roadway south of the tracks, as do the alignments of the two major highways, Highways 41 & 16, and the railway. Industrial and commercial uses developed along the highway and along the railway tracks in the south east part of town. In the southwest, the extensive campus of what is now Lakeland College, formerly Vermilion School of Agriculture, was established in 1913. Some residential uses also became established east of the College and south of the rail line.

The Yellowhead Highway was twinned and relocated in the early 1980s to its present alignment about a half mile south of the Town boundaries. Highway 41 has become a major gateway into town. The promotion and management of development as well as encouraging a strong, attractive and welcoming entry to the community is a significant issue to the Town. The same can be said of the northern entry to the community.

The airport is a final major factor affecting community form. Located above the river valley in the northeast part of the town it occupies a considerable land area and affects adjacent development through the airport vicinity overlay in the land use bylaw. The airport land is close to existing servicing and could be a candidate for long term redevelopment if an alternate site could be found.

Maps 1 and 2 show the Town's strong east-west orientation. The Town's limits extend between the river valley to the north and the railway to the south. Choices for further development are affected by the setting, existing development patterns, infrastructure capacity, highway and rail network, and major land owners such as the college, Provincial Park and Town (airport). Future community form as envisioned in this Municipal Development Plan includes expansion to the west, south and east, as well as careful and sensitive redevelopment and densification within the existing established urban areas.

1.8 Current Patterns of Land Use

The Town of Vermilion comprises a mixture of residential, commercial, industrial, institutional and recreation land uses. Some land within the municipal limits is cultivated agricultural land.

Most of the residential lands lie north of the CN Railway line with a couple exceptions being two residential neighbourhoods on either side of 52 Street (Highway 41), in behind the commercial frontage, just north of 47 Avenue/College Drive and extending south to 45 Avenue on the west side and to 44 Avenue on the east side.

Commercial land in Vermilion is located in three primary areas. The downtown is Vermilion's main commercial area and consists of approximately three blocks providing a wide array of goods and services. A second commercial area extends east along Railway Avenue with Lakeland Mall at its east end as a major anchor. Additional commercial areas are located along 52 Street (Highway 41) and 47 Avenue.

Industrial land is clustered in two primary areas. The first area is adjacent to 47 Avenue and is dominated by agricultural service industries. The second area is located in the east end of Town and contains a fairly wide array of services. New industrial areas will extend developed areas further east and south.

The presence of Lakeland College in the community has created a substantial amount of institutional land use in the Town. The campus of Lakeland College and related research and development lands comprise the majority of the

southwest quadrant of the Town. The College acquired additional lands within the Town and the County to meet its long-term development needs.

The Town continues to be the most active land developer within the municipal boundary. As of October 2018, the Town was offering for sale 36 commercial/industrial lots in the Junction Sixteen 41, Yellowhead Business Park and East Point Business Park developments, and seven residential lots in the South Brennan development.

1.9 Development Activity

Figure 1 below shows the value of development permits between 2011 and 2017. A steady increase in overall permit value is seen between 2011 and 2015, with a sharp decline in 2016. This seems to correspond with macro-economic trends within the Province. The availability of serviced commercial lands near the intersection of Highways 16 and 41 fueled considerable commercial growth starting in 2013. More recently, development permit value is attributable primarily to publicly funded projects in the institutional and community categories, perhaps a reflection of the depressed Alberta economy and resultant risk aversion of investors.

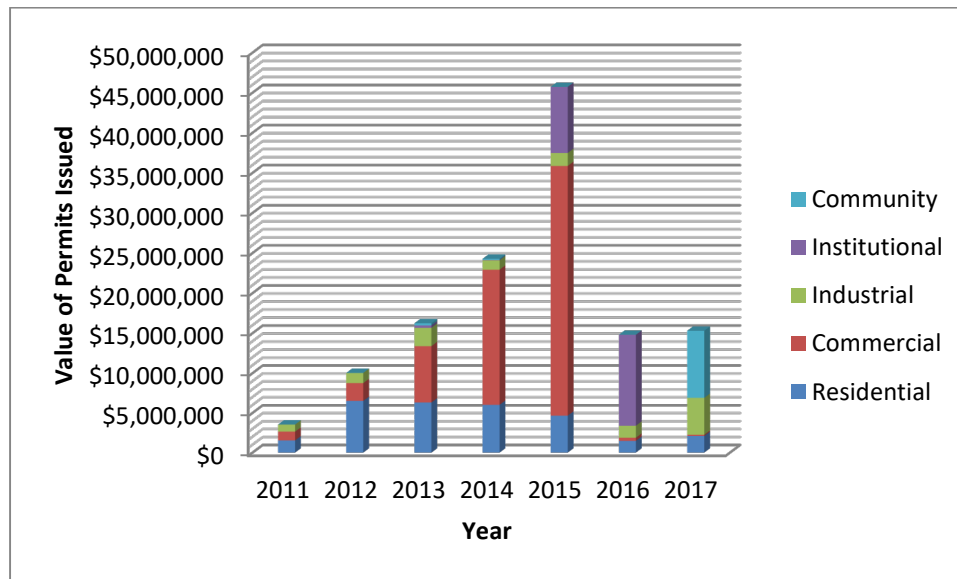


Figure 1. Value of Development Permits Issued – 2011 to 2017

Figure 2, below, shows the number of development permits issued annually from 2011 to 2017. While residential development still comprises the bulk of the permits, as it is shown in Figure 1 above, the value of residential permits is vastly outpaced by commercial and institutional development permits. It is good to see the number of home occupation permits has remained relatively constant over the period, signaling a strong entrepreneurial spirit in Vermilion that helps bolster the local economy.

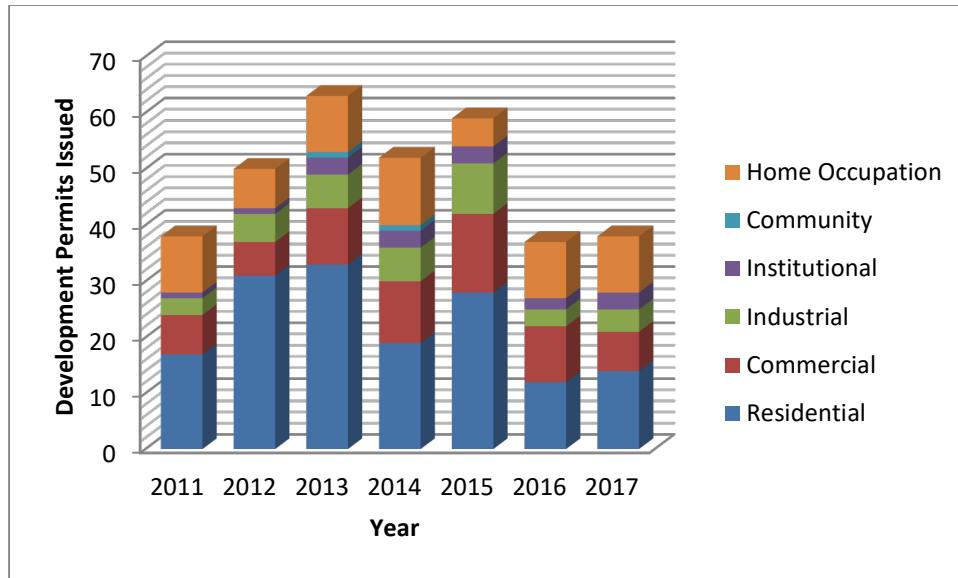


Figure 2. Number of Development Permits Issued – 2011 to 2017

1.10 Population and Housing

Historical Population Growth

Vermilion’s population fluctuates in part due to Lakeland College students whose residency can be fluid. Prior to 2017, municipal censuses captured the Lakeland student population. However, changes in data collection techniques precluded including Lakeland students as residents in the 2017 census. Thus, the apparent substantial decrease in population between the 2012 (4,545 according to the 2016 Alberta Municipal Affairs Population List) and 2017 (4,150 according to the Town of Vermilion 2017 Municipal Census Report) of -8.7% may be attributable to a change in data collection methods rather than a loss of permanent residents. And although the student population is not reflected in current census data, this population contributes to the strength of the local economy and should influence public service planning and delivery, as the 2017 Municipal Census Report correctly points out.

The following population analysis spans a 20-year period between 1996 and 2016 using Federal census data (for consistency in approach to capturing Vermilion’s population over time), and is depicted in **Figure 3** on the following page.

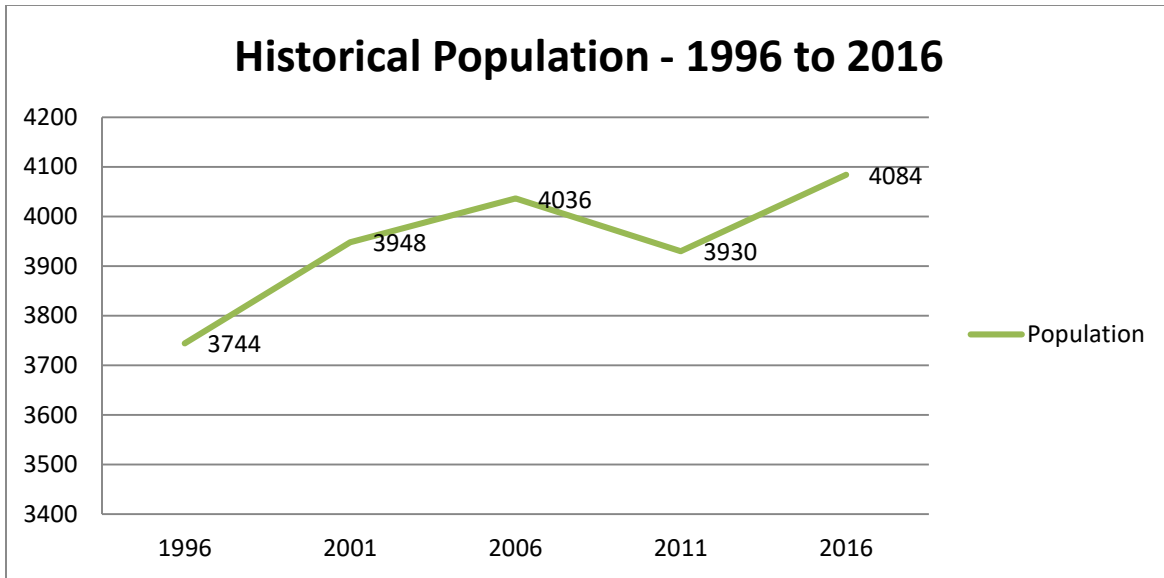


Figure 3. Historical Population – 1996 to 2016

Some observations of significant factors are as follow:

- Population growth during the period has generally trended upwards, with very moderate growth.
- The population of Vermilion appears to be stable, with cyclic ebbs and flows in population, likely corresponding with macro-economic trends.
- The average annual growth rate over the 20-year period is 2.24%, as shown in Table 1 below.

Table 1. Historical Population Statistics – 1996 to 2017

Year	1996	2001	2006	2011	2016	Average Annual
Population	3744	3948	4036	3930	4084	
Annual Change in Population %		5.45	2.23	-2.63	3.92	2.24%

Age Distribution

Vermilion has a pattern of age distribution which is similar to many regional service centres across the prairies.

Figure 4 below compares the percentage of population within each major age group with that of Alberta. (Statistical sources: 2017 Municipal (Vermilion) and 2017 Federal (Alberta) censuses).

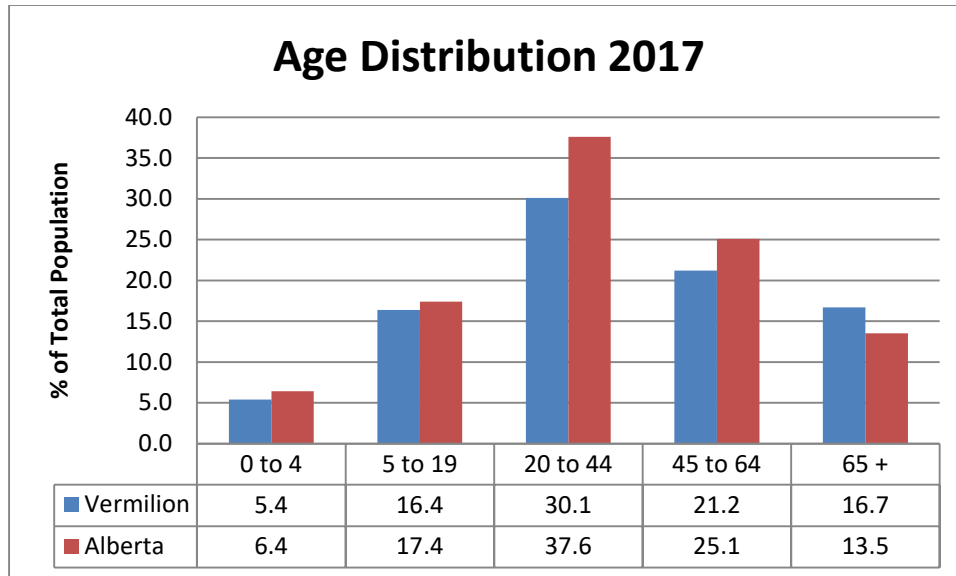


Figure 4. Comparison of Major Population Age Groups - 2017

Some observations of significant factors are as follows:

- Vermilion is close to the provincial percentage for the pre-school and school aged population.
- However, the young adult and middle aged population, that is the economically active portion of the population, is somewhat less in Vermilion than in Alberta. This may be due to the undercounting of the student population at Lakeland College.
- Clearly, Vermilion is a popular place for retirement. A more detailed breakdown of population shows that there are 392 people over 75 in Vermilion, representing 9.5% of the population, compared to 5.9% for Alberta. Vermilion's ongoing ability to provide for the medical, supportive living and social needs of an aging population and the contributions made by seniors are part of planning for the future.

Housing

The 2017 Municipal census shows a housing stock of 2179 dwellings, representing 1.90 persons per dwelling overall. Adjusting for the 185 vacant units (type not identified), this rate jumps to 2.08 persons per dwelling overall.

Of the 2179 dwellings, 1175 are single detached residences, housing 3000 people with an occupancy rate of 2.55 persons per single detached house, not adjusted for vacancies. The provincial average is 2.60 according to the 2016 Federal census.

The occupancy rate of 2.55, below the provincial average of 2.60, may be reflective of the aging population within Vermilion, evidenced by Figure 4 wherein almost 40% of the population is 45 years or older, and the youth cohorts account for just over 20% of Vermilion's population. Older populations tend to house fewer people per household, whereas young populations with robust youth cohorts tend to have greater numbers of people per household.

1.11 Related Plans and Policies

The Municipal Development Plan provides generalized direction which is made more specific through the adoption of related plans and studies. These specific plans may include statutory planning documents such as Intermunicipal Development Plans (IDPs) and Area Structure Plans (ASPs) or non-statutory plans such as recreation master plans and transportation studies.

The *Vermilion Intermunicipal Development Plan (IDP)* as amended to February 2017, is a rather significant amendment from the 2009 IDP adopted jointly by the Town of Vermilion and the County of Vermilion River. The 2009 IDP's purpose was to establish a coordinated and cooperative framework for attracting economic opportunities and managing land use, subdivision and development in the IDP area.

In the 2017 amendment, the IDP area is substantially contracted, and the North 41 Gateway ASP and Crossroads ASP boundaries formerly entirely within the IDP are mostly outside the IDP boundary. As a consequence of this and other changes to the IDP, this MDP, as well as the North 41 Gateway and Crossroads ASPs, needed to be reviewed for consistency with the IDP.

One of the most significant changes to the IDP is the introduction of 'Country Residential' designation for lands within the Town's boundary. Portions of Section 30, northeast of the airport, are designated for country residential development in the Future Land Use Concept, Map 8 of the IDP. The implications of this change are significant, and require very careful consideration before this kind of unserviced development is contemplated within the Town's urban boundary. To begin, the Town's existing Land Use Bylaw does not contemplate country residential in its subdivision and development regulations or its list of districts. Existing servicing master plans, in terms of capacities, pipe sizes and so on, have been based upon the assumption of development being serviced to urban standards within the Town's limits; and, do not take into account this type of development. Furthermore, not using available developable land for urban (serviced) residential development would significantly reduce the population growth that could be incorporated within the Town's existing boundaries. Thus, considering all of the foregoing, and in the absence of appropriately detailed analysis, entertaining unserviced residential development is, at best, premature and not likely in the Town's overall best interest. The Town will need to work with the County to undo the recent amendments concerning country residential development inside the Town's corporate limits.

A second important change noted in the IDP is the re-designation of a large parcel of Lakeland College-owned land (Part of SE36-50-7-W4) from Residential to Institutional on Future Land Use Concept Map 8. The significance of this change is related to the discussion above. The Town's Land Use Bylaw identifies this parcel as Urban Reserve, and it has been identified in the Town's Municipal Development Plan since 2011 for future residential use. This parcel represents one of the most suitable areas within the Town's boundary for urban (serviced) residential expansion. In fact, municipal services were sized for and have been stubbed to the edge of this parcel with the understanding it will be developed for residential uses. Further, this MDP identifies the parcel in Map 5 Conceptual Residential Growth Staging for medium term development, within a five to 15-year horizon. Removal of this parcel from the bank of land identified for future residential development seriously impacts the Town's ability to accommodate growth in an orderly and economic fashion. Therefore, removal of this part of SE36 is not in the Town's best interests, and this change should be rescinded.

The IDP covers some undeveloped lands within the Town boundaries. This signifies that the IDP is truly Inter-Municipal; it represents each municipality's interest for the purpose of establishing a cohesive, complementary, long-

term land use strategy on both sides of the municipal border. The IDP provides policy direction for the updated Municipal Development Plan (MDP), and the MDP must align with the policies of the IDP.

Municipal Sustainability Plan

The recently adopted Municipal Sustainability Plan is a concise document providing direction for municipal sustainability initiatives. It briefly outlines the current situation, and then swiftly moves onto identifying goals, strategies and plans for sustaining the outcomes of the goals. The goal areas include: managed growth, high quality of life, regionalization, and green initiatives.

The MDP will have opportunities to support and sustain the goals of the MSP. Therefore, the MSP is a key document that will inform policy direction in the Town's overall growth management strategy.

The first stated goal of the MSP is to achieve a growth rate of 2% per year. As indicated below in Section 2.2, achieving that goal would lead to a doubling of the Town's population in 35 to 40 years. This MDP considers the community footprint that would accompany the achievement of that goal in Section 2.0 Growth Management Strategy and Land Use Concept.

South 41 Gateway ASP (2009)

The South 41 Gateway ASP, Bylaw 2-2009, serves two important purposes: 1) it establishes future road/block layout, land use and servicing concepts for approximately 24 hectares of land at the southern entrance to the Town of Vermilion spanning Highway 41; and, 2) it addresses the ultimate 4-laning and access management in relation to Highway 41 from the first intersection north of the Highway 41/Highway 16 interchange to 47 Avenue (old Highway 16). The land use designations within this MDP are consistent with those contained within the ASP.

North 41 Gateway ASP (2010)

The North 41 ASP sets out land use concepts/policies and a decision making framework for approximately 325 hectares of unserviced land at the northern entrance to the Town of Vermilion on either side of Highway 41. Note that no land within the Town's boundary is contained within the North Gateway ASP. This ASP influences how the MDP considers growth and expansion of the Town in the very long term.

Highway 16/41 Crossroads ASP (2010)

The Crossroads ASP sets out land use concepts/policies and a decision-making framework for almost 30 quarter sections of land surrounding the Highway 16/Highway 41 interchange. It incorporates the recommended service road alignments for Highway 16 and also addresses access management in relation to an important stretch of Highway 41 south of the interchange.¹ The ASP establishes serviced commercial/industrial land use as the main land use between existing development and Highway 16, both in the Town and in the County. That designation is reflected in this MDP.

Brennan North ASP (2013)

¹ Town of Vermilion & County of Vermilion River *Highways 16/41 Crossroads ASP*

Amended in 2017, the Brennan North ASP The Brennan North Area Structure Plan (ASP) is a residential development plan for approximately 66 acres of former agricultural land within the Town of Vermilion, immediately adjacent to the Vermilion Provincial Park. Detailed site analysis and design address the natural and man-made constraints of the property, including an overhead powerline, the Vermilion Provincial Park, the Vermilion River reservoir, and the Province’s offsite drainage restrictions. The plan provides for multiple access points into the Vermilion Provincial Park allowing future residents unrestricted access to the surrounding natural amenities.



Downtown Vermilion image of streetscape improvements such as intersection treatment, tree planting and decorative light standards.

2.0 Growth Management Strategy and Land Use Concept

2.1 MDP Principles

The following principles express the goals that the Town is moving towards.

1. Vermilion actively promotes the further development and expansion of the education, tourism and economic sectors;
2. Vermilion strives to improve quality of life for all residents through functional open spaces and recreational opportunities, accessible community facilities, support for the arts, beauty in the public realm and protection of ecologically sensitive areas;
3. Vermilion promotes an inclusive, open and safe family-oriented community for all to enjoy;
4. Vermilion strives to be fiscally responsible and is committed to achieving municipal sustainability through its growth and decision-making processes;
5. Vermilion supports affordable housing and encourages a mix of housing types and options to meet the needs of its diverse population;
6. Vermilion encourages compact urban community form, including mixed use nodes, multi-modal transportation networks, enhancement of the downtown core;
7. Vermilion strives to maintain and implement fiscally sound & sustainable infrastructure management practices; and,
8. Vermilion promotes the continuation of open communication and strong, cooperative relationships with its neighbouring municipality, the County of Vermilion River, and with Lakeland College.

2.2 Future Population & Residential Land Requirements

It is customary to plan for a projected or targeted future population. This is helpful in estimating a variety of community factors such as land needs, infrastructure requirements, social and community facility requirements and similar needs.

An average annual growth rate of 2% is used to estimate future growth and planning needs. While this rate of growth may be optimistic given the economic circumstances of 2018, it has been shown in Section 1.10 that an average annual growth rate of 2% over a 20-year timeframe in Vermilion is not unreasonable. Therefore, for the purposes of preparing for future growth over the long run, regardless of intermittent shorter-term economic and population declines, the rate of 2% is justifiable. That being said, population projections are just that, projections; and, while they are useful tools, they are best guesses using historical data.

An annual population growth rate of 2.0%, as is also envisioned in the Municipal Sustainability Plan, would add an additional 4,000 to 5,000 people in 35 to 40 years. While this may seem like a very long term, we need to bear in mind that today's development decisions have long term effects. Prairie urban centres today show the results of planning decisions made a hundred years ago. The alignment of the rail line and the survey of land into the square mile grid are decisions made over a hundred years ago that have had a profound effect on Vermilion's form. Similarly, we need to look forward to the long term effects of today's decisions. That is the essence of good planning.

It is useful to identify target populations based on approximate population projections and then use these target populations to determine associated land use, infrastructure, service and facility targets. This is especially applicable to residential land use, which generally occupies the largest amount of land within most communities. In other words, it is instructive to estimate the community footprint associated with each population target.

If population growth rates slow down or accelerate, it's simply a matter of moving the target years forward or back. This requires that housing, land use absorption and population rates are monitored regularly to determine whether the target populations are advancing or receding.

For purposes of this Municipal Development Plan, the following planning targets are established:

Short-term (5 years):	4525 population – increase of about 425 people
Medium-term (6 - 15 years):	5500 population – further 975 people
Long-term (15 – 25 years):	6725 population – further 1225 people
Very long-term (25-40 years):	9000 population – further 2275 people

The total additional population is 5000 people to reach the long term target of 9000 in 40 years' time. It seems reasonable to assume that residential densities will increase in response to higher development costs and more multiple-unit housing. Using a density of 14 residential units per gross acre and an assumed household size of 2.5 persons per household produces a gross residential density of 35 persons per hectare. This is typical of density targets being put forward by many smaller urban centres but somewhat less than those identified in the growth management strategies of larger metropolitan areas.

Under these assumptions, the residential land required to meet this target is about 155 hectares/390 acres. The term 'gross density' refers to the land on which housing units are located, plus all other neighbourhood land uses including parks, road rights-of-way, public utility lots, storm ponds and other uses typically found within a residential neighbourhood.

2.3 Future Land Use Concept

The future growth and development of the Town of Vermilion is intended to direct future land uses to areas most appropriate for that use. The Future Land Use Concept is shown as **Map 4 (Appendix A)**. The following section describes the broad directions provided by the Land Use Concept. Further elaboration is provided in subsequent policy sections that make reference to specific land use categories in the Land Development Concept Map.

2.3.1 *Direction of Residential Growth*

Residential growth in the short and medium term will be directed primarily to the western part of the Town.

These are:

- an attractive and accessible physical environment near the river valley and Provincial Park;
- contiguous to existing residential development;
- serviceable by the proposed west trunk sewer upgrades needed to relieve existing capacity constraints;

- within reasonable proximity to Lakeland College; and,
- connected to Downtown, the College and employment areas by a network of major roads.

A more detailed Residential Staging Strategy is provided in Section 2.4.

2.3.2 *Commercial Development*

The Downtown will continue and be enhanced as the dynamic business heart of the community with the majority of commercial and retail activity being located here. Large format retail will be encouraged to be located outside of the downtown.

The major entries into Town from the north and south will be areas for commercial expansion in conformity with the Highway 41 Gateway North & South Area Structure Plans.

2.3.3 *Light, Heavy and Business Industrial Land Use*

Industrial land uses are designated between the airport and the rail line and along 47 Avenue east.

Industrial/commercial land use is designated south of 47 Avenue to the south Town limits. Outside the Town's boundary, the County has already designated the lands as Business (north of Highway 16) and Crossroads Direct Control (south of Highway 16) Districts within for those lands within the ASP boundary. These land use districts of the County appear to be consistent with the uses intended for those lands as contemplated in this MDP and the IDP.

The lands designated for industrial and commercial/industrial along with adjacent lands to the south in the County represent a land area substantially more than twice the existing amount of developed industrial land. The designated land should meet the industrial land use needs for the target populations.

2.4 Residential Staging Strategy

Table 2 below matches the growth targets established in Section 2.2 with the development areas that would be needed to achieve a population of 9000. As indicated earlier, an annual growth rate of 2 per cent as envisioned in the Municipal Sustainability Plan would produce a population of 9000 in 35 to 40 years. The staging sequence is also shown on **Map 5** in Appendix A. Map 5 is conceptual and may change over time. Changes to residential staging in Map 5 do not require an amendment to this Bylaw.

It should be noted that the identified lands could accommodate a greater population if the form of urban development were more compact. More compact urban form can be achieved through smaller lot size for detached and semi-detached housing and by a greater area allocated for medium density residential development – that is, town houses and apartments. Higher densities would result in more efficient use of land and infrastructure.

In the near to mid-terms, the primary growth area will remain Brennan North.

Table 2 – Residential Staging

Growth Target	Population	Population Increase	Residential Development Areas
1) Short-term (0-5 years)	4525	425	<ul style="list-style-type: none"> • Brennan South* • 44th Avenue (manufactured housing) • Brennan North – start • Downtown • College Lands already zoned for residential • NE 50Avenue/Beckie Scott Trail – mixed use
2) Medium-term (5-15 years)	5500	975	<ul style="list-style-type: none"> • Brennan North • College lands already zoned for residential • Downtown
3) Long term (15 – 25 years)	6725	1225	<ul style="list-style-type: none"> • College lands – SE 36 - complete • Airport East – start • Downtown
4) Very long term (25-40 years)	9000	2275	<ul style="list-style-type: none"> • Airport East • Downtown

* Brennan South is a term used herein and on Map 5, Appendix A, for discussion purposes only. The area being referred to as Brennan South is not formally named in this manner. This is not to be confused with South Brennan, a residential development area being developed and marketed by the Town.

3.0 Residential Development

GOAL

To encourage attractive, efficient and cohesive residential districts with open space linkages (including sidewalks and pathways) to community amenities and services, while providing a range of housing types to meet the spectrum of housing needs within the community.

CONTEXT

The strategy provided in this section is intended to provide for an adequate supply of land to meet future housing demands while preserving and enhancing the livability, integrity and character of existing residential neighbourhoods. To this end, new development is encouraged to enhance the positive elements of the surrounding area, respect local context, and support diversity and creativity in design; and, infill development is encouraged to respect existing neighbourhood character and identity through the sensitive integration of new development and redevelopment.

The plan also strives to better provide separation between existing residential and non-residential areas by encouraging provision of improved buffers between incompatible land uses.

KEY PHRASES

POLICY STATEMENTS

GENERAL

<i>Future Land Use Concept</i>	3.1 Residential development policies shall apply to those lands designated Residential on the Future Land Use Concept Map (Map 4).
<i>Mix of Housing Types</i>	3.2 Encourage a mix of housing types that supports the spectrum of needs for both permanent and temporary residents within the community.
<i>Efficient Use of Land</i>	3.3 Allocate residential development to achieve full and efficient utilization of urban areas, infrastructure services and public amenities.
<i>Residential Land Supply</i>	3.4 Maintain an adequate supply of residential land through the phased expansion of residential neighbourhoods. 3.5 Evaluate proposals for new dwelling units, including ready-to-move and modular housing units, to ensure compatibility with existing neighbourhood and surrounding environment.
<i>Long Range Residential Expansion</i>	3.6 Long range residential expansion shall take place in a logical and sustainable manner that maximizes the

efficient use of land and available infrastructure. Map 5 conceptually illustrates future residential growth. Amendments to Map 5 do not constitute an amendment to this Bylaw.

INFILL, REDEVELOPMENT & MIXED USE

- 3.7 Encourage development, infilling and rehabilitation of remaining vacant land within mature neighbourhoods to achieve full utilization of currently designated lands as well as existing Town infrastructure services and amenities.
- 3.8 Mixed use residential/commercial development shall be supported in the Downtown and Central Business District if the development exhibits quality design, is thoughtfully and artfully integrated with the existing neighbourhood, is supported by the existing infrastructure capacity and all necessary and appropriate traffic/parking impact studies support the use.

NEIGHBOURHOOD DESIGN

Density Defined

- 3.10 For the purposes of the Municipal Development Plan, low, medium and high density generally include the following types of dwellings:
 - a) Low density – single-detached and semi-detached/duplex dwellings;
 - b) Medium density – three and four-plexes and townhouses;
 - c) High density – apartments.

Integrate Density

- 3.11 Integrate various density levels within neighbourhoods using urban design principles.

Density Demands Design

- 3.12 Higher density developments shall exhibit quality design elements that increase visual interest and respect and/or improve the character of the existing neighbourhood.

Proximity to Open Space

- 3.13 The Town shall encourage higher density developments to locate with proximity to open spaces and amenities, and with good access to transportation networks.

- 3.14 Developers are encouraged to plan and design neighbourhoods to be efficient, safe attractive and cohesive built environments.

Connectivity

- 3.15 Provide for major roadway, open space and linear pathway connections between adjoining neighbourhoods.

- Walkability* 3.16 The Town of Vermilion shall support walkability through appropriate development design and through implementing the recommendations of the Walkable Alberta – Town of Vermilion Community Report.
- Road Layouts* 3.17 Residential road networks in new neighbourhoods should have a grid or modified overall design to promote efficient traffic and non-vehicular circulation. Curvilinear road networks are not encouraged.
- Variation* 3.18 Encourage variation in housing design within each block to avoid repetition.
- Compelling, Compatible Design* 3.19 Encourage high quality construction, innovative housing layout, and design provided that it is aesthetically compelling and compatible with adjacent development.

MANUFACTURED HOME NEIGHBOURHOODS

- Comprehensively Designed* 3.20 Manufactured home parks shall be comprehensively planned neighbourhoods requiring the preparation and approval of an area structure plan by a Registered Professional Planner that is consistent with the intent of this bylaw.
- Owner Responsibility* 3.21 The owner(s) of a manufactured home park is responsible for the construction and maintenance of internal roads, utilities, communal areas and buildings, together with park management, including snow removal, garbage collection and upkeep of landscaping.

SPECIAL NEEDS HOUSING

- 3.22 Encourage housing and related services for special needs populations to locate within established neighbourhoods.
- Responsive to Needs* 3.23 Encourage housing and related facilities for special needs populations that provide the levels of care needed by residents.
- Minimize Conflict* 3.24 Locate special needs housing to minimize potential land use conflicts with adjacent uses, while providing for integration within the community.

COUNTRY RESIDENTIAL DEVELOPMENT

Detailed Planning Required

- 3.25 The Town shall require an area structure plan for the lands identified in the Intermunicipal Development Plan, Map 8 Future Land Use Concept as Country Residential prior to the development of the lands.



An example of well-designed higher density housing in Vermilion.

4.0 Commercial Development

GOAL

To provide a sufficient supply of commercially designated land to meet the community's needs and encourage commercial investment. To support economic vitality through the promotion of aesthetically pleasing commercial developments, sufficient parking, pedestrian-oriented shopping districts, convenient neighbourhood commercial nodes, and home-based businesses.

CONTEXT

Commercial space in Vermilion is largely concentrated in the downtown and the fringe area around downtown. Other commercial districts include Lakeland Mall, located at 44 Street and Railway Avenue, and the Highway 41 and 47 Avenue corridors.

The Central Business District is defined as an area of nearly contiguous pedestrian-oriented retail/office and service uses centered on the intersection of 50 Street and 50 Avenue.

The mall and the commercial areas of Highway 41 and 47 Avenue can be characterized as service oriented with some retail.

A 1989 *Analysis of Commercial Space* study indicated that the Town of Vermilion was well supplied with retail space. It also suggested that there were opportunities within the Central Business District for redevelopment including vacant space, older residential and non-primary land uses. The relocation of non-primary land uses would free up land for downtown expansion. Although, the specific information contained in the 1989 analysis is now outdated, the general conclusions appear to still be valid.

One of the major objectives of the Town is to achieve a balance in the supply of land for commercial development. An oversupply of commercial land could be harmful to the attractiveness and viability of the Central Business District as well as other established commercial districts. This plan attempts to achieve a balance by encouraging the revitalization of the Central Business District while providing for other vehicle-oriented commercial forms in locations along major roadways.

KEY PHRASES

*Future Land
Use Concept*

Consistency

POLICY STATEMENTS

GENERAL

- 4.1 The commercial development policies shall apply to those lands designated Commercial on the Future Land Use Concept Map (**Map 4**).
- 4.2 All commercial development/re-development proposals shall be considered with regard to the policies contained in the Vermilion Intermunicipal Development Plan (IDP), the North and South 41 Gateway Area Structure Plans (ASPs) and the Highways 16/41 Crossroads ASP, as applicable.

- | | | |
|------------------------------|-----|---|
| | 4.3 | Encourage the development of a variety of commercial uses to serve the Town and generate employment opportunities. |
| <i>Quality Design</i> | 4.4 | Ensure that the character, form and scale of the proposed commercial development complement the community and provides a high level of visual and aesthetic quality. |
| | 4.5 | Strive to ensure that new development or redevelopment projects should complement and, where appropriate, provide for desirable views and vistas. |
| <i>Parking</i> | 4.6 | Require on-site parking to provide convenient and safe access to the building and ensure that it is developed in an aesthetically pleasing manner, including landscaping and trees. |
| <i>Buffers & Screens</i> | 4.7 | Require that all commercial uses adjacent to or viewed by residential uses be visually buffered or screened in an aesthetically pleasing manner at the cost of the developer to the satisfaction of the Town. |

HIGHWAY COMMERCIAL & BUSINESS INDUSTRIAL COMMERCIAL

- | | | |
|---|-----|--|
| | 4.8 | Provide for the development of Highway Commercial areas which are oriented to serve the needs of the traveling public and that align with the policies of the Vermilion IDP, the South 41 Gateway ASP and the North 41 Gateway ASP, as applicable. |
| <i>Traffic Assessment & Development</i> | 4.9 | Where an existing commercial site is adjacent to a highway or arterial roadway, the proposed expansion, development or redevelopment of the site shall consider the adequacy of the road pattern for traffic generated, and the aesthetically pleasing buffering and screening of sites. |

DOWNTOWN

- | | | |
|----------------------------|------|---|
| <i>Downtown Area</i> | 4.10 | The Downtown shall be considered those lands identified on the Context Map (Map 1) |
| <i>Pedestrian-Oriented</i> | 4.11 | Facilitate the development of a compact, pedestrian-oriented Downtown as an attractive community focal point, designed to serve the retail, cultural and business needs of both local and regional consumers. |

*Historic Preservation
in Downtown*

4.12 Promote the objectives and actions contained in the Town of Vermilion Downtown Historic Guidelines through land use and growth management decision making.

*Regional Service
Centre*

4.13 Promote the Downtown as an employment centre and a regional service centre by supporting primary retail, office, entertainment, cultural and social amenities, along with higher density and mixed use residential in accordance with Section 3.0 Residential.

Mixed Use

4.14 Mixed use commercial/residential development shall be supported in the Downtown if the development exhibits quality design, is thoughtfully and artfully integrated with the existing neighbourhood, is supported by the existing infrastructure capacity and all necessary/appropriate traffic/parking impact studies support the use.

*Large Format
Retail*

4.15 Large format retail outlets shall not be supported in the Downtown neighbourhood.

*Barrier Free
Downtown*

4.16 Ensure new development and re-development provides convenient pedestrian oriented and barrier-free access within the Downtown.

NEIGHBOURHOOD COMMERCIAL

4.17 Small-scale neighbourhood commercial nodes, including mixed use developments, where supported by existing infrastructure, transportation network and where designed to blend with the existing character of the neighbourhood shall be supported. Appropriate uses for neighbourhood commercial nodes may include small-scale retail, office and food/beverage establishments such as coffee houses and cafes.

4.18 Neighbourhood commercial nodes should not include uses best located in the Downtown.

COMMERCIAL REDEVELOPMENT

4.19 Commercial redevelopment and enhancement is encouraged.

4.20 Proposals for large-scale redevelopment may be required to be supported by a conceptual scheme or area structure plan prepared by a suitable professional or team of professionals.

ARCHITECTURAL GUIDELINES

- 4.21 Notwithstanding Policy 4.12, the Town should consider developing minimum architectural standards and/or guidelines for the Downtown.



Downtown Vermilion shopping district.

5.0 Industrial Development

GOAL

To promote a sufficient supply of industrially designated land for development within the Town, and support industrial expansion while mitigating land use conflicts.

CONTEXT

The Town of Vermilion is an attractive location for industrial development because of the convenient access to the transportation infrastructure provided by Highways 16 and 41, the local roadway network, and rail and air facilities. An additional advantage is gained from the access to a wide variety of skilled labour as a result of the training provided by Lakeland College. Vermilion also offers lower land costs than larger centres and is within close proximity of oilfield activities. The high quality of life in the Town is attractive to many individuals.

Industrial concentrations are located east of Highway 41 and south of the railway tracks along 47 Avenue and east of the residential “Airport Subdivision” as indicated on **Map 4** Future Land Use Concept.

KEY PHRASES

POLICY STATEMENTS

GENERAL

*Future Land Use
Concept*

- 5.1 The industrial development policies shall apply to those lands designated Industrial on the Future Land Use Concept Map (**Map 4**).
- 5.2 Industrial development should expand in an orderly and economical manner through the logical extension of services and roadways.
- 5.3 Encourage a supply of fully serviced and un-serviced industrial lots to meet demand.

DESIGN STANDARDS

Quality Design

- 5.4 Any development in proximity to Highway 41 shall ensure an elevated standard with respect to landscaping and architectural styling. The Town may require, through provisions of the Land Use Bylaw and other municipal bylaws, quality development to be maintained through the application of standards for siting and design of buildings, landscaping, screening of storage and parking areas, and signage.

*Mitigate Visual
Impacts*

- 5.5 Ensure that developments mitigate visual impacts from public roads and adjacent incompatible uses.

Outdoor Storage

- 5.6 Ensure that the visual quality of industrial development does not detract from the community. Industrial uses that

are visually attractive or involve outdoor storage and stockpiling of goods and equipment should locate in low visibility areas.

NUISANCE

5.7 The Town shall evaluate industrial activities, with the potential for generating:

- noise,
- odours,
- toxic or noxious emissions,
- storage of toxic, flammable or explosive products in significant quantities, or
- for discharging solid, liquid or gaseous wastes or similar hazardous by-products,

and determine they may not be permitted to locate adjacent to residential development or where incompatible with existing industrial development. Further, if the pollution, hazard and/or nuisance level is likely to be severe, the industrial activity may not be allowed to locate within the Town.

6.0 Industrial Commercial

GOAL

To provide for a range of uses within the Industrial/Commercial designation that complements the existing industrial and commercial uses in the area, and to apply and land use designation that is consistent with the Vermilion IDP.

CONTEXT

Identified on **Map 4** Future Land Use Concept, uses in Industrial/Commercial designated lands generally comprise light industrial and larger-scale commercial that may not be suitable in the Downtown or along highway frontage.

KEY PHRASES

*Future Land
Use Concept*

Quality Design

*Mitigate Visual
Impacts*

*Visibility from
Main Roads*

POLICY STATEMENTS

GENERAL

- 6.1 The Industrial/Commercial development policies shall apply to those lands designated Industrial/Commercial on the Future Land Use Concept Map (**Map 4**).
- 6.2 Industrial/commercial development should expand in an orderly and economical manner through the logical extension of services and roadways.
- 6.3 Encourage a supply of fully serviced industrial/commercial lots.

DESIGN STANDARDS

- 6.4 Any development fronting Highway 41 shall ensure an elevated standard with respect to landscaping and architectural styling. The Town may require, through provisions of the Land Use Bylaw and other municipal bylaws, quality development to be maintained through the application of standards for siting and design of buildings, landscaping, screening of storage and parking areas, and signage.
- 6.5 Ensure that developments mitigate visual impacts from public roads and adjacent incompatible uses.
- 6.6 Ensure that the visual quality of industrial/commercial development does not detract from the community. Specifically, visually attractive industrial and commercial may locate in high visibility areas, such as along major transportation routes and at main access points, within industrial/commercial strips. Industrial/commercial uses

that are not visually attractive or involve outdoor storage and stockpiling of goods and equipment should locate in low visibility areas.

NUISANCE

6.7 The Town shall evaluate industrial/commercial activities, with the potential for generating:

- a) noise,
- b) odours,
- c) toxic or noxious emissions,
- d) storage of toxic, flammable or explosive products in significant quantities, or
- e) for discharging solid, liquid or gaseous wastes or similar hazardous by-products,

and determine they may not be permitted to locate adjacent to residential development or where incompatible with existing industrial development. Further, if the pollution, hazard and/or nuisance level is likely to be severe, the industrial activity may not be allowed to locate within the Town.

7.0 Community Services

GOAL

It is the intention and responsibility of the Town to ensure that community, cultural, educational, social, emergency and protective services provided by the Town are coordinated and continue to be made available as the community grows.

CONTEXT

The MDP provides a framework to assist in the future planning of community, cultural, recreational, educational and social services which affect the health, safety, and overall well-being of the citizens in Vermilion.

The MDP also recognizes and encourages the role of non-profit agencies, public agencies and other levels of government in the delivery of educational, cultural, educational, social, emergency and protective services. Collectively, the services referred to enhance the quality of life.

KEY PHRASES

POLICY STATEMENTS

Compatibility of Uses

- 7.1 The Town shall encourage coordination, efficiency and compatibility of community services and other land uses.
- 7.2 The Town should facilitate the provision of required sites for public service facilities.
- 7.3 The Town shall ensure the provision of emergency and protective services to accommodate a growing and changing population.

Religious Assembly

- 7.4 The need for places of religious assembly shall be addressed within Conceptual Schemes and Area Structure Plans; and, if required, should be located where possible on corner sites along collector roadways and arterial roadways.

8.0 Heritage Preservation

GOAL

To preserve heritage resources, including heritage trees, in the Town of Vermilion as an expression of community identity and pride, and to integrate heritage preservation guidelines into land use and growth management decisions as appropriate.

CONTEXT

The Town site was surveyed in 1905 and the streets were first defined by Mr. C. Corlett. In 1906 Vermilion was incorporated as a Village but the growth was so rapid that later in the same year it was incorporated as a Town. In 1918 a disastrous fire destroyed the downtown. However, in a short time, many of the downtown buildings were carefully restored to their original grandeur.



There are a number of unique homes and structures in and adjacent to the downtown. In an effort to preserve and enhance the charm and character of these areas, heritage preservation policies and guidelines shall be implemented. The look and feel of heritage neighbourhoods is owed in part to the mature trees that grace the streets. Heritage trees should be protected against premature and unnecessary removal.

KEY PHRASES

POLICY STATEMENTS

Heritage Inventory

8.1 The Town shall maintain a current inventory of heritage properties and sites including significant archaeological sites using existing community resources which include people, artefacts and records.

Support Private Landowners

8.2 The Town should support private landowners who may seek a Historic Resource Designation for their building.

Maintain Architectural Integrity

8.3 Through its planning documents, the Town should ensure that heritage properties are preserved and restored in a manner that maintains the historical and architectural integrity as may be specified through a heritage resource designation.

Compatible Design

8.4 The Town should ensure that development, on sites adjacent to heritage properties, is carried out in a manner that is compatible in terms of height, mass, setbacks, and overall architectural treatment.

9.0 Environmental Management

GOAL

To ensure that the natural environment is supported, protected and enhanced to the extent possible through the subdivision and development processes.

CONTEXT

Human habitats have an unavoidable impact on the natural environment. In the context of land use and growth management planning, the extent to which the impacts are detrimental to the environment depends largely on the decision-making framework of the subdivision and development processes. This section of the MDP aims to provide the tools needed to practice a more integrated or system-based approach to decision-making, and to help mitigate the negative consequences of the built environment on the natural environment.

KEY PHRASES

*1:100 Year
Floodplain*

*Floodplain Defined
by Legal Survey*

20 m Setback

*Slopes Greater
than 15%*

POLICY STATEMENTS

VERMILION RIVER VALLEY & RAVINE SYSTEM - FLOODPLAIN

- 9.1 Land susceptible to flooding within the 1:100 floodplain (Province's flood plain mapping database), unstable slopes or land that would pose a threat to property if developed is deemed a natural hazard land. Subject to approval from all approving authorities, permanent structures shall not be allowed on hazard lands except for extensive agricultural uses and passive recreational uses.
- 9.2 Notwithstanding 9.1 above, consideration may be given to development proposed in the 1:100 year floodplain, subject to appropriate flood proofing and the proponent demonstrating to the Town's satisfaction the precise boundary/contour of the 1:100 floodplain as indicated by a legal survey.

VERMILION RIVER VALLEY & RAVINE SYSTEM – TOP-OF-BANK

- 9.3 Development proposed within 20 m of the top-of-bank of the Vermilion River Valley & Ravine system shall be required to provide engineering and geotechnical analysis conducted by qualified persons addressing but not limited to floodplain and bank stability. Site specific conditions may require additional development setbacks.

HAZARD LANDS & GEOTECHNICAL ASSESSMENT

- 9.4 Any significant development, as determined by the Development Authority, on slopes greater than 15% shall

be required to assess slope stability through a geotechnical study and implement any required measures to address slope stability, as required.

NATURALIZATION & CREATION OF HABITAT

- | | | |
|--|-----|--|
| | 9.5 | Protect shorelines, lands near sensitive surface water resources and lands prone to flooding with conservation easements or environmental reserve designations. |
| <i>Maintain Riparian Vegetation</i> | 9.6 | The Town strongly encourages private landowners to maintain vegetated and forested lands along all water courses/bodies to reduce erosion, support water quality and maintain natural habitat corridors. |
| <i>Naturalize Stormwater Management Facilities</i> | 9.7 | Stormwater management facilities should be naturalized to create natural habitat and be integrated in to the parks system as community amenities. |
| <i>Habitat Maintenance</i> | 9.8 | The Town strongly discourages land uses immediately adjacent to critical habitat areas that may adversely affect the characteristics of the area vital to habitat maintenance. |

DARK SKIES – PRESERVING THE NIGHT SKY

- | | | |
|-----------------------------------|------|--|
| | 9.9 | The Town supports dark sky initiatives ² and promotes responsible outdoor lighting. |
| <i>Light Pollution Prevention</i> | 9.10 | The Town shall consider integrating light pollution prevention regulation into the Land Use Bylaw. |
| | 9.11 | The Town should require that outdoor illumination of residential and non-residential areas do not cause light spillage onto adjacent properties. |

ENVIRONMENT SITE ASSESSMENT & REMEDIATION

- | | | |
|--------------------|------|---|
| <i>Phase 1 ESA</i> | 9.12 | Where the potential for prior contamination of a site assessment exists, the Town may require that a Phase 1 Environmental Site Assessment (ESA) as part of any areas structure plan, outline plan, subdivision, or development |
|--------------------|------|---|

² See www.darksky.org for more information about preservation of the night sky.

permit application. Further assessments or remediation plan may be required based of the results of the Phase 1 ESA.

Remediation Plan

- 9.13 An environmental remediation plan may be required in support of an area structure plan, subdivision, or development permit application.

WATER CONSERVATION

*Drought Resistant
Landscaping*

- 9.14 The Town encourages the use of low maintenance and drought resistant landscaping plants and other alternative landscaping materials in residential neighbourhoods, non-residential settings, and public spaces.

*Low Flow
Fixtures*

- 9.15 The Town supports the installation of water saving fixtures in the home or business where those fixtures are Canadian Standards Association approved.

*Greywater
Recycling*

- 9.16 Where supported by Provincial code, the Town supports grey water recycling systems in homes, businesses and industry.

*Require Water
Metering*

- 9.17 The Town shall require water metering on all new residential and non-residential developments.

ALTERNATIVE ELECTRICITY GENERATION

*Private Electricity
Generation*

- 9.18 The Town shall consider incorporating into the Land Use Bylaw regulations to support the safe and appropriate installation of private electricity generation technology, including, but not limited to, solar arrays, micro-wind turbines, micro-hydro electric generators, biomass generators, geothermal and steam-powered electricity generators.
- 9.19 The Town should encourage new development to incorporate private electricity generation technologies wherever feasible and practical.

WASTE REDUCTION

*Reduce Construction
Waste*

- 9.20 The Town supports waste reduction strategies and initiatives, in particular as they relate to the development and construction industries.

Composting

- 9.21 The Town supports individual and neighbourhood efforts to divert organic wastes from the landfill through backyard/community composting activities that do not negatively impact the use and enjoyment of neighbourhood amenities.



Tree-lined residential street near Vermilion's Downtown.

10.0 Parks, Recreation & Open Spaces

GOAL

To enhance the quality of life and attractiveness of the community for citizens, visitors and investors alike through the maintenance of existing sidewalks, expansion of the existing trails system, maintenance and acquisition of quality open spaces, and accessible recreational facilities.

CONTEXT

Parks, recreation and open spaces are essential aspects of comprehensive community plan and are a key indicator of quality of life in a community: more parks, open spaces and recreation generally equates to a better quality of life for citizens.

Open spaces may serve a variety of purposes and should be located and designed to meet differing needs. In residential areas, open spaces may include parks and play areas, pedestrian linkages, and community gathering spots. Recreation can include informal activities such as walking along trails as well as programed activities such as team sports.

Examples of parks, recreation and open space in Vermilion include substantial the natural areas in the Vermilion Provincial Park and the Vermilion River Valley ravine.

The variety and distribution of open space available within the community is provided through the subdivision process and joint use agreements between the Town, Lakeland College and Provincial Park authorities. The MDP emphasizes a need to give priority to supporting pedestrian linkages to open space and recreational facilities within the community.

KEY PHRASES

POLICY STATEMENTS

GENERAL

Integration

10.1 Ensure that parks and recreational opportunities in the Town of Vermilion form an integral part of the community infrastructure.

*Inter-agency
Cooperation*

10.2 Maintain close cooperation with public and private organizations to encourage institutional uses such as schools, churches, community halls and associated open space to be integrated with the community parks and open space system as appropriate.

*Public Access to
River Valley*

10.3 Provide public access to the River Valley ravine system and prominent viewpoints.

*Protect Natural
Areas*

10.4 Protect and preserve significant natural areas and environments including, but not limited to, the Vermilion River Valley & Ravine system.

*Community
Gardens*

10.5 The Town recognizes community gardening as a legitimate use of publicly or privately held open space.

DESIGN & DISTRIBUTION

*Balanced
Distribution*

10.6 Acquire, develop and maintain a balanced distribution of open space and encourage a balance between the provision of passive open space and active recreation opportunities within the community.

*Location
Criteria*

10.7 Recognize that the design and development of open space may vary by neighbourhood. Consideration should be given to the following criteria when determining preferred locations and types of open space:

- a) Community profiles, future population projections and the results of consultation with individuals and stakeholder groups to gauge the future leisure and recreational needs of the community;
- b) Need for school and park sites in the immediate area;
- c) The proximity and relationship of the proposed municipal reserve sites to other municipal reserves in the surrounding area;
- d) Opportunities for providing connections between neighbourhoods to parks, schools, the Vermilion River Valley, the Vermilion Provincial Park, and other community focal features;
- e) Vantage points and significant features;
- f) Ability to support active or passive recreation activities;
- g) The innovative nature of the recreational opportunity;
- h) Viewpoints and opportunities for nature appreciation;
- i) Accessibility of the space based on the proposed use; and
- j) Potential and existing environmental or heritage resource value.

10.9 Integrate prominent natural features and significant landscapes including the Vermilion River Valley & Ravine system and Vermilion Provincial Park into open space design.

10.9 Encourage the provision of park reserve on prominent points of the Vermilion River Valley for adjacent developments as part of an area structure plan or conceptual scheme prior to subdivision.

TRAILS SYSTEM

Community-Wide Trails System

- 10.10 Work toward the continued enhancement of a community-wide trails system of sidewalks, pathways and trails to facilitate safe and convenient travel through the community by pedestrians, cyclists and other users.
- 10.11 Design the trails system to provide linkages to the Vermilion River Valley, Vermilion Provincial Park, leisure facilities, the Central Business District, community gathering points, schools and within and between neighbourhoods.

Inter-municipal Connectivity

- 10.12 The Town shall work cooperatively with the County of Vermilion River to develop open space and pathway linkages between municipalities.

Developer Build

- 10.13 Require, through the development agreement process, the applicant/developer to construct those segments of the comprehensive corridor system located within their development as identified in Town's trails system plan.
- 10.14 Encourage the development of strategic partnerships with organizations, institutions, and the private sector in the upgrading and development of the community-wide corridor system.

FACILITIES

- 10.15 Direct new major recreation facilities to be located in accordance with Vermilion Regional Recreation Master Plan.

VERMILION RIVER VALLEY & RAVINE SYSTEM

Protect & Enhance Natural Areas

- 10.16 Wherever feasible, the Town of Vermilion shall work to protect and enhance existing natural areas located in and adjacent to the Vermilion River Valley ravine within Town limits and the Vermilion IDP area. Existing natural wooded areas in this region will also be protected.
- 10.17 Maintain that portion of the Vermilion River Valley located in the Town for recreational land uses which are respectful of the natural environment and which would not unduly affect the water quality of the Vermilion River watershed.

Land Reclamation

- 10.18 Encourage the reclamation of resource extraction lands to a natural state at such time as they cease to operate.

VERMILION PROVINCIAL PARK

- 10.19 Encourage the County of Vermilion River to develop appropriate setbacks for Country Residential developments to protect scenic vistas on the north bank of the Vermilion River from development.

DEDICATION OF RESERVES

- 10.20 All reserve dedication shall be pursuant to the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26 (MGA).
- Municipal &
School Reserve*
- 10.21 Require the full ten percent (10%) of the gross developable subdivision area to be dedicated as municipal or school reserve.
- Deferral &
Cash-in-Lieu*
- 10.22 Notwithstanding Policy 10.20 above, the Town may defer the taking of reserve land or money in place when, in the opinion of the Town, it is in the best interest of the Town to do so.
- 10.23 Money in place of municipal or school reserve may be considered, pursuant to Section 667 of the MGA.
- Environmental
Reserve (ER)*
- 10.24 All development or redevelopment abutting the Vermilion River Valley & Ravine System shall provide a 20 m buffer strip between the top-of-bank and the limits of development. The buffer strip shall be dedicated as Environmental Reserve, Municipal Reserve or Environmental Reserve Easement pursuant to Section 664 of the MGA.
- Access to ER*
- 10.25 Environmental Reserve as described in Policy 10.23 above shall be made accessible from public streets or parks by provision of an access strip at least 7.5 m wide. The access strips should be located no greater than every 360 m. Variation may be permitted under a development agreement.



View of the Vermilion River from the north bank.

11.0 Agriculture

GOAL

To support the continuation of existing agricultural uses within the Town’s boundary until such time as those lands are required for urban expansion. To support urban agricultural pursuits in all land use designations where appropriate.

CONTEXT

Local food production and food security are key issues in contemporary urban planning practice. The local food movement continues to gain popularity as concerns over traditional food supply chain sustainability increase. In response, small scale sub-urban and urban “farms” are being established in mature neighbourhoods as well as being fully integrated into new residential subdivisions. The opportunity to grow food to sustain individual or family needs in an urban environment should be protected.

KEY PHRASES

POLICY STATEMENTS

GENERAL

Continuance of Existing Use

11.1 The Town supports the continuance of existing agricultural uses in the Town’s boundary until such time as the land is re-designated for urban expansion.

11.2 The Town supports small- and micro-scale vegetation-based urban agricultural pursuits within the Town’s boundary.

Confined Feeding Operations

11.3 The Town does not support the creation or expansion of confined feeding operations (CFOs) within the Intermunicipal Development Plan Boundary; however, consideration may be given to support the development of new and expanded CFOs and manure storage facilities if it is an accessory to an Institutional use such as a Public Education Facility.

URBAN AGRICULTURE

Community Gardens

11.4 The Town supports the creation and/or expansion of community gardens within the municipality, and are considered a wise use of urban land.

Lawn Alternatives

11.5 The Town shall support front lawn alternatives.

Use of Vacant Land for Urban Agriculture

11.6 The Town should encourage and support landowners of vacant, idle parcels of land to temporarily use the land, or offer for use the land to third parties, for suitable urban agricultural purposes.



An example of urban agriculture in an unlikely place – the industrial park east of Airport Subdivision in Vermilion – where potatoes are being grown behind a chain link fence.

12.0 Transportation

GOAL

To maintain a sustainable transportation system, integrating road, rail and air modes, that allows for the safe, accessible, and efficient movement of people and goods, locally, regionally and provincially. To maximize benefits from the Town's strategic location relative to the provincial highway network while protecting the through traffic function of Highways 41 and 16. To enhance the main roadway entries into the Town. To provide pedestrian/bicycle continuity and connectivity throughout the existing and future areas of the community.

CONTEXT

Transportation and utility networks support and are integrated with land use development within the Town of Vermilion. The Town is strategically located at the crossroads of Highways 16 and 41. Long term access management plans Highway 16 will strength the role Highway 41 as the main access into Town. Careful management of access and land use along this corridor, as presented in the North 41 Gateway and the South 41 Gateway Area Structure Plans, will enhance the function and appearance of this major entry route.

The internal transportation network comprises a series of arterial, collector and local roadways and a growing walkway/trail network which provide connections between residential neighbourhoods, business centres, and other focal points within and outside of the Town. The Central Business District is the hub and downtown of the community. A streetscape enhancement project initiated in 2009 has significantly improved the appearance, parking and circulation within the Downtown.

Vermilion is a terminal point for the Canadian National Railway, a secondary main line connecting Edmonton and Saskatoon. The Town is also served by the all-weather Vermilion Municipal Airport, used primarily by agricultural sprayers and local aviation enthusiasts.

The Town has initiated a community-wide trail network in conjunction with Lakeland College and the Provincial Park. This represents a significant 'first step' in the direction of enhancing the 'walkability' of the community.

Key Phrases

Policy Statements

TRANSPORTATION - ROADWAYS

Integrated Regional System

12.1 The Town shall work cooperatively with the County of Vermilion River No. 24 and Alberta Transportation to enhance economic growth by encouraging the development of an integrated, multi-modal transportation network (road, air, rail, trails and pathways) that will meet the needs of citizens, businesses, and industry by providing linkages between municipalities with the region and province.

Major entrance routes

12.2 The Town recognizes Highways 16 and 41 and 47 Avenue to be major entrance routes into Town. The Town shall work cooperatively with the County to develop, in accordance with the Vermilion IDP, appropriate standards for entrance routes in terms of land use, landscape development and development standards.

<i>Functional Integrity of Major Highways</i>	12.3	The Town, working with Alberta Transportation, shall continue to maintain the functional integrity of Highways 16 and 41 through the use of service roads, internal collector systems or controlled highway access points as per the North 41 Gateway ASP, the South 41 Gateway ASP and the Crossroads ASP.
<i>Anticipate Access Closures</i>	12.4	The Town shall continue to work with Alberta Transportation to identify, accommodate and mitigate the effects of the closure of intersection of Highway 16 with 44 Street, Beckie Scott Trail/62 Street and other access roads on overall traffic patterns within the Town as well as on individual properties.
<i>Hierarchy of roadways</i>	12.5	The Town shall continue to maintain the hierarchy of roads as outlined in the Town of Vermilion 1984 Transportation Study or subsequent updates. Actual alignments will be determined at the area structure plan, conceptual scheme or subdivision stage.
<i>An Integrated System</i>	12.6	The Town shall continue to encourage an efficient integrated transportation network linking major employment areas, community facilities and residential neighbourhoods.
<i>Roadway Development Standards</i>	12.7	Development standards and roadway services shall be as outlined in the Town of Vermilion 1984 Transportation Study, the Town of Vermilion Infrastructure Renewal Policy or subsequent updates to these standards
<i>Mitigation of traffic impacts</i>	12.8	The Town should mitigate the community impacts of truck routes, arterials, highways and railways on new residential neighbourhoods through measures such as noise attenuation, buffering, setbacks, landscaping and/or traffic management.
<i>Support the Downtown</i>	12.9	The Town shall continue to support and enhance the Downtown by providing improved vehicle and pedestrian accessibility, adequate parking at key locations and a safe and enjoyable pedestrian experience
<i>New Residential Areas</i>	12.10	The Town shall require that pedestrian and roadway connections to new residential areas are addressed in the preparation of Area Structure Plans, Conceptual Schemes and/or rezoning applications. Traffic impacts will be identified and mitigating measures such as traffic calming will be identified both on-site and off-site.
<i>Maintenance & Rehabilitation</i>	12.11	The Town shall continue to implement the Infrastructure Renewal Policy to protect its investment in existing transportation infrastructure.

TRANSPORTATION - AIRPORT DEVELOPMENT

*Implement the
AVPA Provisions*

12.12 The Town shall protect the integrity of the Vermilion Municipal Airport by implementing the Airport Vicinity Protection Area (AVPA) regulations contained within the Land Use Bylaw and in the Vermilion IDP area to avoid conflicting land uses which could compromise the safe operation of the Airport.

*Maximize Use
and Investment*

12.13 The Town shall work with the Airport Advisory Committee and Economic Development Committee to identify opportunities to maximize the use of the Vermilion Municipal Airport and the Town's investment in the facility.

Airport Development

12.14 The Town shall encourage the development of appropriate ground side and air side business on the Airport lands.

Lease Only

12.15 The Town shall ensure that land within the airport boundaries, including Block 40 and 10, Plan 762 1088, shall be used by aviation businesses only.

TRANSPORTATION - RAIL TRANSPORTATION

Rail transportation

12.16 The Town recognizes the railway system as an essential service to existing and future industrial development. Land uses and industrial developments that are complementary to the railways will be considered.

TRANSPORTATION – PATHWAY/TRAIL NETWORK

Pathway network

12.17 The Town shall continue to develop community-wide pathway and trail system for commuter and recreation purposes to connect key community landmarks and activity centres and to follow the recommendations of the Walkable Alberta – Town of Vermilion Community Report recommendations to enhance the Town's reputation as a 'walkable' community.

13.0 Infrastructure

GOALS

To ensure the orderly and efficient provision of municipal utilities to existing and new areas. To continue to practice sustainable infrastructure management.

CONTEXT

Water is supplied to the Town of Vermilion from the North Saskatchewan River through the Alberta Central East (ACE) Regional Waterline. The water is supplied from Vegreville and services a number of municipal users.

The wastewater treatment plant is a conventional activated sludge treatment facility. Effluent is disposed of into an aerobic (polishing) pond and is continuously discharged into the Vermilion River. Previous investigations have revealed insufficient capacity and quality of treated effluent for current and projected wastewater flows. The Town is currently upgrading the wastewater treatment plant to a membrane biological reactor treatment facility. The upgrade will create additional capacity to serve proposed development areas in the western and southern areas of Town, as identified in the Growth Management Strategy in Section 2.0.

The present stormwater and drainage systems convey run-off to the Vermilion River to the north via a system of open ditches and storm pipes. There are several small storm ponds. Future planning of the stormwater management system will need to address the provincial regulatory requirement that post development runoff may not exceed pre-development conditions. This may require further consideration of various types of stormwater management facilities. Storm ponds have positive place-making and aesthetic functions, provide water quality as well as water quantity management and can be developed to create wildlife habitat.

There is a major power line extending east-west in the western part of Town past existing and future residential areas. Careful neighbourhood design will be needed to mitigate the visual and other effects of this and other power lines.

Key Phrases

Policy Statements

MUNICIPAL SERVICES – WATER AND SEWER

*Connect to
Municipal Services*

- 13.1 The Town shall require all new development or redevelopment to connect to municipal services where available and feasible.
- 13.2 Notwithstanding Policy 13.1, proposals for private water and sewer systems shall be considered where there is evidence that municipal water and sewer connections are not economically available, and then only as an interim solution until service is extended. To advance this policy, the Town should place caveats on titles pursuant to Section 650 and 655 of the Municipal Government Act, 2000, requiring landowners in future service extension areas to pay for the capital costs of service provision.

On-site servicing costs

- 13.3 As a general principle, the developer shall be responsible for all on-site and off-site servicing costs attributable to the development. Where the Town is the developer, the price of land will include the cost of on-site and off-site servicing costs attributable to the development.

*Utility Easements
& ROWs*

- 13.4 Require all development or redevelopment projects to provide all appropriate easements and/or rights-of-way for required utilities (e.g.: telecommunications, natural gas, etc.)

Residential growth

- 13.5 The Town shall prepare plans to service new residential growth as well as to provide to services which may be operating over capacity.

Consider new technology

- 13.6 Apply demonstrated effective new technologies, practices, and innovations in the delivery of infrastructure and services to achieve cost reductions.

Water conservation

- 13.7 Evaluate and implement water conservation initiatives in existing and new areas and in Town facilities to lower per capita water use and wastewater generation and thus lower costs for both users and the Town.

Major Trunk Sewer

- 13.8 Upgrade the trunk sewer system serving the west and south areas of Town to relieve current capacity flow conditions and to enable the development of the west and south sectors as laid out in the Growth Management Strategy in Section 2.0.

MUNICIPAL SERVICES – SOLID WASTE MANAGEMENT

Reduce Solid Waste

- 13.9 Work to reduce the amount of municipal solid waste by:
 - a) Encouraging reduction of waste;

- b) Promoting recycling and/or reusing waste materials; and
- c) Continuing the development of an organics collection program.

*Sustainability Plan
Waste Reduction Targets*

13.10 Increase waste diversion rate from 24% to 53%.

Solid Waste Management

13.11 Continue the development and enhancement of a coordinated waste management program.

MUNICIPAL SERVICES – STORMWATER MANAGEMENT

*Compliance with
Alberta Environment*

13.13 Provide for stormwater management systems that aim to meet or exceed Alberta Environment’s objectives respecting management of both water quality and water quantity.

Stormwater Management

13.14 Address stormwater management systems in the preparation of an Area Structure Plan or conceptual scheme to identify land requirements, to recognize their place making function, and to optimize storm ponds and drainage swales as an integral part of the open space and pedestrian walkway system.

*Designation of
Stormwater Ponds*

13.15 Vermilion shall ensure that stormwater management ponds are designated as public utility lots up to the 1:25 year line and Municipal Reserve above that line in all new developments.

Design of Storm Ponds

13.16 In any new development, design new stormwater management ponds to improve water quality, create wildlife habitat and to provide amenity value.

Inter-Municipal Approach

13.17 Work cooperatively with the County of Vermilion River No. 24 as part of Area Structure Plan or Conceptual Scheme to ensure that stormwater drainage associated with lands along the boundary of either municipality shall not contribute to drainage problems within the other municipality.

Low Impact Development

13.18 Identify and apply suitable Low Impact Development approaches that seek to reduce stormwater flows and infrastructure in new or existing development areas. Such approaches may include but not be limited to infiltration swales or “bioswales,” permeable pavements, or rainwater collection systems.

PIPELINE, POWER LINE AND OTHER UTILITY CORRIDORS

*Sensitive Integration of
Transportation & Utility*

13.19 Require that transportation and utility corridors be sensitively integrated with existing and future adjacent land users.

Corridors

- 13.20 Support the rationalization and development of pipeline and utility corridors in consultation with industry, utilities, and federal, provincial, and municipal governments which:
- a) Maintain and/or enhance the integrity of the existing pipeline/utility network;
 - b) Mitigate or minimize environmental effects;
 - c) Minimize existing and potential land use conflicts including land fragmentation;
 - d) Do not preclude future local or regional development opportunities; and
 - e) May parallel existing or future transportation systems.

Multiple use of corridors

- 13.21 Use pipeline/utility corridors as multiple use corridors to accommodate oil, natural gas and products pipelines, municipal utilities, other utilities such as electrical transmission and communications infrastructure.

Collaborative Approach

- 13.22 Work collaboratively with industry owners, operators and associations, utilities and federal, provincial, and municipal governments with respect to land use planning and risk management to consider such elements as the design, siting, construction, operation, decommissioning, abandonment and reclamation of linear facilities.

Power Line Corridors

- 13.23 Identify suitable design and other approaches such as buffering, spatial separation, or backing cul-de-sac format to mitigate the effect of power lines on residential areas in the Area Structure Plans for new residential development

Land Use in Power Line

- 13.24 Identify suitable land uses and activities in power line corridors such as community gardens, trails or naturalization areas in conjunction with and subject to the approval of the respective utility company.

COMMUNICATION INFRASTRUCTURE

Utility Corridors

- 13.25 Encourage the location of telecommunication facilities within existing transportation/utility corridors where appropriate and in accordance with the guidelines established by provincial and federal governments.

14.0 Economic Development

GOAL

To work with the business community to create a strong, diversified economic base, strengthen and expand businesses, provide a choice of jobs for citizens and encourage economic development that will support the tax base and provision of services to the community.

CONTEXT

The Town of Vermilion provides a unique quality of life which is an important asset in encouraging business growth and development. Vermilion offers a small town atmosphere characterized by an historic downtown, specialized shops, mature, well-treed neighbourhoods, the Vermilion Provincial Park, one of the larger provincial parks in Alberta and a scenic setting nestled along the Vermilion River Valley. The Town is also home to Lakeland College, which hosts two campuses and serves about 8,000 full-time and part-time students annually. Lakeland College's Vermilion Campus is also known for its internationally acclaimed Emergency Training Centre. Vermilion is host to a number of annual festivals and events such as the Agricultural Society Fair, the Vermilion Rodeo, numerous cultural festivals and many other events which attract both local residents and visitors from throughout Alberta and Western Canada.

The quality of life in Vermilion is in part attributable to the major economic engines of the community including agri-business, industrial and commercial businesses, tourism, and educational institutions, all of which create jobs for the residents of Vermilion. Vermilion is attractive for business because of its skilled, productive labour force, efficient integrated transportation system and the unique quality of life provided with the community.

Key Phrases

Policy Statements

GENERAL

*Develop a Participative
Collaborative Approach*

14.1 Develop a participative and collaborative approach to identify businesses and industries which will complement local strengths and resources in conjunction with community groups, the Chamber of Commerce, local business, and educators.

14.2 Work collaboratively with the County of Vermilion River, Alberta Economic Development, Vermilion River Regional Alliance and local business and industry to capitalize on inherent economic and strategic strengths of the community.

Market the Community

14.3 Market the Town of Vermilion in order to broaden and diversify the businesses and industries within Town.

14.4 Promote and encourage developments, events, and recreational and cultural events that enhance the sense of civic pride while generating economic benefits and activity.

<i>Greater Choice of Employment Opportunities</i>	14.5	Support agri-business, industrial, commercial, and tourism development as a means of providing the residents of Vermilion with a greater choice of employment opportunities.
<i>Ensure Adequate Supply of Serviced Land</i>	14.6	Encourage an adequate supply of serviced land to meet a range of agri-business, industrial, commercial, institutional and tourism needs.
<i>Environmental Management Practices</i>	14.7	Encourage businesses and industries that will conserve environmentally sensitive land and use sustainable environmental management practices.
	14.8	Promote the development of commercial, industrial and tourism land uses to supplement the tax base and ensure a self-sustaining, self-reliant economic community.
	14.9	Facilitate economic development through pro-active planning and implementation such as the development of statutory plans, land use bylaw amendments, and subdivision development.
<i>Tourism</i>	14.10	Work collaboratively with business and interest groups to identify potential tourism opportunities and effective marketing and communication mechanisms to expand on tourism services and attractions within the Town of Vermilion.
	14.11	Promote cooperative public, non-profit and private tourism services and attractions which: <ul style="list-style-type: none"> a) Complement existing development associated with the the Exhibition grounds, Lakeland College, the Vermilion Heritage Museum and Vermilion Provincial Park; and b) Complement our ecological resources and incorporate the natural environment.
	14.12	Encourage the development of new events and festivals in Vermilion.
<i>Marketing Focal Point</i>	14.13	Promote Vermilion’s marketing plan, <i>New Ideas for Living</i> , where people learn, live and discover their passion through educational events, camps and retreats featuring world-class educators in a unique natural and relaxing setting.
<i>Historical Significance</i>	14.14	Protect and enhance historical structures and promote public awareness of historical buildings, themes and events in the development of Vermilion.

Regional Alliances

14.15 The Town shall continue to participate in regional economic development alliances that provide tangible benefit to the economic development of the Town.

Branding

14.16 The Town shall implement its branding and marketing strategy to the fullest extent possible through land use and growth management decision-making.



Decorative arbour in Vermilion's Downtown marking a mid-block pedestrian crossing.

15.0 Intermunicipal Planning

GOAL

To establish a coordinated and cooperative framework for managing land use, subdivisions and development in the IDP area as well as attracting economic development opportunities between the Town of Vermilion and the County of Vermilion River No. 24. To outline a framework for more detailed implementation of land development, economic development, transportation, infrastructure and development staging. To continue to maintain open lines of communication, address issues and advance development opportunities. To identify areas where more detailed planning is required.

CONTEXT

The Municipal Development Plan provides for a series of mechanisms to foster cooperation and coordination between neighbouring municipalities as a means of addressing Intermunicipal planning issues and future growth and development strategies. The policies provided in this section reflect those found in the Vermilion Intermunicipal Development Plan (IDP) as amended in 2017 as an update to the previous 2009 IDP.

The Vermilion IDP has been adopted by the Town of Vermilion and County of Vermilion River No. 24. It applies to an area of undeveloped land within the Town boundaries as well as a variable fringe area within the County. It emphasizes readiness to capture development opportunities within a 30 to 50-year time horizon. It requires that MDP policies be consistent and provides criteria for annexations or boundary adjustments between Town and County.

The Vermilion IDP also provides direction and terms of reference for two joint Area Structure Plans. Both have been completed and adopted, the North 41 Gateway ASP the Highways 16/41 Crossroads ASP were adopted by both Councils in 2010. Both ASPs have also been endorsed by Alberta Transportation.

Key Phrases

Policy Statements

GENERAL

- | | |
|---------------------------|--|
| <i>Vermilion IDP</i> | 15.1 The Vermilion Intermunicipal Development Plan (IDP), Bylaw 9-2009, as amended, is the primary planning document for lands located in the fringe area of the Town. |
| <i>Vermilion IDP Area</i> | 15.1 The Vermilion IDP area shall be as defined on Map 1 Intermunicipal Development Plan Area of the IDP. |

INTERMUNICIPAL LIAISON COMMITTEE

- | | |
|---|---|
| <i>Intermunicipal Liaison Committee</i> | 15.3 An Intermunicipal Liaison Committee has been established as stated in Section 5.2 of the IDP to address planning matters of mutual interest and benefit to both the Town and County. The Intermunicipal Liaison Committee will continue to function as a forum for communicating concerns and matters of mutual interest relating to planning matters. |
|---|---|

Dispute resolution

15.4 Where issues arise in which a consensus opinion cannot be reached, the Town and County shall use the dispute resolution/mediation measures as described in Section 5.4 of the Vermilion IDP.

REFERRALS

Referrals to the ILC

15.5 The Town shall consider requiring that all subdivision applications received within the IDP or within certain areas of the IDP, be referred to the ILC Steering and/or Technical Committee prior to being accepted by the subdivision authority as a completed application.

AREA STRUCTURE PLAN

Area Structure Plan Preparation

15.7 The Town shall collaborate with the County in the preparation of Area Structure Plans for areas of mutual interest within the IDP boundary area.

IDP REVIEW

IDP Review

15.8 The IDP shall be reviewed by resolution of both Councils at intervals of no more than a six-year period. Should revisions to the IDP necessitate a review of the Town's MDP, the Town shall amend the MDP to ensure general consistency between the MDP and IDP. The Town will also seek amendments to the IDP that may arise from the review of the MDP.

ANNEXATION

Annexation Criteria

15.9 Any boundary adjustments between the Town and County due to the need for urban expansion for the Town of Vermilion shall be carried out according to criteria, principles and considerations stated in Section 5.7 'Annexation Criteria Policies' of the IDP.

16.0 Implementation

IMPLEMENTATION TASKS

The following is a list of tasks that will be required to implement the Town of Vermilion Municipal Development Plan (MDP). Each task has been assigned a generally time frame for its completion. In general, the following time frames apply:

- a) **Immediate** – Should be undertaken less than 1 year following the adoption of the MDP
- b) **Mid-term** – Should be undertaken between 1 and 3 years following the adoption of the MDP
- c) **Long Term** – Should generally be undertaken 3 or more years following the adoption of the MDP
- d) **Ongoing** – Should generally already be occurring but which require annual or continuing attention

Residential Development

- Initiate amendments to the IDP to remove the designation of unserved Country Residential (CR) from any maps and any policies or narratives related to the CR within the Town's boundaries. (IMMEDIATE)
- Initiate amendments to the IDP to remove the Institutional designation from Lakeland College-owned land Part of SE36-50-7-W4 (IMMEDIATE)
- Evaluate available land supply and estimated uptake time for residential lands within the Town's boundary. (IMMEDIATE)
- Update and amend any Area Structure Plans that may be out of date to be prepared for development in the near term. (IMMEDIATE)
- Monitor the supply and demand for residential land and report to Council on an annual basis. (ONGOING)

Commercial and Industrial Development

- Monitor the supply and demand for commercial and industrial land and report to Council on an annual basis. (ONGOING)
- Prepare architectural guidelines/standards for the Downtown to guide development, redevelopment and infill. (IMMEDIATE)

Community Services

- Work cooperatively with Lakeland College and Lakeland College Emergency Training Centre to maintain and enhance the role of the institutions in the community. (ONGOING)
- Explore new programs and service opportunities in conjunction with Lakeland College, Continuing Learning for Adult Students, Lakeland College Emergency Training Centre, industry and adjacent municipalities. (ONGOING)

Environmental Management

- Amend the Land Use Bylaw to make provision for the Town to request environmental site assessments or environmental impact assessments as part of the development permit application process. (IMMEDIATE)

Tourism/Recreation Opportunities

- Work with non-government and government sectors and the private sector to explore tourism and recreation opportunities within the Town and with the surrounding region. (ONGOING)

Transportation

- Work cooperatively with municipal, provincial and federal governments in the integration of the regional transportation network. (ONGOING)

Infrastructure

- Work cooperatively with the County of Vermilion River to maintain an airport facility in the Vermilion area. (ONGOING)
- Work with Alberta Environmental Protection to provide for stormwater management systems which are designed and developed in accordance with Alberta Environmental Protections' objectives respecting management of water quality and water quantity. (ONGOING)
- Coordinate with adjacent municipalities to address cross-boundary environmental issues such as stream course runoff, drainage and the protection of environmentally sensitive areas. (ONGOING)
- Develop siting criteria for communications infrastructure. (MID-LONG TERM)
- Work with the Alberta Central East Regional Water Commission to implement the regional water supply system. (ONGOING)

Land Use Bylaw

- Monitor the administration of the Land Use Bylaw to ensure conformity with the policies of this Municipal Development Plan and Intermunicipal Development Plan. Conduct a comprehensive review of the Land Use Bylaw as circumstances warrant. (ONGOING)

IMPLEMENTATION POLICIES

Key phrase

Policy statement

AREA STRUCTURE PLANS

Conformity

16.1 Area structure plans where required shall be undertaken in conformity with Section 633 of the Municipal Government Act.

16.2 Area Structure Plans shall include but not be limited to the following matters:

- a) the type, amount, location, density and phasing of future land uses;
- b) long term development patterns;
- c) utility servicing;

- d) transportation impacts and issues;
- e) anticipated population and its impact on schools and community services;
- f) incorporation of unique vegetation areas or special topographic features to enhance the visual or environmental aspects of the community;
- g) environmental implications; and
- h) impacts on the County of Vermilion River No. 24.

CONCEPTUAL SCHEMES

*Requirement for
Conceptual Scheme*

16.3 Upon receipt of a subdivision application, the Subdivision Authority may in consultation with the Town and in accordance with Section 4(5)(h) of the MGA Subdivision and Development Regulation (AR105/2005), require that a conceptual scheme, prepared by a qualified professional (Registered Professional Planner) be prepared and submitted in support of the proposed subdivision. The conceptual scheme may be required to address a number of matters, including but not limited to the following:

- a) proposed land uses;
- b) terrain and soil conditions;
- c) potential for flooding, erosion or slumping of land;
- d) natural vegetation, stands of trees, water bodies and any special or unique natural features that may warrant protection, mitigation or integration into site design;
- e) existing and historic oil and gas facilities and measures to mitigate any associated impacts;
- f) proposed road access;
- g) proximity to municipal services, proposed connections thereto and proposed method of servicing the site;
- h) adequacy and suitability of the proposed building sites;
- i) proposed means of buffering to and from adjacent lands;
- j) identification and form of municipal and/or environmental reserve;
- k) proposed roadway and circulation system;
- l) the configuration, dimensions, spacing and location of the proposed parcel(s);
- m) conformity with statutory plans, land use bylaw and proposed land use district;
- n) any other matters the Subdivision Authority, in consultation with the Town, considers to be necessary.

REVIEW & AMENDMENT

- MDP Review* 16.4 The Town shall undertake minor review of the MDP periodically with a major review every five (5) years from the date on which the MDP is adopted via bylaw.
- MDP Amendment* 16.5 The Town shall support a review of any proposed amendment. An amendment to the MDP may be initiate by:
- a) Recommendations from Council or Administration, or
 - b) Written application by property owners or members of the public.
- 16.6 The Town shall ensure that, upon adoption or subsequent amendment of this MDP, the Municipality undertakes a review to adopt subsequent amendments to the Land Use Bylaw to the extent required in order to provide effect to the policies and provisions of this Bylaw.

Appendix A – Maps (forming part of this Bylaw)

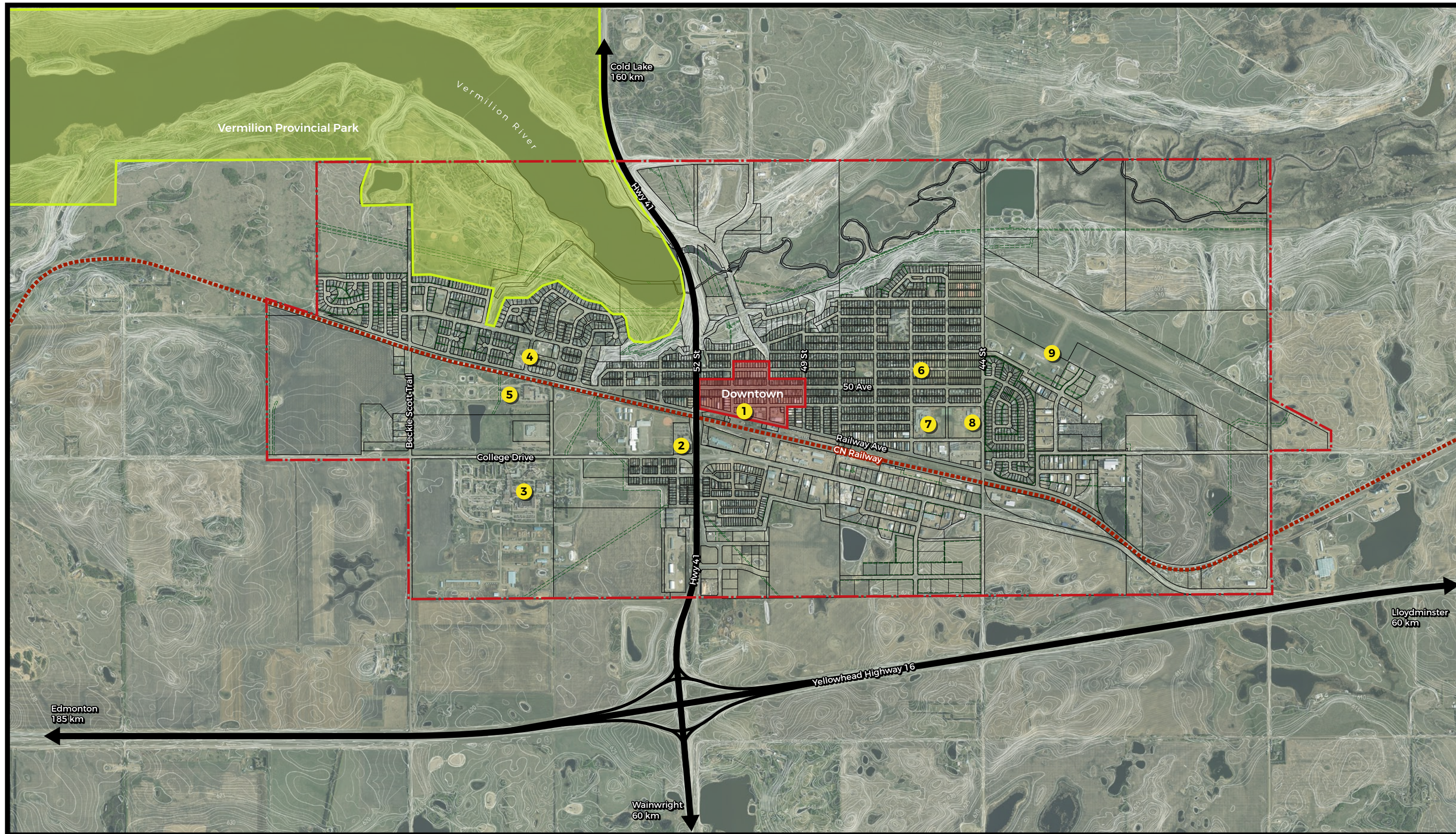
Map 1. Context

Map 2. Opportunities & Constraints

Map 3. Planning Context

Map 4. Future Land Use Concept

Map 5. Conceptual Residential Growth Staging



- LEGEND**
- - - Town Boundary
 - Highway
 - · - · - Railway
 - Vermilion Provincial Park

- Downtown
- 1 Town Hall
- 2 Government Building
- 3 Lakeland College

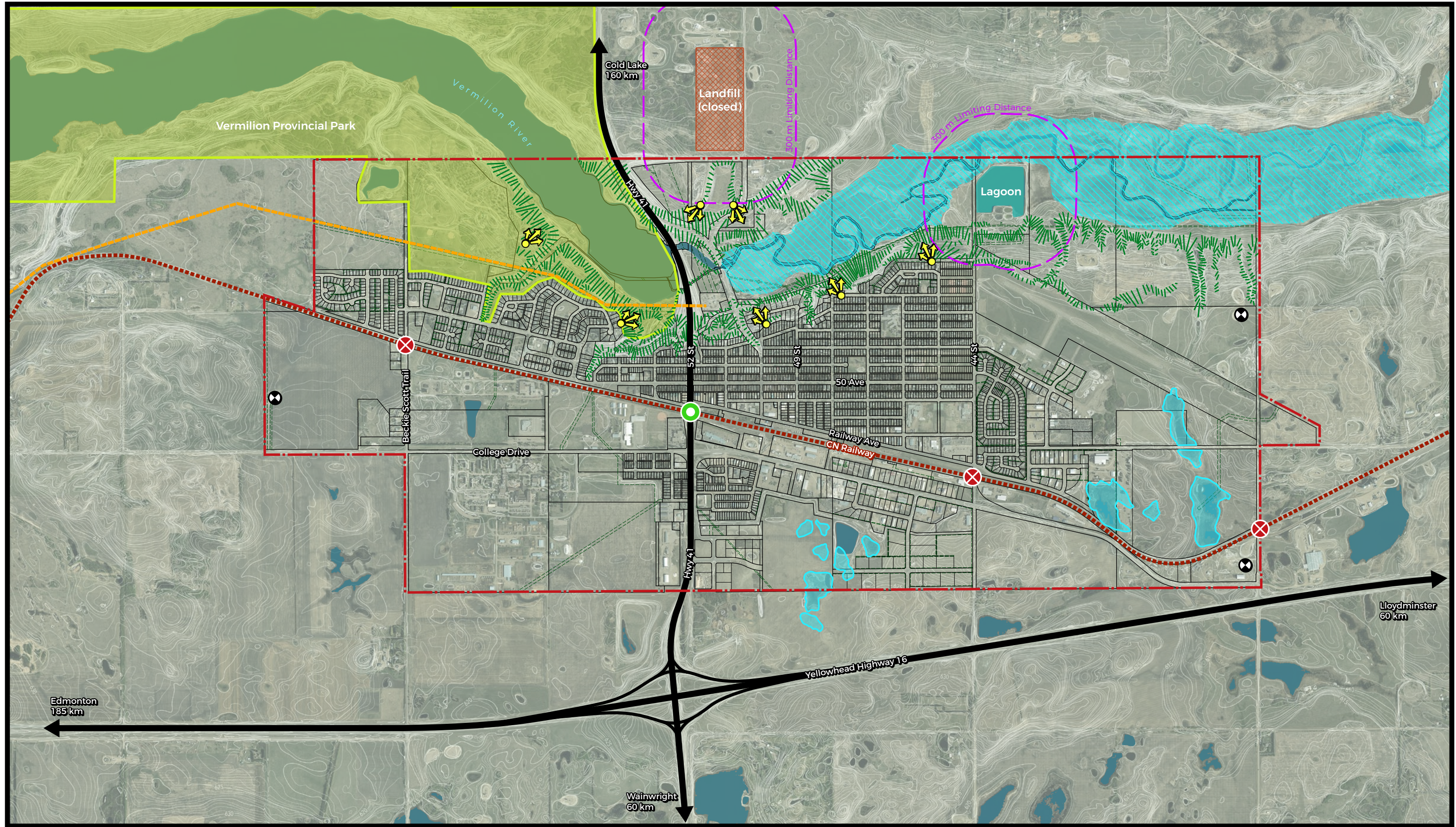
- 4 Hospital
- 5 Emergency Training Centre
- 6 J.R. Robson School
- 7 St. Jerome's School

- 8 Vermilion Elementary
- 9 Airport

0 200 400 m N

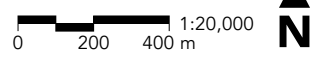
MUNICIPAL DEVELOPMENT PLAN
Map 1
Context





LEGEND

- Town Boundary
- Highway
- Railway
- Power Line
- 300 m Limiting Distance
- Slopes
- Low Area
- Flood Plain
- ↗ Vistas
- ⊗ Wellhead
- ⊗ Rail Crossing (at grade)
- ⊙ Crossing with grade separation

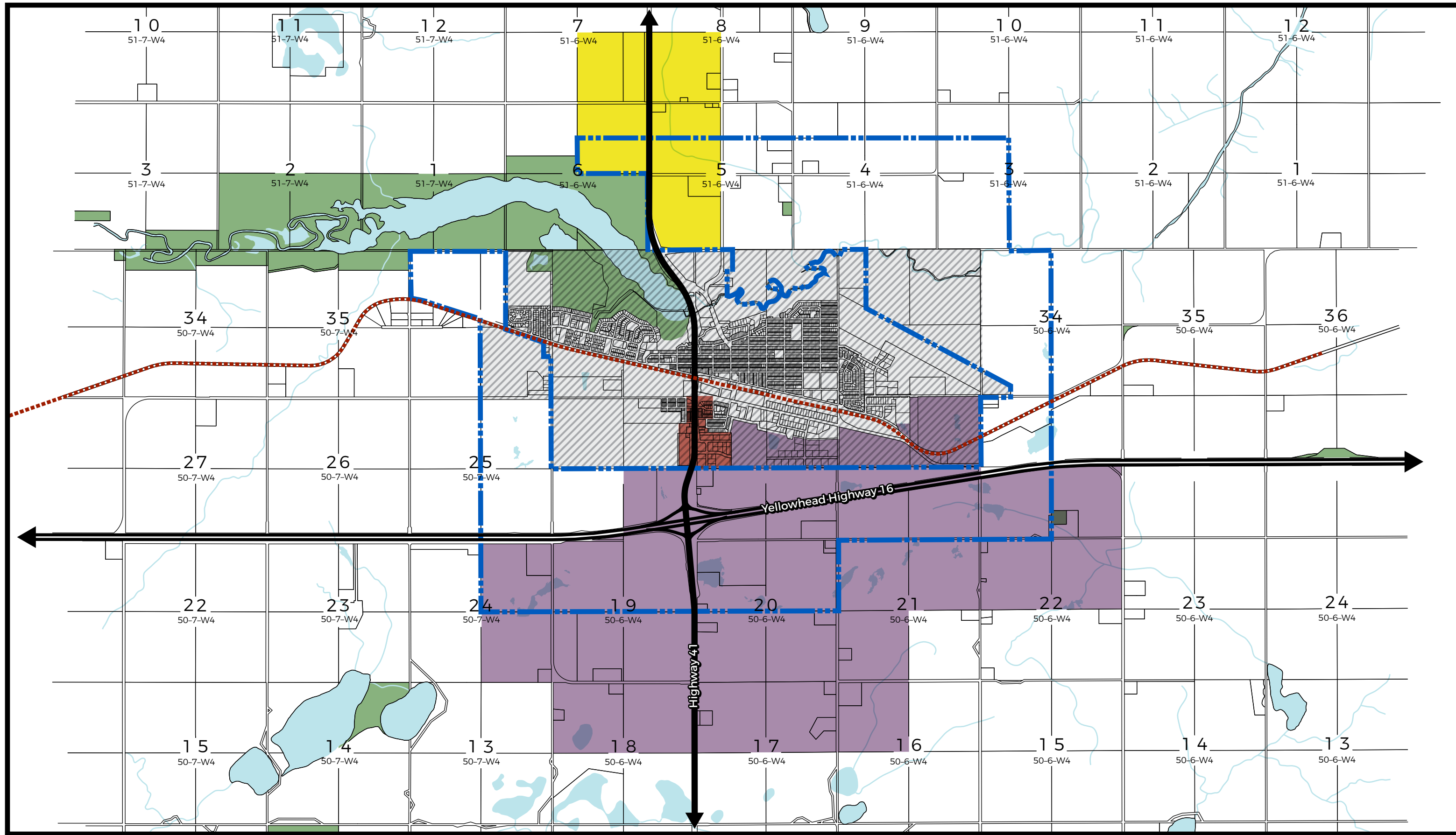


MUNICIPAL DEVELOPMENT PLAN

Map 2

Opportunities & Constraints



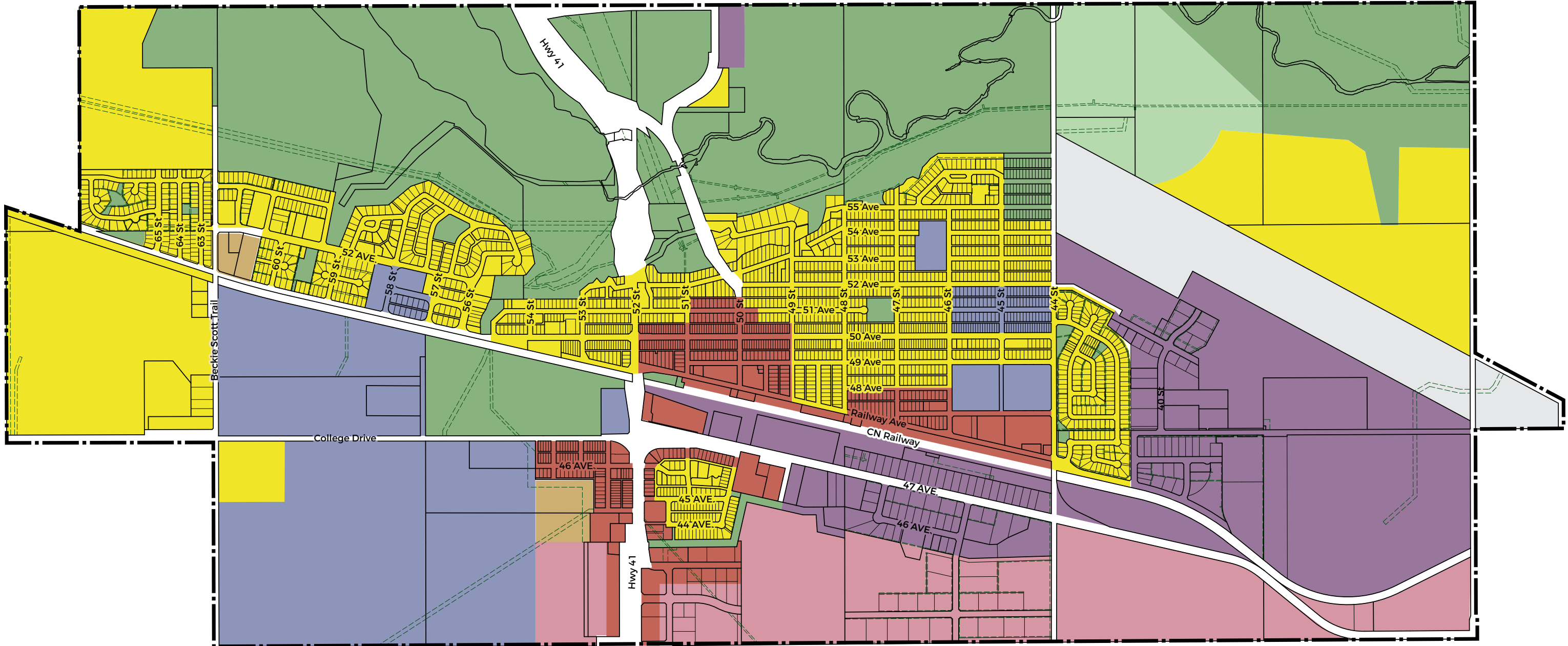


- LEGEND**
-  Highway
 -  Railway
 -  Parks
 -  Town of Vermilion
 -  Intermunicipal Development Plan Boundary
 -  North 41 Gateway ASP
 -  South 41 Gateway ASP
 -  Crossroads ASP











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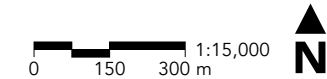
 MUNICIPAL DEVELOPMENT PLAN
Map 3
Planning Context





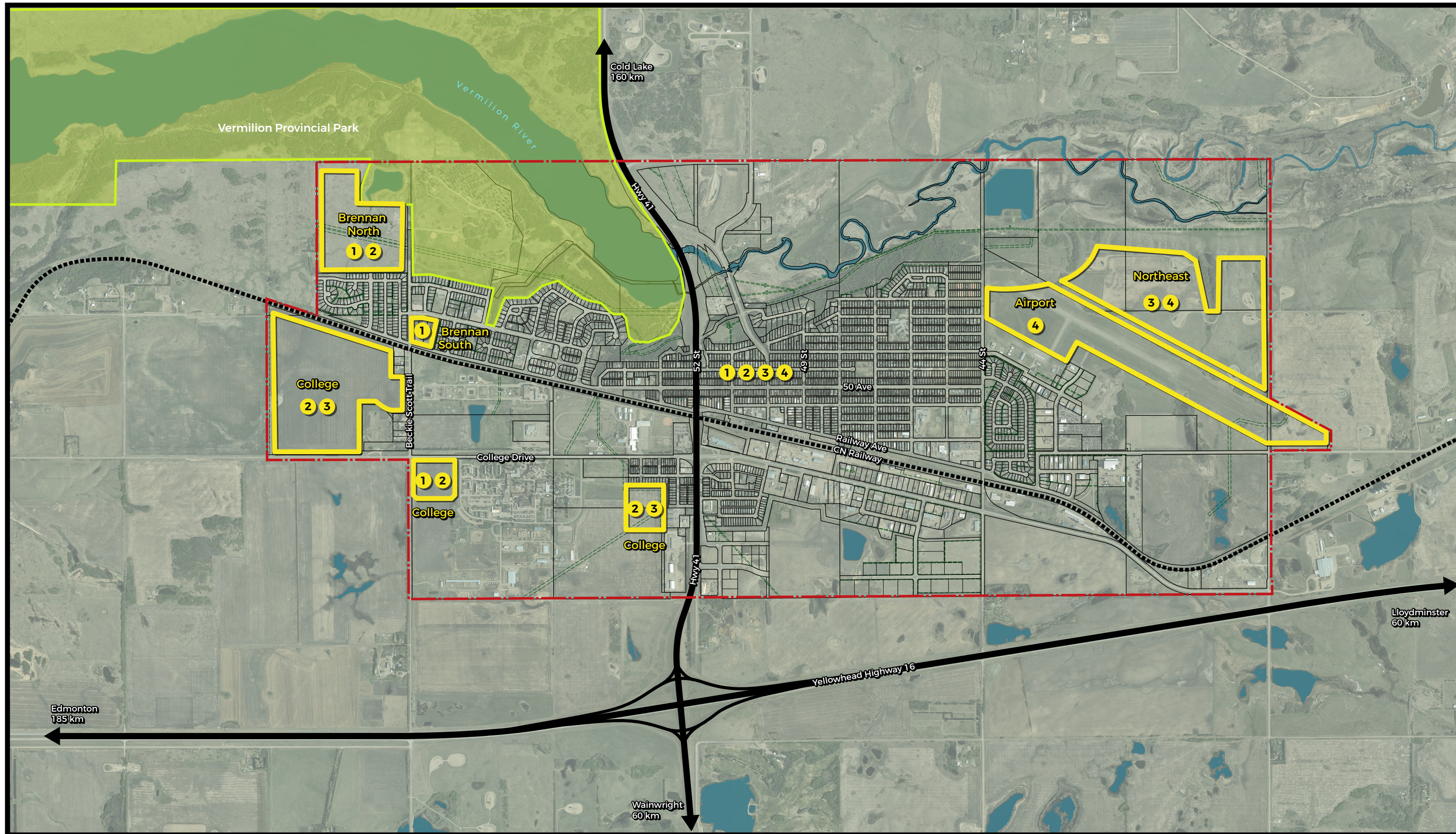
LEGEND

- | | | |
|---|--|--|
|  Town Boundary |  Institutional |  Industrial |
|  Parks/Recreational/Open Space |  Commercial |  Airport |
|  Public Use |  Mixed Use - Residential/Commercial | |
|  Residential |  Mixed Use - Commercial/Industrial | |



MUNICIPAL DEVELOPMENT PLAN
Map 4
Future Land Use Concept

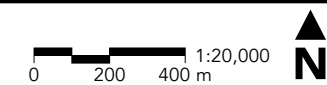




LEGEND

- Town Boundary
- Highway
- Railway
- 1 Residential Growth Area

Stage	Population Target	Time	Population	Increment
1	Short Term	0-5 years	4,525	425
2	Medium Term	5-15 years	5,500	975
3	Long Term	15-25 years	6,725	1,225
4	Very Long Term	25-40 years	9,000	2,275



MUNICIPAL DEVELOPMENT PLAN
Map 5
Conceptual Residential Growth Staging



Appendix B – General Terms of Reference for the Preparation of an Area Structure Plan or Conceptual Scheme (not forming part of this Bylaw)

GENERAL TERMS OF REFERENCE FOR PREPARATION OF AN AREA STRUCTURE PLAN OR CONCEPTUAL SCHEME

1) Introduction

These generic terms of reference are intended to give general guidance only to development proponents and the Council/Administration in the preparation of an area structure plan (ASP). It should be noted that the planning and development process is complex and that particular circumstances may warrant the requirement by Council/Administration of information or assurances not discussed here. Since each ASP is different and can have issues and variables unique to that particular plan, it may be wise in some instances to have the ASP guided by specifically tailored terms of reference, beyond these generic ones.

2) General

The ASP, as provided for under Sections 633 and 636-638 of the Municipal Government Act (MGA), is intended to describe how an area of land under a single owner or multiple-ownership can be subdivided and developed in a coordinated way. It is a means of ensuring that the Municipal Development Plan (MDP) is adhered to, that development by one owner does not unnecessarily restrict the options of another, and that development occurs in a way that is safe, efficient, and aesthetically pleasing.

By minimising the delays caused by the need to coordinate developments on an individual, application-by-application basis, an ASP can set the stage for the quick approval of Land Use Bylaw (LUB) amendments, subdivision and development proposals which conform to its provisions.

3) Plan Boundary

The ASP area is usually defined by prominent boundaries, which will minimise the effects of one area of development on another. These might be arterial roads, natural features, existing uses or servicing boundaries. In the absence of such tangible boundaries, property lines may be used

4) Land Use and Density

The ASP must show the proposed land uses within the plan area. The density of development in small plans may be indicated by showing tentative lot lines. In plans dealing with larger areas, it may be sufficient to show proposed density ranges within sub-areas of the plan.

5) Hazard Lands and Development Constraints

The ASP shall show that all proposed subdivision and development is safe from hazards and development constraints. To this end, the plan shall identify all lands that are subject to flooding, subsidence, steep slopes, the presence of sour gas or other transmission hazards or are otherwise hazardous or constrained as far as development is concerned. Furthermore, the ASP shall indicate proposed methods and mechanisms to eliminate or mitigate the effects of these developments constraints including the submission by qualified professionals of any required reports or supporting materials.

6) **Traffic Circulation**

The ASP must show the proposed circulation pattern in the plan area, including local roads, sidewalks and trails, that directly serve individual lots and collector roads as required to move traffic and people safely and efficiently. It must also show how the proposed circulation pattern will be integrated with the overall transportation and trails system of the Town. Where the staging of development requires interim access to be provided, this should be described in the plan.

In the case of applications adjacent to a Provincial highway, working closely with Alberta Transportation and Utilities is critical to ensure they are on side with what is being proposed in terms of access to their facilities both in the interim and over the long term. Getting Alberta Transportation's approval (ideally, securing their signature on the document) goes a long way to facilitating subsequent land use, subdivision and development permit applications made pursuant to and in accordance with the plan.

7) **Utility Servicing**

The ASP should deal conceptually with ultimate proposed utility servicing and any interim servicing. This includes potable water, sanitary sewage disposal and storm water drainage. Power, gas, and telephone, etc. are usually assumed to be available, but the plan should identify and if possible resolve any potential difficulties or complications. A detailed design of servicing systems is not required, but the plan should be clear in demonstrating that adequate servicing is feasible and available.

8) **Reserve Lands for Parks and Schools & Environmental Reserve**

The MGA provides that whenever a subdivision takes place, the owner is required to provide to the municipality up to 10% of the land as reserve for the purposes of park, tot lots, school sites, and so forth. This is a one of the key components of an ASP in that it is to indicate, in specific terms, how the policies and provisions with respect to reserves contained in the MDP will be implemented. If reserve land is to be taken, it is important that the plan indicate the size, location and configuration of the lot(s) to be dedicated. It is especially important that the above requirements be determined in consultation with local school authority where these lands are for school purposes.

The MGA provides that the Municipality may require the dedication of land which is a natural drainage course; is subject to flooding; or is required to prevent pollution of, or provide public access to, a water course or body. The ASP must identify such lands.

9) **Community Services**

The ASP should indicate the means by which the development will be provided with such community services as schools, fire protection, policing and recreation. This is not necessarily restricted to the provision of land for such facilities, but may also involve assurances that the agencies responsible for such services have the capacity to provide them.

10) **Staging**

Where an ASP is relatively large, or involves a number of separate ownerships, it is often necessary to demonstrate the way in which subdivision and/or development will take place over time. Interim provisions may be necessary with respect to servicing and access and the effects of the development of one stage or another must be resolved.

11) Graphics

The land use (and other) maps provided with the text of a proposed ASP are especially important because they make clear to Council/Administration and other users of the plan the character of the proposed development. The basic mapping requirements are:

- ✓ general location within the Town/surrounding area;
- ✓ relationship of the plan area to the MDP;
- ✓ existing property lines and ownership;
- ✓ existing natural or man-made physical features which may constrain development;
- ✓ proposed land use pattern and internal road layout;
- ✓ existing servicing and proposed servicing concept(s);
- ✓ staging of development with interim provisions noted, and,
- ✓ a recommended zoning scheme (optional).

The required drawings must be clear and at a scale which is appropriate to their purpose. Drawings may be combined when this does not result in an unacceptable reduction in legibility.

12) Implementation

An ASP must be consistent with the MDP (Section 638 of the MGA). It is adopted by bylaw following the process/requirements spelled out in the MGA under Sections 692, 636, 606 and 230. However, the agreement of all the owners within or adjacent to the plan area is not legally necessary for the adopting (or amending) bylaw to be passed. The implementation of an ASP may also require cooperation between owners in terms of land trades, temporary rights-of-way across one another's land, and/or joint subdivision applications.

Specific approvals must still be obtained with respect to any required LUB amendment, subdivision, development agreements and development approval. These can be pursued after the ASP has been approved or can be applied for at the same time as the ASP approval if subdivision and/or development are imminent. It should be made clear, however, that all subsequent processes depend on the completion of those that must proceed (ie: the ASP).

13) Process

The following is a general process for the submission and consideration by the Town of an ASP proposal. The steps indicated may be modified as required by specific circumstances affecting a particular plan proposal. [Note that the following process does not at all preclude informal public open houses/meetings held by the developer or by the Town: in fact, they may be encouraged and/or required.]

1. Prior to making any submissions to the Town, the proponent should contact as many of the owners as possible who would be affected by the ASP to discuss their potential involvement in the planning process. Responsibilities for the costs of plan preparation, arrangements for group decision-making and identification

- of an individual representative for the group should be resolved as far as possible early in the process.
2. If the development is large enough, a brief and general proposal to undertake the preparation of an ASP ought to be submitted to and approved by the Town prior to commencement of work on the full-blown plan proposal. The submission should deal with proposed plan boundaries, the general availability of services, the relationship of the proposed plan boundaries, the general availability of services, the relationship of the proposed development to the MDP, and the potential for resolution of any specific difficulties which can be identified at such an early stage in the process. It should also be made clear exactly who is making the proposal and who their representative is to be. Again, bear in mind that in some instances, specifically tailored terms of reference, beyond these generic ones, may be required to guide the preparation of a particular ASP.
 3. The proponent should gather the information required for the ASP by contacting the appropriate municipal and other agencies. In all cases, the plan should be prepared by a qualified, professional planner with assistance from qualified, professional engineers and other specialists as required. This is very important.
 4. Once a draft ASP has been prepared, the proponent should submit a number of copies (text and drawings) to the Town as well as the Municipality's planning and engineering consultants for an initial review. Sufficient copies should be submitted so that all internal staff and any external resources reviewing the plan have a copy.
 5. After this initial municipal review, the Town and/or its planning/engineering consultants will inform the proponents' planning consultant in writing of any initial concerns or requirements for additional information. A revised plan or additional information is then submitted as required.
 6. The Municipality circulates the draft ASP to various affected agencies for their comments (e.g. School District(s), Health Authority, Alberta Environment, Alberta Transportation, etc.). Once the circulation is complete, municipal staff and/or the Town's planning/engineering consultants issue a written consolidated response (including copies of letters received from respondents, if appropriate) to the proponents' representative.
 7. A meeting is held between the Municipality's staff, its planning and engineering consultants, and the proponents' representatives (and others as required) to resolve any outstanding issues. More than one meeting may be required if outstanding issues are difficult to resolve.
 8. Once the proponent is satisfied that the draft ASP has the support of the municipal staff, their consultants and other affected parties, the proponent prepares a final draft ASP reflecting any changes agreed upon and submits a sufficient number of copies to the Town for Council's consideration. Note that the proponent may submit an ASP for Council's consideration without the full support of the staff, their consultants and/or responding agencies if an impasse has been reached and they wish to make their case directly to Council.
 9. Council may either table the draft ASP for further revisions or give first reading to an adopting bylaw as an indication of its tentative support. If further revisions are required by Council, the proponent makes those revisions and resubmits the plan for first reading. If first reading is given, Council should set a date for a public hearing (as required by the MGA).
 10. Council advertises and holds a public hearing (usually as part of a regular Council meeting). It may then require further revisions prior to second reading or give the adopting second reading.
 11. If Council agrees unanimously, it may give third reading to the adopting bylaw at the same meeting. Otherwise, third reading cannot be given until the next meeting of Council.
 12. Once the adopting bylaw is approved by Council, the proponent provides the Municipality with one "camera-ready" (ie: reproducible) copy of the ASP, text and drawings and a required number of copies so

that it can distribute copies to the public as required.

As noted above, other approvals are required prior to development. However, the existence of an approved ASP normally helps to reduce the time and expense involved in obtaining those approvals and should result in more orderly and efficient development, which is to everyone's advantage (particularly the developer).