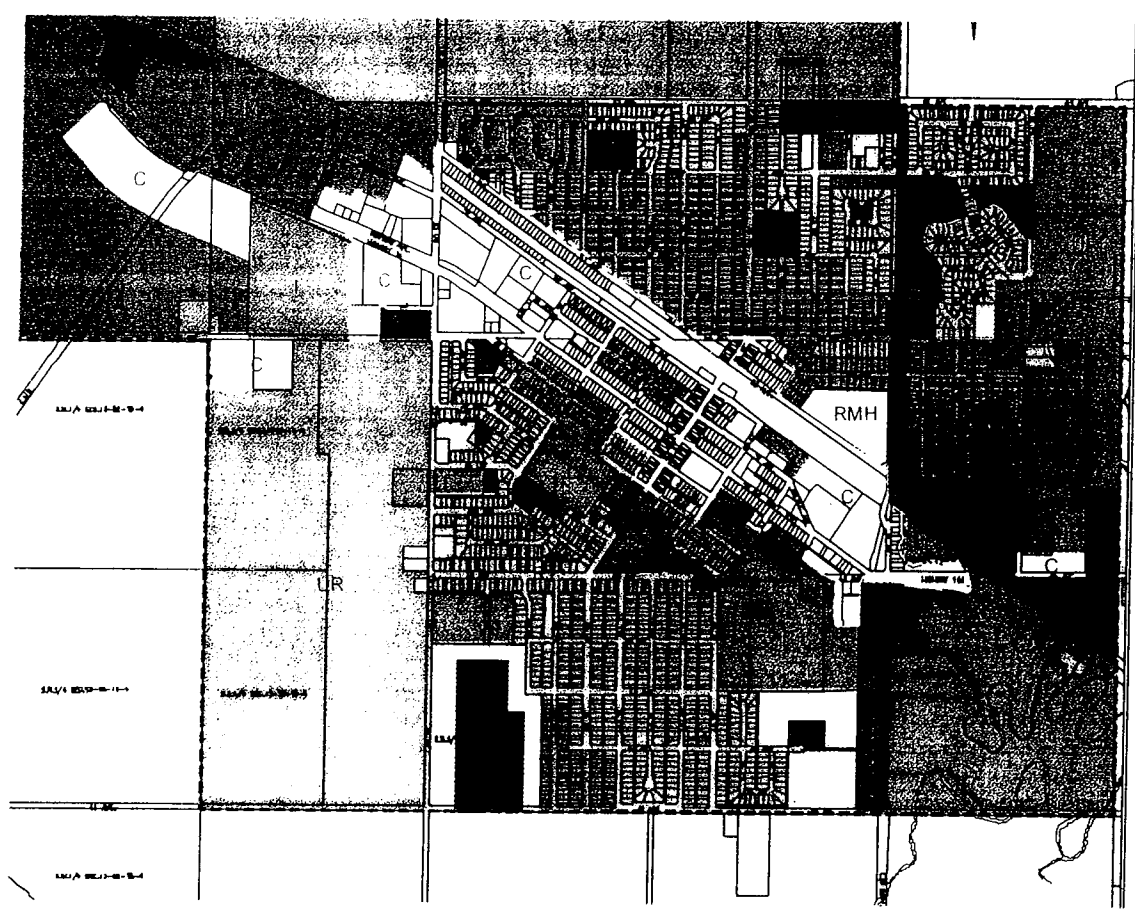


2

# **TOWN OF VEGREVILLE**



## **MUNICIPAL DEVELOPMENT PLAN**

### **Bylaw No. 05-03**

**BYLAW NO. 05-03**  
**TOWN OF VEGREVILLE**

This bylaw being Bylaw No. 05-03 of the Town of Vegreville in the Province of Alberta is for the purpose of adopting the Municipal Development Plan.

WHEREAS the Municipal Government Act requires that a Council of a municipality with a population in excess of 3500 adopt a Municipal Development Plan by bylaw; and

WHEREAS a new Municipal Development Plan for the Town of Vegreville has been prepared in accordance with the requirements of the Municipal Government Act;

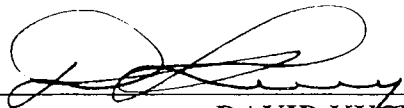
NOW THEREFORE THE COUNCIL OF THE TOWN OF VEGREVILLE, IN THE PROVINCE OF ALBERTA DULY ASSEMBLED ENACTS AS FOLLOWS:

1. That the Town of Vegreville Municipal Development Plan, being the document attached hereto as Schedule "A", is hereby adopted;
2. That Bylaw No. 3-97, adopting the former Municipal Development Plan of the Town of Vegreville is hereby rescinded;
3. That this bylaw shall come into effect on the date of the third reading.

READ A FIRST TIME IN COUNCIL THIS 26<sup>th</sup> DAY OF May 2003 A.D.

READ A SECOND TIME IN COUNCIL THIS 23<sup>rd</sup> DAY OF June 2003 A.D.

READ A THIRD TIME IN COUNCIL THIS 23<sup>rd</sup> DAY OF June 2003 A.D.

  
\_\_\_\_\_  
DAVID KUCHERAWY  
Mayor

  
\_\_\_\_\_  
JERRY DANYLUK  
Town Manager

# **PREAMBLE**

The Vegreville Municipal Development Plan consists of three parts. Part One briefly provides an introduction to the Plan.

Part Two divides the Town into five areas - Residential, Commercial, Direct Control, Parks and Industrial - to help understand the whole community one sector at a time. These five sectors are discussed separately. Transportation Policies are also provided in Part Two. Two maps, showing the five areas and showing the Transportation Plan, are also included in this Part.

Part Three has information on how the Plan will be implemented.

## **PART ONE**

The Town of Vegreville Municipal Development Plan represents a strategy to manage future growth while ensuring orderly land use development within the community. The Plan guides the decision makers on matters concerning land use and development. The Plan significantly influences the location of various land uses but should not alter the quality of life because this Plan is a continuation of an ongoing planning process started in 1977. It is the desire of Council to have known, by all interested in the management of growth and development, their vision of the future.

This Municipal Development Plan revises and updates the current Municipal Development Plan, Bylaw No 3-97 and will be the sixth Plan that the Town has adopted since 1977. Council realizes that next to taxes it likely spends more time on the use of land and its planning than any other subject. This document sets out the major policies of the Council concerning its desired patterns of future development and is based on years of study and several reports.

The area of interest of this Plan is confined to the current Town boundaries as shown on Map 1. Council believes the current boundaries and broad land use pattern of the Town will be substantially the same over the planning period.

Council is of the opinion that Vegreville will experience steady growth and development in the foreseeable future.

## **PART TWO**

### **RESIDENTIAL DEVELOPMENT**

#### **Introduction:**

The population of the Town of Vegreville increased from 5138 to 5337 between the 1991 and the 1996 Federal Census - an average of approximately 0.75% each year, and to 5400 according to the 2001 Federal Census. This suggests a steady level of growth during the first 5-year time period and a general slowing in the latter 5-year period.

Perhaps as much as three quarters of the Town's population currently live in single detached houses. If the current physical form of the Town prevails, then approximately 150 to 175 single family residential lots should be made available along with about 60 to 70 other dwelling units (duplexes, row houses, apartments and manufactured homes) over the next planning period.

#### **Background:**

The current supply of serviced and partially serviced land available for R1 and R2 residential lots, both subdivided and not yet subdivided, exceeds 150. Additional land for single detached houses therefore will be considered by Council when demand increases. In the previous Municipal Plans and in the intervening years, Outline Plans have been used to design the future shape of most of the vacant land available. These documents may require a reexamination after the existing supply of lots begins to run out, but in the meantime they are adequate for planning purposes.

Outline Plans are land use planning documents that the Town has used in the past. They are planning tools with no legislative authority; however, the Town finds them convenient to use. They design large vacant areas of the Town, and have been used to plan roadway, waterworks, sanitary sewer and storm drainage systems.

The second group of housing form accommodates as much as a quarter of the population - those who do not live in single detached houses. Since it is Council's wish to maintain the existing mix of housing forms, non-single family housing should be almost two-thirds apartments, with the rest made up with approximately equal numbers of manufactured homes, rowhouses and duplex/fourplex or store top units.

Council would like to encourage innovative forms of housing for the quarter of the population over the age of sixty. To help meet this objective Council is also willing to rezone several suitable areas in Town to accommodate some low density multi-family development at the request of land owners who wish to develop their properties to suit these housing forms. Compatibility with existing residential uses, and proximity to the services used by the residents of these housing forms will be considerations when rezoning proposals come before Council. Council is of the opinion that development in this form would "target" a senior population that would use the benefits of appropriate locations.

As well, Council is also willing to consider "estate lot housing". This requires special attention. Estate lots are usually five to ten times the size of a standard residential lot in urban settings (1/3 to 2 acres in size) and usually a fifth to a tenth the size of a Country Residential lot in rural settings. These lots are desirable to some individuals because of their large size. On the other hand, the size is also what makes them undesirable to municipalities because each lot uses up more developable land, more roads, more sewer lines and water lines and usually the taxes generated do not cover the costs of servicing. Also, large lots often become the subject of resubdivision applications at a later date.

If the Town receives an application for an estate lot development, Town Council and all of the Town's agencies will review it much more critically than the usual development proposal. This critical review will attempt to ensure that a development of this type will not negatively impact the Town. A development agreement will be required to ensure that the costs to the Town of such a development are minimal.

As well, in a portion of the northwestern part of the Town, a large area was historically subdivided but never developed. Though sewage collection and water supply services were installed, roads were never built and lots were never sold. The area was partially consolidated in the past and, in recent Municipal Plans and Land Use Bylaws, the Town has applied a Direct Control District to the lands to strictly and carefully control development. It is now thought, however, that this area can be left in appropriate Residential Districts in the Land Use Bylaw. It may be determined that the existing underground services can be used or that they are no longer viable. In either case, the whole area may be resubdivided in accordance with the Residential policies in this Plan and the regulations in various Residential Districts in the Land Use Bylaw. No special Direct Control Districting is required.

Finally, the Town wishes to provide some opportunity for individual manufactured home owners to own their land, rather than rent it from a manufactured park operator.

**Evaluation:**

There is an adequate supply of vacant and serviced land to be used for residential purposes no matter which form it takes - single detached, manufactured home, apartment, rowhouse or duplex. There is however a need for some multiple family housing aimed at the quarter of the population over sixty.

**Policy:**

Council will ensure that there is an adequate supply of land zoned for all types of residential uses without creating an oversupply. This policy includes the willingness to rezone for villa-type housing for seniors and to consider estate-lot housing proposals critically. As well, Council will provide the opportunity for manufactured home owners to own the land on which their manufactured home may be located, as well as renting the land from a manufactured park operator.

In the northwestern area described above, development will occur in accordance with the Residential policies of this Plan and the various Residential Districts in the Town's Land Use Bylaw.

## **Home Occupations**

The Town has historically only licensed home occupations.

### **Background:**

Council believes a home occupation will not adversely affect the use and enjoyment and value of the neighboring property if it clearly does not impact the residential environment. As a result, Council will divide home occupations into minor ones – those that will have no impact on the residential area in which they are located – and major ones – those that, because of their characteristics, may have an impact on the residential area on which they are located due to employees or clients accessing the site. Minor home occupations will be permitted uses; major home occupations will be discretionary uses. Major home occupations may or may not be approved, depending upon the level of impact and the reaction of neighbours to the proposed impact.

Council also believes the primary commercial area of Vegreville is the downtown and along the Highway #16 corridor.

### **Policy:**

Home occupations will require development permits, either as permitted or as discretionary uses, depending upon their level of impact. Those with a potentially high impact will not be allowed in residential areas.

If a home occupation will not, or grows so that it does not conform to the Town's rules and/or adversely affects the neighboring properties, the Town will encourage the business to move to a commercial area. This encouragement will take the form of enforcing conditions of approval, issuing fines and/or not renewing an existing annual license when it expires, or any other bylaw enforcement method that is available to use.

# COMMERCIAL DEVELOPMENT

## **Introduction:**

In any town with a population of several thousand, commerce plays an important role. Vegreville is no exception. This buying and selling takes on many forms varying from small offices in the home or convenience stores in the residential areas to the concentrated marketplace of the downtown to the large lot businesses which often locate along major transportation routes.

To help understand the commercial uses of the community, this section of the Plan will be divided into three - primary, secondary and neighborhood.

## **Background:**

There are several types of commercial uses in Vegreville. Council has historically classified them under three headings – primary, secondary, and highway commercial – and placed them into different Land Use Bylaw Districts.

Council has decided that in order to be more open to variations in business, a combining of all commercial Land Use Districts into one would be reasonable. The regulations of the District would have to be drafted with care to ensure that the difficulty of providing parking and the need to preserve Vegreville's unique streetscape in the downtown core were recognized, while normal setbacks and parking requirements would be necessary for new developments in the periphery of the downtown core. However, Council believes that the value of the combination would be high.

A fourth form of commercial development would be labeled “neighborhood commercial”, accommodating small neighborhood convenience/grocery stores located in a residential area. However, the economies of such developments are very low, and the use can be accommodated through careful use of a single Commercial District in the Land Use Bylaw.

Nevertheless, there are several commercial uses that Council considers downtown uses and uses generally suited to the Highway #16 corridor. Typical uses in the downtown are offices, shops, restaurants, and banks which involve high density development. Such commercial uses often create character for a whole town. Other commercial uses are low density, and take up large areas. Typical of such uses are garages, building supply establishments, and the sale and servicing of automobiles and farm machinery, which often have large storage lots, display lots and/or parking lots.

## **Primary Commercial Development**

### **Evaluation:**

Since 1987 the downtown core of Vegreville has become more attractive and people-oriented which meets on the goals of previous Municipal Plans. This occurred because of: a downtown revitalization process involving Council, the Chamber of Commerce and the public; the Town's participation in the Alberta Main Street Programme for the downtown; Marathon Properties' selling parts of Block L; the downtown shopping area expanding easterly to 49 Street; and the health unit's locating north of the tracks.

Council continues to be supportive of the downtown revitalization process and efforts.

### **Policy:**

Council reaffirms the two policies for the primary commercial area from previous Plans. They are: (a) to keep the downtown compact and the central focus of Vegreville, and (b) to prevent commercial intrusion in residential areas. Rezoning undertaken as a result of policy in the previous Plan have been successful in this regard and will be continued.

In addition, Council has become concerned that normal Land Use Bylaw regulations would require that new developments in the downtown core which occupy existing buildings provide extensive off-street parking areas. That is not a reasonable requirement, as it would result in the destruction of many of the buildings that make Vegreville's downtown core unique and attractive, to be replaced by parking lots. Moreover, the availability of vehicle parking is not a substantial problem in the Town's downtown core. This has been dealt with in the recent past through development appeal process, but that is believed to be unnecessarily cumbersome. As a result, by this Plan, the Town will adopt a new policy to not require that developments in the downtown core of the Town which use existing buildings meet the parking standards in the Town's Land Use Bylaw. Instead, the use of existing parking lots in the downtown core will be encouraged.

Council has also adopted guidelines for development in the "downtown historic area" and encourages a design review process for downtown developments that involve the exterior appearance of sites located within this area.



## **Secondary Commercial Development**

### **Evaluation:**

Secondary commercial uses are low density developments which have large land requirements. They may also add value to raw material as well as provide service.

### **Policy:**

Council will ensure commercial uses which are large land users to locations on the periphery of the downtown core, including the properties just to the south of the railroad line and the properties that front on either the primary or secondary highways in the Town.

## **Highway Commercial Development**

### **Evaluation:**

Highway commercial uses are those that rely on highway or other high vehicular traffic locations for either visibility or access. They are also low density development.

### **Policy:**

Council will ensure that highway commercial uses locate on the periphery of the downtown core that front on either the primary or secondary highways in the Town.

## **Neighborhood Commercial Development**

### **Evaluation:**

Convenience stores have a role to play in today's society. But convenience stores seem to contribute little to growth or development, and they attract a disproportionate share of negative aspects of development. "Generally accepted planning principles" offer limited assistance when applied to these issues because the intangibles often outweigh the tangibles.

### **Policy:**

Neighborhood commercial ventures will be handled in two ways. Firstly, before a site is reclassified to the Commercial District in the Town's Land Use Bylaw, Council will hold a public hearing so that the intangibles can be determined and considered. Secondly, if a site is reclassified by Council, the Town's Development Authority will consider the development on tangible criteria relating to setbacks, elevations, buffering requirements, etc.

Some tangible measures that will be used by the Development Officer are the traditional criteria of safety, fire prevention, parking, onsite circulation and site design. Other tangible criteria that Council wants used are the size of the development and the use of corner sites on the "homeward bound" side of traffic. Some intangibles are the perception that neighborhood convenience stores encourage loitering and anti-social activity, or they disrupt a quiet, stable neighborhood. These issues will be measured at a public hearing which is required for all Land Use Bylaw amendments.

## **DIRECT CONTROL**

### **Introduction:**

The Municipal Government Act allows a Council to designate, in its Land Use Bylaw, an area of a municipality as a Direct Control District, if it considers it desirable to exercise control over the use and development of land or buildings. The municipality however must have a Municipal Development Plan. The value of this type of district is the flexibility it allows and the direct involvement it provides Council in reviewing all development proposals in that District.

### **Background:**

In the four small areas listed below, Council would like to see residential development that meets the special needs of seniors. In the three areas (a) (b) & (c) closest to downtown, a commercial/residential mix would also be considered by Council.

### **Evaluation:**

Council's involvement is limited to the following areas (all as shown on Map 1):

- (a) Lots 10-18, Block 2, Plan LXVI for C-1 commercial or multi-family,
- (b) Lots 19-25, Block 9, Plan LXVI for C-1 commercial or multi-family,
- (c) Block L, Plan 912 2602 north of ALCB & bottle depot for commercial or multi-family, and
- (d) Lots 15-22, Block 15, Plan 1743P for R-3 villa-type residential.

In these areas, the conversion of existing uses to multiple unit "senior's villa-type" residential uses is desired. These areas are mature and close to downtown, two assets that Council believes to be desirable to seniors.

In the two areas of Plan LXVI closest to the downtown and in Block L, Council will consider commercial development as well as multi-family residential development.

### **Policies:**

It is Council's policy to use the planning tool of Direct Control districting to allow for multi-family developments close to the downtown commercial area.

## **PARKS AND RECREATION DEVELOPMENT**

### **Introduction:**

Council believes that parks and recreational facilities and programs must be planned. In the Municipal Development Plan, Council continues a recommendation of the former recreational master plan - development of an interconnecting pathway system.

As well, the Municipal Government Act requires that a Municipal Development Plan articulate the amount of Municipal Reserve that a municipality will acquire through the subdivision process.

Finally, due to the presence of the Vermilion River and the northern drainage parkway in the Town, careful consideration of the River and the flood plains in the Town must occur whenever development occurs adjacent to the River or an identified flood plain.

### **Background:**

In the 1977 General Municipal Plan the north half of Sec. 19-52-14-4, which is everything in Town north of 61 Avenue, was planned for residential use. Later, this area became known as the north residential reserve. Through this half section runs a drainage course from west to east which is commonly referred to as the northern drainage parkway. It was Council's intent by its policies in the 1998 Municipal Development Plan, which are continued in this Plan, to have this drainage course preserved as much as possible in a condition closer to natural than manmade in order to protect residential development from a flood hazard as well as to provide for appropriate storm water management. The preservation of this area was part of the recreational loop or interconnecting pathway recommended in the recreational master plan.

The recreational loop or interconnecting pathway system will go from the center of Town to eventually surround the Town. It includes the Vermilion River floodplain, several lanes, streets, utility rights-of-way, and the northern drainage parkway. The loop was planned since 1983 and this document continues the planning of this trail.

With respect to Municipal Reserves, the Municipal Government Act provides that a municipality may take up to 10% of land in a subdivision for the provision of parks and school sites. The Town has done so in the past, and will continue to do so in its residential areas. In commercial or industrial subdivisions, money should be taken in lieu of Reserves, and the money applied to the acquisition and development of park lands in the residential portions of the Town.

Extensive flood plain mapping exists for the Vermilion River and the northern drainage parkway.

### **Evaluation:**

Since 1983 parts of the recreational loop have been developed. Council and the Town's Recreation Department have developed parts of the pathway system and are currently extending the trails. This pathway system is becoming part of the planned recreational loop that will surround the Town.

The northern portion of this loop is part of a flood-susceptible drainage way, which will also serve the purpose of a storm water management facility for a substantial portion of the Town.

The 10% Reserve and the flood plain Environmental Reserve requirements are standard in the Province and have been historic requirements in the Town. The continuation of Reserve policies will not be a burden on landowners, in that these are policies and processes that have existed for many years. As well, their continuation will provide continuity for Town residents.

### **Policies:**

To protect the storm water management purpose of the northern drainage parkway, it will be designated Environmental Reserve at time of subdivision. The Reserve will also be able to serve the secondary purpose of being part of the interconnecting pathway system.

Dedications of land for Reserve other than Environmental Reserve, at the rate of 10% of the land area of subdivisions, should be taken in Residential areas during the subdivision process. If there is an Outline Plan for a neighbourhood, the location of such lands will be guided by that Plan. The allocation of Reserves between the Town and the School Divisions will be subject to agreements between them.

Municipal Reserve dedications should be concentrated in a few large parcels on suitable sites, rather than scattered through a neighbourhood. In order to provide for more suitable, larger areas for recreation uses, the Town shall not acquire small park land areas in every subdivision, but rather accept money in lieu of Reserve, using that money to acquire and develop other park areas.

At the time of subdivision, lands that are subject to flooding during 1 in 100 year floods from the Vermilion River and its tributaries and the northern drainage parkway will be dedicated as Environmental Reserves. When no subdivisions are involved, developments will be restricted from flood-susceptible areas during the development permit process.

# INDUSTRIAL DEVELOPMENT

## **Introduction:**

Previous Municipal Plans designated the northwest corner of the Town north of Highway 16 and west of Secondary Highway 857 as an industrial area. By the time the 1983 General Municipal Plan was being prepared, a thirty-nine lot industrial park was being planned north of the tracks and the Town had completed planning work for a fifteen lot industrial subdivision south of the tracks. The 1987 General Municipal Plan upheld statements of the two previous Plans, and also showed the same area of future industrial expansion as was shown in 1977 which is the NE 24-52-15-4 north of the tracks.

The 1992 General Municipal Plan did not provide any designation for the almost 5 quarter sections of land which form the (former) Research Council's land holdings which make up the western part of the Town. This was rectified in the 1998 Municipal Development Plan.

## **Background:**

This Council continues the belief that the uses in normal industrial areas should be warehousing, the storage and distribution of raw materials, processed or manufactured goods, and industrial service establishments. Much of the area identified is vacant but is Districted Industrial. Until recently there was little interest in industrial development, but Council still wants these areas to be Vegreville's industrial area.

This Council further believes that further development of the "Research Council" lands should be carefully controlled, but open to the whole range of research and laboratory functions and activities.

## **Evaluation:**

Even with the recent interest in the development of industrial land, Council believes sufficient land is available by the designations of this Plan for future industrial uses. Some control is necessary though because users may want to choose land in less desirable areas to develop. Most all future industrial development in the Town will be in the northwest, and Council will leave this area zoned industrially for that purpose.

## **Policy:**

The Town will continue to uphold the 1977 policy of limiting the development of land for industrial use in the Town to that area and expanding the policy to include the "Research Council" lands. This area continues to have a good railroad and highway access and a high potential for economic water and sewer installation and contains no conflicting land uses.

As well, all industrial development in the Town, especially the "Research Council" lands, will be carefully controlled so as to take into account considerations for health and safety of the residents of Vegreville.

# TRANSPORTATION

## **Introduction:**

The Municipal Government Act requires that a Municipal Development Plan address the provision of required transportation systems, either generally or specifically.

## **Background:**

Vegreville's transportation system comprises the railroad, primary and secondary highways, municipal roads and the airport located to the northeast of the Town. It is suggested that the roadway component of this should be developed in accordance with a normal roadway hierarchy (arterial, collector, local), and that developers be responsible for the construction of any new or required roadways to Town standards.

## **Policies:**

The Town may require future subdivision or development proposals adjacent to transportation and utility lines and facilities to provide such buffering as deemed appropriate.

Arterial Roads, shown on Map 2, shall be developed, in consultation with Alberta Transportation where they have jurisdiction, to arterial road standards relating to width, grades, site lines and access. Collector Roads, shown on Map 2, shall be developed to collector road standards relating to width, grades, site lines and access. Service roads for Arterial Roads shall be considered to be local internal subdivision roads and developed to appropriate standards. All other roads in the Town shall be considered to be Local Roads, and they shall be developed to appropriate standards.

All new roads created as a result of development, will include dedication to the Town, and shall only be assumed by the municipality if the road has been constructed or upgraded to a standard which is acceptable to the Town and which meets or exceeds all appropriate roadway standards.

Direct access from private property onto Arterial Roads shall be discouraged and limited wherever possible due to considerations for both traffic flow and safety.

The Town will encourage the utilization and development of the Vegreville Airport as a useful regional resource and as a focus of economic development.

## **ADJACENT MUNICIPAL CO-OPERATION**

### **Introduction:**

The Municipal Government Act requires that municipalities co-operate with one another in their planning endeavours. It is recognized that the Town and the County of Minburn, the municipality surrounding the Town of Vegreville, have many interests in common which require mutual co-operation and consultation.

### **Background:**

Current Municipal Plans do not take into account the changing needs of the Town or the County. There were no specific policies in the Town's former Plans and Land Use Bylaws which took into account the County's wishes in these matters, and the urban fringe area policies and regulations in the County's planning documents provide a limited form of regulatory protection, rather than a mechanism for consultation.

Recently, the County has asked the Town to participate in an Intermunicipal Development Plan process. The Town wholeheartedly agrees that an Intermunicipal Development Plan should be developed and adopted to deal with development in the area surrounding the Town of Vegreville, and will participate fully with the County in this endeavour.

### **Policies:**

Proposals to amend this Plan, Area Structure Plans, outline plans, the Land Use Bylaw, and other planning documents which may impact the County of Minburn shall be circulated to the County of Minburn to invite the County's comment and input before being considered by Council.

As well, proposals for subdivisions or discretionary development permits adjacent to the County or which, in the opinion of the Town's Development Authority, may impact the County, shall be circulated to the County to invite comment and input before decision.

The Town will encourage the County of Minburn to provide adequate policies and regulations within its Plans and Bylaws to deal with the Town's interests in the Vegreville Airport and protection of that Airport as a viable and useful regional resource and to deal with the use and protection of the Town's landfill site and sewage lagoon and other Town facilities which may be in the County. The Town will consult with the County prior to any further development of the Town-owned lands in the County.

Also, the Town will help the County of Minburn to develop and will encourage the County to adopt an Intermunicipal Development Plan to provide policies and regulations to protect the Town from unsuitable development within 8 km (5 miles) of its boundaries, especially from strip commercial or industrial development along Highway #16A on either side of the Town.

The Town shall co-operate with the County of Minburn in all planning activities.

### **PART THREE**

#### **Implementation:**

Council is committed to this Municipal Development Plan and believes that the Plan should indicate some measures by which the implementation of the Plan policies can be measured. Council wants to have a Plan that is a guide to future development and also wish to coordinate the Town's land planning.

There have been regular reviews of the Town's Plan since its first General Municipal Plan was adopted. Council will continue to review its Plan, including this Municipal Development Plan, on a regular basis in order to consider if the Plan is being implemented, if the Plan's policies remain current to the times, and if the Plan's policies should be modified.

Council and the Town's administration will implement its Municipal Development Plan through its Land Use Bylaw, through its servicing design standards, through its budgeting process, and through other bylaws, policies, processes and practices which are designed to maintain the good government of the Town.



# APPENDIX

## BACKGROUND REPORTS

Document #1	Town of Vegreville General Plan - 1977-1985 Alberta Municipal Affairs Municipal Planning Section
Document #2	Vegreville General Municipal Plan - 1982-1986 Alberta Municipal Affairs Municipal Planning Section
Document #3	Vegreville -Revised General Municipal Plan - 1987-1992 Alberta Municipal Affairs Planning Branch
Document #4	Vegreville General Municipal Plan - 1992-1997 Alberta Municipal Affairs Planning Branch
Document #5	Vegreville Floodplain Study - May 1983 Alberta Environment Water Resources Management Services
Document #6	Vegreville Flood Risk Mapping - April 1994 Alberta Environmental Protection
Document #7	Town of Vegreville Utility and Roadway Programs - 1975- 1976 Associated Engineering Services Ltd.
Document #8	Town of Vegreville Waterworks, Sewerage and Roadway Study - March 1974 Associated Engineering Services Ltd.

- Document #9  
Preliminary Servicing Report  
E 1/2 Sec 13-52-15-4  
for Guaranty Properties Ltd.  
January 1981  
EPEC Consulting Western Ltd.  
and  
March 1979 - Proposed Design
- Document #10  
Town of Vegreville  
Storm Sewer Concept - June 1977  
Associated Engineering Services Ltd.
- Document #11  
Town of Vegreville  
Utility Master Plans  
Waterworks, Sanitary Sewer & Storm  
Drainage Systems - June 1979  
Associated Engineering Services Ltd.
- Document #12  
Feasibility Study  
Industrial Land Bank - November 1980  
Alberta Housing Corporation
- Document #13  
Parks, Recreation & Culture  
Master Plan - In Revision  
January 31, 1991  
Community Development Consultants  
Inc.
- Document #14  
Vegreville Downtown Historic Area  
Design Guidelines  
May 31, 1996
- Document #15  
Town of Vegreville  
Roads Inventory Data Base  
Daltam Engineering  
November, 1996

