



Mountain View C O U N T Y

REVISED REGULAR COUNCIL MEETING AGENDA

The Municipal Council will hold a Regular Council Meeting on Wednesday, April 27, 2022, at 9:00 a.m., in the Council Chamber, 1408 Twp. Rd. 320, Didsbury, AB

1. Call to Order
2. AGENDA
 - 2.1 Adoption of Agenda
3. ADOPTION OF MINUTES
 - 3.1 Regular Council Meeting Minutes of March 23, 2022
 - 3.2 Regular Council Meeting Minutes of April 13, 2022
4. BUSINESS ARISING
 - 4.1 Direct Control District DP - PLDP20220151
5. PUBLIC HEARINGS
 - 5.1 Bylaw #LU 10/22 - NE 15-31-27-4
 - 5.2 Bylaw #LU 07/22 - SW 27-29-4-5 – Additional Information
 - 5.3 Bylaw #LU 11/22 - SW 16-33-4-5
6. DELEGATIONS
 - 6.1 11:00 a.m. - Thomas Fryer, Alberta Regional Rail – Additional Information
 - 6.2 11:30 a.m. - Joy Agnew and Sean Thompson, Ag Plastics Research Committee, Olds College
7. BYLAWS
 - 7.1 Bylaw #LU 14/22 - SE 12-33-4-5
 - 7.2 Bylaw No. 06 22 - Establishing the Subdivision and Development Appeal Board
 - 7.3 Bylaw No. 07 22 - Establish the Position of Chief Administrative Officer
 - 7.4 Bylaw No. 08 22 - Procedure and Conduct of Council Meetings Amendment
 - 7.5 Bylaw No. 09 22 - Council Code of Conduct
8. DIRECTIVES
 - Nil
9. OLD BUSINESS
 - Nil
10. NEW BUSINESS
 - 10.1 Davidson Park Lease Agreement
 - 10.2 Business Support Options – Additional Information
 - 10.3 Sundre Fire Department Pumper Purchase
11. COUNCILLOR REPORTS
 - 11.1 Councillor Reports

12. CORRESPONDENCE
 - 12.1 Information Items
 - a. 2022-04-08 Contact Newsletter
 - b. 2022-04-14 Contact Newsletter
13. CONFIDENTIAL ITEMS
 - 13.1 Fee Schedule Bylaw – FOIP Act Section 24
 - 13.2 CAO Report (verbal) – FOIP Act Section 24
 - 13.3 Fire Services Sub Agreement – FOIP Act Section 24
14. ADJOURNMENT

Revised Request for Decision

1408 Twp. Rd. 320 / Postal Bag 100, Didsbury, AB Canada T0M 0W0
T 403.335.3311 F 403.335.9207 Toll Free 1.877.264.9754
www.mountainviewcounty.com

SUBJECT: Bylaw No. LU 07/22
SUBMISSION TO: Council Meeting
MEETING DATE: April 27, 2022
DEPARTMENT: Planning and Development Services
FILE NO.: PLRDSD20210433
LEGAL: SW 27-29-4-5

REVIEWED AND APPROVED FOR SUBMISSION
CAO: MANAGER: HM
DIRECTOR: MB PREPARER: TC
LEGAL/POLICY REVIEW:
FINANCIAL REVIEW:

ADMINISTRATIVE POSITION:

Administration supports a Council resolution based on Option Three.

BACKGROUND / PROPOSAL:

Council is being asked to consider second and third readings of Bylaw No. LU 07/22 which proposes to amend Bylaw No. 21/21, being the Land Use Bylaw (LUB), by redesignating an approximate seventeen point four-four (17.44) acres within SW 27-29-4-5 from Agricultural District (A) to Agricultural (2) District (A(2)) and to redesignate approximately seventy-five point one-six (75.16) acres from Agricultural (2) District (A (2)) to Agricultural District (A) District.

Application Overview

Applicant	TAYLOR, Ken
Property Owner	MCBAIN, Douglas Alexander & Kathleen
Title Transfer Date	February 11, 2011
Existing Parcel Size	153.42 acres
Purpose of redesignation	Create a new small agricultural parcel for a family member to develop
Division	2
Rural Neighbourhood/Urban Centre	Dogpound
Bylaw given first reading	March 23, 2022
Bylaw advertised on	April 12, 2022 and April 19, 2022

Key Dates, Communications and Information

Application Submitted	October 14, 2021
Application Circulation Period	October 26, 2021 to November 25, 2021
Supportive Information Requested/Submitted	The applicant was asked to provide justification for the parcel size, location, and use. The response is attached to this report.
Application Revised from Submission	No
Communications Received from Referrals	<u>Telus</u> – No objection <u>Alberta Transportation</u> – The department is currently protecting Highway 22 to a Multi-Lane standard at this location. The subdivision does not meet Section 14 or 15 of the Regulation the department anticipates incremental impact on the highway from this proposal. Additionally,

	<p>there is no direct access to the highway. Therefore, Pursuant to Section 16 of the Regulation, the department grants approval for the subdivision authority to grant a variance of Section 14 and 15 of the Regulation should they choose to do so. Should the approval authority receive any appeals in regard to this application and as per Section 678(2.1) of the Municipal Government Act and Section 5(5)(d)(ii) of the regulation, Alberta Transportation agrees to waive the referral distance for this particular subdivision application. As far as AT is concerned an appeal of this subdivision application may be heard by the local Subdivision and Development Appeal Board provided that no other provincial agency is involved in this application.</p> <p><u>Fortis Alberta</u> – No easement is required.</p>
Objections Received and Addressed	None received

Applicable Directions, Policy and Regulations

Intermunicipal Development Plan	The property is not within an IDP area
Municipal Development Plan Bylaw No. 20/20	<p>According to Growth Management Conceptual Strategy Figure 3 this property is within the Potential Multi-lot Residential Development Area.</p> <p>3.3.7 The minimum parcel size for a newly proposed or existing agricultural parcel that is the subject of a redesignation and subdivision application, and not a fragmented parcel should be (+/-) 40 acres ((+/-) 16.19 ha). Parcel configuration should reflect the existing conditions and use of the land and shall require redesignation to the appropriate land use district and a concurrent subdivision application. Applications for subdivision of new agricultural parcels shall demonstrate the land being subdivided is being used for agricultural purposes to avoid future fragmentation. Agricultural parcel subdivisions that create more than two titles per quarter section may be considered within the Potential Multi-Lot Residential Development Area.</p>
Area Structure Plan	An ASP has not been developed for this area.
Land Use Bylaw No. 21/21	<p>Section 11.2 Agricultural (2) District A(2)</p> <p><u>Purpose:</u> To accommodate smaller parcels of agricultural land and fragmented parcels physically separated by permanent or man-made features for agricultural uses. Residential uses are accessory to the agricultural use.</p>
Policy and Procedures	N/A

DISCUSSION:

Land Use and Development

Predominant land Use on property	The entire title is undeveloped and in agricultural use.
Predominant development on property	There is an agricultural building on the balance of the quarter north of the subdivided parcel, the balance of the title is in agricultural production except for the wetland

	complex in the southeast corner of the quarter within the proposed parcel.
Oil and gas facilities on property/adjacent	There is a natural gas pipeline that bisects the quarter and provided service to the subdivided parcel as well service to adjacent properties.
Surrounding land uses	The quarter is surrounded by agricultural zoned parcels. Six of the adjacent quarters are unsubdivided and two of the quarters are subdivided, one with two titles and one with three titles.
Proximity to utilities	There is a powerline along the southern boundary of this quarter.

Physical and Natural Features

Waterbodies and wetlands on property	There are no waterbodies within the quarter, there is a wetland in the southeast corner of the quarter within the proposed parcel.
Topographical constraints on property	The quarter has a gentle slope downwards from the north side to the south side, no topographical constraints noted during the site visit.
ESA areas and classifications	No ESA area has been identified within this quarter.
Drainage and Soil Characteristics	According to Canada Land Inventory (CLI) the entire quarter has Class 5 soil. AGRASID's Land Suitability Rating System (LSRS) identifies that this quarter has Class 4HT soil. Most of the quarter is agricultural production except for the southeast corner that has a wetland complex.
Potential for Flooding	There is an area that runs diagonally down from the subdivided parcel to the south end of the quarter that appears to function as a drainage area, the southeast corner of the quarter can seasonally hold water, but no risk of flooding was noted during the site visit.

Planning and Development History

Prior RD/SD/DP Applications	<p><u>RD91-025</u> – Redesignation of approximately 80 acres the area was redesignated by Bylaw No 35/91 July 24, 1991.</p> <p><u>SD 91-080</u> – Proposal to subdivide quarter into two 80 acre titles, conditionally approved Sept. 23, 1991, the subdivision was not registered.</p> <p><u>SD 91-127</u> – Proposal to create an approximate 2.97 acre parcel approved February 24, 1992 one of the conditions of approval was that the SD approval for SD91-127 be abandoned and not registered, this subdivision was registered April 21, 1992.</p>
Encumbrances on title affecting application	Easement agreement granting across Plan 9210698 Block for the benefit of SW 27-29-4-5

Servicing and Improvements Proposed

Water Services	Private proposed
Sewer Services	Private proposed
Stormwater/Drainage Improvements	No improvements proposed
Solid Waste Disposal	No improvements proposed

Suitability Assessment

Land suitable for intended use	No -the parcel size is significantly smaller than the minimum 40 acres and includes a portion of a cultivated field as well as a wetland
Compatible with surrounding land uses	No, a portion of a cultivated field and a wetland limits the agricultural use and compatibility as a separate parcel.
Appropriate legal and physical access	No, a new approach would need to be constructed
Complies with MDP/LUB requirements	No – the proposal is smaller than the minimum parcel size described in the MDP and does not align with the existing agricultural practices on the quarter.

DISCUSSION:

The applicant proposes to redesignate approximately seventeen point four-four (17.44) acres from Agricultural District (A) to Agricultural 2 District (A2). This is consideration for the second parcel to be removed from the quarter and if approved will result in the third title. The northern portion of the quarter currently has an Agricultural 2 District (A2) designation which is the result of an historical redesignation file that was never subdivided. The applicant has asked that as part of this proposal the area in the northern portion be redesignated back to Agricultural District A.

BACKGROUND:

This property is approximately three miles south of the Village of Cremona in the Rural Neighborhood of Dogpound.

According to the Canada Land Inventory (CLI) the entire quarter has Class 5 soils.

The AGRASID's Land Suitability Rating System (LSRS) has identified that this quarter is within a soil polygon identifying the property as having a dominant soil type of 4HT and no codominant. The limitations identified are H – Inadequate heat units for the optimal growth and T – Landscapes with slope steep enough to incur a risk of water erosion or to limit production.

Most of the quarter is in cultivation except for the southeast corner that has a wetland complex. There is an area that runs diagonally south from the subdivided parcel to the southwest corner that appears to be a natural drainage area. The quarter gently slopes downwards from the northeast corner to the southwest corner.

There are two adjacent quarters that are subdivided, one to the northwest that has three titles and one to the east that has two titles the remaining adjacent quarter are unsubdivided. The surrounding land is in agricultural production except for the residential sites.

PROPOSAL:

This is a proposal to create a new smaller agricultural parcel to allow a family member to own and build a home a farm buildings.

A small portion of the proposed parcel includes a portion of the surrounding cultivated land and the rest of the parcel has a wetland complex.

APPLICATION HISTORY:

The landowner's family members attended a preapplication meeting to explore subdivision options for the property and understand the MDP policies that are applicable for this property which including a review of the minimum parcel size for a new agricultural parcel. Their intention is to create a new smaller agricultural parcel.

Upon a review of the application upon submission it was identified that the proposal could not be supported as it does not comply with MDP policies in particular the agricultural parcel size smaller than 40 acres and the inclusion of a portion of a cultivated field as well as a wetland. The applicant was provided correspondence that outlined this and advised that alternative consideration for the property would be a new Country Residential parcel. The applicant responded that they wanted to pursue the new agricultural parcel option. The applicant was asked to justify the smaller parcel size the initial response from the applicant indicated that property is within the potential multi-lot area and further that a majority of the proposed area has not been used for any agricultural use since they purchased the land many years ago. The applicant indicated that the proposed area is suitable for livestock pasturing. Administration requested further explanation about the proposed area as it was indicted that the area had not been used for agriculture, and the applicant provided that a majority of the quarter is cultivated, and the SE corner was left in a natural state. The applicant went on the explain is productive for pasture only.

CIRCULATIONS:

There were not objections or concerns from adjacent landowners or government agencies. Alberta Transportation has no concerns with the proposal as the proposed parcel gains access from the local road network.

POLICY ANALYSIS:

Municipal Development Plan Bylaw No. 20/20

According to Growth Management Conceptual Strategy Figure 3 this property is within the Potential Multi-lot Residential Development Area. This area allows for the consideration of three (3) subdivision the remainder of the quarter as the fourth title. A new agricultural parcel may be considered in this area.

The application does not comply with Policy 3.3.7 for a new Agricultural parcel for the following reasons:

- The policy identifies that the parcel configuration should reflect the existing conditions and use of land and the proposed parcel does not follow the existing conditions as it is removing a portion of the adjacent cultivated field to be included within it and is not reflective of the existing agricultural uses; and a wetland occupies a large portion of the proposed parcel.
- Agricultural parcels may be considered within the potential multi-lot residential development area however compliance with the policy is still required.

Since the Regular Agenda was prepared, the Applicant provided additional supporting information, included as attachment 09.

CONCLUSION:

Administration can not support a resolution of approval for the proposed redesignation to Agricultural (2) District A (2) because the proposal does not comply with MDP policies.

OPTIONS / BENEFITS / DISADVANTAGES:

Option One:	That the Reeve open and close the Public Hearing.
This motion indicates support	That Council give second reading to Bylaw No. LU 07/22 redesignating the lands within the SW 27-29-4-5. (Approval) That Council give third reading to Bylaw No. LU 07/22 redesignating the lands within the SW 27-29-4-5. (Approval)
Option Two:	That Council defer Bylaw No. LU 07/22 to _____.
This motion indicates	

additional information required to render a decision on application	
Option Three:	That the Reeve open and close the Public Hearing.
This motion indicates that the application is not deemed suitable	That Council give second reading to Bylaw No. LU 07/22 redesignating the lands within the SW 27-29-4-5. (Refusal) That Council give third reading to Bylaw No. LU 07/22 redesignating the lands within the SW 27-29-4-5. (Refusal)

ATTACHMENT(S):

- 01 - Bylaw No. LU 07/22 and Schedule "A"
- 02 - Location, Land Use and Ownership Map
- 03 - Proposed Redesignation Sketch
- 04 - Environmental Scan Maps
- 05 - Aerial Photograph
- 06 - Figure 3 MDP
- 07 - Applicants justification for parcel size
- 08 – Council Presentation
- 09 – Additional Information Received April 25

BYLAW NO. LU 07/22

Being a Bylaw of Mountain View County in the Province of Alberta to amend Land Use Bylaw No. 21/21 affecting SW 27-29-4-5 pursuant to the Municipal Government Act.

The Council of Mountain View County, duly assembled, enacts that Bylaw No. 21/21 be amended as follows:

To redesignate from Agricultural District (A) to Agricultural (2) District (A(2)) an approximate seventeen point four four (17.44) acres (7.05 hectares) and to redesignate from Agricultural (2) District (A(2)) to Agricultural District (A) an approximate seventy-five point one six (75.16) acres (30.42 hectares) in the Southwest (SW) Quarter of Section twenty-seven (27), Township twenty-nine (29), Range four (4), West of the fifth (5th) Meridian, as outlined on Schedule "A" attached hereto.

Received first reading March 23, 2022,

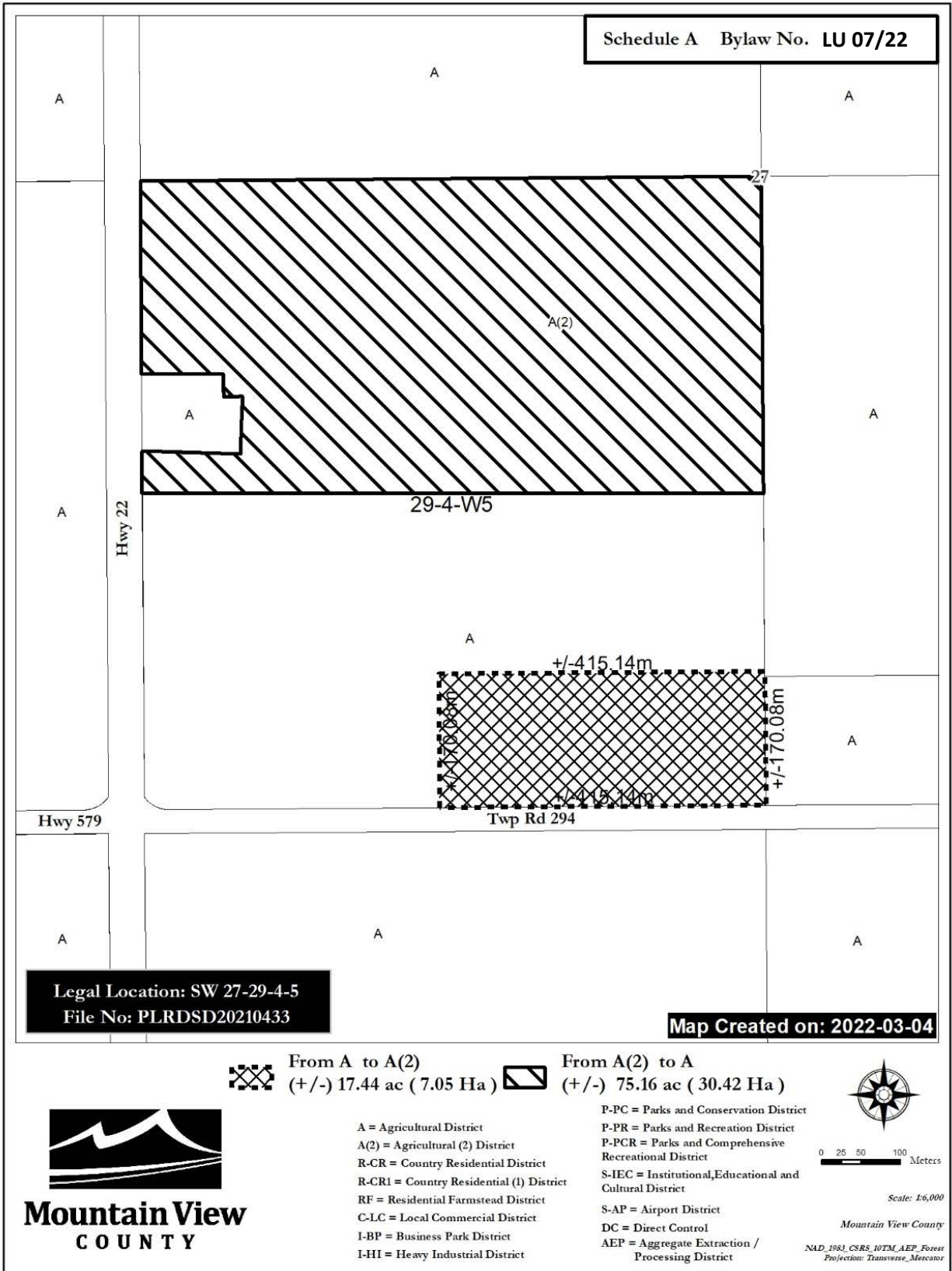
Received second reading _____,

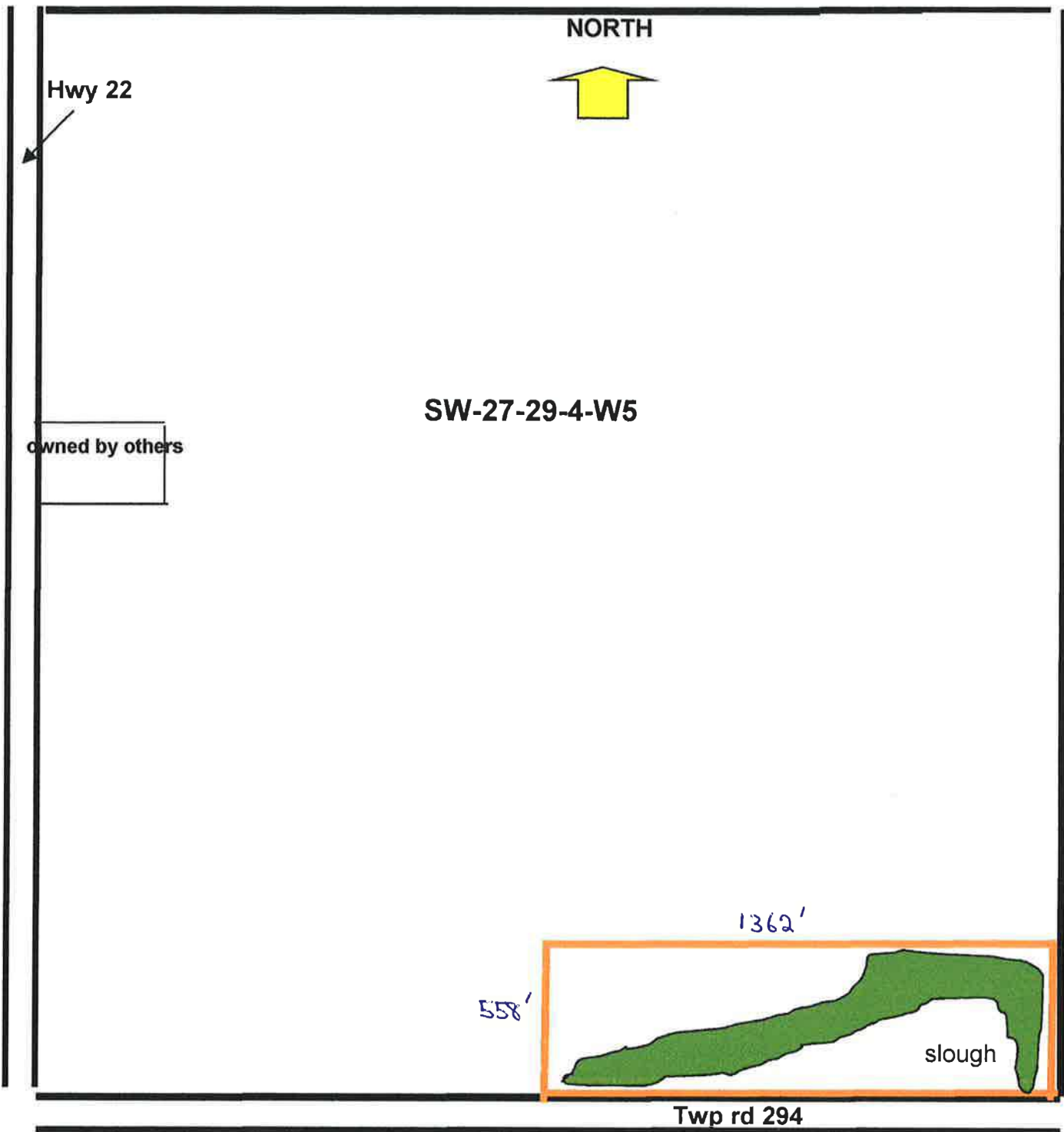
Received third reading _____.

Reeve

Chief Administrative Officer

Date of Signing





OWNERS:

Doug and Kathy McBain

3 miles south of Cremona

Parcel size 17.44 acres

RECEIVED

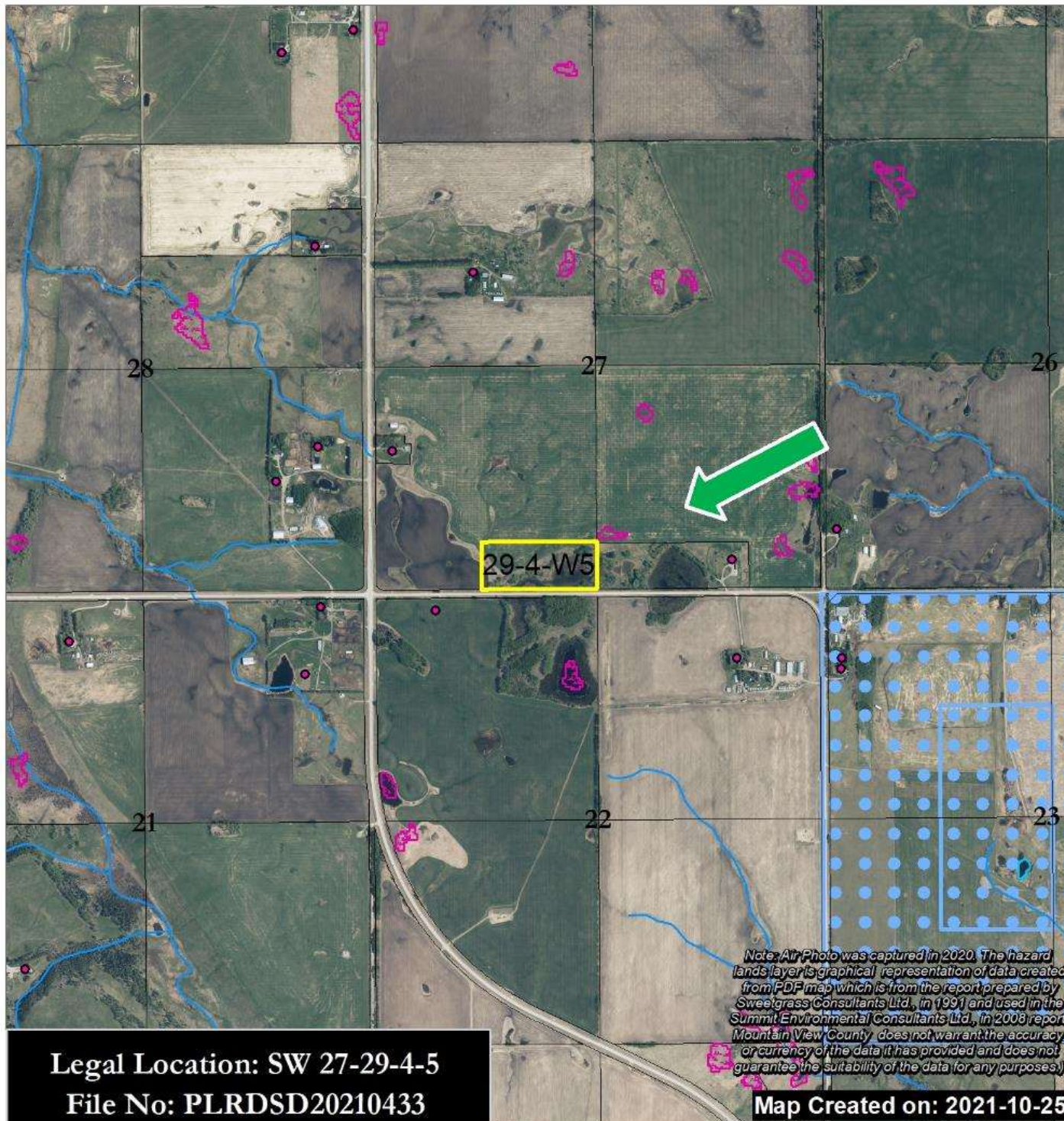
OCT 1 2021

MOUNTAIN VIEW COUNTY
DIDSBURY



Mountain View COUNTY

Environmental Scan



Legend

- Floodway
- Flood Funge
- Environmental Scan
- Rivers and Creeks
- Floodplain
- Aeolian Deposit
- Wetlands
- Colonial Nesting Bird Range
- Provincial ESA (2014)
- Conservation Easement (Legacy Land Trust Society)
- Rural Address
- Proposed Redesignation Subdivision Boundary
- Growth Centres
- Historical Resources
 - <all other values>
 - a-Archaeological Resources
 - a, p
 - h-Historical Sites
 - p-Paleontological Resources
- Environmentally Significant Areas
 - ESA_number
 - 1 (Very High)
 - 2 (High)
 - 3 (Moderate)
 - 4 (Low)
 - Alberta Merged Wetland
 - Bog
 - Fen
 - Marsh
 - Open Water
 - Swamp
- Nuisance Grounds
 - Landfills
 - Gravel Pits
 - Sewage Lagoons
 - CFO - NRCB Approved
- Subject Land

Note: Air Photo was captured in 2020. The hazard lands layer is graphical representation of data created from PDF map which is from the report prepared by Sweetgrass Consultants Ltd., in 1991 and used in the Summit Environmental Consultants Ltd., in 2008 report. Mountain View County does not warrant the accuracy or currency of the data it has provided and does not guarantee the suitability of the data for any purposes.



0 50 00 200 300 400 500 600 700 800
Meters

Scale: 1:20,000

Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse_Mercator

Legal Location: SW 27-29-4-5

File No: PLRDSD20210433

Map Created on: 2021-10-25



Mountain View COUNTY

Environmental Scan

Legend

Provincial Flood Mapping

- Provincial Flood Mapping
- Floodway
- Flood Fringe

Environmental Scan

- Rivers and Creeks
- Floodplain
- Aeolian Deposit
- Wetlands
- Colonial Nesting Bird Range
- Provincial ESA (2014)

Environmentally Significant Areas

- ESA number
- 1 (Very High)
 - 2 (High)
 - 3 (Moderate)
 - 4 (Low)

Alberta Merged Wetland

- Bog
- Fen
- Marsh
- Open Water
- Swamp

- Conservation Easement (Legacy Land Trust Society)
- Rural Address

- Proposed Redesignation Subdivision Boundary
- Growth Centres

Historical Resources

- <all other values>
- a-Archaeological Resources
- a, p
- h-Historical Sites
- p-Paleontological Resources

Nuisance Grounds

- Landfills
- Gravel Pits
- Sewage Lagoons
- CFO - NRCB Approved



0 50 100
Meters

Scale: 1:5,000

Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse_Mercator

Legal Location: SW 27-29-4-5
File No: PLRDSD20210433

Map Created on: 2021-10-25



Mountain View COUNTY

Site Dimension

Legend

- | | |
|---|------------------------|
| Application Location | Pipelines |
| Rural Address | === <all other values> |
| Gas Plants, Battery Sites, etc. | SUBST_A |
| <all other values> | CRUDE OIL |
| Gas Processing Plant | FRESH WATER |
| Wells | FUEL GAS |
| Proposed Redesignation Subdivision Boundary | HVP PRODUCTS |
| Altalink Powerline Buffer (30m) | LVP PRODUCTS |
| Streetlights - Fortis | MISCELLANEOUS LIQUIDS |
| Power Poles - Fortis | NATURAL GAS |
| | OIL WELL EFFLUENT |
| | SALT WATER |
| | SOUR NATURAL GAS |
| | UNKNOWN |



Scale: 1:2,500

Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse_Mercator

NOTE: For Exact Wells Classification review
its Attribute Table or Contact AER

+/-415.14m

29-4-W5

+/-470.08m

+/-415.14m

+/-470.08m

Legal Location: SW 27-29-4-5
File No: PLRDS20210433

Note: Air Photo was captured in 2020

Map Created on: 2021-10-25



Mountain View COUNTY

Growth Management Conceptual Strategy Figure 3

Legend

- Highway
- County Collector Network(CCN)
- Special Policy Area:
 - ⊗ Highway 2/27
(Concept Plans Required)
- Growth Centres
(ASPs / Concept Plans Required)
- ▨ Economic Nodes
(ASPs / Concept Plans Required)
- Towns/Village
- IDPs
- Agricultural Preservation Area
- Potential Multi-Lot Residential Development Area

Adapted from the Canada Land Inventory Class 1,2 & 3 soils: AGRASID's Land Suitability Rating System (LSRS) Class 2 & 3 as the 1st Dominant or Co-Dominant; as well as Environmentally Significant Areas (ESA) are shown shaded. Boundaries are not exact and boundaries must be confirmed or corrected from municipal assessment maps and field investigation.

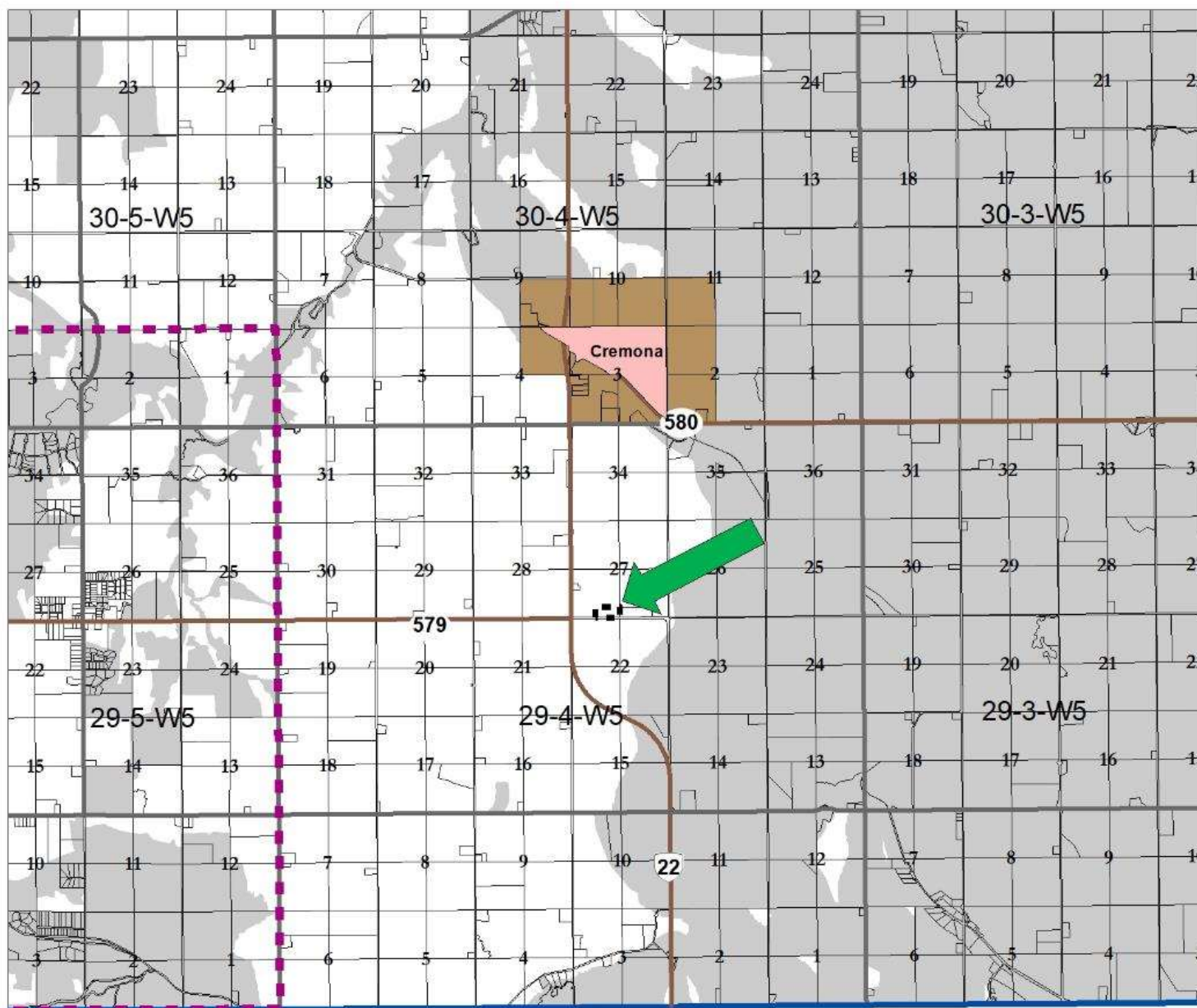


0 750 1,500 3,000 4,500 Meters

Scale: 1:100,000

Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse Mercator



Legal Location: SW 27-29-4-5
File No: PLRDS20210433

Map Created on: 2021-10-25



December 24, 2021

File No.: PLRDSD20210433

Sent via email: [REDACTED]

TAYLOR, Ken
[REDACTED]

Dear Mr. Taylor:

RE: Proposed Redesignation/Subdivision
Legal: SW 27-29-4-5

Please be advised that your application has been reviewed and it has been determined that your application does not meet the following policies of Mountain View County:

MDP:

3.3.7 The minimum parcel size for a newly proposed or existing agricultural parcel that is the subject of a redesignation and subdivision application, and not a fragmented parcel should be (+/-) 40 acres ((+/-) 16.19 ha). Parcel configuration should reflect the existing conditions and use of the land and shall require redesignation to the appropriate land use district and a concurrent subdivision application. Applications for subdivision of new agricultural parcels shall demonstrate the land being subdivided is being used for agricultural purposes to avoid future fragmentation. Agricultural parcel subdivisions that create more than two titles per quarter section may be considered within the Potential Multi-Lot Residential Development Area.

- The policy identifies that the parcel configuration should reflect the existing conditions and use of land and the proposed parcel does not follow the existing conditions as it is removing a portion of the adjacent cultivated field to be included within it and is not reflective of the existing agricultural uses; and a wetland occupies a large portion of the proposed parcel.
- Agricultural parcels may be considered within the potential multi-lot residential development area however compliance with the policy is still required.

As such, Planning and Development cannot support your application as proposed.

If you wish to revise your application, provide additional information/justification or withdraw your application, please do so within **14 days** from the date of this letter. If you choose to withdraw your application a 60% refund of fees will be given in accordance with the Mountain View County Fee Schedule. Should the Planning and Development Department not hear from you within **14 days**, your application will

be taken to the **February 9, 2022**, for First Reading and a request for a Public Hearing on **March 9, 2022** with a recommendation of refusal for the above noted reasons.

Please note that this is the recommendation of the Planning and Development Department, but the final decision will be made by Council.

Should you have any questions or concerns, please contact me at 403-335-3311 ext. 225 or by email at tconnatty@mvcountry.com.

Sincerely,



Tracey Connatty, Planner Bsc RPP MCIP
Planning and Development Services

/tc

cc MCBAIN, DOUGLAS ALEXANDER & KATHLEEN

- Email: [REDACTED]

Tracey Connatty

From: [REDACTED]
Sent: January 7, 2022 5:18 PM
To: Tracey Connatty
Subject: Re: PLRDSD20210433

Tracey we wish to continue with this application the way it is. However being that I had mentioned that I am away until April 15th 2022 I am requesting that you hold the Public Hearing for this file April 27th 2022. Also Doug McBain will be away during that time as well.

We took more time getting back to you as your letter was sent out Christmas Eve and with all the holidays it was a very tight timeframe to respond within 14 days. We however did make the 14 day deadline.

Please confirm that you have received this e-mail.

Thanks

Ken M. Taylor

On 2022-01-04 19:18, Tracey Connatty wrote:

Good Afternoon Ken;

I am just following up with you regarding the email I send December 24 that included the notification of refusal and tentative Council dates. Have you had time to review the letter?

I am just looking to determine the next steps for this file.

Thanks;

Tracey Connatty BSc RPP MCIP | Planning

403-335-3311 ext. 225 | tconnatty@mvcounty.com



**** IMPORTANT NOTICE **** This email originates from outside our organization so please proceed with caution and check the email and/or attachments for possible threats. **** IMPORTANT NOTICE ****



October 25, 2021

File No.: PLRDSD20210433

TAYLOR, Ken

sent via email: [REDACTED]

Dear Mr. Taylor:

Re: Proposed Redesignation of approximately seventeen point four four (17.44) acres from Agricultural District A to Agricultural (2) District A (2)
Legal: SW 27-29-4-5

The mapping is complete for this application and the circulation will not begin. This application for a new agricultural parcel is smaller than the minimum size within the Municipal Development Plan (MDP) policy which is forty (40) acres. I have included the MDP policy that discusses new agricultural parcels for your reference:

3.3.7 The minimum parcel size for a newly proposed or existing agricultural parcel that is the subject of a redesignation and subdivision application, and not a fragmented parcel should be (+/-) 40 acres ((+/-) 16.19 ha). Parcel configuration should reflect the existing conditions and use of the land and shall require redesignation to the appropriate land use district and a concurrent subdivision application. Applications for subdivision of new agricultural parcels shall demonstrate the land being subdivided is being used for agricultural purposes to avoid future fragmentation. Agricultural parcel subdivisions that create more than two titles per quarter section may be considered within the Potential Multi-Lot Residential Development Area.

Can you provide a detailed justification for the smaller parcel? The justification should include a description of the agricultural activity within the proposed area and the remainder of the title as well as a description of how this proposal is preserving agricultural land. This will be important for Council to review when they are considering the redesignation of the area.

If you have any questions regarding the above, please do not hesitate to contact me at 403-335-3311 ext. 225 or by email at tconnatty@mvcountry.com.

Sincerely,

Tracey Connatty, Planner Bsc RPP MCIP
Planning and Development Services
/tc

cc MCBAIN, DOUGLAS ALEXANDER & KATHLEEN sent via email: [REDACTED]

Tracey Connatty

From: [REDACTED]
Sent: November 16, 2021 8:27 AM
To: Tracey Connatty
Subject: Re: PLRDSD20210433 - request agricultural explanation

Good morning Tracey. I just wish to elaborate on the agricultural use of the McBain quarter. As I explained the entire quarter is cultivatable however in most quarter sections there is some low land or some potholes or sloughs that are not able to be cultivated. This does not mean they are not useful land. This 17.44 acres is largely native pasture with a slough and trees on the outlying areas around it. As this quarter was under cultivation for many years the SE corner was left in its natural state and farmed around for hay or cropland. There is a large portion of this proposed parcel that is different than the residual of the quarter. This SE corner is productive but for pasture only and because it is a small portion of the quarter the McBain's have not fenced and used it for pasture. The size of this parcel makes it not financially viable or does it make farming sense to fence and service with a water well and power so that it can pasture a small amount of animals. That would make it more problematic than useful. However in saying that it does not make this land less valuable.

As on any quarter there are less and more productive areas of the quarter. This area is very suitable for a small A2 operation for some cattle and horses with the natural shelterbelt and pasture. Also as explained previously the McBain's are going to own both pieces but the smaller A2 parcel by Alex and the larger one by his parents.

It makes absolutely no sense to apply for a 2 to 3 acre CR parcel as the parcel would need to be larger than that for a suitable building site and would not be able to be located in the corner of the quarter. thus cutting up the cultivated productive hayland.

By subdividing this parcel for a productive A2 holding only makes good logical sense and the highest and best use of the parcel and the residual of the quarter. By doing this parcel gives Alex and his family a place to develop and set himself up as a farmer with a small Ag property and will allow him to work with his parents in their future farming endeavors. Just because this quarter is in the Potential Multi Lot area of the County does not make it the best spot for CR.

I hope I have explained why this land is not taking any land out of production but in doing this parcel is increasing its productivity as well as bringing a farm raised son back to the rural community as a young farmer. This parcel configuration works 100 % with the existing land conditions and only further enhances the usefulness of all the land.

Please continue to the redesignation stage. If you have any further questions please contact me.

Ken M. Taylor

On 2021-11-15 21:32, Tracey Connatty wrote:

Good Afternoon Ken;

Thank you for the response explaining the parcel configuration.

Within the response you have indicated that the area of the proposal to be as follows: "The majority of the 17.44 acres on this quarter section has not been used for any agricultural use since they purchased many years ago."

This seems to indicate that this area has not been utilized for agricultural purposes and the application has proposed a use that is not currently in place, therefore, does not support the creation of a new Agricultural parcel based on MDP policy. The policy 3.3.7 states that Parcel configuration should reflect the existing conditions and use of the land. The current configuration proposes to remove a portion of cultivated land from the remainder. Has there been any consideration for an amendment to the configuration of the proposal that would bring it into compliance with the MDP policy?

As you are aware the entire quarter is within the Potential Multi-lot residential Development Area and would support the creation of a Country Residential Parcel of 2 – 3 acres.

Best regards;

Tracey Connatty BSc RPP MCIP | Planning

403-335-3311 ext. 225 | tconnatty@mvcounty.com



Mountain View County Office: 403-335-3311 | Fax: 403-335-9207
1408 Twp Rd. 320 | Didsbury, AB | T0M 0W0

From: [REDACTED]
Sent: October 29, 2021 9:18 AM
To: Tracey Connatty <tconnatty@mvcounty.com>; [REDACTED]
Subject: Re: PLRDSD20210433 - request agricultural explanation

Tracey here is the Agricultural justification for the proposed 17.44 acre A2 parcel application in the SE corner of the quarter section. This quarter section is in the potential multilot area of the County.

The majority of the 17.44 acres on this quarter section has not been used for any agricultural use since they purchased many years ago. The remainder of the quarter section is under cultivation except for a small draw from south side to west side.

This 17.44 acres is low and has a portion closest to the south road that contains water and is too wet to cultivate. It has trees throughout it and along the north edge of the wet land.

This area is suitable for pasture for horses and cattle. Alex McBain plans to have 2 horses and a few cattle to utilize this pasture land. This is the only thing this parcel is good for and for many years has been farmed around and not utilized to its potential.

Alex is intending to build on the highest portion just north of the trees. There is an excellent building site for House, shop and barn. This parcel will be productive as pasture and also as a building site for Alex and his family.

The A2 parcel indicates that the parcel should be a minimum of 40 acres **not must** be therefore we are explaining how this smaller parcel will be more productive. The remainder of the quarter section will remain cultivated but at any time could also be used as pasture or hayland as the parcel and the residual will remain in the McBain family and be farmed by them.

I hope this answers how this land will be more productive as 2 parcels rather than as one.

Please proceed to Public Hearing.

Thankyou

Ken M. Taylor

On 2021-10-25 20:27, Tracey Connatty wrote:

Good Afternoon Ken;

Attached is a letter related to the McBain application.

Thanks;

Tracey Connatty BSc RPP MCIP | Planning

403-335-3311 ext. 225 | tconnatty@mvcountry.com



Mountain View County Office: 403-335-3311 | Fax: 403-335-9207
1408 Twp Rd. 320 | Didsbury, AB | T0M 0W0

PLRDSD20210433

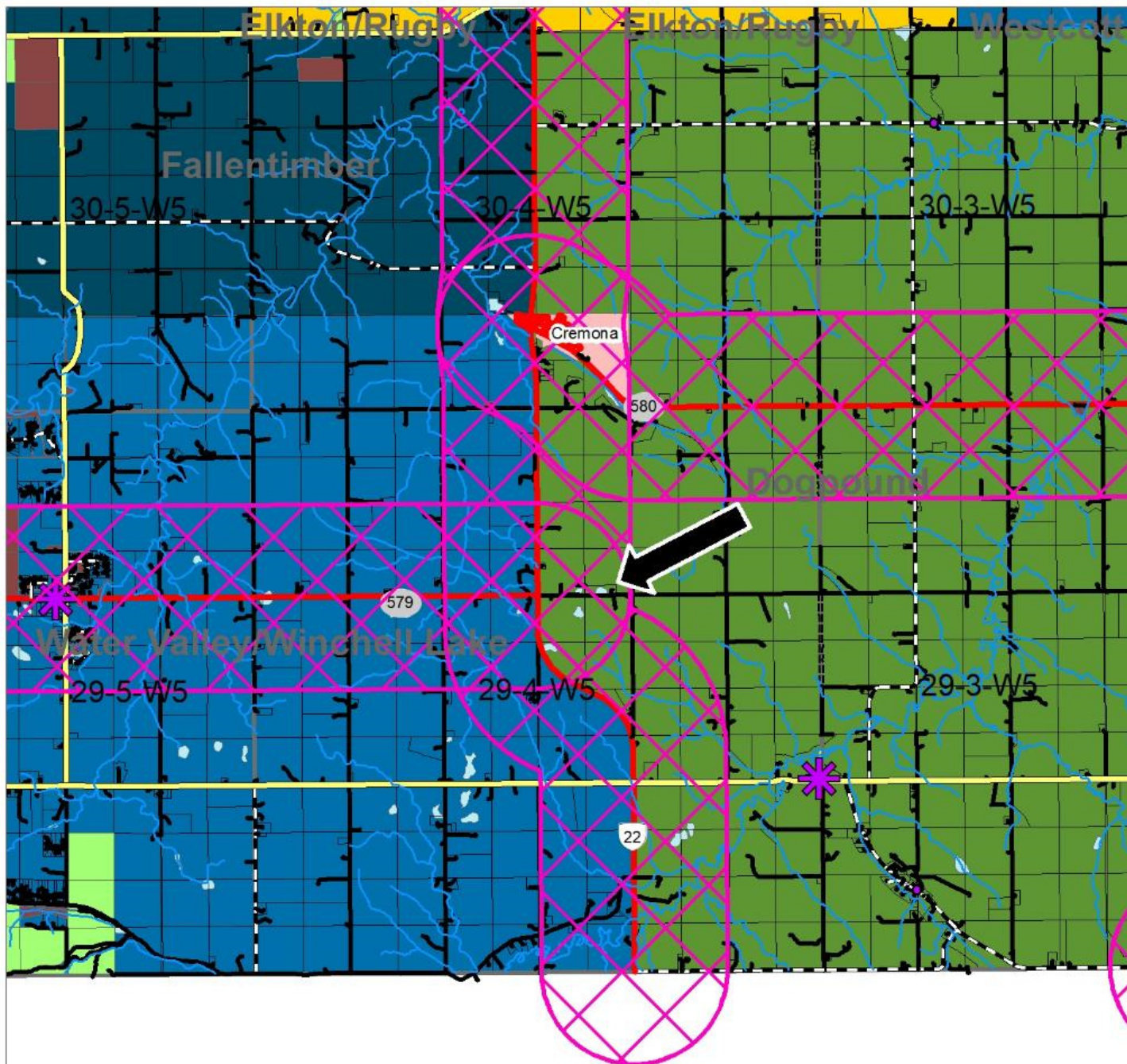
Bylaw No. LU 07/22

Tracey Connatty, Planner
April 27, 2022

APPLICANT: TAYLOR, Ken
LANDOWNER: MCBAIN, Doug & Kathleen
LEGAL: SW 27-29-4-W5M
DIVISION: 2
ACRES: 17.44 ac.

PROPOSED REDESIGNATION:

To Redesignate from Agricultural District “A” to Agricultural (2) District “A(2)” one (1), seventeen point four-four (17.44) +/- acre parcel and to Redesignate from Agricultural (2) District “A(2)” to Agricultural District “A” and approximate area of seventy-five point one six (75.16) acres within an existing 153.42 acre parcel.



Mountain View COUNTY

Location

Legend

- Neighborhood Reference Points
- Proposed Redesignation Subdivision Boundary
- Highway Buffer (1.6 Km)
- Existing Features
 - Crown Land (Prov. and Fed)
 - County Land
- Towns/Village
- Roads**
 - chip sealed
 - gravel
 - paved
 - unimproved
 - CCN
- Subject Land



0 750 1,500 3,000 4,500 Meters

Scale: 1:100,000

Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse_Mercator

Legal Location: SW 27-29-4-5
File No: PLRDSD20210433

Map Created on: 2021-10-25



Mountain View COUNTY

Growth Management Conceptual Strategy Figure 3

Legend

- Highway
- County Collector Network (CCN)
- Special Policy Area:
 - Highway 2/27 (Concept Plans Required)
- Growth Centres (ASPs / Concept Plans Required)
- Economic Nodes (ASPs / Concept Plans Required)
- Towns/Village
- IDPs
- Agricultural Preservation Area
- Potential Multi-Lot Residential Development Area

*Adapted from the Canada Land Inventory Class 1, 2 & 3 soils: AGRASID's Land Suitability Rating System (LSRS) Class 2 & 3 as the 1st Dominant or Co-Dominant; as well as Environmentally Significant Areas (ESA) are shown shaded. Boundaries are not exact and boundaries must be confirmed or corrected from municipal assessment maps and field investigation. *

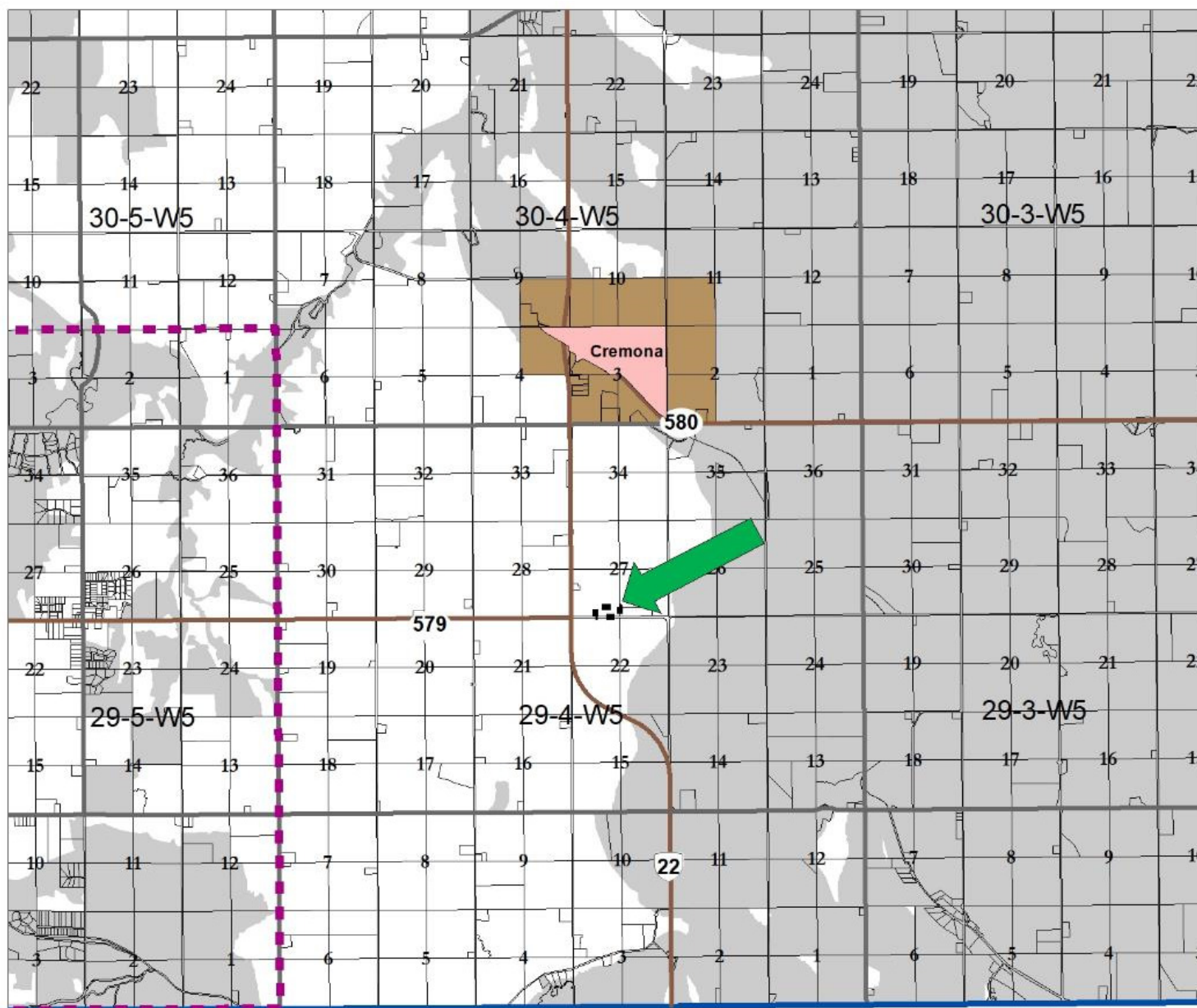


0 750 1,500 3,000 4,500 Meters

Scale: 1:100,000

Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse Mercator



Legal Location: SW 27-29-4-5
File No: PLRDS20210433

Map Created on: 2021-10-25



Mountain View COUNTY

Site Sketch - Redesignation

Legend

- Application Location
- Rural Address
- Pipelines
- AltaLink Power Line
- ▨ Altalink Powerline Buffer (30m)
- - - Proposed Redesignation Boundary
- Wells
- ⚡ ABANDONED OIL (1)



0 50 100 200 Meters

Scale: 1:5,000

Mountain View County

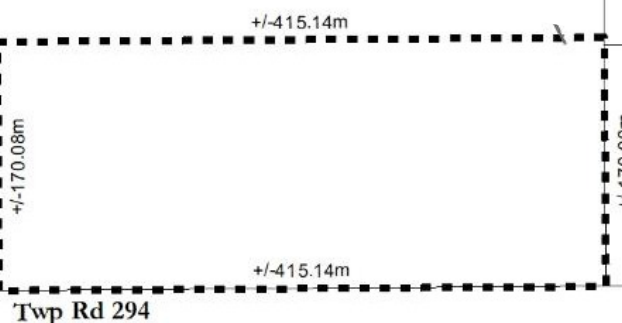
NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse_Mercator

NOTE: For Exact Wells Classification review
its Attribute Table or Contact AER

Area to be redesignated from Agricultural (2) District A(2) seventy five point one six (75.16) acres back to Agricultural

29-4-W5

Proposed Area to be
Redesignated from
Agricultural District (A) to
Agricultural (2) District
(A(2)) seventeen point
four four (17.44) acres



Hwy
579

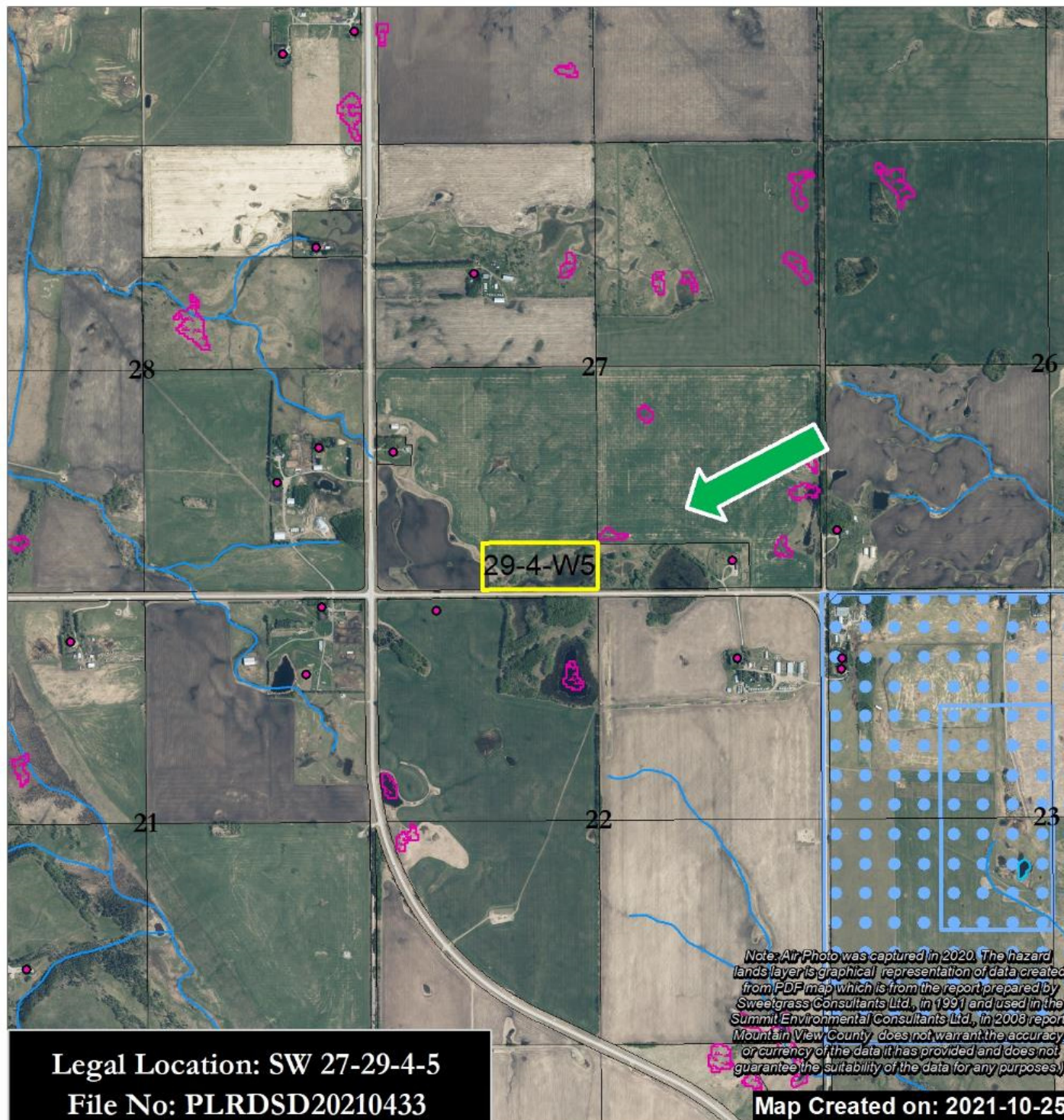
Legal Location: SW 27-29-4-5
File No: PLRDS20210433

Map Created on: 2021-10-25



Mountain View COUNTY

Environmental Scan



Legend

- Floodway
- Flood Fringe
- Rivers and Creeks
- Floodplain
- Aeolian Deposit
- Wetlands
- Colonial Nesting Bird Range
- Provincial ESA (2014)
- Conservation Easement (Legacy Land Trust Society)
- Rural Address
- Proposed Redesignation Subdivision Boundary
- Growth Centres
- Historical Resources
 - <all other values>
 - a-Archaeological Resources
 - a, p
 - h-Historical Sites
 - p-Paleontological Resources
- Environmentally Significant Areas
 - ESA_number
 - 1 (Very High)
 - 2 (High)
 - 3 (Moderate)
 - 4 (Low)
 - Alberta Merged Wetland
 - Bog
 - Fen
 - Marsh
 - Open Water
 - Swamp
- Nuisance Grounds
 - Landfills
 - Gravel Pits
 - Sewage Lagoons
 - CFO - NRCB Approved
- Subject Land

Note: Air Photo was captured in 2020. The hazard lands layer is graphical representation of data created from PDF map which is from the report prepared by Sweetgrass Consultants Ltd., in 1991 and used in the Summit Environmental Consultants Ltd., in 2008 report. Mountain View County does not warrant the accuracy or currency of the data it has provided and does not guarantee the suitability of the data for any purposes.

Legal Location: SW 27-29-4-5
File No: PLRDSD20210433

Map Created on: 2021-10-25



0 50 00 200 300 400 500 600 700 800
Meters

Scale: 1:20,000
Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse_Mercator



Mountain View COUNTY

Environmental Scan

Legend

Provincial Flood Mapping

- Provincial Flood Mapping
- Floodway
- Flood Fringe

Environmental Scan

- Rivers and Creeks
- Floodplain
- Aeolian Deposit
- Wetlands
- Colonial Nesting Bird Range
- Provincial ESA (2014)

Environmentally Significant Areas

- ESA_number
- 1 (Very High)
- 2 (High)
- 3 (Moderate)
- 4 (Low)

Alberta Merged Wetland

- Bog
- Fen
- Marsh
- Open Water
- Swamp

- Conservation Easement (Legacy Land Trust Society)
- Rural Address

- Proposed Redesignation Subdivision Boundary
- Growth Centres

Historical Resources

- <all other values>
- a-Archaeological Resources
- a, p
- h-Historical Sites
- p-Paleontological Resources

Nuisance Grounds

- Landfills
- Gravel Pits
- Sewage Lagoons
- CFO - NRCB Approved



0 50 100
Meters

Scale: 1:5,000

Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse_Mercator

Note: Air Photo was captured in 2020. The hazard lands layer is graphical representation of data created from PDF map which is from the report prepared by Sweetgrass Consultants Ltd., in 1991 and used in the Summit Environmental Consultants Ltd., in 2008 report. Mountain View County does not warrant the accuracy or currency of the data it has provided and does not guarantee the suitability of the data for any purposes.)

Legal Location: SW 27-29-4-5
File No: PLRDSD20210433

Map Created on: 2021-10-25



Historical Images



- Legend
- MVC Primary Secondary Highway
 - Roads - with Driveways AND LABELS
 - chip sealed
 - gravel
 - paved
 - unimproved
 - County Towns and Village
 - Parcels (PGIS)
 - SD Applications
 - <all other values>
 - SD - Approved
 - SD - Closed
 - SD - Conditionally Approved
 - SD - Endorsed
 - SD - Endorsed Closed
 - SD - Expired Application
 - SD - Refused
 - SD - Under Review
 - SD - Withdrawn
 - Section Number Grid
 - Township Grid

Notes

Not responsible for errors or omissions



Historical Images



- Legend
- MVC Primary Secondary Highway
 - Roads - with Driveways AND LABELS
 - chip sealed
 - gravel
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 - County Towns and Village
 - Parcels (PGIS)
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 - SD - Approved
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 - SD - Expired Application
 - SD - Refused
 - SD - Under Review
 - SD - Withdrawn
 - Section Number Grid
 - Township Grid

Notes
Not responsible for errors or omissions



Mountain View COUNTY

Well & Pipeline Facilities

Legend

- | | |
|--|---|
| Application Location | Rural Address |
| Gas Plants, Battery Sites, etc. <all other values> | Gas Processing Plant |
| Wells | Proposed Redesignation Subdivision Boundary |
| Altalink Powerline Buffer (30m) | TC Energy Notification Zone 200m |
| TC Energy Notification Zone 750m | Subject Land |
-
- | Pipelines | |
|--------------------|-----------------------|
| <all other values> | SUBST_A |
| CRUDE OIL | FRESH WATER |
| FUEL GAS | HVP PRODUCTS |
| LVP PRODUCTS | MISCELLANEOUS LIQUIDS |
| NATURAL GAS | OIL WELL EFFLUENT |
| SALT WATER | SOUR NATURAL GAS |
| UNKNOWN | |



0 125 250 500 Meters

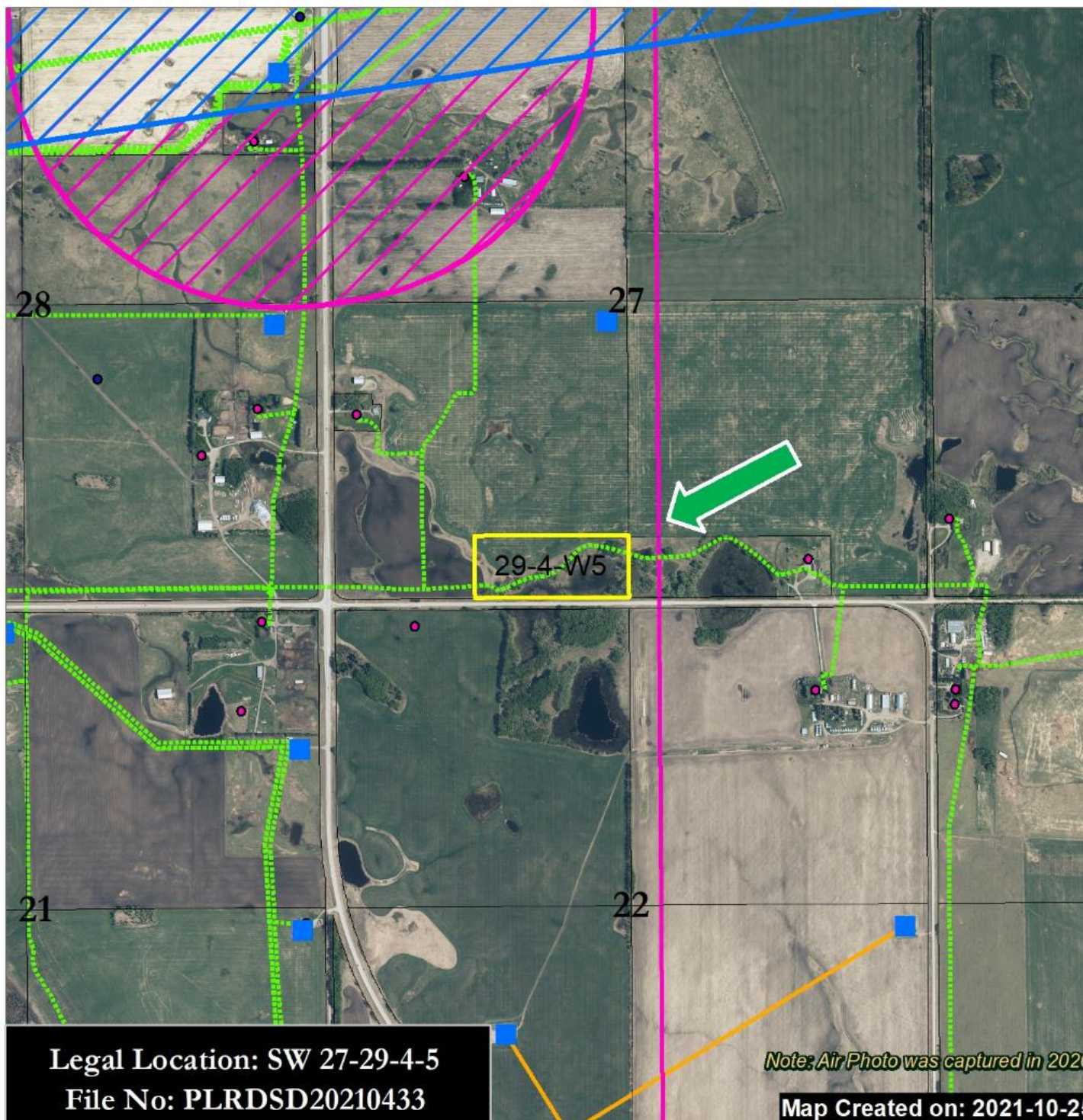
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Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest

Projection: Transverse_Mercator

NOTE: For Exact Wells Classification review its Attribute Table or Contact AER



Legal Location: SW 27-29-4-5
File No: PLRDS20210433

Note: Air Photo was captured in 2020

Map Created on: 2021-10-25

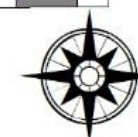


Mountain View COUNTY

Well & Pipeline Facilities

Legend

- | | |
|---|---|
| <ul style="list-style-type: none">● Application Location● Rural Address● Gas Plants, Battery Sites, etc.● <all other values>■ Gas Processing Plant■ Wells■ Proposed Redesignation Subdivision Boundary■ Altalink Powderline Buffer (30m)■ Cadastre Parcel Linework with Right of Way Info | <ul style="list-style-type: none">■ Pipelines■ <all other values>■ SUBST_A■ CRUDE OIL■ FRESH WATER■ FUEL GAS■ HVP PRODUCTS■ LVP PRODUCTS■ MISCELLANEOUS LIQUIDS■ NATURAL GAS■ OIL WELL EFFLUENT■ SALT WATER■ SOUR NATURAL GAS■ UNKNOWN |
|---|---|



Scale: 1:5,000

Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse_Mercator

NOTE: For Exact Wells Classification review
its Attribute Table or Contact AER

Legal Location: SW 27-29-4-5
File No: PLRDSD20210433

Note: Air Photo was captured in 2020

Map Created on: 2021-10-25



Mountain View
COUNTY

Topography & Water

Legend

- Application Location
- Contours - 5m
- Rivers and Creeks**
- Unclassified
- mvc Stream Class
- Activity Restrictions
- No Activity Restrictions
- Proposed Redesignation Subdivision Boundary
- ➔ Subject Land

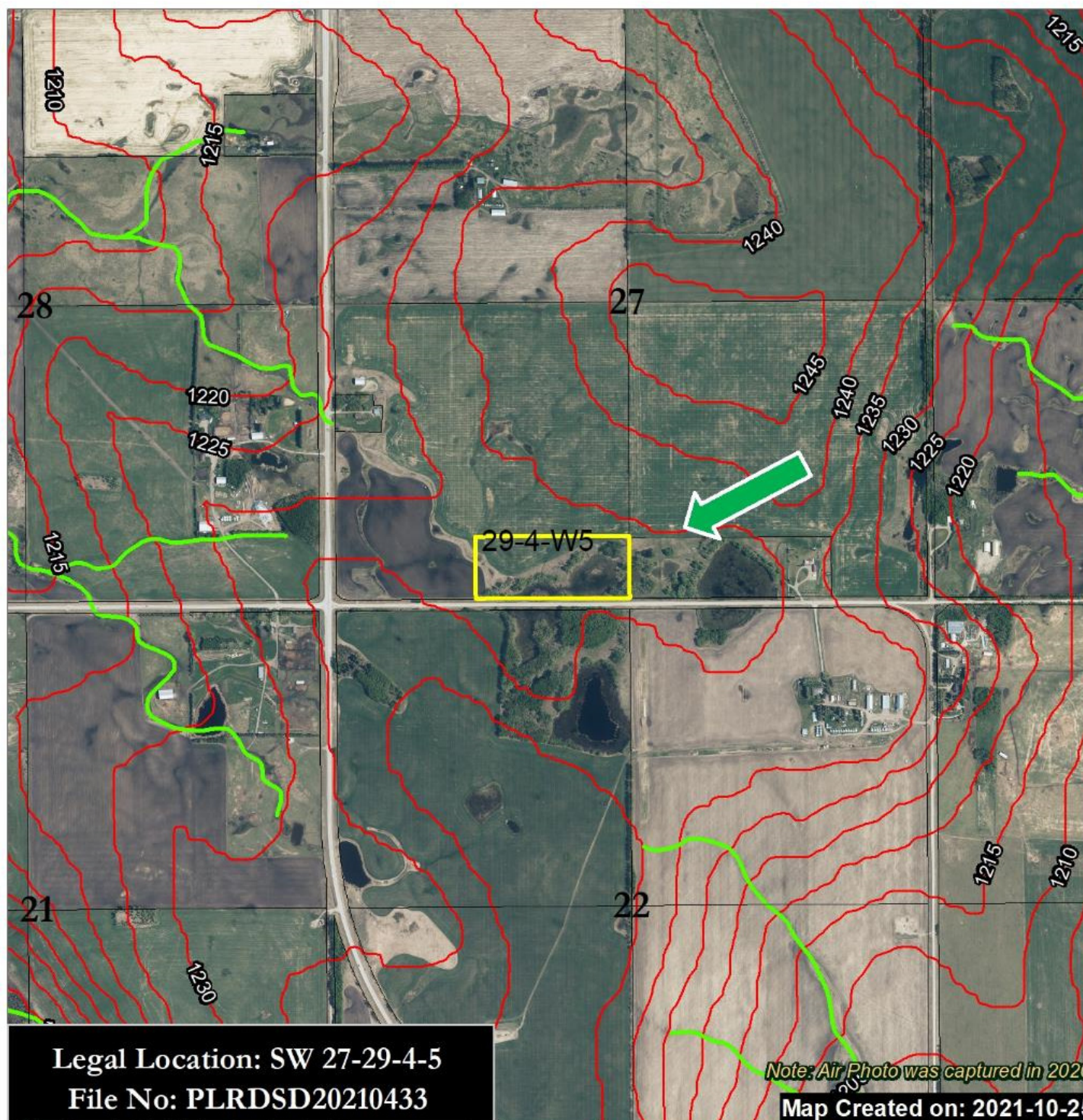


0 125 250 500 Meters

Scale: 1:15,000

Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse_Mercator



Legal Location: SW 27-29-4-5
File No: PLRDSD20210433

Note: Air Photo was captured in 2020

Map Created on: 2021-10-25



**Mountain View
COUNTY**

Topography & Water

Legend

- Application Location
- Contours - 5m
- Rivers and Creeks**
- Unclassified
- mvc Stream Class**
- Activity Restrictions
- No Activity Restrictions
- Proposed Redesignation Subdivision Boundary



Scale: 1:5,000

Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse_Mercator

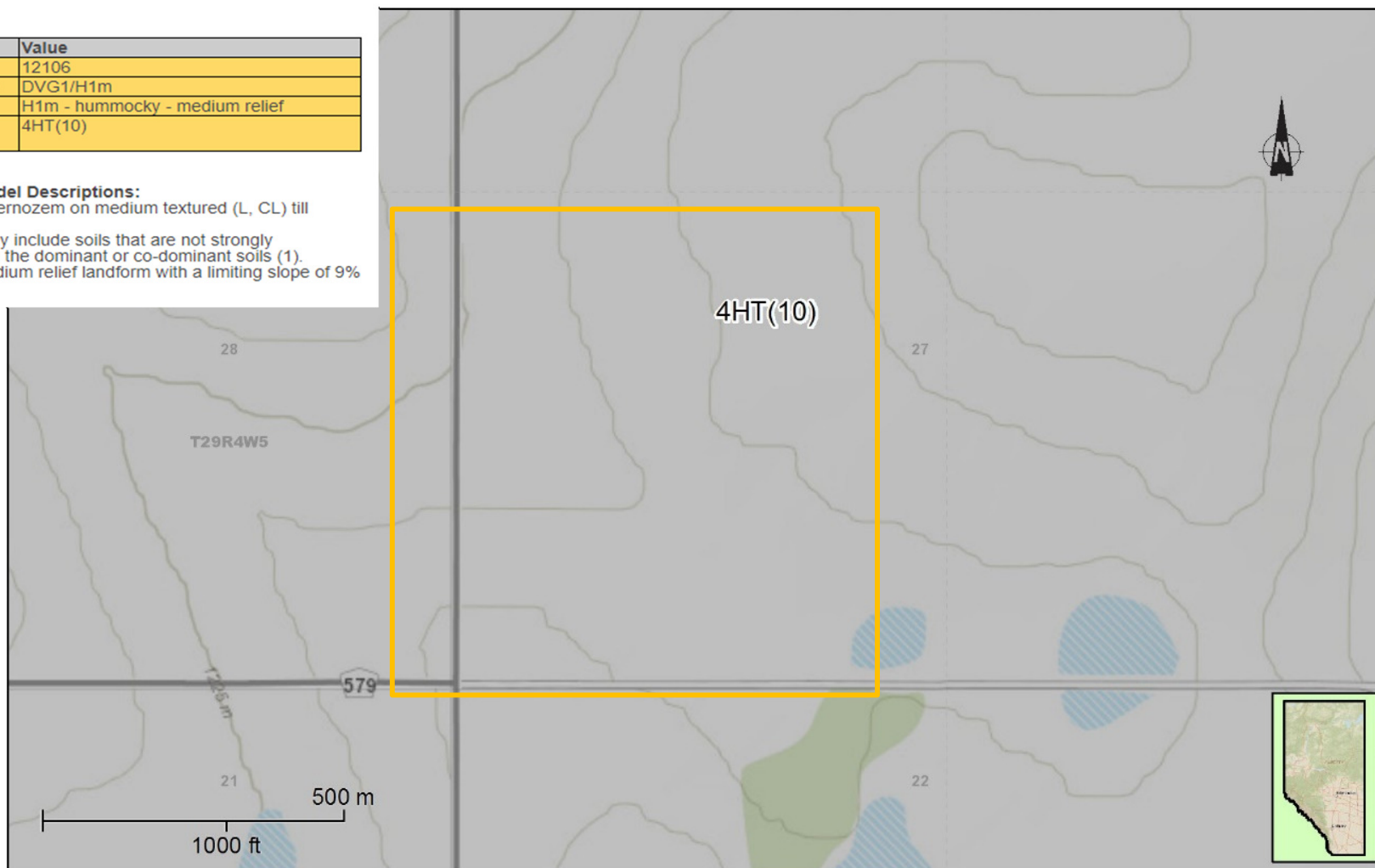
Variable	Value
POLY_ID	12106
Map Unit Name	DVG1/H1m
Landform	H1m - hummocky - medium relief
LSRS Rating (Spring Grains)	4HT(10)

Landscape Model Descriptions:

Orthic Black Chernozem on medium textured (L, CL) till (DVG).

The polygon may include soils that are not strongly contrasting from the dominant or co-dominant soils (1).

Hummocky, medium relief landform with a limiting slope of 9% (H1m).



October 29, 2021

Soil Landscape Polygons

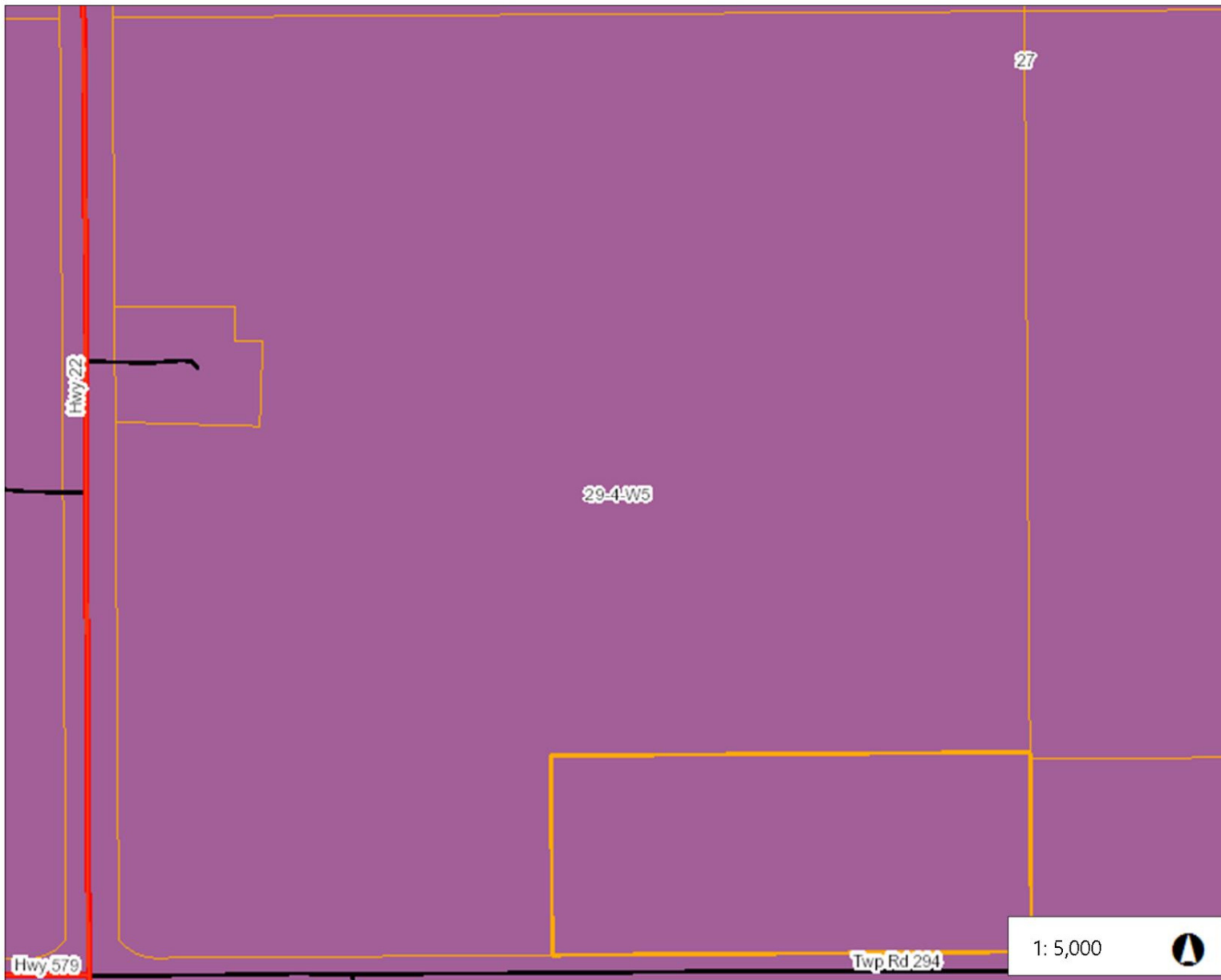
Scale 1:9,028
1 inch = 752.33 feet
1 cm = 90.28 metres
Map centre at latitude +51.508°N and longitude -114.488°E

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
Alberta Agriculture and Forestry and Agriculture and Agri-Food Canada
Government of Alberta, Alberta Open Government Licence



Legend

- MVC Primary Secondary Highway
- Roads - with Driveways AND LABELS
 - chip sealed
 - gravel
 - paved
 - unimproved
- County Towns and Village
- Parcels (PGIS)
- SD Applications
 - <all other values>
 - SD - Approved
 - SD - Closed
 - SD - Conditionally Approved
 - SD - Endorsed
 - SD - Endorsed Closed
 - SD - Expired Application
 - SD - Refused
 - SD - Under Review
 - SD - Withdrawn
- Section Number Grid
- Canada Land Inventory - Soils
 - 1
 - 2
 - 3
 - 4
 - 5
 - ~



254.0 0 127.00 254.0 Meters

NAD_1983_CSRS_10TM_AEP_Forest
© Mountain View County

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Not responsible for errors or omissions

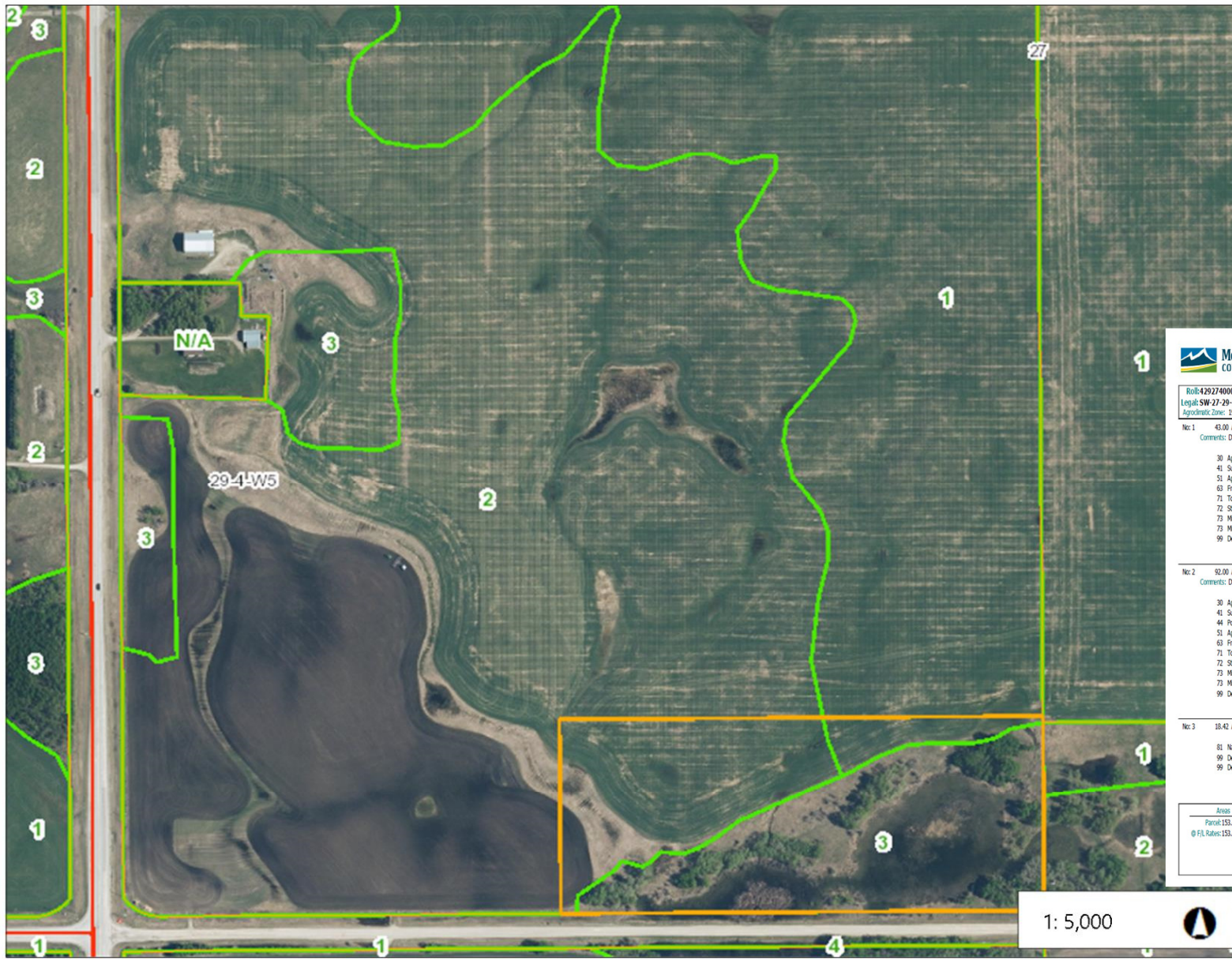


Mountain View County MVC Map - Farm Land Field Sheet



Farmland Calculation

- No. 1 – 66.0%
- No. 2 – 55.1%
- No. 3 – 11.0%



Mountain View
COUNTY

Farmland Calculation Report

As of: 10-29-2021

Roll: 429274000 Alt. Key: Carstairs 20 miles 91%
Legal: SW-27-29-4-5 Acres: 100%
Agroline: Cover: 10 Jan-5 Photos: 222 Type: Net Location: 91%

No. 1	43.00 Acres	Soil: 3	Bk: 1	Dryland Arable	Adjusted Rating: 73.0%
Comments: DMG					
30	Ap Depth/Color	0 APO	50	100%	0.0 0.0
41	Subsoil	8 CL	50	100%	0.0 0.0
51	Ap Texture	10 SL	50	100%	0.0 0.0
63	Frost/Grade Var.	4 GRU	50	100%	-2.0 0.0
71	Topography	6 U	50	100%	0.0 -1.0
72	Stone Cover	21 50-51 (avg)	50	100%	0.0 -1.0
73	Miscellaneous	1 Obstacles	2	100%	0.0 -2.0
73	Miscellaneous	5 See Comments	1	100%	0.0 -1.0
99	Description	21 Water Course	50	100%	0.0 0.0
					-2.0 -5.0

No. 2	92.00 Acres	Soil: 3	Bk: 1	Dryland Arable	Adjusted Rating: 73.0%
Comments: DMG					
30	Ap Depth/Color	2 API	10	100%	-3.3 0.0
41	Subsoil	8 CL	50	100%	0.0 0.0
44	Poorly Drained	2 P1	50	20%	-1.6 0.0
51	Ap Texture	10 SL	50	100%	0.0 0.0
63	Frost/Grade Var.	4 GRU	50	100%	-2.0 0.0
71	Topography	8 GR	50	100%	0.0 -4.0
72	Stone Cover	21 50-51 (avg)	50	100%	0.0 -1.0
73	Miscellaneous	1 Obstacles	2	100%	0.0 -2.0
73	Miscellaneous	5 See Comments	2	100%	0.0 -2.0
99	Description	21 Water Course	50	100%	0.0 0.0
					-4.9 -11.0

No. 3	18.42 Acres	Soil: 00	Pasture	Dryland Pasture	Adjusted Rating: 55.1%
61	Native	45 45 Ac(AU)	50	100%	11.0 0.0
99	Description	2 Perm Sk.	50	100%	0.0 0.0
99	Description	9 Trees	50	100%	0.0 0.0
					11.0 0.0

Areas	Acres	Code	Areas	A.U.V.
Parcel: 153.42	100	100%	Arable Dry:	135.00 27.675
Parcel: 153.42			Arable 3n:	0.00 0
			Pasture Dry:	18.42 709
			Pasture 3n:	0.00 0
			Water:	0.00 0
			Total:	A.U.V. 28.384
				x 91%
				F.A.V. 25.830

1: 5,000



254.0 0 127.00 254.0 Meters

NAD_1983_CSRS_10TM_AEP_Forest
© Mountain View County

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Not responsible for errors or omissions



Mountain View COUNTY

Site Dimension

Legend

- | | |
|---|------------------------|
| Application Location | Pipelines |
| Rural Address | --- <all other values> |
| Gas Plants, Battery Sites, etc. | SUBST_A |
| <all other values> | CRUDE OIL |
| Gas Processing Plant | FRESH WATER |
| Wells | FUEL GAS |
| Proposed Redesignation Subdivision Boundary | HVP PRODUCTS |
| Altalink Powerline Buffer (30m) | LVP PRODUCTS |
| Streetlights - Fortis | MISCELLANEOUS LIQUIDS |
| Power Poles - Fortis | NATURAL GAS |
| | OIL WELL EFFLUENT |
| | SALT WATER |
| | SOUR NATURAL GAS |
| | UNKNOWN |



Scale: 1:2,500

Mountain View County

NAD_1983_CSRS_10TM_AEP_Forest
Projection: Transverse_Mercator

NOTE: For Exact Wells Classification review
its Attribute Table or Contact AER

29-4-W5

+/-415.14m

+/-470.08m

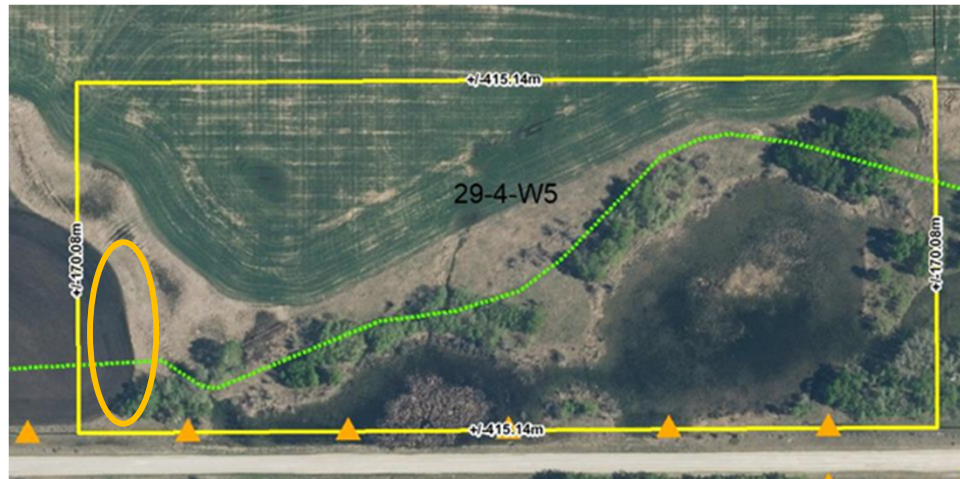
+/-470.08m

+/-415.14m

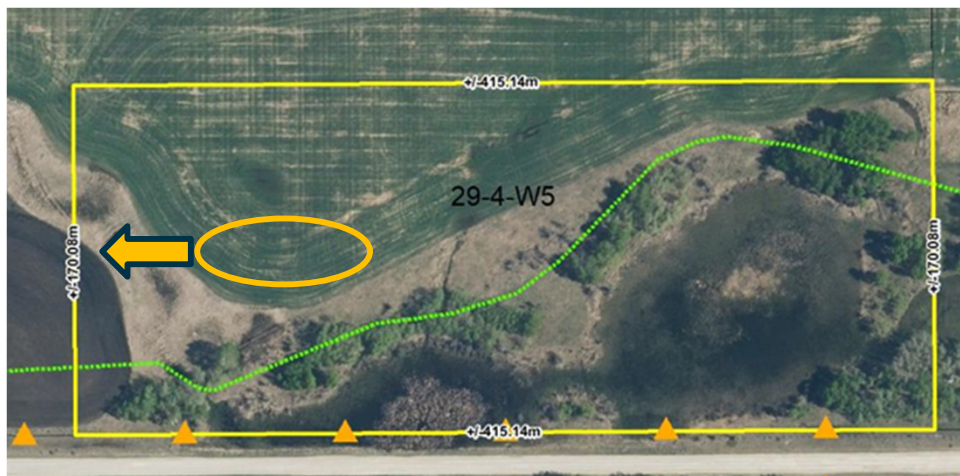
Legal Location: SW 27-29-4-5
File No: PLRDS20210433

Note: Air Photo was captured in 2020

Map Created on: 2021-10-25



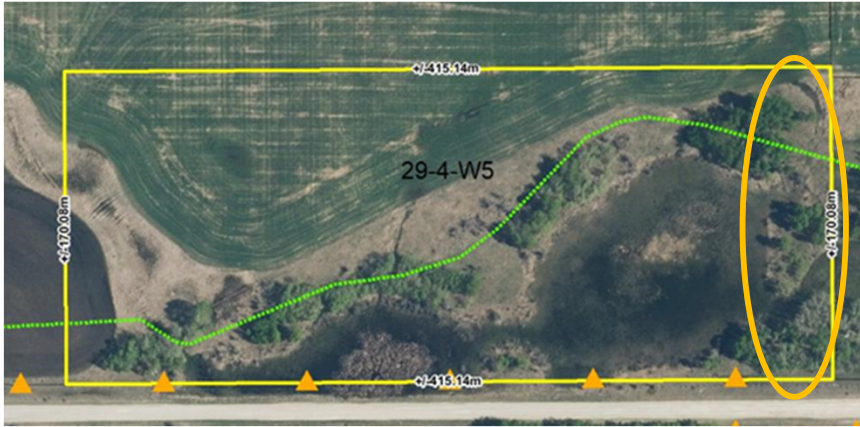
Western end of proposal



Looking West across proposed area



Looking North across proposal from TWP Rd. 294



Eastern end of proposal





Looking across
proposal





Wetland area



10/28/2021

Administrative Position

The Planning and Development Department supports Refusal for PLRDSD20210433, within the SW 27-29-4 W5M for the following reasons:

1. The proposal does not comply with the policies of the MDP.

From: [REDACTED]
To: [Tracey Connatty](#)
Subject: McBain Redesignation April 27th
Date: April 25, 2022 8:16:23 AM
Attachments: [rdSDletter to Council McBain April25, 2022.doc](#)

Please enclose the attached letter of explanation to the Public Hearing package for McBain on April 27th 2022. Please confirm receipt.

Have a great day

Thanks

Ken M. Taylor

**** IMPORTANT NOTICE **** This email originates from outside our organization so please proceed with caution and check the email and/or attachments for possible threats.
**** IMPORTANT NOTICE ****

KEN M. TAYLOR

Alberta

Phone

Cell

E-MAIL

April 25, 2022

Mountain View County

Box 100, Didsbury Alberta TOM OWO

Attention: Councillors

RE: SW-27-29-4-W5 REDESIGNATION & SUBDIVISION APPLICATIONS

The following are points I wish to emphasize in making my presentation to Council on behalf of the McBain family on this file.

- This application is in Potential multilot area of County.
- The North 80 is rezoned to A2 and we wish to return it to A
- Hwy 22 on west side of quarter
- AT owns a 1 acre parcel at the intersection of Hwy 22
- Application in SE corner for 17.44 acres to A2
- 6 + or – acres is hayland presently
- Remaining 11 acres is bush pasture, slough or wetland, and in not cultivateable
- Waterway across quarter starting at west end of parcel going NW
- Will now be used for pasture for cattle and horses as well as a building site for Alex McBain
- Alex wishes to set up a development close to parents so he can join the farming operation but still have his own land to build on.
- This site was chosen to make more productive use of some marginal land on the quarter at the same time being across from the farm yard and a half mile removed from Hwy 22.
- This is the same use as the parcel directly to the east on the adjoining quarter.
- RD decision should be based on the highest and best use of the quarter and the land being subdivided
- Highest use is making all 17 acres productive and useful which is exactly what the McBain family want to do
- Best use of this is pasture for 11 acres, building site and continued farming.

- The parcel should reflect existing conditions and use of the land.
- This will be used in my presentation but please enclose this in the Council package for reference on this parcel.

Ken M. Taylor

**Future
Transportation
in the
Edmonton –
Calgary
Corridor**

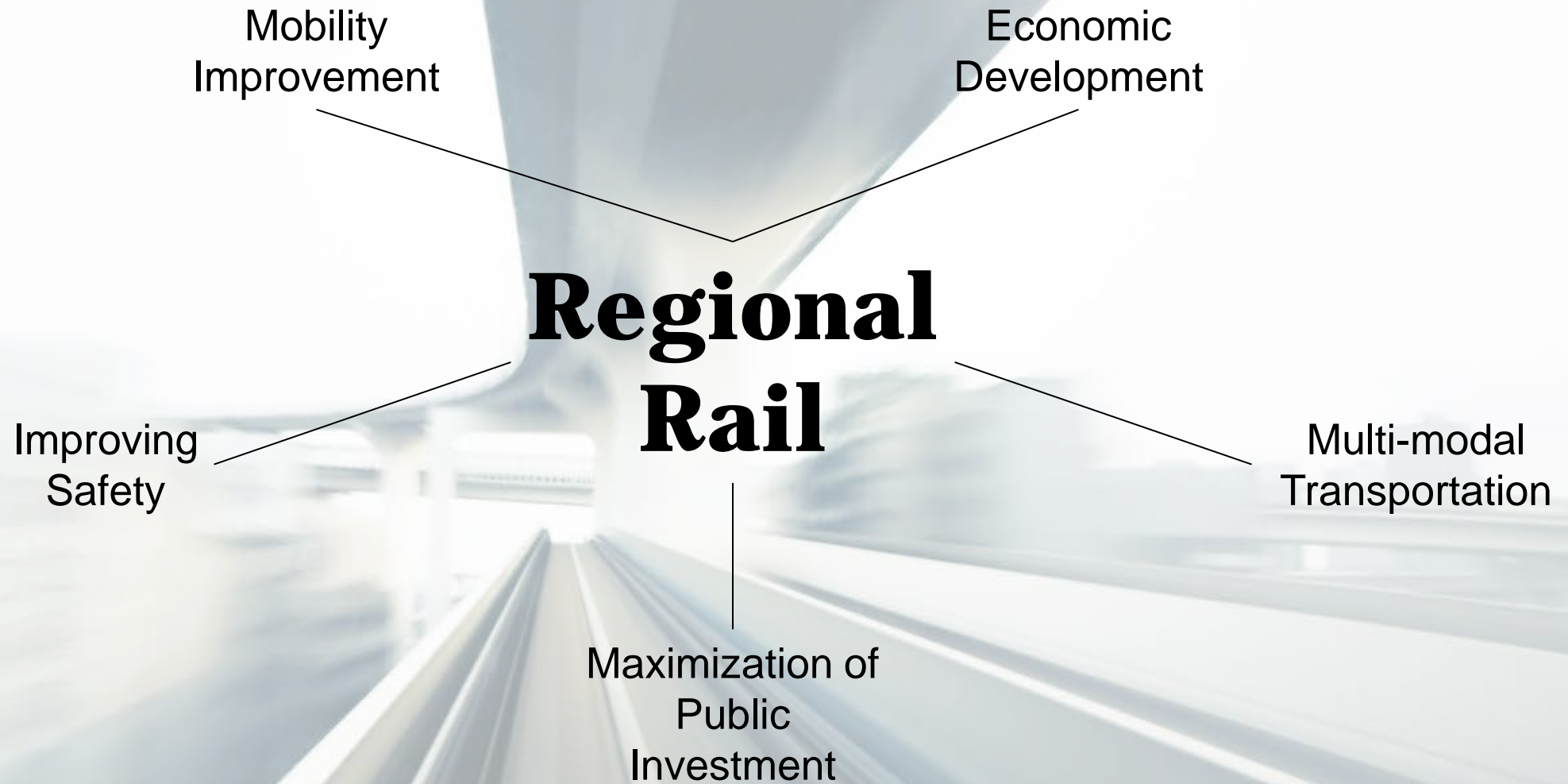
Alberta Regional Rail

Alberta Regional Rail

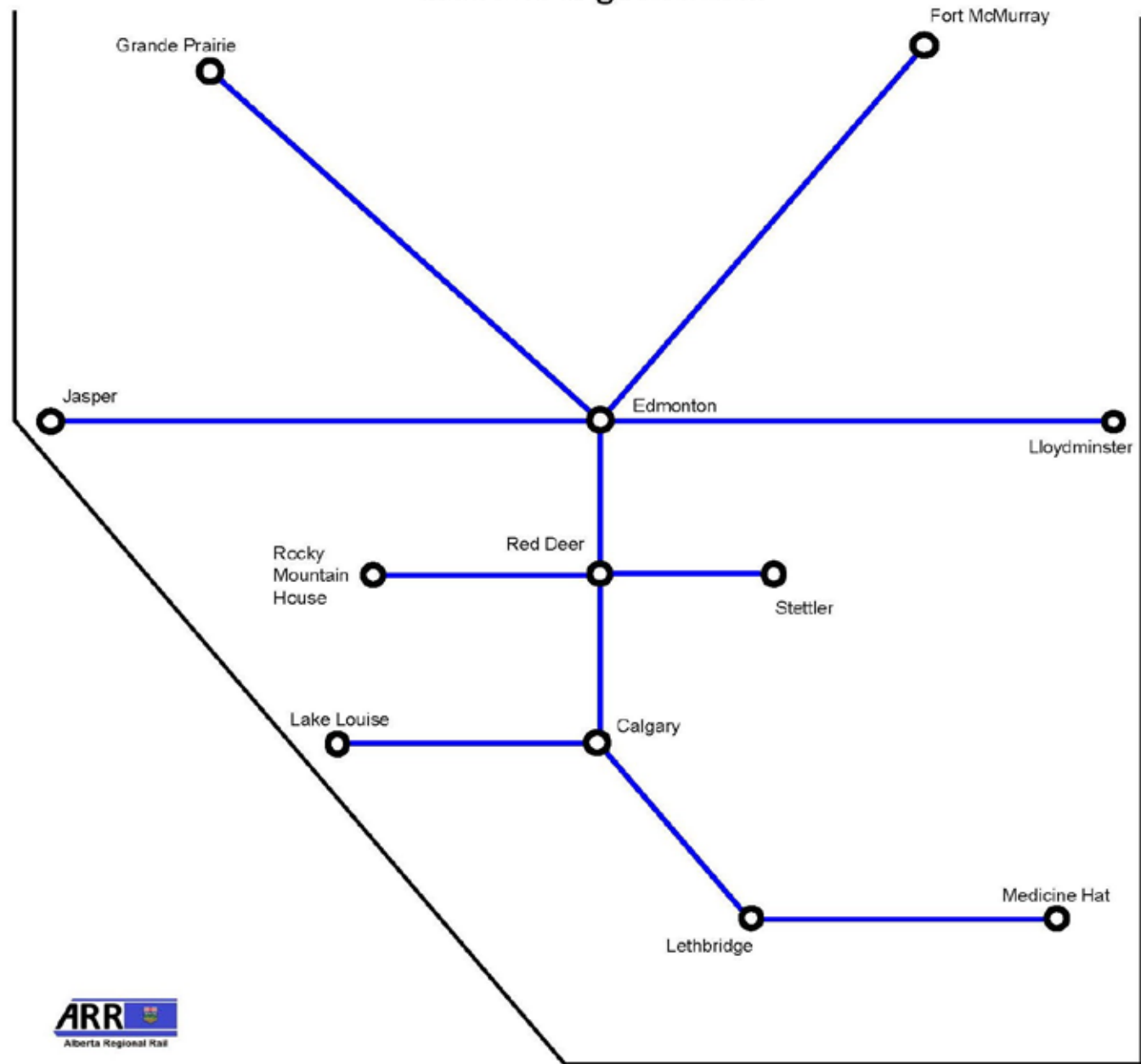
- Utilizing existing rail Right of Way.
- Upgrading to allow for higher speeds and frequencies.
- Build stations in urban areas.
- Use CFR compliant, freight compatible, rolling stock.

Calgary – Edmonton Corridor

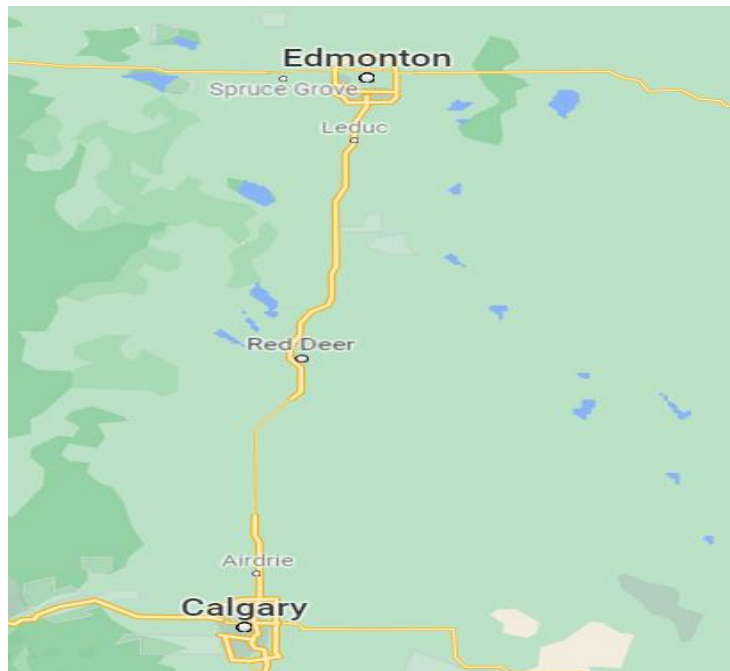




Alberta Regional Rail



WEST CANADA CORRIDOR



GRAVITY MODEL ANALYSIS FOR RIDERSHIP OF REGIONAL RAIL IN THE EDMONTON – CALGARY CORRIDOR

Jean-Pierre ARDUIN
Ingénieur Civil des Mines

Thomas FRYER (PEng)
Civil/Structural Engineer

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1. EXECUTIVE SUMMARY

1.1 PURPOSE

The purpose of this analysis is to provide to the reader an understanding of the potential ridership of a regional rail system in the Calgary – Edmonton corridor, utilizing the existing Canadian Pacific Railway Right of Way.

1.2 ASSUMPTIONS

This analysis uses data provided in the 2021 Alberta Census, and using Gravity Model equations to calculate what a Regional Rail System market level could reach.

According to transport economic theory, the traffic between two cities is proportional to the populations of these two cities and inversely proportional to the square of the Generalized Cost considered as the sum of the cost and value of time to travel the distance separating them.

Using the theoretical assumptions, we will obtain the percentage for Regional Rail System market share on each relation.

1.3 CONCLUSION

Using the Gravity Model calculations, we estimate regional rail ridership to be in the region of 5.2 million passengers per year.

Due to the nature of Calgary being the financial and business hub, and Edmonton being the Government centre with the Provincial Legislature, the overall ridership can be estimated to be significantly larger than what is calculated through this Gravity Model.

More studies need to be done in order to explore all the solutions. Relations & Connections with Railways will be required in order to have access to the Tracks and Stations.

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2. INTRODUCTION & DATA

This analysis uses data provided by Alberta Regional Rail, Texas Triangle Railroad Holding Company and Rail Concept. Data are elaborated from **Alberta Census Data 2021**.

Calgary – Edmonton Corridor



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	Distances Between km	Cumulative Distance km	Populations	
			2016	2021
Calgary	0	0	1239220	1306784
Airdrie	36.4	36.4	61842	74100
Crossfield	13.8	50.2	2983	3599
Carstairs	16	66.2	4077	4898
Didsbury	13.3	79.5	5268	5070
Olds	20	99.5	9184	9209
Bowden	18.5	118	1240	1280
Innisfail	13.5	131.5	7847	7985
Penhold	14.5	146	3277	3484
Red Deer	14.1	160.1	100418	100844
Blackfalds	18.2	178.3	9328	10470
Lacombe	11.7	190	13057	10283
Morningside	14.9	204.9	97	120
Ponoka	12.3	217.2	7229	9998
Maskwacis	20.7	237.9	20869	20569
Wetaskiwin	17.5	255.4	12655	12594
Millet	16.5	271.9	1945	1890
Leduc	21.3	293.2	55678	48510
Nisku	8.7	301.9	30	30
Edmonton	22	323.9	932546	1010899
	323.9		2488790	2642616

Fig 1: Extract of Official Demographic Data 2016 & 2021

The purpose of this analysis is to provide to the reader an understanding of what Regional Rail infrastructure market level could reach. This is done using mathematical models tuned to the North American environment.

3. DISTANCES between main center Zones

Using Google Maps as a provider, we prepared a matrix of distances between all the towns and cities in the corridor. The larger population centres could also be the possible location of future higher speed express stations. The table can be found in the Appendix, all distances are in kilometers.

4. GRAVITATIONAL MODEL & GENERALISED COSTS

According to transport economic theory, the traffic between two cities is proportional to the populations of these two cities and inversely proportional to the square of the **Generalized Cost** considered as the sum of the cost and value of time to travel the distance separating them. By analogy with the universal law of gravity, this traffic model is called a gravity model:

$$Traffic_{ij} = k \frac{Pop_i * Pop_j^\alpha}{Gc_{ij}^2}$$

where: Pop is the number of inhabitants and

Gc is the generalized travel cost, including the corresponding running time.

Elasticity of Generalized Cost is 2 in most of traffic models.

Cross Product of Populations of two zones is in direct relation with a kind of force of attraction between these two zones. We name it **Potential Attraction** between city pair.

Generalized cost is defined as the **Potential Repulsion** between city pair. It is the sum of a kind of difficulty to go from one city to the other. Basically, it is the sum of the cost (the fare) we have to pay and the value of the time we have to spend to travel. In order to add time and money, introduced is the notion of value of time. **Value of Time** is defined, to simplify this economic notion, how much we are ready to spend to save one hour of travel.

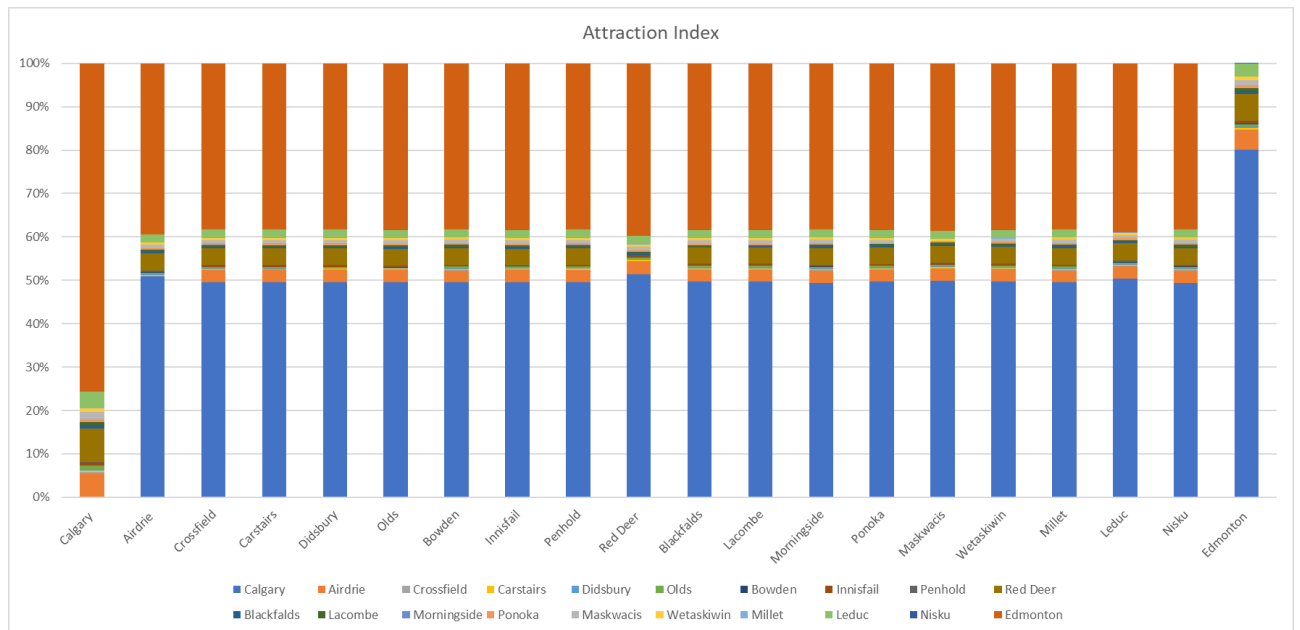
Then, dividing Potential Attraction by Potential Repulsion, we estimate the traffic. An **endogenous variable k** is estimated to tune the real situation on the corridor.

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4.1 Potential Attraction between cities

Potential attraction between two cities is defined as the Product of the Population of these Cities and established as an Index. The table can be found in the Appendix.

The following matrix presents the crossed product of the populations for each city pair. We detect that the first city with the main Potential Attraction is Calgary followed by Edmonton and Red Deer. The smallest towns and cities have the lowest Potential Attraction.

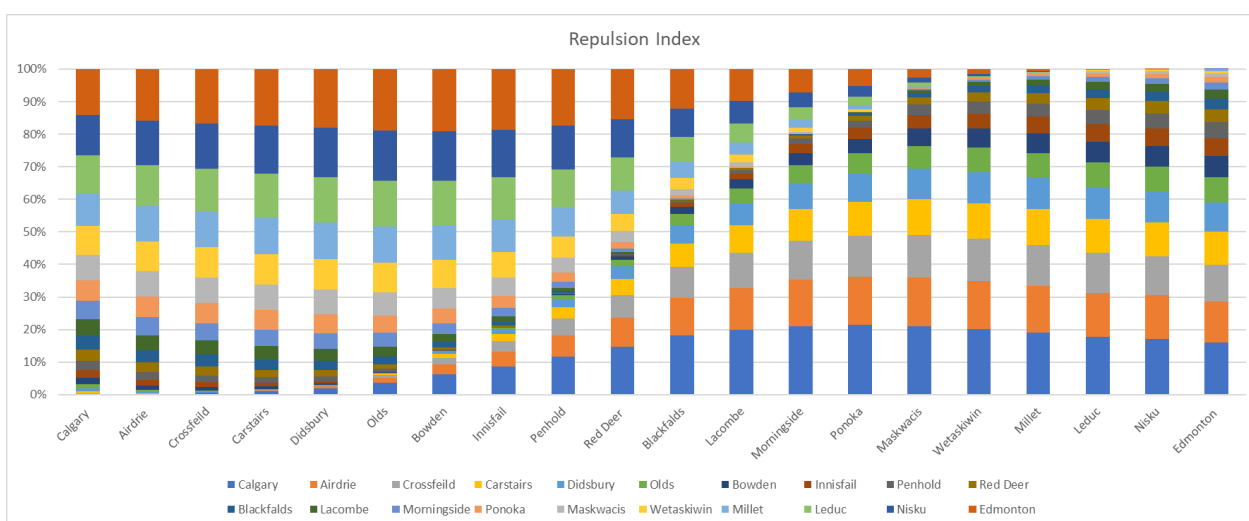


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4.2 Potential Repulsion between cities

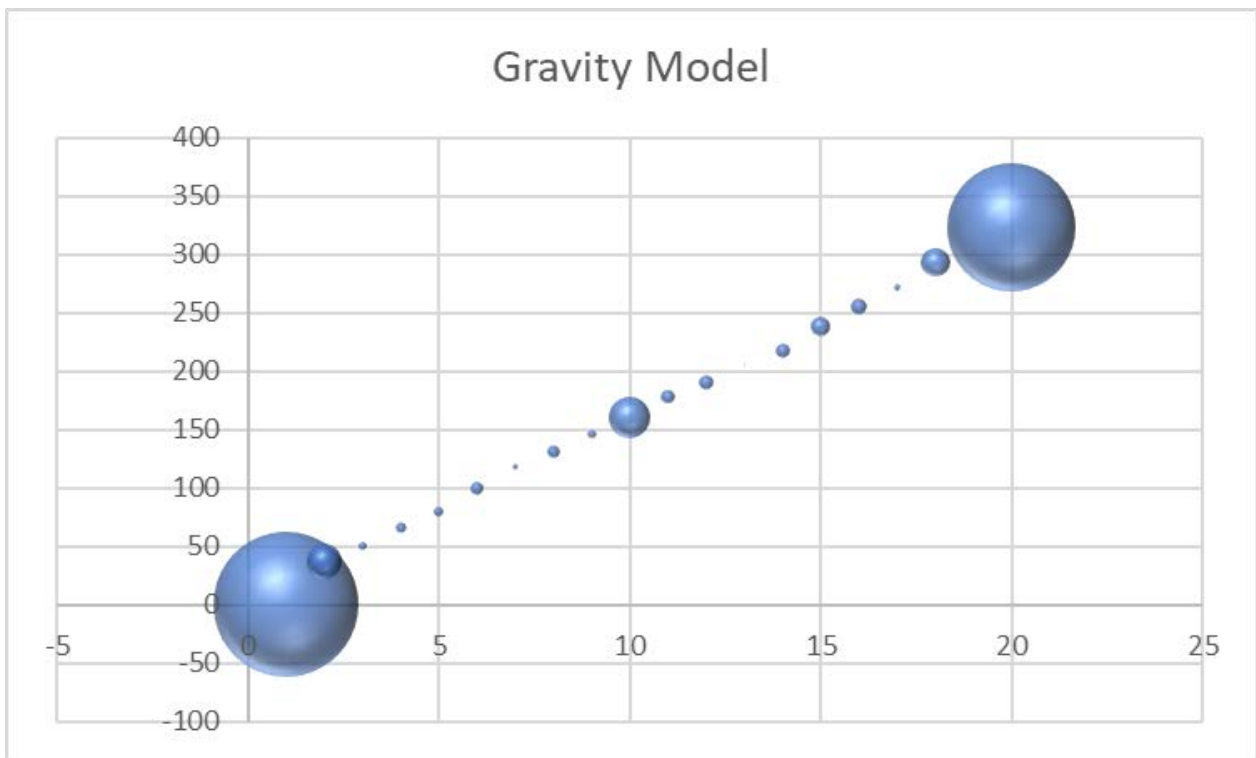
The following matrix presents as an index the Generalized cost between city pair. Generalized cost is defined as above. The table can be found in the Appendix.

We detect that the city with the minimum consistent Potential Repulsion across all towns and cities is Red Deer. Edmonton and Calgary have a repulsion factor that is proportional to their distance to reach the city.



4.3 Gravity Model: Geographical Distribution of the Population

The following map is a theoretical representation of the distribution of the population along the West Canadian Corridor. The distance between cities is in Kilometers and the surface of each city is proportional to the population of each city. This is why this model is named a Gravity Model. The major populated cities behave like the big stars, and produce a better potential for the traffic. The distance and the cost to travel in relation with the distance between them reduce this potential like in the Sky.



Distances in Kilometers and Population in Surfaces

5. Traffic Pattern along the Corridor

5.1 Gravity Model applied in West Canada

The following matrix presents the results of the estimation of the potential traffic (all modes of transport) between the city pairs. As explained previously, Traffic is the result of:

$$\text{Traffic} = k * \text{Potential Attraction} / \text{Potential Repulsion}$$

k is **endogen variable as an INDEX**

As an example, estimation of Potential traffic between Calgary & Edmonton:

1. Attraction: **1 321 027**
2. Repulsion: 420
3. Traffic : **Attraction / Repulsion = 3 148**
4. The Potential Traffic (INDEX = 1) **All modes of Transport** are in direct relation with the

Geo Demographical distribution of the population along the Corridor.

The table of the Potential Traffic Index can be found in the Appendix. Calgary obtains a 27% share of the potential traffic, with Edmonton taking a 21% share. It is interesting to note that Airdrie also takes a 21% share, and Leduc takes a 14% share, with Red Deer only taking a 5% share.

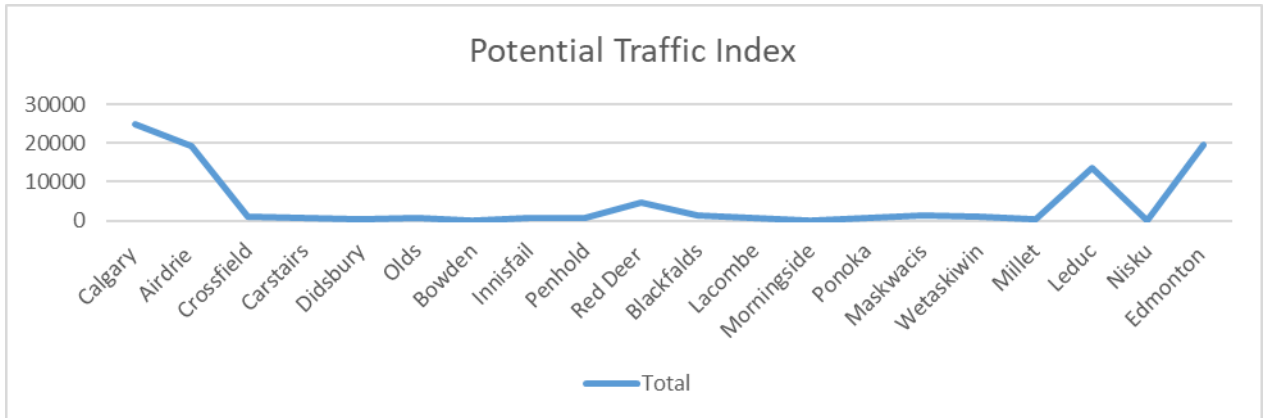
Calgary and Edmonton are the main cities to emit and receive travelers. Both cities are well balanced regarding all modes of traffic. Airdrie is smaller than Calgary, but close enough to Calgary to enjoy an attractive situation. A similar situation exists between Leduc and Edmonton, and also the towns and cities close to Red Deer.

6. Intensity of traffic flow for all modes in the Corridor: Economic ranking

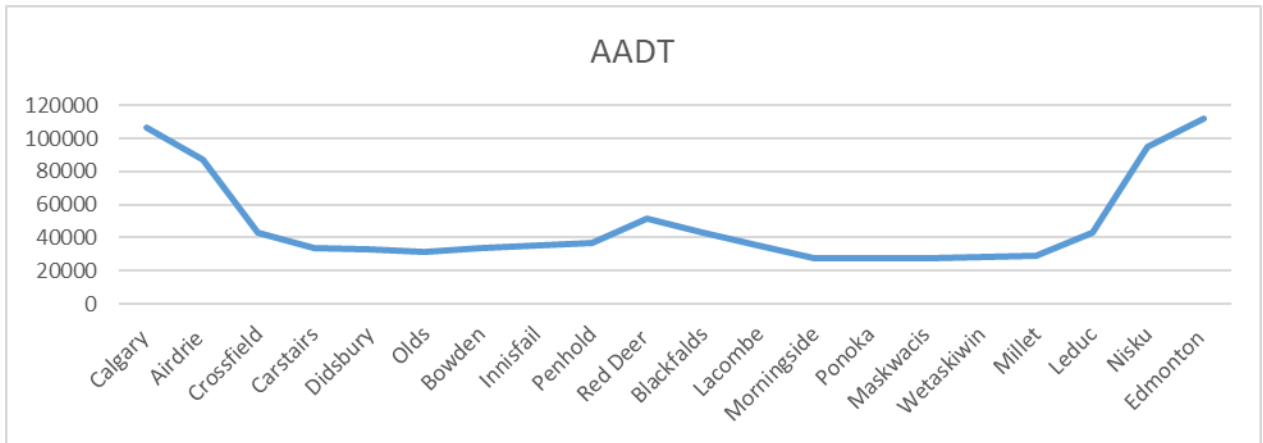
It is possible to estimate the distribution of the intensity of the traffic flows and therefore **the expenses to produce this amount of travel between the cities along the corridor**. This will reveal where money is spent and where the production of traffic activity is necessary. This estimation must be considered as an INDEX. The next matrix presents the result as a traffic flow multiply by the distance travelled, similar to PAX in the air industry.

It is interesting to see that Calgary is the first city followed by Edmonton and Red Deer.

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The Average Annual Daily Traffic data from the QE2 highway follows a similar pattern to the Potential Traffic Index.

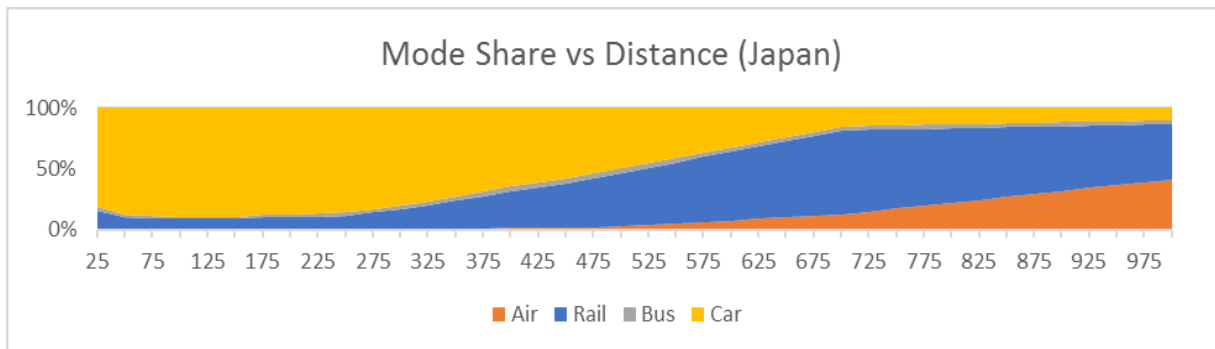
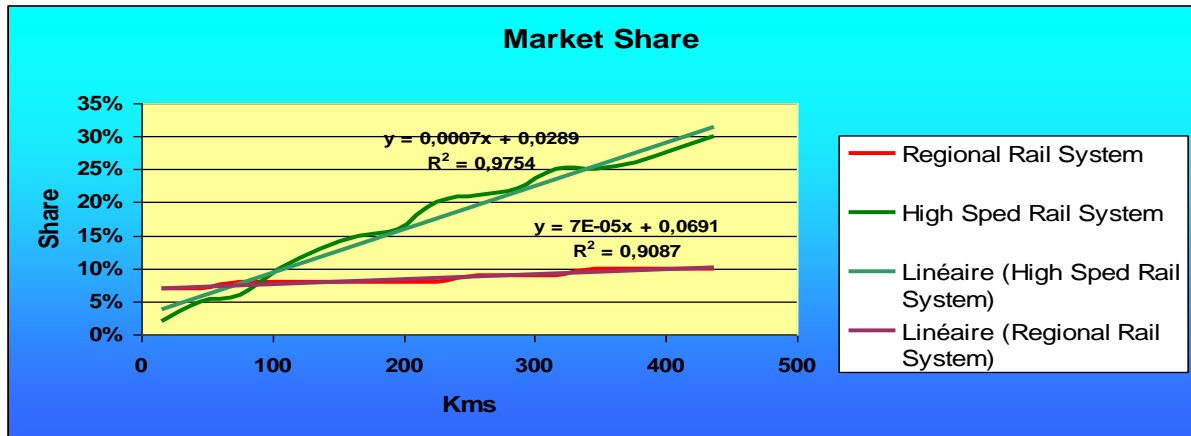


7. MODAL SHARE of TRAFFIC along the Corridor

The following chart presents the theoretical generally observed distribution of the global traffic to the different modes of transportation, automobile, bus, air, and regional (or high speed) rail. For each mode, we use a calibrated statistical model putting in correlation the market share for the distance travelled between a city pair. A better new model will be necessary in the future to take in account the specificity of West Canada calibrated with surveys.

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MARKET SHARE BY MODES of TRANSPORT



8. Regional Rail System RRS

In this paragraph we will describe an option to implement an improved rail system in Alberta. This option will be seen as a Regional Rail System, this option will be an offer with a speed of 160 kph and CFR compliant freight compatible rolling stock.

No new tracks will be built and RRS trains will be operated on enhanced Canadian Pacific tracks, that includes additional passing points to accommodate the increased number of trains, upgraded grade crossings to enable whistle cessation of trains passing through, and where possible construction of road over rail bridges to improve the safety and speed of the railway.

An access fee will be required to operate RRS trains and paid to Canadian Pacific Railway.

8.1 Regional Rail System assumptions

In order to better understand assumptions used in this particular situation, we have to explain a specificity of Gravity Model.

As it is explained previously:

$$Traffic_{ij} = k \frac{Pop_i * Pop_j^\alpha}{Gc_{ij}^2}$$

where: Pop is the number of inhabitants and

Gc is the generalized travel cost, including the corresponding running time.

Then **Gc = f + h * t** where **f** is how much you pay to travel (Fare) and **t** the time spend to travel and **h** the value of your time. Basically, this value is described as how much you are ready to spend to save an hour of your time. We will not enter in the economical description of the Log Normal mathematical function distribution of the value of time in the population of Alberta.

A Regional Rail System would have an operating speed of 160 kph, greater than the legal speed limit on the QE2 highway. The faster the speed, and therefore the lower running time between destinations, the greater the market share of the mode of transport.

Elasticity of Generalized Cost is 2 in most of traffic models.

8.2 Application to Regional Rail System Edmonton – Calgary

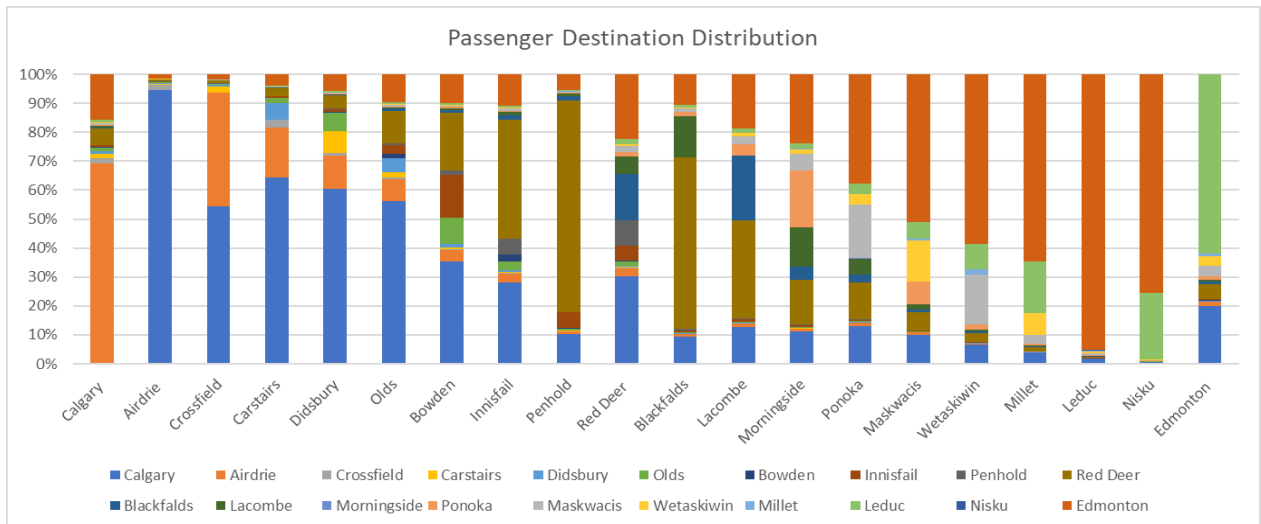
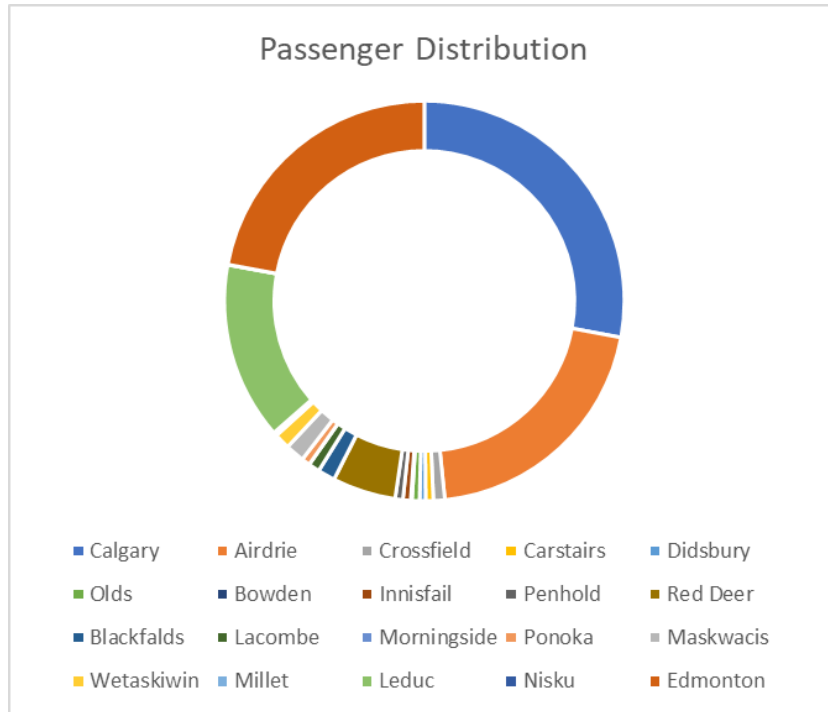
Using the theoretical assumptions as outlined, market share for Regional Rail System RRS we will obtain the percentage of market share for a Regional Rail System in the corridor, with ridership between all towns and cities on each relation. The table can be found in the Appendix.

Using the calculations, we can estimate the ridership forecast for a Regional Rail System in the Calgary – Edmonton corridor, between all towns and cities, to be 5.2 million passengers per year.

8.3 Distribution of Regional Rail System Market along the Corridor

Although there is a total of 16,200 passengers per day likely to use a Regional Rail System, not everybody is going to travel the entire length of the corridor from Edmonton to Calgary and back, with only 713 potential passengers between Calgary and Edmonton. The highest potential ridership route is between Airdrie and Calgary with 3,131 potential passengers, and the second is between Leduc and Edmonton with 2,215 potential passengers.

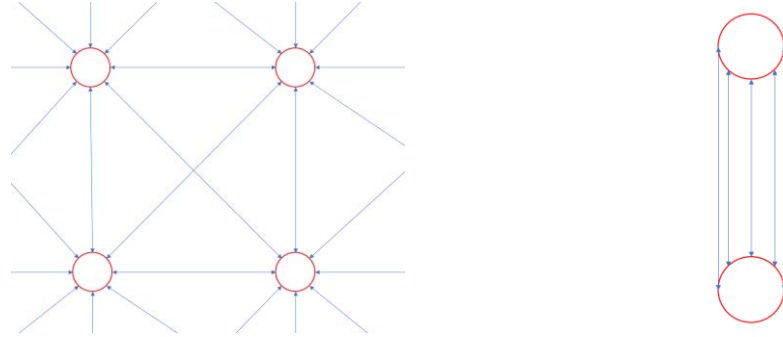
WEST CANADA CORRIDOR



Although Nisku has a minor market share of passengers, it is the location of the Edmonton International Airport, and also the location of the Premium Outlet Collection shopping mall. Both of which would be easily accessible from a regional rail station in Nisku, resulting in the attraction of a significant number of passengers not accounted for by using this gravity model.

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Most of North America is in a grid, so urban-urban trips are generated in all directions between all centres. In Alberta due to our relative isolation from other centres, our relative prosperity for a long time, and the development of specialization over time we have much stronger links.



Calgary and Edmonton are complementary cities. We have corporate offices located in Calgary and regulators located in Edmonton. The corridor itself has the highest trip generation in North American city pairs, about three to four times the equivalent Toronto-Montreal trip generation rate.

Although the population of the Calgary-Edmonton corridor is around 2 and a half million, travel in the corridor is equivalent to a population of 8 million to 10 million people. Aviation is the preferred mode for distances greater than 500 kilometres, and driving is the preferred mode for distances under 200 kilometres. The distance between Calgary and Edmonton is over 300 kilometres, making it ideal for passenger rail services.

An option would be to introduce an express service that only stops at principal stations, further reducing the journey time between destinations, which would increase the share of ridership on a Regional Rail System compared to private vehicles and air.

9. CONCLUSIONS

Now, it is time to conclude this report putting the main results in clear evidence.

Using the Gravity Model calculations, we estimate regional rail ridership to be in the region of 5.2 million passengers per year.

Due to the nature of Calgary being the financial and business hub, and Edmonton being the Government centre with the Provincial Legislature, the overall ridership can be estimated to be significantly larger than what is calculated through this Gravity Model.

More studies need to be done in order to explore all the solutions. Relations & Connections with Railways will be required in order to have access to the Tracks and Stations.

APPENDIX

Table 1 – Distances between towns and cities

Table 2 – Potential attraction between towns and cities

Table 3 – Potential repulsion between towns and cities

Table 4 – Potential total traffic between towns and cities

Table 5 – Market share of a regional rail system between towns and cities

Table 1 - Distances Between Towns & Cities

Distance between KM	Calgary	Airdrie	Crossfeild	Carstairs	Didsbury	Olds	Bowden	Innisfail	Penhold	Red Deer	Blackfalds	Lacombe	Morningside	Ponoka	Maskwacis	Wetaskiwin	Millet	Leduc	Nisku	Edmonton
Calgary	0	36.4	50.2	66.2	79.5	99.5	118	131.5	146	160.1	178.3	190	204.9	217.2	237.9	255.4	271.9	293.2	301.9	323.9
Airdrie	36.4	0	13.8	29.8	43.1	63.1	81.6	95.1	109.6	123.7	141.9	153.6	168.5	180.8	201.5	219	235.5	256.8	265.5	287.5
Crossfield	50.2	13.8	0	16	29.3	49.3	67.8	81.3	95.8	109.9	128.1	139.8	154.7	167	187.7	205.2	221.7	243	251.7	273.7
Carstairs	66.2	29.8	16	0	13.3	33.3	51.8	65.3	79.8	93.9	112.1	123.8	138.7	151	171.7	189.2	205.7	227	235.7	257.7
Didsbury	79.5	43.1	29.3	13.3	0	20	38.5	52	66.5	80.6	98.8	110.5	125.4	137.7	158.4	175.9	192.4	213.7	222.4	244.4
Olds	99.5	63.1	49.3	33.3	20	0	18.5	32	46.5	60.6	78.8	90.5	105.4	117.7	138.4	155.9	172.4	193.7	202.4	224.4
Bowden	118	81.6	67.8	51.8	38.5	18.5	0	13.5	28	42.1	60.3	72	86.9	99.2	119.9	137.4	153.9	175.2	183.9	205.9
Innisfail	131.5	95.1	81.3	65.3	52	32	13.5	0	14.5	28.6	46.8	58.5	73.4	85.7	106.4	123.9	140.4	161.7	170.4	192.4
Penhold	146	109.6	95.8	79.8	66.5	46.5	28	14.5	0	14.1	32.3	44	58.9	71.2	91.9	109.4	125.9	147.2	155.9	177.9
Red Deer	160.1	123.7	109.9	93.9	80.6	60.6	42.1	28.6	14.1	0	18.2	29.9	44.8	57.1	77.8	95.3	111.8	133.1	141.8	163.8
Blackfalds	178.3	141.9	128.1	112.1	98.8	78.8	60.3	46.8	32.3	18.2	0	11.7	26.6	38.9	59.6	77.1	93.6	114.9	123.6	145.6
Lacombe	190	153.6	139.8	123.8	110.5	90.5	72	58.5	44	29.9	11.7	0	14.9	27.2	47.9	65.4	81.9	103.2	111.9	133.9
Morningside	204.9	168.5	154.7	138.7	125.4	105.4	86.9	73.4	58.9	44.8	26.6	14.9	0	12.3	33	50.5	67	88.3	97	119
Ponoka	217.2	180.8	167	151	137.7	117.7	99.2	85.7	71.2	57.1	38.9	27.2	12.3	0	20.7	38.2	54.7	76	84.7	106.7
Maskwacis	237.9	201.5	187.7	171.7	158.4	138.4	119.9	106.4	91.9	77.8	59.6	47.9	33	20.7	0	17.5	34	55.3	64	86
Wetaskiwin	255.4	219	205.2	189.2	175.9	155.9	137.4	123.9	109.4	95.3	77.1	65.4	50.5	38.2	17.5	0	16.5	37.8	46.5	68.5
Millet	271.9	235.5	221.7	205.7	192.4	172.4	153.9	140.4	125.9	111.8	93.6	81.9	67	54.7	34	16.5	0	21.3	30	52
Leduc	293.2	256.8	243	227	213.7	193.7	175.2	161.7	147.2	133.1	114.9	103.2	88.3	76	55.3	37.8	21.3	0	8.7	30.7
Nisku	301.9	265.5	251.7	235.7	222.4	202.4	183.9	170.4	155.9	141.8	123.6	111.9	97	84.7	64	46.5	30	8.7	0	22
Edmonton	323.9	287.5	273.7	257.7	244.4	224.4	205.9	192.4	177.9	163.8	145.6	133.9	119	106.7	86	68.5	52	30.7	22	0

Table 2 - Potential Attraction Between Towns & Cities

Potential Attraction	Calgary	Airdrie	Crossfield	Carstairs	Didsbury	Olds	Bowden	Innisfail	Penhold	Red Deer	Blackfalds	Lacombe	Morningside	Ponoka	Maskwacis	Wetaskiwin	Millet	Leduc	Nisku	Edmonton	Total
Calgary	0	96832.6944	4703.115616	6400.628032	6625.39488	12034.17386	1672.68352	10434.67024	4552.835456	131781.3257	13682.02848	13437.65987	156.81408	13065.22643	26879.2401	16457.6377	2469.82176	63392.09184	39.20352	1321026.639	1745643.884
Airdrie	96832.6944	0	266.6859	362.9418	375.687	682.3869	94.848	591.6885	258.1644	7472.5404	775.827	761.9703	8.892	740.8518	1524.1629	933.2154	140.049	3594.591	2.223	74907.6159	190327.0356
Crossfield	4703.115616	266.6859	0	17.627902	18.24693	33.143191	4.60672	28.738015	12.538916	362.937556	37.68153	37.008517	0.43188	35.982802	74.027831	45.325806	6.80211	174.58749	0.10797	3638.225501	9497.822183
Carstairs	6400.628032	362.9418	17.627902	0	24.83286	45.105682	6.26944	39.11053	17.064632	493.933912	51.28206	50.366134	0.58776	48.970204	100.746962	61.685412	9.25722	237.60198	0.14694	4951.383302	12919.54276
Didsbury	6625.39488	375.687	18.24693	24.83286	0	46.68963	6.4896	40.48395	17.66388	511.27908	53.0829	52.13481	0.6084	50.68986	104.28483	63.85158	9.5823	245.9457	0.1521	5125.25793	13372.35822
Olds	12034.17386	682.3869	33.143191	45.105682	46.68963	0	11.78752	73.533865	32.084156	928.672396	96.41823	94.696147	1.10508	92.071582	189.419921	115.978146	17.40501	446.72859	0.27627	9309.368891	24251.04506
Bowden	1672.68352	94.848	4.60672	6.26944	6.4896	11.78752	0	10.2208	4.45952	129.08032	13.4016	13.16224	0.1536	12.79744	26.32832	16.12032	2.4192	62.0928	0.0384	1293.95072	3380.91008
Innisfail	10434.67024	591.6885	28.738015	39.11053	40.48395	73.533865	10.2208	0	27.81974	805.23934	83.60295	82.109755	0.9582	79.83403	164.243465	100.56309	15.09165	387.35235	0.23955	8072.028515	21037.52854
Penhold	4552.835456	258.1644	12.538916	17.064632	17.66388	32.084156	4.45952	27.81974	0	351.340496	36.47748	35.825972	0.41808	34.833032	71.662396	43.877496	6.58476	169.00884	0.10452	3521.972116	9194.735888
Red Deer	131781.3257	7472.5404	362.937556	493.933912	511.27908	928.672396	129.08032	805.23934	351.340496	0	1055.83668	1036.978852	12.10128	1008.238312	2074.260236	1270.029336	190.59516	4891.94244	3.02532	101943.0988	256322.4556
Blackfalds	13682.02848	775.827	37.68153	51.28206	53.0829	96.41823	13.4016	83.60295	36.47748	1055.83668	0	107.66301	1.2564	104.67906	215.35743	131.85918	19.7883	507.8997	0.3141	10584.11253	27558.56862
Lacombe	13437.65987	761.9703	37.008517	50.366134	52.13481	94.696147	13.16224	82.109755	35.825972	1036.978852	107.66301	0	1.23396	102.809434	211.511027	129.504102	19.43487	498.82833	0.30849	10395.07442	27068.28024
Morningside	156.81408	8.892	0.43188	0.58776	0.6084	1.10508	0.1536	0.9582	0.41808	12.10128	1.2564	1.23396	0	1.19976	2.46828	1.51128	0.2268	5.8212	0.0036	121.30788	317.09952
Ponoka	13065.22643	740.8518	35.982802	48.970204	50.68986	92.071582	12.79744	79.83403	34.833032	1008.238312	104.67906	102.809434	1.19976	0	205.648862	125.914812	18.89622	485.00298	0.29994	10106.9682	26320.91476
Maskwacis	26879.2401	1524.1629	74.027831	100.746962	104.28483	189.419921	26.32832	164.243465	71.662396	2074.260236	215.35743	211.511027	2.46828	205.648862	0	259.045986	38.87541	997.80219	0.61707	20793.18153	53932.88474
Wetaskiwin	16457.6377	933.2154	45.325806	61.685412	63.85158	115.978146	16.12032	100.56309	43.877496	1270.029336	131.85918	129.504102	1.51128	125.914812	259.045986	0	23.80266	610.93494	0.37782	12731.26201	33122.49707
Millet	2469.82176	140.049	6.80211	9.25722	9.5823	17.40501	2.4192	15.09165	6.58476	190.59516	19.7883	19.43487	0.2268	18.89622	38.87541	23.80266	0	91.6839	0.0567	1910.59911	4990.97214
Leduc	63392.09184	3594.591	174.58749	237.60198	245.9457	446.72859	62.0928	387.35235	169.00884	4891.94244	507.8997	498.82833	5.8212	485.00298	997.80219	610.93494	91.6839	0	1.4553	49038.71049	125840.0821
Nisku	39.20352	2.223	0.10797	0.14694	0.1521	0.27627	0.0384	0.23955	0.10452	3.02532	0.3141	0.30849	0.0036	0.29994	0.61707	0.37782	0.0567	1.4553	0	30.32697	79.27758
Edmonton	1321026.639	74907.6159	3638.225501	4951.383302	5125.25793	9309.368891	1293.95072	8072.028515	3521.972116	101943.0988	10584.11253	10395.07442	121.30788	10106.9682	20793.18153	12731.26201	1910.59911	49038.71049	30.32697	0	1649501.084
Total	1745643.884	190327.0356	9497.822183	12919.54276	13372.35822	24251.04506	3380.91008	21037.52854	9194.735888	256322.4556	27558.56862	27068.28024	317.09952	26320.91476	53932.88474	33122.49707	4990.97214	125840.0821	79.27758	1649501.084	4234678.979
Ratio	0.412225789	0.044944856	0.002242867	0.003050891	0.003157821	0.005726773	0.000798386	0.004967916	0.002171295	0.060529371	0.006507829	0.00639205	7.48816E-05	0.006215563	0.012736003	0.007821726	0.001178595	0.029716558	1.8721E-05	0.389522108	1

Table 3 - Potential Repulsion Between Towns & Cities

Repulsion	Calgary	Airdrie	Crossfeild	Carstairs	Didsbury	Olds	Bowden	Innisfail	Penhold	Red Deer	Blackfalds	Lacombe	Morningside	Ponoka	Maskwacis	Wetaskiwin	Millet	Leduc	Nisku	Edmonton	Total
Calgary	0	5.29984	10.08016	17.52976	25.281	39.601	55.696	69.169	85.264	102.52804	127.16356	144.4	167.93604	188.70336	226.38564	260.91664	295.71844	343.86496	364.57444	419.64484	2949.75672
Airdrie	5.29984	0	0.76176	3.55216	7.43044	15.92644	26.63424	36.17604	48.04864	61.20676	80.54244	94.37184	113.569	130.75456	162.409	191.844	221.841	263.78496	281.961	330.625	2076.73912
Crossfeild	10.08016	0.76176	0	1.024	3.43396	9.72196	18.38736	26.43876	36.71056	48.31204	65.63844	78.17616	95.72836	111.556	140.92516	168.42816	196.60356	236.196	253.41156	299.64676	1801.18072
Carstairs	17.52976	3.55216	1.024	0	0.70756	4.43556	10.73296	17.05636	25.47216	35.26884	50.26564	61.30576	76.95076	91.204	117.92356	143.18656	169.24996	206.116	222.21796	265.63716	1519.83672
Didsbury	25.281	7.43044	3.43396	0.70756	0	1.6	5.929	10.816	17.689	25.98544	39.04576	48.841	62.90064	75.84516	100.36224	123.76324	148.07104	182.67076	197.84704	238.92544	1317.

Table 4 - Potential Total Traffic Between Towns & Cities

Potential Traffic Index	Calgary	Airdrie	Crossfield	Carstairs	Didsbury	Olds	Bowden	Innisfail	Penhold	Red Deer	Blackfalds	Lacombe	Morningside	Ponoka	Maskwacis	Wetaskiwin	Millet	Leduc	Nisku	Edmonton	Total
Calgary	0	18270.87127	466.5715243	365.1292449	262.070127	303.8856053	30.0323815	150.8576131	53.3969255	1285.319857	107.5939403	93.05858637	0.933772643	69.23685107	118.7320896	63.07622885	8.35193693	184.3517055	0.107532278	3147.963499	24981.54069
Airdrie	18270.87127	0	350.0917612	102.1749583	50.56053208	42.8461665	3.561130334	16.35581175	5.37298038	122.0868479	9.63252417	8.074127833	0.078296014	5.66597295	9.384719443	4.86444924	0.631303501	13.62697479	0.007884069	226.5636776	19242.45139
Crossfield	466.5715243	350.0917612	0	17.21474805	5.313669932	3.40910588	0.250537326	1.086965312	0.341561556	7.512362467	0.574077172	0.473399013	0.004511516	0.322553713	0.525298896	0.269110617	0.034598102	0.739163618	0.000426066	12.1417148	866.8770895
Carstairs	365.1292449	102.1749583	17.21474805	0	35.09647238	10.16910649	0.584129634	2.293017385	0.669932664	14.00482443	1.02022097	0.821556311	0.007638131	0.536930442	0.854341253	0.430804483	0.054695552	1.152758544	0.000661243	18.63964854	570.8556897
Didsbury	262.070127	50.56053208	5.313669932	35.09647238	0	29.18101875	1.094552201	3.74296875	0.998579908	19.67559834	1.359504848	1.067439446	0.009672398	0.668333484	1.039084321	0.515917166	0.064714207	1.346387895	0.000768776	21.45128593	435.2566278
Olds	303.8856053	42.8461665	3.40910588	10.16910649	29.18101875	0	8.610314098	17.95260376	3.709579836	63.2204084	3.881921317	2.890514545	0.024868667	1.661547221	2.472256228	1.192954666	0.146399557	2.976627672	0.001685981	46.21836132	544.4510462
Bowden	30.0323815	3.561130334	0.250537326	0.584129634	1.094552201	8.610314098	0	14.02030178	1.422040816	18.20689344	0.921429338	0.634753086	0.005085008	0.325117066	0.457851657	0.213471648	0.025534922	0.5057234	0.000283862	7.630360414	88.50189153
Innisfail	150.8576131	16.35581175	1.086965312	2.293017385	3.74296875	17.95260376	14.02030178	0	33.07935791	246.1120776	9.542669981	5.99822887	0.044463542	2.717480383	3.626977416	1.637706246	0.191400258	3.703617811	0.002062514	54.51456622	567.4798906
Penhold	53.3969255	5.37298038	0.341561556	0.669932664	0.998579908	3.709579836	1.422040816	33.07935791	0	441.8043559	8.740973267	4.626287707	0.030127897	1.717794865	2.121291298	0.916531087	0.10385526	1.9499964	0.001075096	27.82108261	588.82433
Red Deer	1285.319857	122.0868479	7.512362467	14.00482443	19.67559834	63.2204084	18.20689344	246.1120776	441.8043559	0	796.8819285	289.9796568	1.507354114	77.30916603	85.67301614	34.95972117	3.812134978	69.03434937	0.037614809	949.8828453	4527.021013
Blackfalds	107.5939403	9.63252417	0.574077172	1.02022097	1.359504848	3.881921317	0.921429338	9.542669981	8.740973267	796.8819285	0	196.6232194	0.44391995	17.2942057	15.15679404	5.545511666	0.564672707	9.617847964	0.005140093	124.8164158	1310.216917
Lacombe	93.05858637	8.074127833	0.473399013	0.821556311	1.067439446	2.890514545	0.634753086	5.99822887	4.626287707	289.9796568	196.6232194	0	1.389532003	34.74042834	23.04634165	7.569514701	0.724358974	11.70932134	0.006159152	144.9460743	828.3794998
Morningside	0.933772643	0.078296014	0.004511516	0.007638131	0.009672398	0.024868667	0.005085008	0.044463542	0.030127897	1.507354114	0.44391995	1.389532003	0	1.982550069	0.566639118	0.148150181	0.012630875	0.186651344	9.56531E-05	2.141583928	9.517543052
Ponoka	69.23685107	5.66597295	0.322553713	0.536930442	0.668333484	1.661547221	0.325117066	2.717480383	1.717794865	77.30916603	17.2942057	34.74042834	1.982550069	0	119.9846332	21.57198473	1.578847896	20.99216499	0.010452197	221.938205	600.2552194
Maskwacis	118.7320896	9.384719443	0.525298896	0.854341253	1.039084321	2.472256228	0.457851657	3.626977416	2.121291298	85.67301614	15.15679404	23.04634165	0.566639118	119.9846332	0	211.466111	8.407311851	81.57070181	0.037662964	702.8522692	1387.975391
Wetaskiwin	63.07622885	4.86444924	0.269110617	0.430804483	0.515917166	1.192954666	0.213471648	1.637706246	0.916531087	34.95972117	5.545511666	7.569514701	0.148150181	21.57198473	211.466111	0	21.85735537	106.8935185	0.043683663	678.3132829	1161.486008
Millet	8.35193693	0.631303501	0.034598102	0.054695552	0.064714207	0.146399557	0.025534922	0.191400258	0.10385526	3.812134978	0.564672707	0.724358974	0.012630875	1.578847896	8.407311851	21.85735537	0	50.52122595	0.01575	176.6456278	273.7443547
Leduc	184.3517055	13.62697479	0.739163618	1.152758544	1.346387895	2.976627672	0.5057234	3.703617811	1.9499964	69.03434937	9.617847964	11.70932134	0.186651344	20.99216499	81.57070181	106.8935185	50.52122595	0	4.806777646	13007.75353	13573.43904
Nisku	0.107532278	0.007884069	0.000426066	0.000661243	0.000768776	0.001685981	0.000283862	0.002062514	0.001075096	0.037614809	0.005140093	0.006159152	9.56531E-05	0.010452197	0.037662964	0.043683663	0.01575	4.806777646	0	15.66475723	20.75047329
Edmonton	3147.963499	226.5636776	12.1417148	18.63964854	21.45128593	46.21836132	7.630360414	54.51456622	27.82108261	949.8828453	124.8164158	144.9460743	2.141583928	221.938205	702.8522692	678.3132829	176.6456278	13007.75353	15.66475723	0	19587.89879
Total	24981.54069	19242.45139	866.8770895	570.8556897	435.2566278	544.4510462	88.50189153	567.4798906	588.82433	4527.021013	1310.216917	828.3794998	9.517543052	600.2552194	1387.975391	1161.486008	273.7443547	13573.43904	20.75047329	19587.89879	91166.92289
Ratio	0.274019786	0.211068343	0.00950868	0.006261654	0.004774282	0.005972024	0.000970768	0.006224625	0.00645875	0.049656398	0.014371626	0.009086404	0.000104397	0.006584134	0.01522455	0.012704213	0.003002672	0.148885567	0.00022761	0.214857518	1

Table 5 - Market Share of a Regional Rail System Between Towns & Cities

Potential Market Index	Calgary	Airdrie	Crossfield	Carstairs	Didsbury	Olds	Bowden	Innisfail	Penhold	Red Deer	Blackfalds	Lacombe	Morningside	Ponoka	Maskwacis	Wetaskiwin	Millet	Leduc	Nisku	Edmonton	Total
Calgary	-	3,131	81	65	47	56	6	29	10	251	21	19	0	14	25	13	2	41	0	713	4523.316032
Airdrie	3,131	-	58	17	9	8	1	3	1	23	2	2	0	1	2	1	0	3	0	50	3310.956574
Crossfield	81	58	-	3	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	148.9585101
Carstairs	65	17	3	-	6	2	0	0	0	3	0	0	0	0	0	0	0	0	0	4	100.6376638
Didsbury	47	9	1	6	-	5	0	1	0	4	0	0	0	0	0	0	0	0	0	5	77.7344946
Olds	56	8	1	2	5	-	1	3	1	11	1	1	0	0	0	0	0	1	0	10	99.28639877
Bowden	6	1	0	0	0	1	-	2	0	3	0	0	0	0	0	0	0	0	0	2	15.88315564
Innisfail	29	3	0	0	1	3	2	-	6	42	2	1	0	0	1	0	0	1	0	11	101.5012791
Penhold	10	1	0	0	0	1	0	6	-	74	1	1	0	0	0	0	0	0	0	6	100.9381264
Red Deer	251	23	1	3	4	11	3	42	74	-	134	49	0	14	15	6	1	13	0	186	829.5750565
Blackfalds	21	2	0	0	0	1	0	2	1	134	-	33	0	3	3	1	0	2	0	24	226.9069348
Lacombe	19	2	0	0	0	1	0	1	1	49	33	-	0	6	4	1	0	2	0	28	146.5820456
Morningside	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	1.686958105
Ponoka	14	1	0	0	0	0	0	0	0	14	3	6	0	-	20	4	0	4	0	41	108.5680291
Maskwacis	25	2	0	0	0	0	0	1	0	15	3	4	0	20	-	35	1	14	0	127	249.5717572
Wetaskiwin	13	1	0	0	0	0	0	0	0	6	1	1	0	4	35	-	4	18	0	120	205.8066277
Millet	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	-	9	0	31	47.69441328
Leduc	41	3	0	0	0	1	0	1	0	13	2	2	0	4	14	18	9	-	1	2,215	2323.679533
Nisku	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-	3	3.494425792
Edmonton	713	50	3	4	5	10	2	11	6	186	24	28	0	41	127	120	31	2,215	3	-	3576.333705
Total	4523.316032	3310.956574	148.9585101	100.6376638	77.7344946	99.28639877	15.88315564	101.5012791	100.9381264	829.5750565	226.9069348	146.5820456	1.686958105	108.5680291	249.5717572	205.8066277	47.69441328	2323.679533	3.494425792	3576.333705	16199.11172
Ratio	0.27923235	0.204391243	0.009195474	0.006212542	0.004798689	0.006129126	0.000980495	0.006265855	0.00623109	0.051211145	0.014007369	0.009048771	0.000104139	0.006702098	0.015406509	0.012704809	0.002944261	0.143444874	0.000215717	0.220773445	1

Regular Council Meeting

Request for Decision

Planning & Development Services

Date: April 27, 2022

SUBJECT: Business Support Options

RECOMMENDATION: That Council provide direction on the preferred option

ALTERNATIVE OPTIONS: N/A

BACKGROUND: At the 3rd MDP Council Workshop on April 20, 2022, Council requested Administration provide options for existing businesses with existing Development Permits (Riding Arena, Public, Event facilities in Direct Control Districts and Business, Agri-Tourism) to accommodate:

- 1) overnight self-contained accommodations
- 2) flexibility for more events to assist with economic recovery

There are approximately 11 Riding Arenas, Public: 11 Business, Agri-Tourism businesses and 4 Direct Control Districts with approved Development Permits.

Option 1: Moratorium on enforcing Development Permit restrictions:

- Events and overnight accommodation/stay can occur outside of Development Permit conditions. No enforcement of conditions (number of events, clinics, hours of operation, days of operation).
- Complaints received during Moratorium period will not be investigated.
- Moratorium would have an expiry date (for example until the end of 2022)
- No new permanent infrastructure would be allowed under the Moratorium program.
- It is recommended that pre-registration for the enforcement Moratorium be required and that only existing approved businesses be eligible to participate.
- After conclusion of the Moratorium period, it is expected that any businesses wishing to continue to operate outside of their existing Development Permit would be required to apply for the necessary Permit amendments.
Amendments to the Land Use Bylaw may be required to accommodate Development Permit applications after the Moratorium expires.
- This option could be implemented prior to May long weekend, 2022.

Option 2: Land Use Bylaw Amendment to allow for Development Permit application:

Amend the Land Use Bylaw (will require a Public Hearing) to:

- Add overnight accommodation/stay (no infrastructure to allow dry camping) as part of the Specific Use Regulations for Riding Arena, Public, that can be issued.
- Add overnight accommodation/stay in existing DCs for Event Centres (May not be applicable for all DC's).

Note that Business Agritourism’s definition is broad, and recent permits allow for overnight accommodation as part of the scope of business.

No use or regulation added for additional events (too wide a variety of businesses), Development Permit application details and condition restrictions. Applicants can apply for additional hours/days of operation under their existing zoning’s uses and regulations; or amend the DC districts if there are restrictions.

- This option would take several months to implement.

Option 3: Status Quo (Administration supports this option):

Businesses can apply for Permits to expand their business operations, but all applications would be subject to traditional approval processes that take offsite impacts to the surrounding landowners into consideration. Existing Development Permits have been issued by approving authorities after weighing the merits of the application with the potential side effects for adjacent properties.

Administration could not identify an option under the Public Event Bylaw that would not contravene the conditions of Development Permits issued under the Land Use Bylaw. It would not be appropriate to issue a permit authorizing something that is limited or restricted by an approval under the Land Use Bylaw.

- This Option would take several months to implement as an application proceeds through the consultation, approval and (possibly) appeal stages

RELEVANT POLICY:

- [Land Use Bylaw](#)
- [Public Events Bylaw](#)

BUDGET IMPLICATIONS: N/A

Attachments ☐ Nil ☒

PREPARED BY: MB
REVIEWED BY: JH

Regular Council Meeting

Request for Decision

Legislative, Community and Agricultural Services

Date: April 27, 2022

SUBJECT: Sundre Fire Department Pumper Purchase

RECOMMENDATION: That Council approve an additional \$51,299.00 towards the Sundre Fire Pumper to be funded from the General Fire Reserve.

ALTERNATIVE OPTIONS: That Council request Administration notify the Town of Sundre that it is not agreeable to funding any additional costs over the previous commitment of \$400,000.00 towards the Sundre Fire Pumper.

BACKGROUND: As part of the 2022 Project Budget, Mountain View County agreed to fund \$400,000.00 (50%) of the cost associated with the purchase of a new Fire Pumper for the Sundre Fire Department. At the Sundre Intermunicipal Collaboration Committee meeting on April 14, 2022, it was identified that after developing the specifications for the new Pumper and sending it for quote, a total cost of \$902,598.00 was received. Further, this quote was only valid until April 29, 2022, at which point in time it would increase by 7%, to a total cost of \$965,779.86 (50% being \$482,889.93).

Policy 8017 – Fire Major Capital Equipment Procurement requires all new purchases to adhere to a set criteria established as follows:

- 1) Compliant with Provincial and Federal Procurement Legislation: Administration has been notified that this procurement is compliant with the Town of Sundre's procurement policy and process which complies with trade law requirements;
- 2) Purchased to achieve a MVC Approved Service Level – The Apparatus is required to achieve a MVC Service Level and the Fire Chief has confirmed that it has been designed with the County's objectives in mind;
- 3) Purchased in accordance with approved long-range plans – The Apparatus has been identified on the long range plan for procurement in 2021.
- 4) Procured through a performance-based specification – Administration was not involved in the specification of the equipment, however compared to other recent pumper purchases, the specifications appear to be fairly similar except as outlined below.

The Town of Sundre provided the specifications to Mountain View County after the quote was obtained. Upon quick review, the truck appears to be similar in rural fire operation to the most recent pumper purchased by the Town of Didsbury (total cost of \$775,000.00 - \$387,500.00 contributed by Mountain View County in 2019/2020) with the only significant difference being that the Town of Didsbury's pumper was designed to haul 1,500 gallons of water compared to the Town of Sundre's proposed pumper designed to haul 1,000 gallons of water. In discussions, it was identified that the Sundre Department

considered the 500 gallons of water difference against the additional weight imposed by the water and determined it was more appropriate to stay with 1,000 gallons and allow for quicker response times with a lighter vehicle in the rural and remote locations within the Fire district.

RELEVANT POLICY: [Policy 8017- Fire Major Capital Equipment Procurement](#)

BUDGET IMPLICATIONS: \$51,299.00 – General Fire Reserve

Attachments ☐ Nil ☒

PREPARED BY: CA
REVIEWED BY: CA