



P.O. BOX 180
VULCAN, ALBERTA
TOL 2B0

TELEPHONE: 1-403-485-2241
TOLL FREE: 1-877-485-2299
FAX: 1-403-485-2920
www.vulcancounty.ab.ca

August 8, 2025

Vulcan County MacGregor Marina Project Overview

Project Purpose

MacGregor Reservoir is a well established and popular tourist destination, drawing a high volume of visitors from Calgary and surrounding regions due to its accessibility and recreational appeal. However, the existing boat launch at the southern end of the Lake McGregor Provincial Reservoir Campground is no longer sufficient to accommodate the growing number of users. In response to these ongoing access limitations, Vulcan County has proposed the development of an inland marina on the western shoreline of the Reservoir, within the boundaries of the current Provincial Recreation Area at the southern end of the campground.

In addition to supporting regional tourism and contributing to the economic growth of the Village of Milo, the proposed marina would significantly improve public safety. Enhanced access and temporary boat storage facilities would bolster emergency response capabilities on the Reservoir, where incidents requiring intervention occur on an annual basis. By improving response times and operational readiness, the marina would serve as a critical asset in ensuring the well being of all users.

Moreover, the development could contribute to improved environmental management. By providing a designated area for boat cleaning upon exit, the marina would support efforts to control the spread of invasive species such as the Chinese Mystery Snail.

Project Area

The project area, as identified in Drawing One, spans 17.43 hectares (43.08 acres), a footprint designed to limit disturbance to existing campground infrastructure while permitting continued use of the existing boat ramp until construction is completed.

Historical Resources and Early Use of the MacGregor Provincial Recreation Area

The Government of Alberta's Historical Resources Listing was utilized to determine if any Historical Resources may be present on site. No HRV's were found.

Over the last 116 years, the site has seen various activity on the lands. Dam construction for the reservoir began in 1909 and was completed in 1920 when the reservoir began filling. In 1953, construction of the park took place, followed by construction of a nine-hole golf course in 1961 by the Milo Lions Club. Operation of the course continued until the early 1970's, after which the area was then converted to it's current use as a greenspace and campground.

Marina Earthworks and Construction

The construction of a Marina on an operating reservoir necessitated consideration of fluctuating water levels. A review of the Daily Water Levels Report was completed as well as consultation with Alberta Agriculture and Irrigation Water Infrastructure and Operations Branch

Team Lead Mark Ellis. Through this process we have identified a high-water mark of 874.4m and a low-level water mark at 870.296m, with a bottom of marina excavation depth at 868.772m. This will allow for marina operation in years where the reservoir is drawn down to exceptionally low levels to facilitate dam and highway crossing maintenance.

Marina earthworks involve the stripping of 10,401 cubic metres of topsoil and excavation of 143,600 cubic metres of subsoil. Our Geotechnical Drilling which took place in early March revealed that the underlying soil is largely a firm clay composition. Groundwater has only infiltrated two test holes and has now equalized with the reservoir level. This is a positive finding as it supports that most excavation can be efficiently completed with our CAT 627 Motor Scrapers. The balance of excavation will be completed with an Excavator, with material being loaded into an Articulated Truck.

Excavation of the marina channel will occur last. This will allow for continued access to the existing boat launch area.

Equipment Fueling

To minimize environmental risks, all equipment refueling will occur in a designated area, away from drainage courses and water bodies, equipped with spill containment measures, including absorbent pads and spill kits. Any spills will be immediately contained, reported, and remediated in accordance with provincial regulations.

Site Dewatering During Construction

Site dewatering is expected due to water infiltration from the nearby reservoir. To prevent sediment discharge, we will construct a temporary settling pond in the southeast corner of the project area. Water from the excavation site will be pumped into this pond, and clean water will be released from the top through a gated pipe. If the water clarity does not meet the required standards, pumping will be halted, and the discharge gate closed until adequate settling occurs.

Sediment and Erosion Control

During construction, sediment and erosion control will be managed through the use of silt fencing, and erosion control blankets. During construction, runoff will be directed to the excavation site or settling pond to facilitate sediment control.

At the completion of the project, all disturbed areas and newly constructed berms will be seeded with grass. The preferred grass mix can be determined through consultation with Forestry and Parks and Vulcan County Ag Services. Silt fencing and erosion control blankets will remain in place until the grass has been established and erosion is no longer a concern.

Public Access and Safety

Construction timing is expected to occur outside of the camping and peak recreational season, between November 10th – April 10th. Signage will be posted indicating the activities which are occurring, restricted areas, and pertinent contact information.

A temporary 4-wire barb fence will be installed around the project area. This will not only mitigate the public from entering the site but also ensure that crews remain inside of the permitted project area. Access into the site will be through lockable swinging gates.

Roadways and Parking Lots

Roadways will be constructed to a 10m finished road-top width. Parking lots measuring approximately one acre each will have a total capacity of 62 double stalls and 42 single stalls. Should additional parking be required, overflow parking could be constructed at the turnaround on the southeast corner of the development.

Dock and Slip Construction

A maximum of twelve docks with fifty-six slips accommodating up to 103 boats could be accommodated within the marina footprint. Currently, multiple products are being evaluated for durability, consistent dock height from water, visual appeal, maintenance, freeze in ability, and overall cost.

Two slips will be permanently reserved for Emergency Services watercraft. Upon request, a slip could also be reserved for the GOA.

Boat Launch

The proposed boat launch will be a concrete structure measuring 48 meters in length and 9.75 meters in width. The launch will extend to the low-level water mark to ensure year-round operability regardless of water levels.

Marina Operation

Daily operations will be managed in collaboration with the Village of Milo, with an agreement outlining each municipality's responsibilities and commitments. Initial discussions have been productive, and the Village looks forward to the marina's completion.

Closing

Vulcan County recognizes that approvals from multiple Ministries are required for this project. To this end, the Ministries of Agriculture and Irrigation and Environment and Protected Areas, as well as the Bow River Irrigation District, have been briefed on the project. We value your input and look forward to addressing any questions or concerns you may have.

I look forward to working with you and your department.

Regards,



Nels Petersen
Chief Administrative Officer, Vulcan County