



REGIONAL MUNICIPALITY
OF **WOOD BUFFALO**

Council Meeting

Jubilee Centre Council Chamber
9909 Franklin Avenue, Fort McMurray

Tuesday, November 9, 2010
5:00 p.m.

Agenda

Call to Order

Opening Prayer

Adoption of Agenda

Minutes of Previous Meetings

1. Regular Meeting – September 14, 2010
2. Organizational Meeting – October 26, 2010

Delegations

Those individuals in attendance at the meeting will be provided with an opportunity to address Council regarding an item on the agenda, with the exception of those items for which a Public Hearing is required or has been held. Consistent with all delegations, each presentation will be allowed a maximum of five minutes.

Bylaws

3. Bylaw 10/034 – Riverbend Point Area Structure Plan (*1st reading*)
4. Bylaw 10/035 – Land Use Bylaw Amendment Lots 1-6, Block 13, Plan 3969 ET (7203 – 7213 Cliff Avenue) (*1st reading*)

Reports

5. Tax Accounts Write-Off
6. Composite Assessment Review Boards – Appointment of Alternate Board Members

New and Unfinished Business

Reporting - Boards and Committees

Adjournment

Subject: Bylaw No. 10/034 – Riverbend Point Area Structure Plan**APPROVALS:**

Kelly Kloss, Chief Administrative Officer, Interim
Dennis Peck, Director

Administrative Recommendation(s):

THAT Bylaw No. 10/034, being the Riverbend Point Area Structure Plan, be read a first time.

Summary:

The Riverbend Point Area Structure Plan is a private initiative that proposes a community of 10,508 people over three phases on 203 hectares of land east of Abasand Heights across the Horse River (Attachment 2).

Administration does not support the approval of an Area Structure Plan at this time; however, Council may wish to proceed to a public hearing stage. The authority to adopt an Area Structure Plan is vested with Council under the Municipal Government Act.

Background:

The Riverbend Point Area Structure Plan was first circulated in January 2008, and Administration undertook a detailed review of the proposal. It is not uncommon for a large scale development to take significant time to review and negotiate, and during this review process, several issues were identified. The most serious unresolved issue is road access to the site. From an administrative perspective, the issues are still very substantial and the Area Structure Plan should not be approved at this time. However, Administration feels it is important to bring the issue to Council for their consideration.

Phase I (32% of the developable area) is proposed to be constructed entirely on private land, while Phases II and III (68%) are to be developed on Crown Land and would be contingent on the connections to the proposed Regional Ring Road. The development of Phase I, which can accommodate 4,300 residents, would be accessed from Abasand Drive.

In October 2008, a revised Area Structure Plan was circulated. A Traffic Impact Assessment that accompanied the revised Plan suggests that with improvements (i.e., widening of Abasand Drive), one access road could accommodate Phase I of development. In addition to widening Abasand Drive, Section 10.1 of the Area Structure Plan suggests an emergency gravel road access. Once the subdivision is fully built out and the Regional Ring Road constructed, this emergency road would be closed.

Budget/Financial Implications:

The full fiscal implications of approving the proposed Area Structure Plan are unknown at this time.

The Municipality will be financially responsible for connecting the proposed development to the Regional Ring Road. However, the magnitude of the cost of this obligation is unknown. If the Area Structure Plan is approved prior to the proposed Regional Ring Road being a functional design, it is unclear how the Municipality would be able to collect appropriate off site or levy costs from the developer.

Rationale for Recommendation(s):

The Planning and Development Department is satisfied with the mix of uses proposed in the Area Structure Plan (i.e. housing and commercial mix), and Engineering Services indicates that although they question the cost estimate provided by the proponent, the infrastructure concept is consistent with the Fringe Area Development Assessment.

However, the Fringe Area Development Assessment report determined that the next areas for expansion are North Parsons (1a) and Saline Creek (1b), while Riverbend Point is listed as 3b (after development occurs between the Hangingstone and Horse Rivers). The applicant has proposed to develop out of sequence as outlined in the Fringe Area Development Assessment, which is not recommended since this area lacks the supporting infrastructure (i.e., transportation, water, sewer, emergency services) to facilitate this development.

Another issue with the proposed Area Structure Plan has been road access to and from the site. The applicant has proposed a primary access road through an existing neighbourhood (Abasand Heights) that was never intended to be a major thoroughfare. It would be a 4km, two-lane road and bridge over the Horse River through difficult terrain that is prone to landslides.

Throughout 2009, Administration spent an extensive amount of time reviewing alignment options for the proposed emergency road, but none of the four road alignments proposed by the developer were acceptable. All four alignments had the same general challenges: the grades were too steep (12% in some locations); would require massive fill and thereby imply significant settling issues; involve crossing through active slide areas; and access and egress through the Municipal landfill.

Although the proposed Area Structure Plan does not designate a specific location for a future interchange with primary highway access, based on a legal opinion, the Municipality could approve the plan. However, legal counsel advised that due to unresolved issues related to planning, engineering and future financial impacts, it is not in the best interest for the Municipality to approve the Plan at this time.

Based on these considerations, Administration does not support the proposed Riverbend Point Area Structure Plan and feels that there is no acceptable and safe solution until the Regional Ring Road is constructed; however if Council wishes, the proposal can be brought to a public hearing through the bylaw process, as this will provide an opportunity for public notice and for all interested parties to present their views.

Attachments:

1. Bylaw No. 10/034
2. Subject Area Map

BYLAW No. 10/034

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO
TO ADOPT THE RIVERBEND POINT AREA STRUCTURE PLAN**

WHEREAS Section 633 of the *Municipal Government Act*, R.S.A., 2000, Chapter M-26 and amendments thereto authorizes Council to enact a bylaw adopting an Area Structure Plan.

NOW THEREFORE, the Council of the Regional Municipality of Wood Buffalo, in the Province of Alberta, in open meeting hereby enacts as follows:

1. THAT Bylaw No. 10/034, being the Riverbend Point Area Structure Plan as set out in Schedule A, is hereby adopted.
2. THAT the Chief Administrative Officer be authorized to consolidate this bylaw.
3. THAT this bylaw shall be passed and become effective when it receives third reading and being signed by the Mayor and Chief Legislative Officer.

READ a first time this _____ day of _____, A.D. 2010.

READ a second time this _____ day of _____, A.D. 2010.

READ a third and final time this _____ day of _____, A.D. 2010.

SIGNED and PASSED this _____ day of _____, A.D. 2010.

Mayor

Chief Legislative Officer



*riverbend
point*

*riverbendpoint
area structure plan*

*Regional Municipality of Wood Buffalo
November 2010*



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1 INTRODUCTION

The plan area includes the north plateau of the lands west of the Horse River, and south of the Athabasca River. The plan area is outside, but immediately adjacent to the Fort McMurray Urban Service Area. The plan area is currently isolated from the built-up portion of the Urban Service Area, by the river valleys. The plan area is considered a new development node. This node is referred to as 'North of the Horse River' in the 2007 *Fringe Area Development Assessment Urban Service Area* study.

Figure 1 shows the plan area in its regional context.

2 BACKGROUND

2.1 Purpose of Plan

The purpose of this area structure plan (ASP) is to provide further direction regarding future development in the area than that provided in the Municipal Development Plan.

An ASP is a long term living document with a time horizon of approximately 20 years. It is anticipated that as variables change this plan will evolve as amendments. The plan may be amended in the future but, the broad intent of the plan should remain consistent.

2.2 Vision

The vision for the area is to be a vibrant, self contained, highly urban community providing open space, retail, office, and school sites, as well as numerous residential dwelling options. Riverbend Point is anchored by its dynamic mixed use core which exhibits a strong sense of place and pedestrian atmosphere.

Riverbend Point is a compact community which efficiently utilizes land and provides the foundation for alternative transportation options. The community is easily walkable because of its modified grid system and pedestrian corridors. The community's recreation and social interaction needs are accommodated through the open space and facilities within the community.

Riverbend Point is an inclusive community that offers a wide diversity of housing options. This allows a broad economic and demographic spectrum to reside in the community. In addition, the housing options allow residents to move up or down within the housing market while remaining within the community.

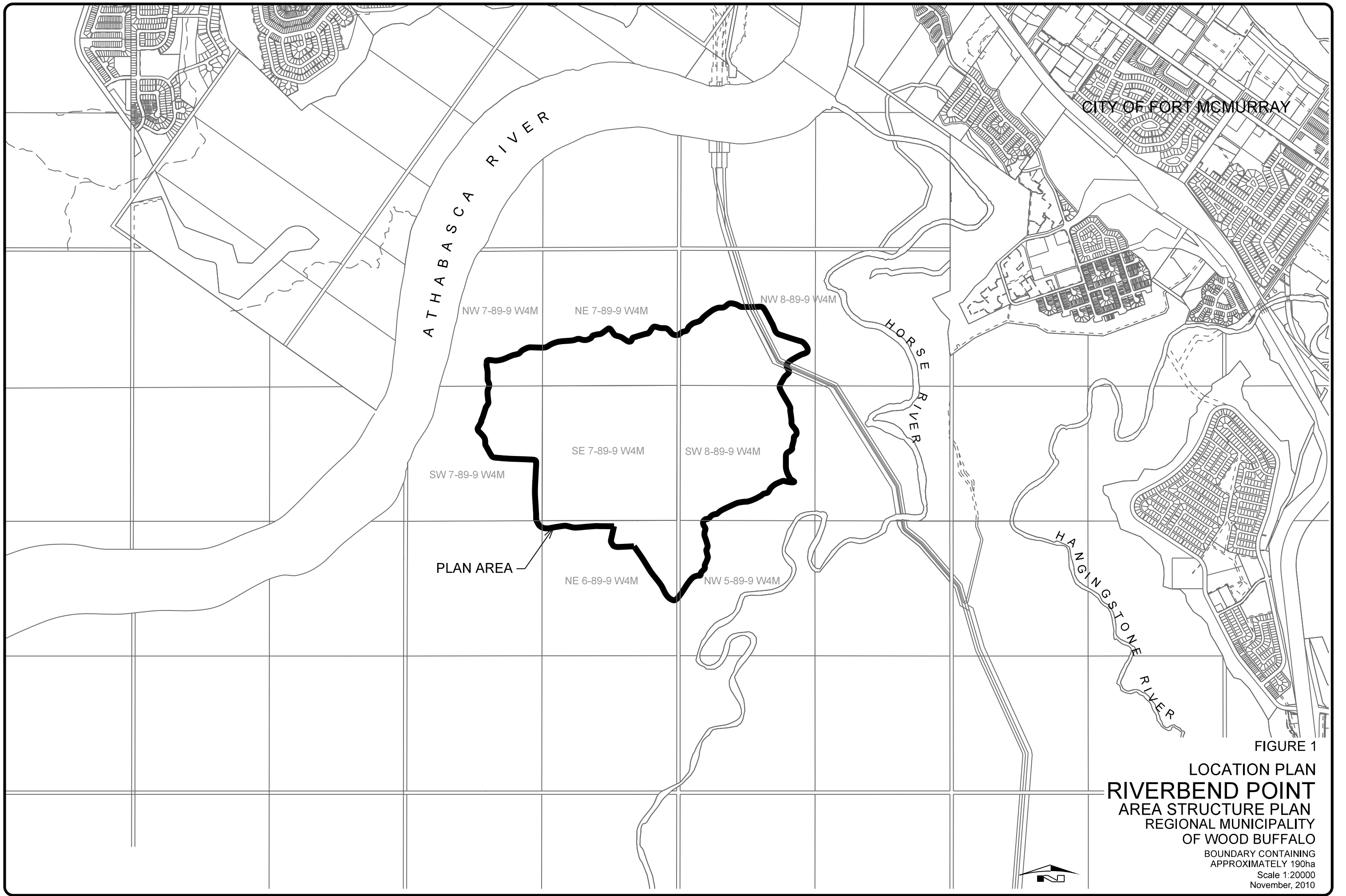
The community recognizes the importance of sustainability. Riverbend Point strives to incorporate environmentally sensitive elements into the macro community's design through to the development of individual dwelling units.

2.3 Objectives

This plan has the following objectives:

- Provide a plan that creates a walkable community.
- Provide a variety of housing options.
- Provide a context sensitive plan that recognizes a young rapidly growing community.
- Protect those areas that have been identified as environmentally significant.

- Ensure that the development is consistent with statutory plans, regulations, and standards.
- Provide the framework to establish aesthetically appealing streetscapes.
- Provide an efficient use of the land.
- Provide an adequate site for urban services use.
- Provide appropriate sites for recreational opportunities.
- Accommodate a variety of transportation modes.
- Establish a distinct sense of community with a significant compact core.
- Provide a safe environment for residents.
- Provide an efficient and economical servicing concept.
- Provide the framework to allow for elements of environmentally sensitive design.



3 POLICY CONTEXT

3.1.1 Municipal Government Act

This ASP meets the requirements set out by the Municipal Government Act. An ASP as defined by the Municipal Government Act Section 633 must address the following:

- The sequence of development for the plan area
- Land uses
- Population density
- Transportation network and location of public utilities.
- Establishing guidance for future subdivision and development
- Other matters established by the municipal Council.

3.1.2 Municipal Development Plan

The current Municipal Development Plan (MDP), Bylaw # 00/005, was adopted in 2000. The current MDP does not contemplate growth within the plan area and therefore to attain consistency between the plans the MDP will require amending.

3.1.3 Land Use Bylaw

The current Land Use Bylaw, Bylaw # 99/059, was adopted in 1999. Provisions in this ASP will be implemented through the Land Use Bylaw. An amendment to the Land Use Bylaw is required to establish appropriate districts for development.

4 COMMUNITY & VESTED INTEREST CONSULTATION

The community consultation consisted of a public open house. The open house was held in the community of Abasands on January 28, 2009. The open house was well advertised in the local newspaper and flyers were delivered to all households in Abasands by Canada Post. The public response to the proposed plan was generally positive and there was support for the plan.

In addition to community consultation, it has been determined that Notification and possibly consultation with five Aboriginal Groups and one Métis Federation would be beneficial. These groups were informed by email with follow-up by registered mail in May 2008. The process is currently ongoing.

5 INFLUENCING FACTORS

5.1 Plan Boundary

The plan area is bordered by:

- The Horse River valley on the east and south;
- the Athabasca River valley on the north and part of the west; and
- the remaining plateau on the southwest.

The plan area encompasses 203 ha.

5.2 Access

Currently there is no access to the plan area. The primary initial access will be via an extension of Abasands Drive. Additional access from Highway 63 and 69 via the plateau known as 'between the Hangingstone and Horse Rivers' is required before full build-out.

5.3 Ownership

The majority of the plan area is owned by the Province. The land which is not owned by the Province is the SE ¼ Section 7-89-9-4, which is owned by a private corporation. The land owners are listed in Table 1 and shown in Figure 2.

Table 1 Major Land Owners

	Area (ha)	%
Queen Province	75.5	37%
Daon Property Corporation	65.0	32%
Crown Land (non-titled)	63.0	31%
Total	203.5	100%

5.4 Environmental Constraints

The environmental constraints are displayed in Figure 3.

5.4.1 Topography

The plan encompasses a large bench area that is formed by the river valleys of the Athabasca and the Horse Rivers. The land on top of this plateau is generally flat with relief of approximately 10 m between the highest and lowest points. The highest point at 365 m is on the west side of the plan area and the lowest area of 355 m is in the east. This relatively flat terrain is in contrast to the steep river valley escarpments adjacent to the plan area.

5.4.2 Surface Water

No substantial surface water exists within the plan area.

5.4.3 Vegetation

A portion of the plan area is dominated by muskeg.

The bulk of the plan area is comprised of patches of grassland and mixed-wood boreal forest. One major stand of trees is near the centre of the plan area in the NE ¼ Section 6-89-9-4 and the other major stand of trees is located in the north eastern part of the plan area on SW ¼ Section 8-89-9-4. The tree cover is made up of white spruce, alder, birch and aspen poplar species.

5.4.4 Biophysical

An environmental impact assessment (EIA) was completed in 2007 by *Pioneer Land and Environmental Services*. During the wildlife survey no sign of Federal, or Provincially designated special status species were discovered. Additionally, the EIA assessment noted that no rare or threatened plant species were found. The EIA did note two areas which were comprised of muskeg. The EIA concluded that development of the plateau, within the plan area, will have a minimal impact to the overall biophysical realm.

5.4.5 Geology

The Clearwater Formation is the dominant formation under the SE ¼ Section 7-89-9-4. This formation is characterized by dark grey silty shale, fine-grained cherty sandstone and laminated siltstone. This formation can also include glauconitic sandstone.

Soil on this parcel of land is from the Dover and Kenzie soil groups. The Dover soil group is classified as an Orthic Grey Luvisol and the Kenzie soil group is classified as a Terric Mesisol which exists in the low, poorly drained lands.

This information on geology is only relevant to the SE ¼ Section 7-89-9-4 and the road alignment. For the whole plan area it is likely that the same soils and formations would be found. When development occurs outside of the SE 1/4 Section 7-89-9-4 further investigation will be required.

5.4.6 Geotechnical

A geotechnical investigation was completed in 2007 by *Terracon Geotechnique Ltd.* The investigation was completed for the SE ¼ Section 7-89-9-4 and the proposed route of the road connecting Riverbend Point to Abasands Drive. Further geotechnical investigations will be required at the outline plan stage for those areas not included in this initial investigation.

The investigation determined that muskeg is present in the southwest portion of the plan area. It has been determined that the muskeg lands, which are 2.5 m in depth can be converted to accommodate residential development.

The plan area contains the breaks of the Athabasca and Horse Rivers at its edges. As these are steep and abrupt, development that occurs near these breaks will require attention and management. Geotechnical investigations will be conducted at the outline plan stage to determine a safe geotechnical setback boundary from the adjacent river valley slopes.

5.4.7 Phase 1 Environmental Site Assessment

In April of 2006 a Phase 1 Environmental Site Assessment (ESA) was completed for SE ¼ Section 7-89-9-4. The ESA was prepared by Precedent Environmental Management Incorporated.

There are no contamination concerns associated with plan area.

The assessment found no contamination, and there is no record of any kind of storage tanks on the property and or any foreign materials.

These findings apply only to the parcel of land mentioned above and not the entire plan area. While it would be expected that similar findings would appear in the rest of the plan area, any further development (other than on SE ¼ Sec. 7-89-9-4) in the plan area would be subject to a Phase 1 ESA as well.

5.4.8 History/Archaeology

A substantial portion of the plan area will require a historical resources impact assessment (HRIA). In letters dated May 18, 2007 and May 25, 2007 Alberta Community Development has stated that an HRIA is required for the entire plan area with the exception of the SE ¼ Sec. 7-89-9-W4.

5.4.9 Wildfire Setbacks

Development that is adjacent to wooded areas has a higher risk of being destroyed in the event of a wildfire.

In order to limit the risk of wildfire destroying structures and compromising safety the Regional Municipality of

Wood Buffalo (RMWB) has regulations that specify the required setbacks for subdivisions from adjacent woodlands. These setbacks as well as other measures to prevent fire in the woodland/urban interface are recommended in the RMWB *FireSmart: Protecting Your Community from Wildfire* manual. These recommendations will be implemented at the Outline Plan stage.

Historically the area around Fort McMurray has had a significant number of wildfires.

5.5 Man Made Constraints

The man-made constraints are displayed in Figure 3.

5.5.1 Land Use

Currently the land in the plan area has no man-made uses associated with it, other than in the far northeast corner, where there is a pipeline corridor.

5.5.2 Resource Extraction

In the past there were a large number of wells drilled near the plan area, specifically in SW ¼ Section 8-89-9-4. However, these wells have long been abandoned and pose a minor constraint to development. The Energy and Utilities Board (EUB) has recommended setbacks from abandoned wells.

While at one time there were a number of wells drilled in Section 8 adjacent to the plan area, only one is actually in the plan area and it has been abandoned. There are no active resource extraction wells in the plan area.

In the northeast corner there are a number of large diameter pipelines. These pipelines contain sweet natural gas, high and low volume pressure products. No sour gas is transported via the subject pipelines.

The recommended EUB setbacks from these wells and pipelines have been incorporated into this ASP.

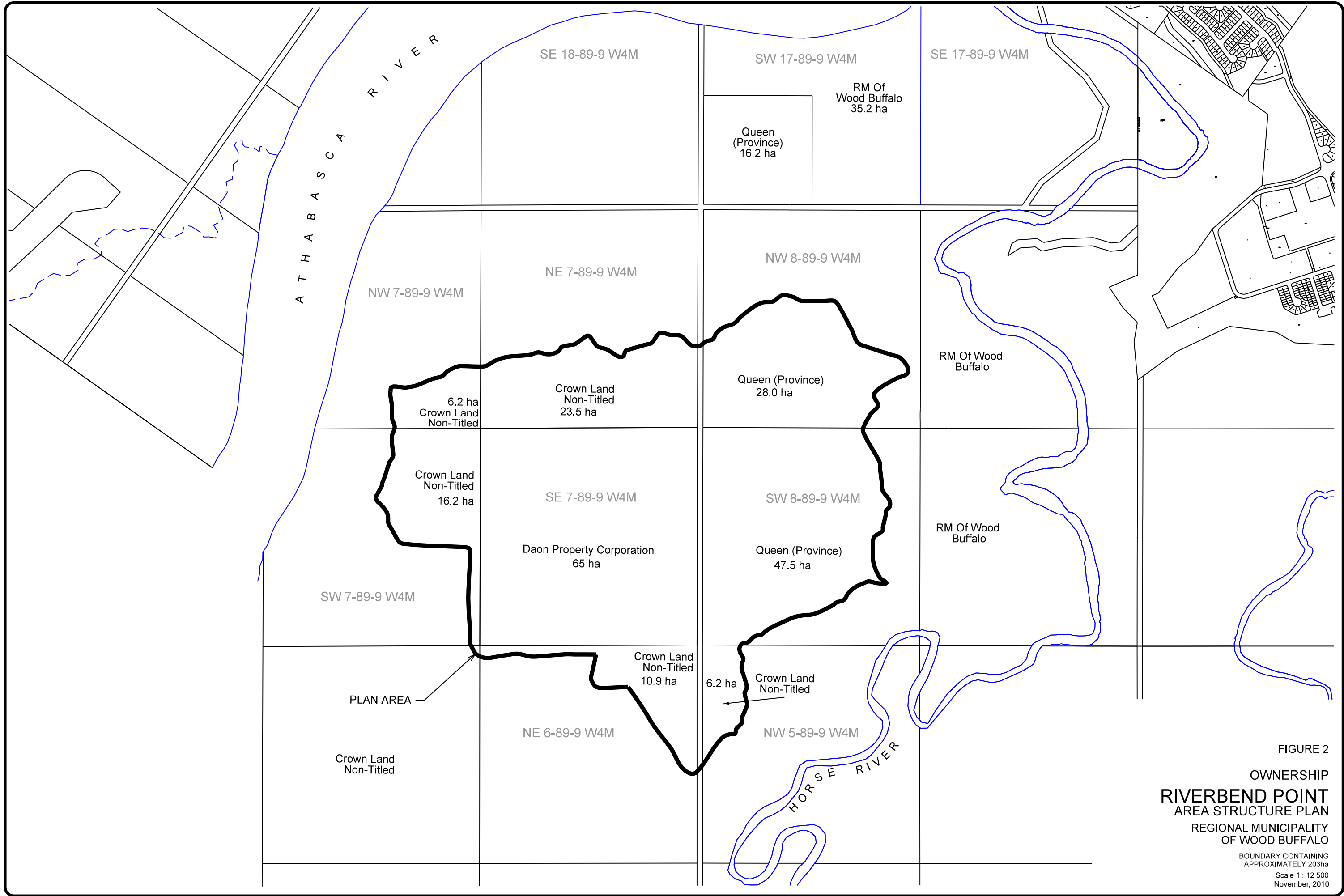
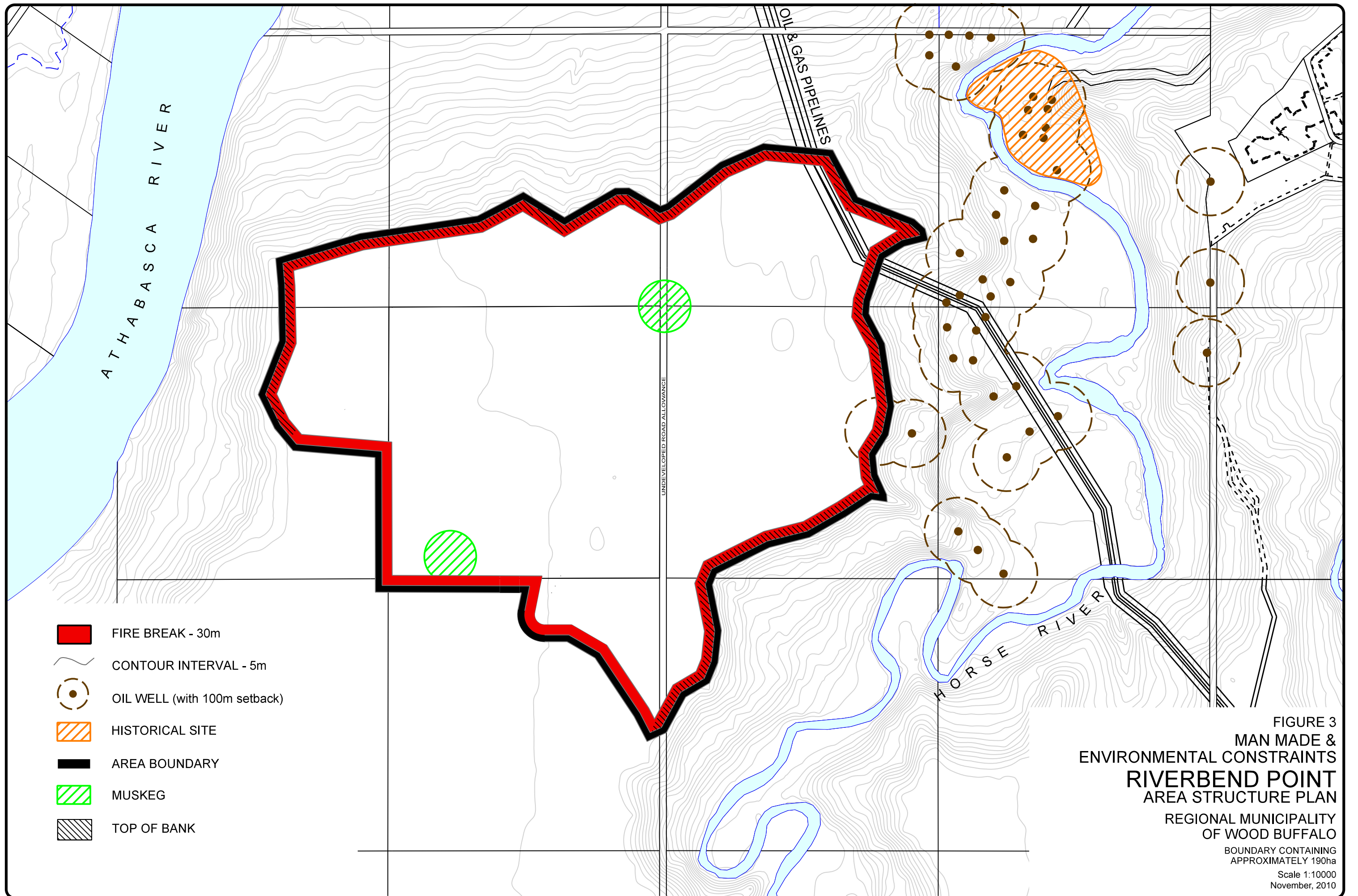


FIGURE 2
OWNERSHIP
RIVERBEND POINT
AREA STRUCTURE PLAN
REGIONAL MUNICIPALITY
OF WOOD BUFFALO
BOUNDARY CONTAINING
APPROXIMATELY 203ha
Scale 1 : 12 500
November, 2010










-  FIRE BREAK - 30m
-  CONTOUR INTERVAL - 5m
-  OIL WELL (with 100m setback)
-  HISTORICAL SITE
-  AREA BOUNDARY
-  MUSKEG
-  TOP OF BANK

FIGURE 3
MAN MADE &
ENVIRONMENTAL CONSTRAINTS
RIVERBEND POINT
AREA STRUCTURE PLAN
REGIONAL MUNICIPALITY
OF WOOD BUFFALO
BOUNDARY CONTAINING
APPROXIMATELY 190ha
Scale 1:10000
November, 2010

6 COMMUNITY CHARACTER

This plan aims to create a community that is unique and distinguishable from other neighbourhoods. It will contribute to a high quality of life for the residents by providing a living space that has an attractive streetscape, and that establishes a sense of community, which contributes to a high quality of life. The endeavour is to present landscapes that encourage, rather than discourage, social and community interaction.

Due to the isolated nature of the plan area, the intent is to create a highly urban community that provides for the immediate needs of the residents. This will include a village centre which will function and resemble an urban core with commercial uses, mixed use, high density residential, and a strong pedestrian component. This village core will establish a central node that will provide the foundation for a strong community identity.

7 URBAN ECOLOGY

7.1 Environmentally Sensitive Building

Building using green design, materials, and methods reduces the energy required to construct and operate a home. Building an energy efficient home is in the long term best interest of the home owners and the community, in terms of financial costs and overall resource management.

There are several recognised benchmarks for building energy efficient homes. The standard in which this plan establishes as a guideline is the Built Green standard set by the Built Green Society of Canada.

Objectives:

- Increase the awareness and importance of building green.

The following policies apply to public and private buildings:

7.1.1 Builders will be encouraged to build to a Built Green standard.

7.2 Environmentally Sensitive Design

The detailed design of the community provides the working component of the community fabric, and thus the design can establish a sustainable framework. Designing a sustainable community can be accomplished with the design of the overarching systems, but also through small site specific design elements, which together can reduce the impact of urban development.

Storm infiltration sites and reducing the number of street lights to reduce light pollution are examples of environmentally sensitive design.

Objectives:

- Provide the underlying foundation of the community to reduce impact on the natural environment through design.

The following policies apply to the detailed design of the community:

7.2.1 Where possible the detailed design for the subsequent subdivisions will implement elements of green design.

7.2.2 The offsite servicing infrastructure required will be designed and constructed to mitigate negative environmental consequences of urban development.

7.3 Environmentally Sensitive Landscaping

Xeriscaping is the practice of utilising sustainable landscaping which can thrive in local conditions with little maintenance. Sustainable landscaping will reduce the financial and resource costs associated with unsuitable landscaping. In addition, sustainable landscaping focuses on naturally occurring vegetation, thus recognising the local place.

Objectives:

- Encourage the practice of sustainable landscaping.

The following policies apply to landscaping of public and private open space:

7.3.1 Landscape designs for the public parks and open space will explore opportunities to provide a sustainable landscaped environment.

8 AFFORDABLE HOUSING

Affordable housing is a broad issue that requires the participation of all levels of government. By establishing smart growth policies and plans for new communities the Regional Municipality of Wood Buffalo can support affordable housing. Addressing affordable housing in greenfield development is important as long-term planning policies set the local direction of development for 20 years. How a community is designed can have a tremendous impact on addressing the cost of housing, and the quality of life for the future residents.

This plan primarily addresses the provision of affordable housing by establishing a compact community. A compact community is one that provides an increased number of dwelling units within a designated area. Compact development creates an advantage with respect to affordable housing as purchasers enjoy the reduction of a portion the land cost associated with home ownership. Additionally, compact communities are more sustainable because the infrastructure and service provision is less costly to maintain. This translates into a lower tax responsibility per household to maintain the community infrastructure, which contributes to providing affordable housing.

Affordable housing will be provided in a manner that is consistent with the standards and architecture of the community. The design and exterior quality of the affordable housing developments should reflect the character of the community while attaining affordability as defined by the Canadian Mortgage and Housing Corporation. Furthermore, to create a diverse and inclusive community the affordable housing developments should be dispersed throughout the community.

The strategy for providing affordable housing may include government grants, partnerships with agencies and developers (i.e. Wood Buffalo Housing Corporation), and other opportunities. The mechanism for the provision of affordable housing will be addressed in the Outline Plan.

Objectives:

- Provide opportunities for affordable housing.
- Ensure affordable housing developments are integrated into the community.

The following policies apply to the residential areas within the plan:

8.1.1 Riverbend Point shall be a compact community, which allows for the provision of affordable housing through a reduction in servicing per unit costs.

- 8.1.2 *The building design of the affordable housing dwellings shall be consistent in terms of architecture, scale, and massing with the adjacent residential dwellings.*
- 8.1.3 *Riverbend Point is intended to be an inclusive community, and thus the affordable housing sites and dwellings should be dispersed rather than concentrated.*

9 DEVELOPMENT CONCEPT

The 2007 *Fringe Area Development Assessment Urban Service Area* study identified high density scenarios for the future growth and expansion of the Urban Service Area. This is an important consideration because it reduces servicing costs and creates a more sustainable approach to development. This plan recognises the trend and importance of sustainability and as such provides a compact community.

Riverbend Point will be an inclusive community by offering a range of housing options. Dwellings ranging from single detached to small apt/condos will accommodate the various economic and demographic realities. Additionally, the diversity of housing available will allow residents to 'age in place' affording them the opportunity to remain within the community as their needs change.

The boundaries of the land use designations shown in Figure 4 are conceptual and subject to refinement at the outline plan stage.

9.1 Natural Area

As noted previously there are no environmentally significant areas within the plan boundary. The natural area noted in this plan incorporate areas established as a setback from the top of bank, and fire break areas.

The fire break areas will initially be cleared of the vegetation considered fuel for wild fires in accordance with the RM of Wood Buffalo FireSmart Guidelines. Once the initial 'clearing' has been completed these areas will be left as natural undeveloped spaces comprised primarily of grasses.

Objectives:

- Ensure slope stability and integrity.
- Incorporate the potential for passive recreational opportunities in natural areas.
- Ensure muskeg recovery is completed according to established standards.
- Minimize the development impact on wildlife.

The following policies apply within the Natural Area designation:

- 9.1.1 *In accordance with the provisions of the Municipal Government Act, upon subdivision the Regional Municipality of Wood Buffalo will require the dedication of environmental reserve within the Natural Area.*
- 9.1.2 *Low impact passive recreational opportunities (i.e. trails) can be located within natural areas.*

- 9.1.3 *Lands that are converted to developable land from muskeg will be recovered in accordance with Alberta Environment standards.*
- 9.1.4 *The filling or draining of surface water bodies are subject to review and approval under the Water Act and Public Lands Act.*
- 9.1.5 *Environmentally sensitive construction practices should be employed to minimize the impact on the biophysical realm.*
- 9.1.6 *Safe development setbacks from slopes shall follow the provisions of the Land Use Bylaw or be in accordance with geotechnical investigations to the satisfaction of the Regional Municipality of Wood Buffalo. Safe development setbacks from slopes shall be established at the Outline Plan stage.*

9.2 Open Space

The parks and open space network is shown in Figure 5.

Schools

Both the Public and Catholic School Districts have requested land to construct schools. It is anticipated that the Public School District will require a K-8 school with a capacity of 400 students. The Catholic School District is anticipated to develop a K-6 school with a capacity of 400-500 students. The school requirements will be accommodated via a joint use site. The joint use site is located adjacent to a collector roadway to provide efficient access.

Parks and Open Space

The central square is the community focal point. This identifiable central square will help to establish community identity, provide a landmark, and create a sense of place. The square will accommodate primarily passive recreation. It will feature amenities and provide social and community interaction space. The square should cater to pedestrian and include street furniture, pedestrian lighting, benches, amenities, bike racks, kiosks, and trash receptacles. The Village Core uses should be integrated with the central square to create a seamless active node. The square is linked to the community via trails and on-street pedestrian corridors.

The neighbourhood park provides additional open space to accommodate active recreation. The neighbourhood park is larger than the tot lots and it is anticipated that it will provide a secondary focal point within the community and more substantial recreational opportunities than the smaller tot lots. The park could accommodate play fields (ball diamond, soccer pitch, basketball courts, tennis courts), playgrounds, or splash park, or large manicured open space for informal recreation activities.

The tot lots will primarily be on the periphery of the community. These parks are intended to provide recreational opportunities within walking distance of residents. They

will accommodate active and informal recreation. Typical amenities would include manicured landscaping and playgrounds or small play fields.

The trail corridors around the perimeter of the community are linked to pedestrian connections, parks/open space, and they provide extensive passive recreation opportunities.

Objectives:

- Provide an adequate joint use site for Public and Catholic schools.
- Provide active and passive recreation opportunities.
- Provide recreational opportunities within walking distance of residents.

The following policies apply within the Open Space designation:

- 9.2.1 *In accordance with the Municipal Government Act, 10% of the gross developable area will be dedicated as municipal reserve.*
- 9.2.2 *School sites will be dedicated as municipal school reserve at the time of subdivision*
- 9.2.3 *The joint use schools site will be located on a large contiguous site adjacent to a collector roadway. The joint use site is intended to be in the order of 8 ha.*
- 9.2.4 *The central square shall be adjacent to the Village Core, and have good road access. The square shall be designed to accommodate community interaction and be a focal point within the community.*
- 9.2.5 *The neighbourhood park shall be in the order of 2 ha. The park shall be surrounded by public roads on at least 2 sides.*
- 9.2.6 *Tot lots shall be in the order of 1 ha and will be dispersed throughout the community to accommodate local recreational needs. The neighbourhood parks will have adequate visibility from adjacent public roads.*

9.3 Village Core

The Village Core is the central node of the community. The intent is to create an urban environment that anchors and provides the character for the community. Essential to creating a vibrant and active core is the mixture and intensity of the uses. The Village Core will have the highest residential density of the plan area, and will be a retail and office node. It is anticipated that medium rise structures (4 to 6 stories) will dominate the core. It is expected that the vehicular and pedestrian traffic will be at the highest in this node, which in turn will create an active and vibrant area.

The Village Core will resemble a main street streetscape with retail and office uses dominating the street level and residential units occupying the upper floors. Within the

core an important consideration will be to retain a pedestrian scale while attaining the high density uses.

The design of the pedestrian streetscape should include wide sidewalks, street furniture, and street trees. The buildings should be at or near the front property line to frame the street and provide an active retail/office edge. Additionally, the appearance of the buildings should be broken up to provide relief and interest. Parking lots should be screened from the public realm to ensure a pedestrian orientated environment. The above elements will establish the Village Core as a unique focal point for the community with a strong sense of place.

To ensure the viability of the Village Core, and to address the market, development may accommodate both mixed uses and medium density residential. This flexibility will allow the market to dictate the extent of mixed use within the Village Core.

The plan area is isolated from the built-out portions of the Urban Service Area, and therefore the Village Core will serve as the node and retail/office centre for the plan area. It is anticipated that the Village Core could accommodate approximately 16,800 m² (180,000 square feet) of retail and office space. The anticipated uses include professional offices, retail (specialty or chain stores), drug store, specialty food store, barber shop, beauty salon, laundromat, dry cleaning, restaurant, coffee shop or café, travel agency, video store, etc.

Objectives:

- Create a vibrant and active core area.
- Establish this area as the central focus and landmark of the community, highly identifiable throughout the Urban Service Area.
- Creating the conditions to establish a pedestrian orientated environment.
- Provide the required retail and office uses to service the community.

The following policies apply within the commercial designation:

- 9.3.1 *The most intense development within the plan area will be located within the Village Core. All buildings in the core should be 4 to 6 stories in height.*
- 9.3.2 *Horizontally and vertically mixed uses are permissible within the core. Mixed use is the preferred development type.*
- 9.3.3 *Retail and office uses should be emphasised on the street level.*
- 9.3.4 *Retail uses should be clustered to achieve the synergies of retail traffic. Retail uses should be located on both sides of the street, forming a retail corridor.*

- 9.3.5 *Residential dwellings are essential and are encouraged above the street level retail/office uses.*
- 9.3.6 *Medium density uses without a retail and/or office component are permissible.*
- 9.3.7 *Building doors, windows, balconies should address the street establishing a pedestrian scale.*
- 9.3.8 *Buildings should be located at the front property line to frame the street and cater to the pedestrian.*
- 9.3.9 *Parking lots within the Village Core should be screened from the street or placed underground, emphasising the pedestrian priority.*
- 9.3.10 *On-street parking within the Village Core is encouraged.*
- 9.3.11 *In all design aspects the Village Core should cater to the pedestrian by providing wide sidewalks, street trees, street furniture, pedestrian lighting, and other elements which enhance the pedestrian environment of the core.*

9.4 Medium Density Residential

The plan includes 8 ha of medium density residential, which primarily is located around the Village Core.

The medium density residential is clustered to ensure that the residents will support the Village Core and add to the vibrancy and activity of the core. Also, centralising the medium density residential places a substantial number of residents closer to the larger capacity roads and potential transit stops.

Medium density residential includes townhouse/row housing, and low rise apartments.

Objectives:

- Ensure that the buildings enhance the community atmosphere.
- Ensure that the project sites interface appropriately with public spaces.
- Ensure that the medium density supports the Village Core.

The following policies apply within the medium density residential designation:

- 9.4.1 *The medium density residential will be clustered around the Village Core.*
- 9.4.2 *Townhouse, row housing, and low rise apartments are permissible.*
- 9.4.3 *All buildings should be between 2 to 4 stories in height.*
- 9.4.4 *Street oriented buildings are encouraged, with the placement of doors, windows, and balconies addressing the street, and with vehicular access in the rear.*
- 9.4.5 *Buildings should be located at or near the front property line to frame the street and cater to the pedestrian.*
- 9.4.6 *Comprehensive residential project sites should not be fenced off from public streets, and dwelling units should address public streets wherever possible.*
- 9.4.7 *The parking lots should be screened from public spaces or placed underground.*

- 9.4.8 *Apartment sites should be integrated visually with community. The ground level should be oriented to the street to give the appearance of row housing.*
- 9.4.9 *The road network within the medium density residential shall provide multiple navigation routes to accommodate pedestrian and vehicular accessibility.*

9.5 Low Density Residential

The plan includes a substantial area that is dedicated to low density residential. The low density residential is generally located on the periphery of the community.

Low density residential includes single detached and semi-detached units.

Objectives:

- Provide a variety of lot sizes.
- Increase community identity by clustering uses with a similar intensity of development.

The following policies apply within the low density residential designation:

- 9.5.1 *The low density residential designation includes single detached and semi-detached dwelling units.*
- 9.5.2 *Semi-detached units should be clustered to reduce negative impacts, address market preferences, and improve the streetscape.*
- 9.5.3 *Rear lanes serving individual dwelling units are permissible.*
- 9.5.4 *Lots abutting pedestrian corridor streets require rear lanes and shallow front yards to ensure the integrity of the pedestrian streetscape.*
- 9.5.5 *Local roads should be aligned to allow for dwellings to benefit from solar orientation.*

9.6 Institutional

The plan includes one institutional site adjacent to an arterial roadway. It is anticipated that the site will accommodate a new municipal fire hall. If it is determined that a fire hall is not required in Riverbend Point, a faith-based institution, or a similar use compatible with general residential development is permissible at this location.

Objectives:

- Provide an adequate site for an institutional site.

The following policies apply within the institutional designation:

- 9.6.1 *The institutional site will be in the order of 0.8 ha.*
- 9.6.2 *The parking of the institutional site should be screened from the street and adjacent residential.*

9.6.3 *The building should be integrated architecturally into the Village Core streetscape.*

9.7 Utility Infrastructure

There is a 0.5 ha site that is designated to accommodate utility infrastructure in the northeast portion of the plan area. This area is required to accommodate a potable water reservoir, and the existing resource extraction pipelines.

There is a 1.2 ha site that is designated to accommodate snow storage. The snow storage area is located in the south central portion of the plan. It is located immediately adjacent to a stormwater management facility, which will allow for the efficient and environmentally sustainable release of water from the site during Spring melt.

All of the areas identified as utility infrastructure, including the stormwater management facilities, will be dedicated as public utility lots at the time of subdivision.

The servicing of Riverbend Point is discussed in detail in Section 10.

9.8 Pedestrian Corridors

The pedestrian corridors are shown in Figure 6.

An important part of this plan is the creation of pedestrian corridors. These corridors are located in strategic areas which will link landmarks, parks, gateways, and the Village Core. These corridors will provide a safe route for residents to access destinations within the community. Directing pedestrian traffic to street corridors will create the potential for vibrant areas while providing opportunities for social interaction, and will enhance security with many 'eyes on the street'.

This plan includes school sites, and thus a concerted effort was made to address pedestrian safety (especially school aged children) as they move through the community to the joint use site.

The major corridors connect the Village Core to the gateways located on the edges of the community, and serve the mixed use core. The minor corridors generally connect the parks and surrounding residential to the Village Core. The pedestrian corridors will receive special street treatment (i.e. separate sidewalks with street trees in the boulevards) to enhance the pedestrian attractiveness and safety.

Together these corridors and the trails, which are discussed further in Section 9, provide a comprehensive pedestrian network.

Objectives:

- Ensure pedestrian safety.

- Provide appealing streetscape.
- Create efficient pedestrian routes.
- Link landmarks and nodes.
- Provide a walkable community.

The following policies apply within the pedestrian corridors:

- 9.8.1 *The pedestrian corridors shall link the landmarks, parks, and gateways.*
- 9.8.2 *The pedestrian corridors will include sidewalks separated from the street by a boulevard featuring street trees.*
- 9.8.3 *The pedestrian corridors are permissible on arterial, collector, and local roadways.*
- 9.8.4 *No front garage or driveways are allowed along a pedestrian corridor. This will eliminate vehicular traffic crossing the pedestrian corridor and provide an appealing streetscape.*
- 9.8.5 *Shallow front setbacks shall be incorporated to create a streetscape that is based on a pedestrian scale. This will further orientate the street to the pedestrian, and provide additional length behind the dwelling units to accommodate rear garages and driveways.*
- 9.8.6 *Intersections within the pedestrian corridor will receive traffic calming measures. Potential strategies include bump-outs and roundabouts to improve pedestrian safety while crossing public roads.*

9.9 Land Use Distribution

The land use statistics are displayed in Table 2, and the unit and population estimates are displayed in Table 3. The plan area is divided into several different land uses. Residential is the most extensive use, comprising 104 ha.

Residential uses compose 56% of the plan area.

When all identified residential lands are fully developed, it is estimated that there will be 3,500 residential dwelling units with a population of 10,500.

The projected net density is 32 units/ha.

The projected net people per ha (ppha) is 95. The target within the *Fringe Area Assessment* for new developments is 95 ppha. Riverbend Point is estimated to achieve the desired goal, and thus this plan is consistent with the *Fringe Area Assessment* in terms of density and sustainable development.

Table 2 Land Use Statistics

	Area (ha)	% GDA
Gross Developable Area	204.7	100%
<i>Natural Area</i>	18.6	
Net Developable Area	186.1	
Reserve Credit		
<i>Schools</i>	9.6	5%
<i>Dispersed Parks</i>	9.0	5%
Total	18.6	10%
Public Dedication		
<i>SWM Facility</i>	10.0	5%
<i>Circulation</i>	42.0	23%
<i>Utility Infrastructure</i>	4.4	2%
Total	56.4	30%
Village Core	6.7	4%
Institutional	0.7	0%
Residential		
<i>Low Density</i>	88.6	48%
<i>Townhouse/Row Housing</i>	7.1	4%
<i>Medium Density</i>	8.0	4%
Total	103.7	56%
Total Developable Area	186.1	100%

Table 3 Unit & Population Projections

	Area (ha)	Units/ha	# of Units	Pop/ha	Projected Population
Low Density	88.6	20	1,772	3.50	6,202
Townhouse/Row Housing	7.1	45	320	2.50	799
Medium Density	8.0	100	800	2.50	2,000
Village Core	6.7	90	603	2.50	1,508
Total	110.4		3,495		10,508
Units/ha (excluding parks, roads, PUL)		31.7			
People/ha (excluding parks, roads, PUL)		95.2			

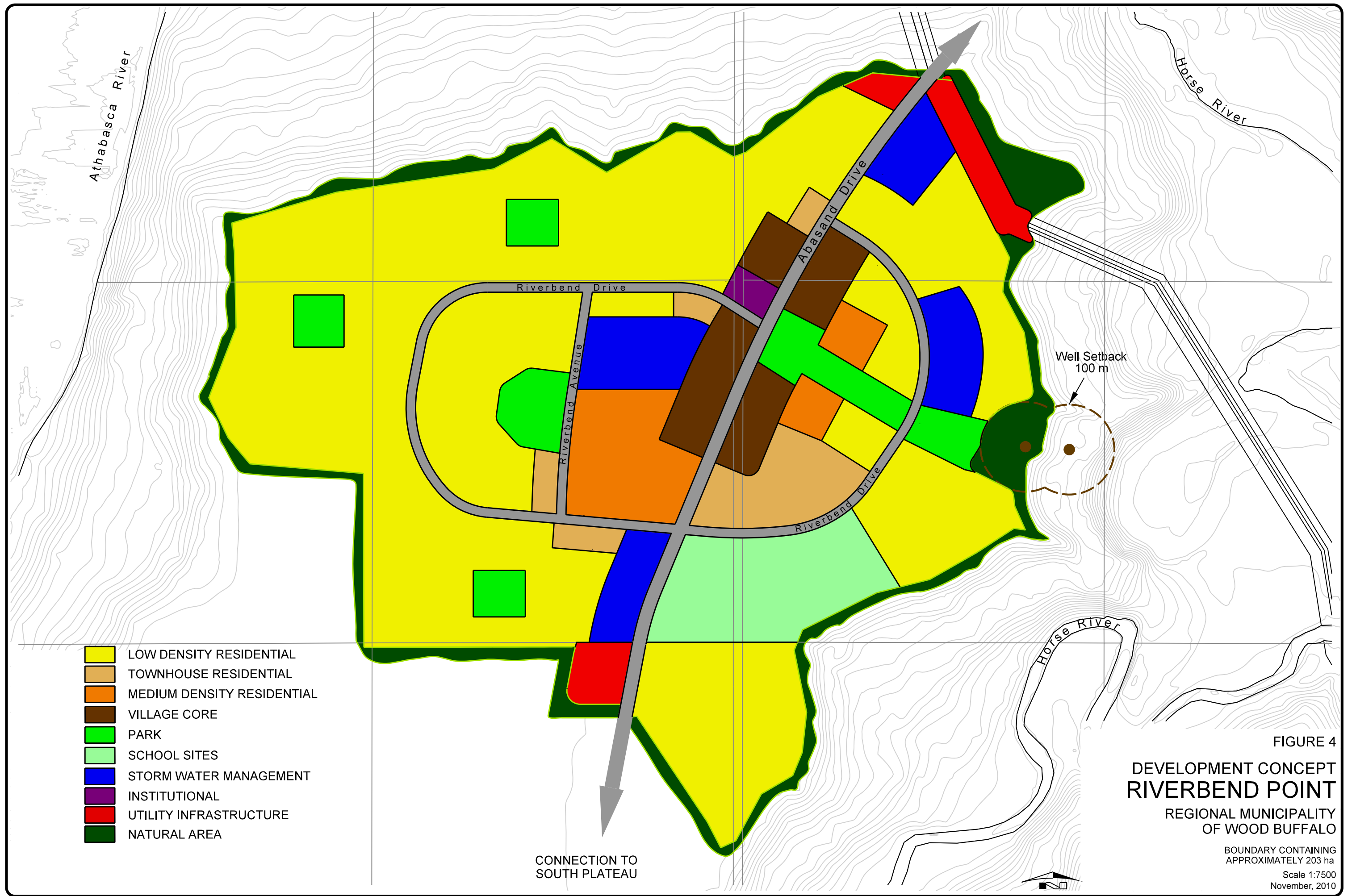
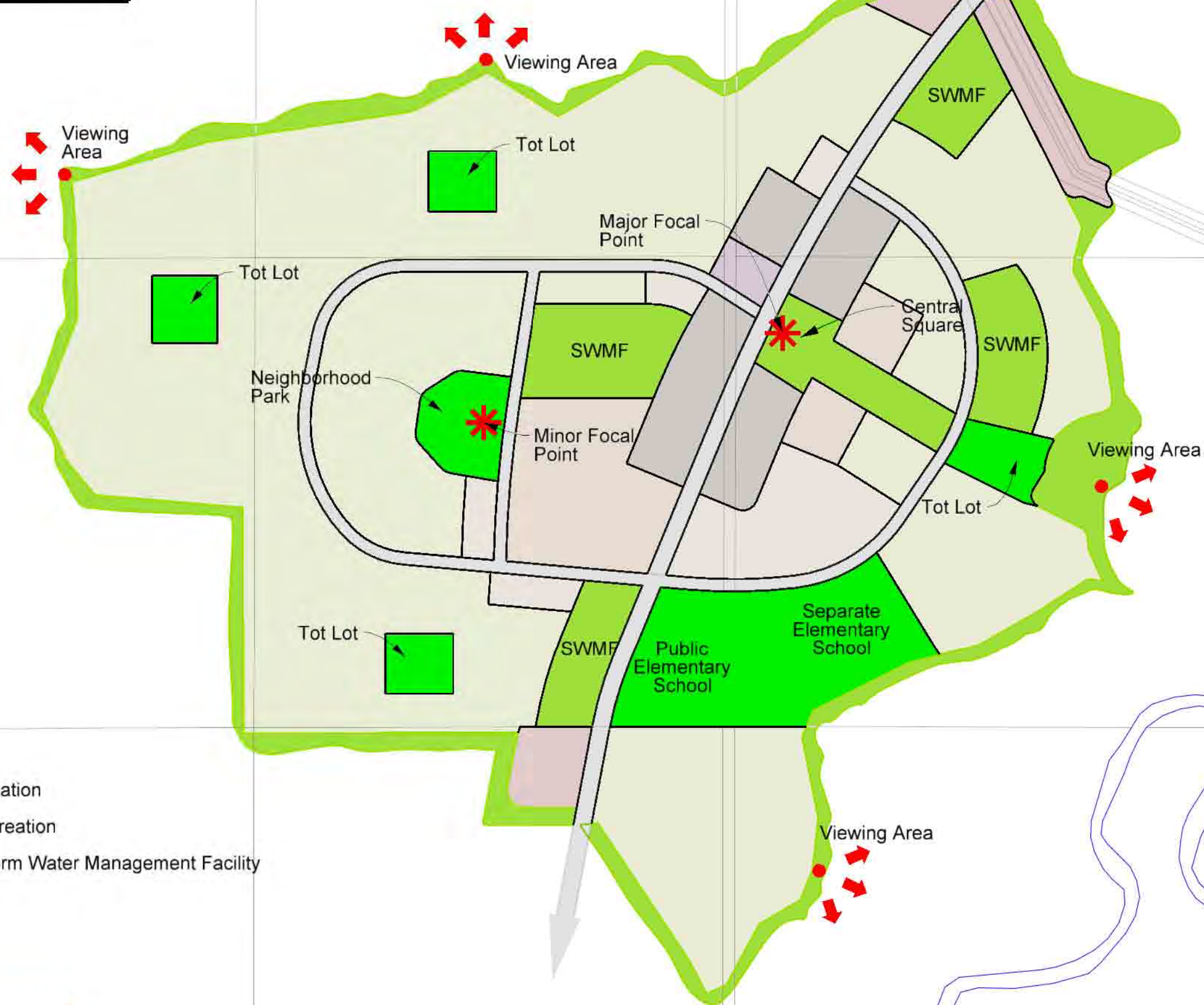
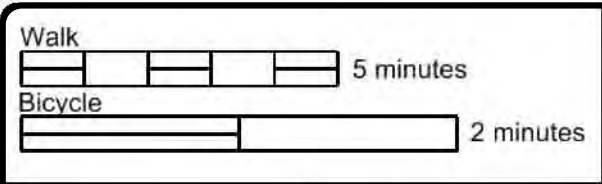


FIGURE 4
DEVELOPMENT CONCEPT
RIVERBEND POINT
REGIONAL MUNICIPALITY
OF WOOD BUFFALO

BOUNDARY CONTAINING
APPROXIMATELY 203 ha
Scale 1:7500
November, 2010



Active Recreation
Passive Recreation
SWMF = Storm Water Management Facility

FIGURE 5
PARKS & OPEN SPACE
RIVERBEND POINT
REGIONAL MUNICIPALITY
OF WOOD BUFFALO

BOUNDARY CONTAINING
APPROXIMATELY 203 ha
Scale 1:7500
November, 2010

10 TRANSPORTATION NETWORK

The schematic roadway network is shown on Figure 7.

10.1 Access to Riverbend Point

Stage One

The Stage One access to the site is from the east and it links the plan area to Abasands Drive. Traffic analysis has shown that with improvements the access will readily accommodate the first stage of development. The Stage One access will be constructed as a two lane roadway, with 3.7 meter driving lanes and 2.4 meter shoulders, and have a maximum grade of 6%. The width of the roadway will permit emergency vehicles to bypass a temporary blockage of a portion of the roadway. In addition, to the Abasands Dr. extension a gravel road will be constructed to provide an alternate route to the plan area which can be utilised as an emergency access.

The preferred Stage One road alignment through the Horse River Valley is displayed in Figure 8. Design parameters and grading requirements presently indicate that the approximate alignment shown provides for the best combination of cost and design functionality. Further detailed analysis will be undertaken at later stages of design to establish the alignment more accurately.

Stage Two

In Stage Two, an arterial connection will be required to connect the plan area to the future communities between the Horse and Hangingstone Rivers and ultimately to Highway 63 south of Beacon Hill, and Highway 69.

The Stage Two access will provide for full development of the plan area, but construction is contingent on development occurring between the Horse and Hangingstone Rivers. A possible additional access can be constructed if the ring road is built. The ring road will not be required for access to the development areas, but will be desirable in order to remove hazardous vehicles from the Lower Townsite and to provide a bypass function for Fort McMurray.

10.2 Internal Roadway Network

The transportation network within the plan area includes three collector roadways which will efficiently accommodate the expected vehicular traffic. A series of local roads will route traffic to the collectors and arterials. Pedestrian and bicycle needs will be accommodated primarily via the pedestrian pathways along roadways, and on separate trails. The trails shown are primarily routed to provide passive recreation opportunities at

the boundary of the natural and built environments. All roadways and trails will conform to the current design standards of the RMWB.

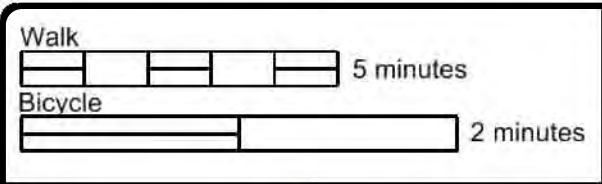
The density of the Village Core will allow for the provision of an effective transit system in Riverbend Point. Transit stops and/or stations within the core will be near many residents.

Objectives:

- Ensure that the community is well connected to existing and future developments within the Fort McMurray Urban Service Area.
- Ensure that collector roadways bear the majority of the vehicular traffic.
- Provide local roads to serve individual lots.
- Ensure the community has access to a variety of transportation modes.
- Ensure that the plan area can be efficiently serviced by public transit.

The following policies apply to the transportation network in the plan area:

- 10.2.1 The Stage One access to the existing built-up area in the vicinity of Abasands shall be provided to ensure proper initial access to the plan area.*
- 10.2.2 An emergency access shall be constructed as part of Phase One.*
- 10.2.3 The Stage Two access shall be constructed prior to the development of Phases Two and Three.*
- 10.2.4 Local roads shall be developed to accommodate the primary lot access.*
- 10.2.5 Lots fronting onto pedestrian corridors will require lanes to accommodate rear vehicular access rather than front driveways or garages.*
- 10.2.6 The local road system should allow for a number of vehicular and pedestrian route alternatives linking community destinations.*
- 10.2.7 Transit stops shall be placed in accordance with the standards of the RMWB so that transit adequately serves residents and provides a convenient alternative to vehicular use.*



- Pedestrian Street Corridor
- Trail
- Gateway

FIGURE 6
PEDESTRIAN CORRIDORS
RIVERBEND POINT
REGIONAL MUNICIPALITY
OF WOOD BUFFALO

BOUNDARY CONTAINING
APPROXIMATELY 203 ha
Scale 1:7500
November, 2010

LEGEND

- STAGE 1 ACCESS
- COLLECTOR
- EMERGENCY ACCESS ROUTE
- FUTURE BYPASS SHOWN IN FRINGE STUDY
- FUTURE ARTERIAL (FRINGE STUDY)
- PROPOSED BRIDGE
- FUTURE DEVELOPMENT AREA (FRINGE STUDY)

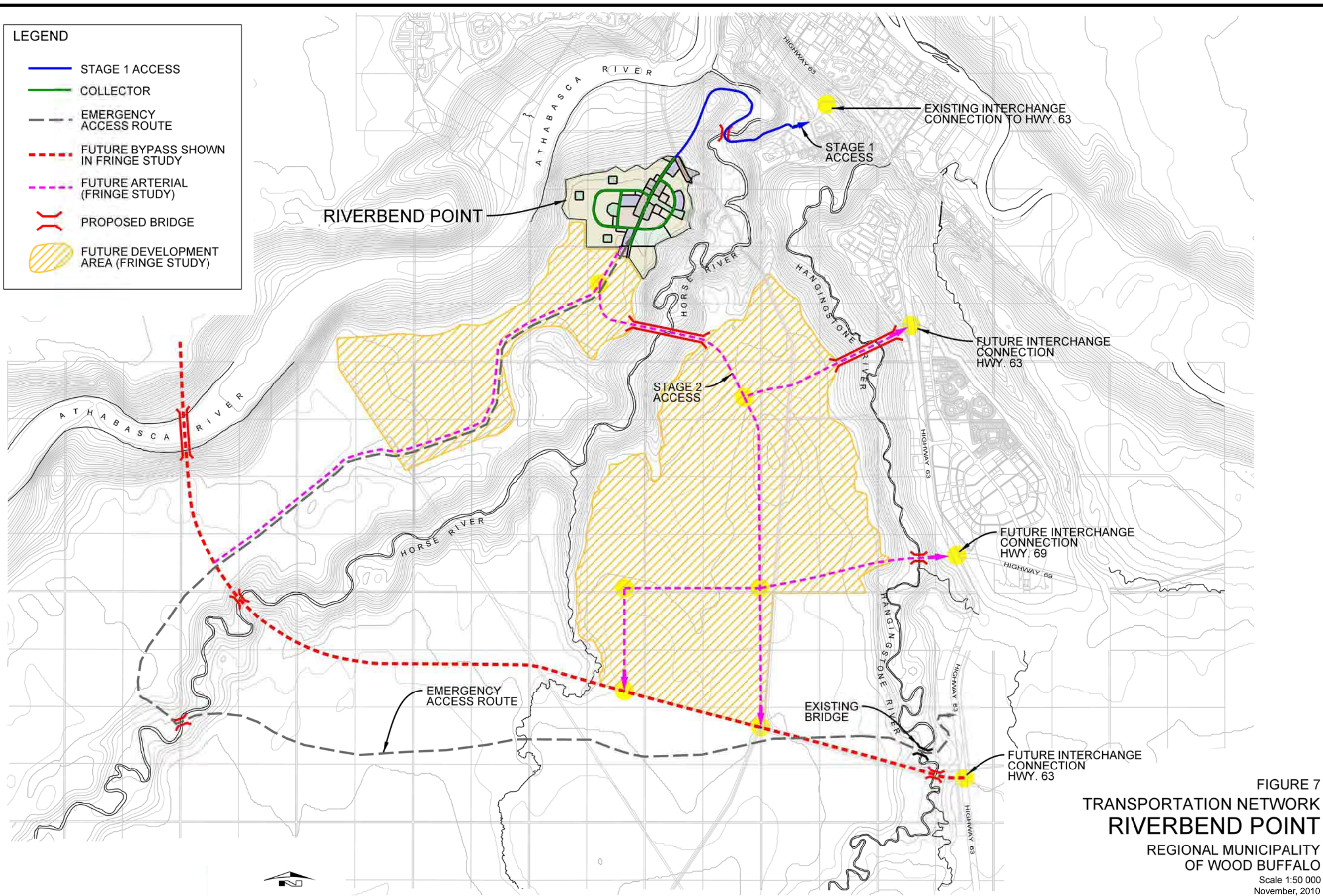
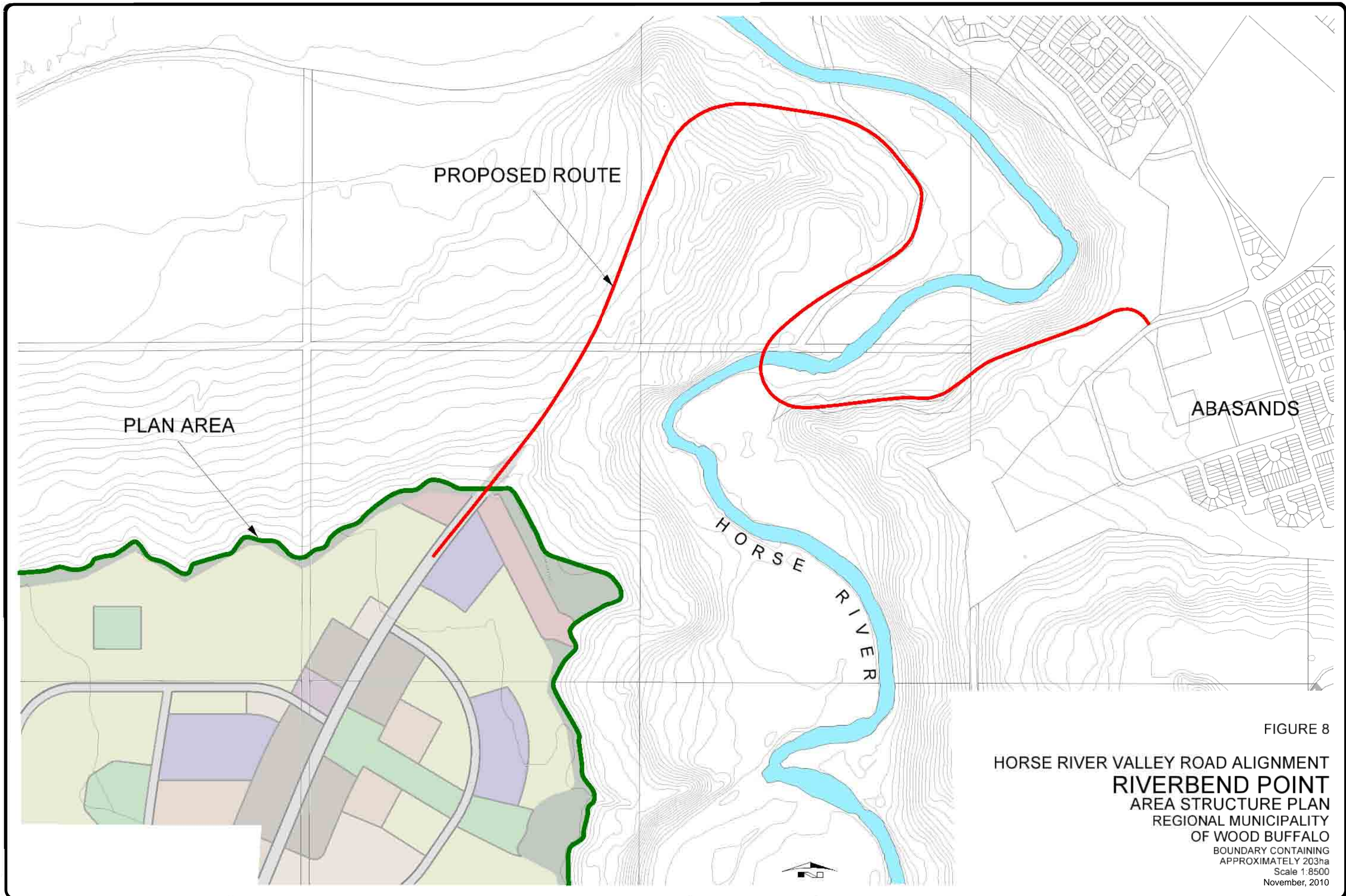


FIGURE 7
 TRANSPORTATION NETWORK
 RIVERBEND POINT
 REGIONAL MUNICIPALITY
 OF WOOD BUFFALO
 Scale 1:50 000
 November, 2010



11 SERVICING

Riverbend Point is a new growth area, and thus this greenfield development will require the extension and construction of major utilities and facilities to service future development. All servicing will conform to the current design standards of the RMWB.

The servicing concept is displayed in Figure 9.

11.1 Water

Consistent with the preliminary plans shown in the *Fringe Area Development Assessment* completed by the RMWB in March of 2007, a new water trunk will be extended from the treatment plant north of the Athabasca River to serve the plan area. Booster pumps will likely be required south of the Athabasca River to pump the water to a new water reservoir on the plateau in the plan area. From the water reservoir, water main trunks will be constructed to serve the plan area. These would be oversized to serve the proposed development area to the south. A 300 mm watermain loop will likely be sufficient to serve the entire area, but this will be confirmed by a detailed water network analysis as further engineering work proceeds.

11.2 Sanitary

The conceptual sanitary sewer system conforms to the preliminary plans shown in the *Fringe Area Development Assessment* completed by the RMWB in March of 2007.

The sanitary sewage will flow by gravity to a lift station located on the north side of the Athabasca River. From the lift station, the sanitary sewage will be pumped through a forcemain to the RMWB's treatment facility.

The trunk main system will be oversized to provide service to the proposed development to the south. Sizing of the gravity mains, lift station, and forcemain will be determined through more detailed analysis as design progresses on the project.

11.3 Storm

The storm system also requires a substantial offsite component. Within the plan boundary the storm flows will be directed to four stormwater management facilities (SWMF). The four facilities will discharge storm flows via an outfall trunk to a new stormwater outfall at the Horse River. The facilities will be designed to reduce nutrient loading and to reduce flows to predevelopment conditions.

Internal to the development area, the underground storm system will be designed to accommodate the 1:5 year storm event. Trunks will be oversized, as required, to

accommodate future development to the west, east, and south. Major flows in excess of the 1:5 year event will be carried overland by surface routing on the roadway system or public utility lots, with trapped lows no deeper than 300mm. The existing grade falls approximately 4 meters from southwest to northeast, which provides an average grade of 0.5%. Overland flows can therefore be accommodated with minimal re-grading within the plan area.

11.4 Shallow Utilities

Shallow utilities will be provided by private companies. Currently there is not enough servicing capacity in the area for any of the shallow utilities. However, the telephone, electricity, and cable companies have all indicated that they would make the necessary upgrades to their systems to provide enough capacity.

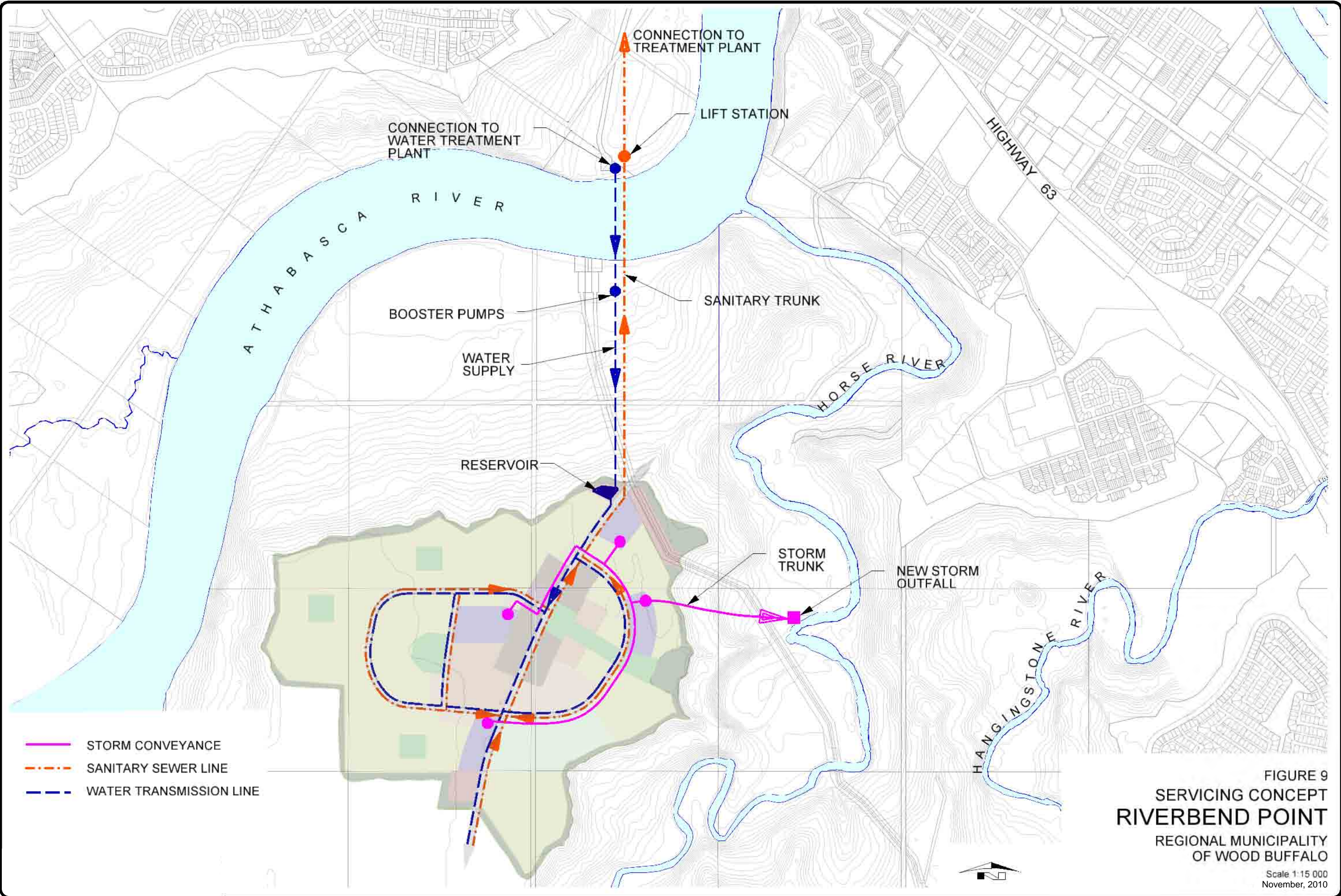
11.5 Objectives and Policies

Objectives

- Ensure the community has adequate and reliable servicing infrastructure.
- Ensure that the servicing systems meet the standards of the Regional Municipality of Wood Buffalo and Alberta Environment.
- Provide the servicing infrastructure in an economically efficient manner.

The following policies apply to water servicing in the plan area:

- 11.5.1 All developments shall construct the servicing infrastructure to the standards of the Regional Municipality of Wood Buffalo and Alberta Environment.*
- 11.5.2 The developers are encouraged to explore the most cost efficient servicing options available, taking into account the long term maintenance cost to the municipality, when evaluating servicing options.*
- 11.5.3 The detailed design should explore design elements which are likely to reduce the environmental impact of the urban development.*
- 11.5.4 Where possible, servicing facilities should accommodate passive recreation opportunities (i.e. stormwater management facility).*



12 PROTECTIVE & EMERGENCY SERVICES

The local police service has indicated that emergency response time would not be an issue for Riverbend Point as it is relatively close to downtown. However, the police service has expressed a desire for a “community office”, which is essentially a small storefront office, to be located within the plan area. A storefront community office can be accommodated within the Village Core.

Fire and EMS have expressed concern that a recommended response time of eight minutes for EMS and ten minutes for fire services to 90% of the plan area’s residents would likely not be maintained utilizing current facilities. Therefore they have requested space for a local fire hall in the plan area which would provide facilities for emergency services. This facility would require a 0.8 ha site and it is preferable to locate this adjacent to a collector road to ensure accessibility.

An important component of protective and emergency services is prevention. Wildfire in the region is a serious concern and therefore this plan implements the recognised fire setbacks as a preventative measure. Designs for appropriate spatial separation from the community and undeveloped forest lands will be consistent with the *Fire Smart Manual*. The majority of the lands adjacent to steep slopes should include a public road at the top of bank. This will provide spatial separation and will allow emergency services the ability to access the area in emergencies.

Objective:

- Ensure a high level of protective and emergency services for the plan area.
- Ensure adequate preventative measures addressing the threat of wildfire.

Protective services shall be provided in accordance with the following policies:

- 12.1.1 *Adequate locations for the potential location of protective and emergency services are to be provided within Phase One of the plan area.*
- 12.1.2 *Setbacks from the adjacent woodlands will be required in accordance with the Fire Smart Manual.*
- 12.1.3 *A public road at the top of bank, in areas with steep slopes, should be provided to allow for spatial separation and access for emergency services.*

13 RESOURCE EXTRACTION

There are active and abandoned gas wells and pipelines adjacent to the plan area. The active resource extraction facilities need to be protected to ensure they remain viable and efficient.

Objective:

- Minimize conflict between urban development and resource extraction infrastructure while ensuring the continued viability of resource extraction.

Resource extraction shall be provided in accordance with the following policies:

- 13.1.1 In accordance with the Alberta Subdivision and Development Regulation development shall respect the setbacks from resource extraction infrastructure (i.e well heads)*
- 13.1.2 Development shall conform to the Energy and Utilities Board recommendations for setbacks from abandoned wells.*
- 13.1.3 Pipelines and rights-of-way servicing resource extraction activities should be located so they do not unnecessarily constrain urban development.*

14 PHASE 1 DEVELOPMENT

As previously mentioned only a portion of Riverbend Point (Phase 1) can be developed before a second access is constructed through the Hangingstone Plateau. As a result this ASP considers the implications and plans for the first phase to stand alone and function until the balance of the community is developed.

Phase 1 of Riverbend Point is entirely under private ownership with the exception of the lands required to accommodate the offsite infrastructure.

It is anticipated that the first phase will contain approximately 4,300 residents. Table 4 below highlights the expected units and population for the first phase.

Table 4 Phase 1 Unit & Population Projections

	Area (ha)	Units/ha	# of Units	Pop./Unit	Projected Population
Single and Semi Detached	27.5	20	550	3.50	1,925
Townhouse	1.7	45	77	2.50	191
Apartment	6.2	100	620	2.50	1,550
Village Core (mixed use)	2.7	90	243	2.50	608
Total	38.1		1,490		4,274

Units/ha (excluding parks, roads, PUL)	39
People/ha (excluding parks, roads, PUL)	112

14.1 Schools and Open Space

It is expected that Phase 1 will generate approximately 600 K-8 and 500 9-12 school children. Both school boards have indicated that students generated from Phase 1 will likely be bussed to existing schools, which currently have capacity.

Additionally within the first phase a school could be developed on a 3.3 ha site, but it is more likely that the students will be bussed to schools outside of the community, until the entire Riverbend community is developed.

Phase 1 will dedicate 10% of the gross developable area as municipal reserve, and therefore the residents of Phase 1 will have sufficient parks and open space to serve their recreation needs.

An institutional site designed to accommodate a fire hall shall be part of Phase 1.

14.2 Transportation

Abasands Dr. will be extended to provide access to Phase 1. Collectors and local roads within Phase 1 will be constructed to provide access to the dwelling units.

The access road (Abasands Dr.) is located on RMWB and Provincial lands. Agreements will be required to ensure the right-of-way for the road is established.

As previously mentioned a gravel emergency access shall be provided to serve Phase 1.

14.3 Emergency Services

The 0.8 ha institutional site which will accommodate a municipal fire hall will be provided for as part of Phase 1.

14.4 Commercial

There is 2.7 ha of mixed use commercial lands within Phase 1. This is expected to yield approximately 90,000 sqft of retail and office space. Thus, there is the opportunity to provide for the commercial needs of the Phase 1 residents.

14.5 Servicing

Infrastructure for Phase 1 will be oversized to service the entire community as required.

Similar to the access road the offsite infrastructure needs to be placed on RMWB and Provincial lands. Thus, right-of-ways with these landowners will need to be established to construct the infrastructure.

15 IMPLEMENTATION STRATEGY

15.1 Implications for Other Municipal Plans and Bylaws

The implementation of this plan will require amendments to the Municipal Development Plan and the Land Use Bylaw. The amendment to the Land Use Bylaw will include changes to the zoning maps, and not the creation of new land use districts.

15.2 Outline Plan

This plan addresses future development in general terms. Prior to re-districting and subdivision, it will be necessary for the RMWB to approve more detailed outline plans to ensure that individual developments are properly planned.

Objective

- Establish a more detailed plan for a specific development area prior to re-districting and subdivision.

Outline Plans shall be provided in accordance with the following policies:

15.2.1 Prior to the approval of re-districting or subdivision that would allow development to proceed, detailed outline plans shall be prepared by the applicant and accepted by the RMWB.

15.2.2 Each outline plan must include, to the satisfaction of the RMWB, a practical planning area based on natural and/or servicing boundaries and extending, if necessary, beyond the proponent's land ownership.

15.2.3 Each outline plan will provide the content and level of detail required by the RMWB.

15.3 Development Sequence

The development sequence is displayed in Figure 10.

One of several constraints to the full development of Riverbend Point is the capacity of the transportation network. As mentioned earlier, the community cannot be fully developed until a second access has been constructed.

Objective

- Ensure that development occurs in an efficient and economical fashion.
- Ensure that development does not significantly impact the existing transportation network in a negative fashion.

The development sequence shall be provided in accordance with the following policies:

15.3.1 Before phases 2 and 3 are developed, a second access must be constructed.

15.3.2 The servicing infrastructure should be constructed in stages recognising that the community will not likely be fully developed in a short time frame, due to transportation network constraints.

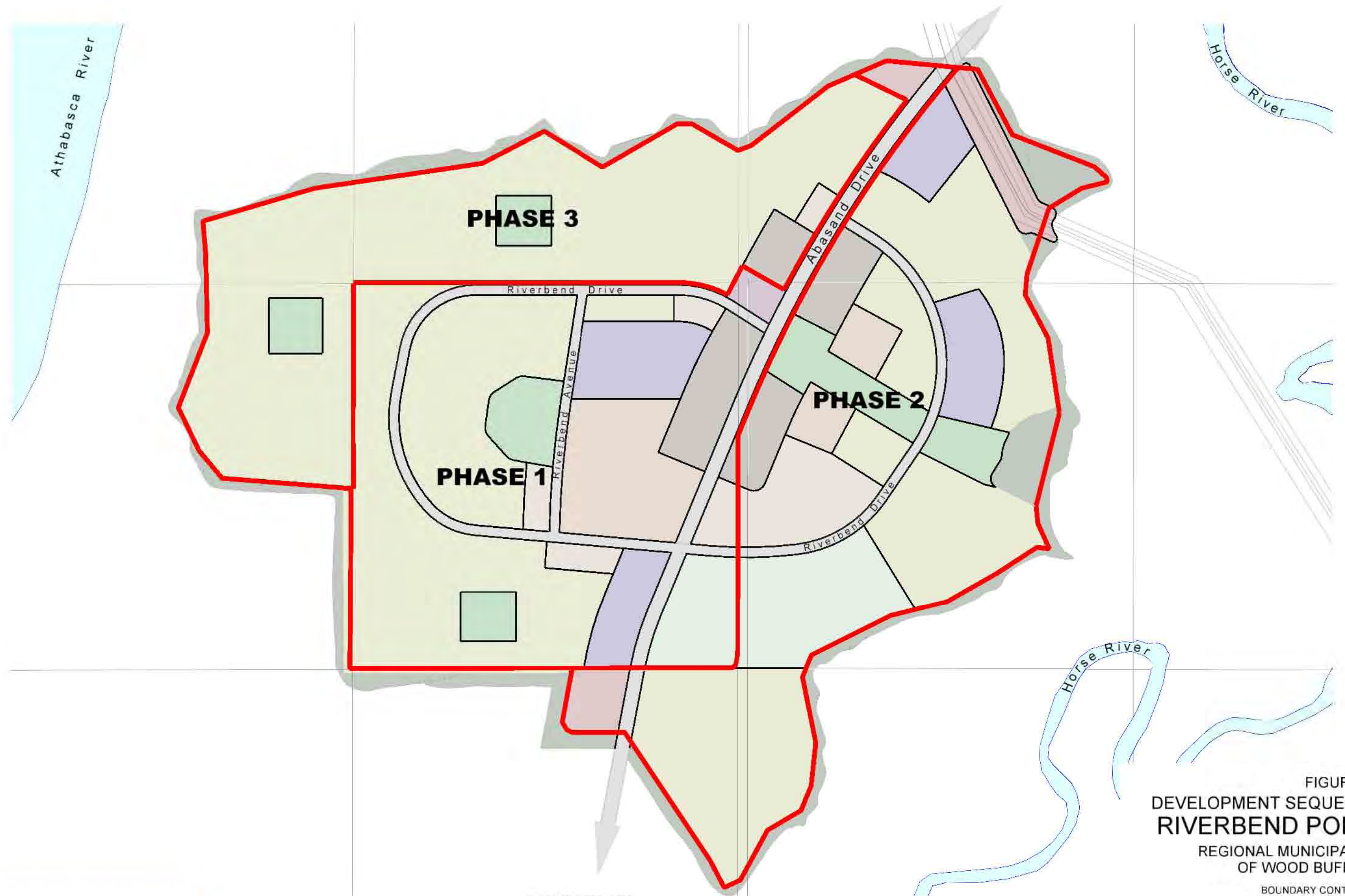


FIGURE 10
DEVELOPMENT SEQUENCE
RIVERBEND POINT
REGIONAL MUNICIPALITY
OF WOOD BUFFALO

BOUNDARY CONTAINING
APPROXIMATELY 203 ha
Scale 1:7500
November, 2010

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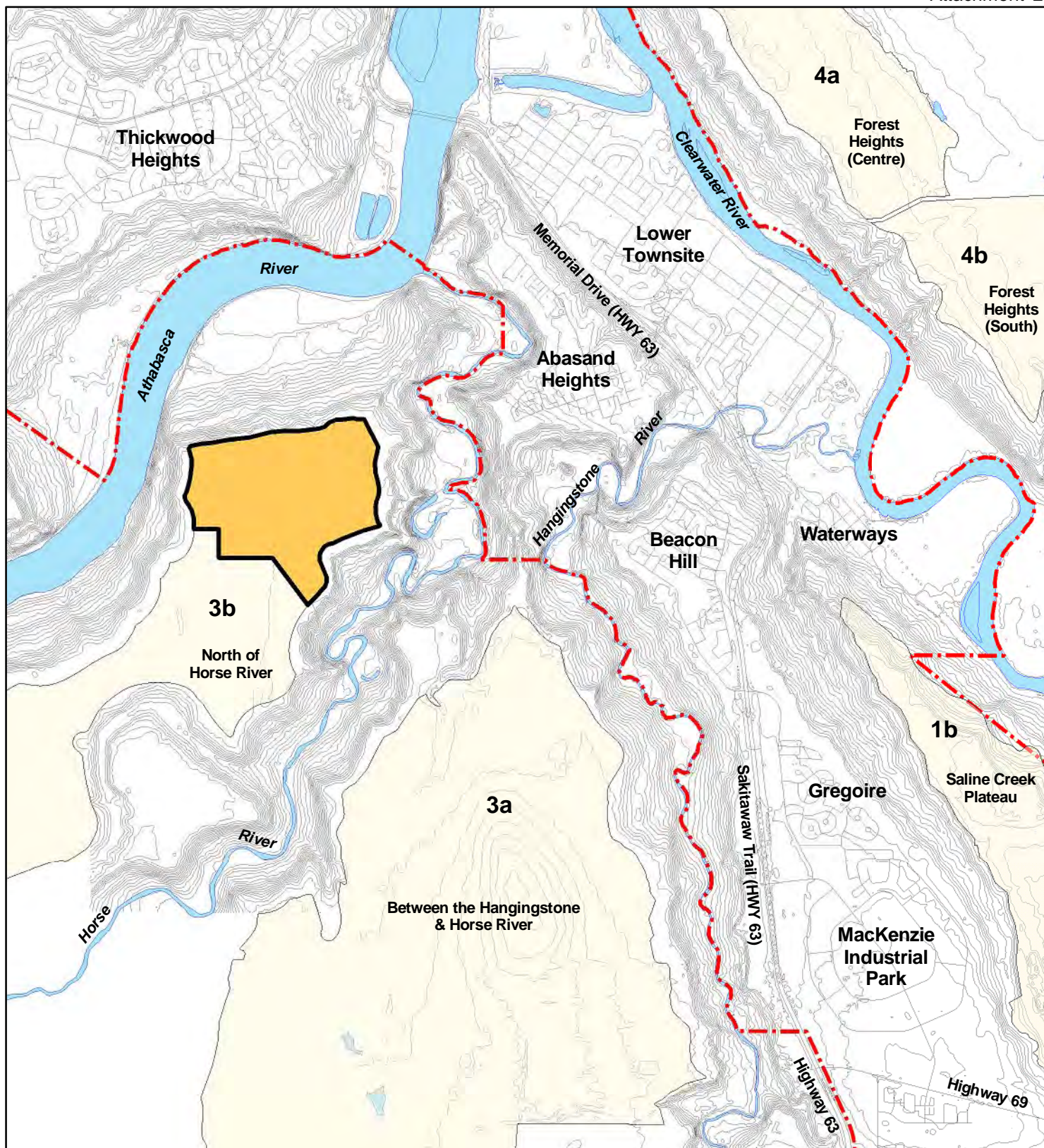
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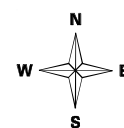
Regional Municipality of Wood Buffalo Land Use Bylaw # 99/059, Consolidated October 6 2006.

Regional Municipality of Wood Buffalo, Municipal Development Plan Bylaw # 00/005, Adopted February 8 2000.

Terracon Geotechnique Ltd, Riverbend Point Development, 2007.



Subject Area Map



Proposed Riverbend Point



Development Phasing as outlined in the Fringe Area Development Assessment

Subject: Bylaw No. 10/035 – Land Use Bylaw Amendment
Lots 1-6, Block 13, Plan 3969 ET (7203 - 7213 Cliff Avenue)

APPROVALS:

Kelly Kloss, Chief Administrative Officer, Interim
Dennis Peck, Director

Recommendation:

THAT Bylaw No. 10/035, being a Land Use Bylaw Amendment to Lots 1-6, Block 13, Plan 3969 ET (7203 - 7213 Cliff Avenue), be read a first time.

Summary:

An application has been received to amend Land Use Bylaw No. 99/059 by redesignating six properties along Cliff Avenue in Waterways from Environmental Protection District (EP) to Mixed Form Single Detached Residential District (R1M). The intent of the application is to allow for future development of single detached dwellings on the properties.

Administration does not support the redesignation of the property; however, Council may wish to proceed to a public hearing stage. The authority to amend the Land Use Bylaw is vested with Council under the Municipal Government Act.

Background:

The subject properties (Attachment 2) existed as legal lots in the area predating current municipal regulations and were transferred directly from the Province of Alberta to individual ownership between 1974 and 1996. Currently, there is a mobile home that is understood to be occupied and storage shed on the properties (Attachment 3), but these structures predate the existing land use designation and are legal non-conforming buildings and uses.

These properties had previously been designated for single family development in the 1986 Waterways Area Redevelopment Plan, but this designation was changed to Environmental Protection District (EP) in 1999 due to concerns regarding slope stability. This amendment proposes to return the land to a Mixed Form Single Detached Residential District (R1M) designation.

To remove an Environmental Protection (EP) designation, information that addresses the environmental concerns must be provided. In this case, a geotechnical report was required to show that the site could reasonably be developed. Slope stability is the critical concern with the site as the subject properties are significantly constrained by high slopes, limited space, and an existing retaining wall along the opposite side of the road right of way.

Slope stability and the suitability of the land for development were also raised as concerns by the community through a public open house held by the applicant (June 29, 2009), as well as through phone and e-mail correspondence directed to the Planning Department.

Rationale for Recommendation(s):

The issue of mitigating slope stability concerns was addressed through a geotechnical study presented by the applicant. The study provided a series of recommendations intended to permit the safe development of the properties.

The applicant also provided a design brief detailing a proposed set of development standards that include a narrower rural road standard to access the properties. This would require variances from urban Engineering Servicing Standards, but was defended by the applicant as being necessary given the limitations of the site, as being consistent with the existing conditions in the surrounding area (most areas in Waterways would not meet the current urban road design standards), and as generally being in keeping with best practices.

In review of the proposal, the lower design standards proposed for this development may meet the Alberta Building Code for provision of emergency access to the subject properties; however, there is concern that it may not meet the intent of those provisions (i.e., the limited carriage way could easily be blocked by snow or parked vehicles). In addition, it has been noted that the proposed road to access the sites does not include a turn around area at its end. This may restrict the ability of refuse trucks to access the property. This concern, linked with the proposed grade that exceeds the engineering servicing standards, means that service vehicles will have to back up to turn around, and thereby create a safety issue (Attachment 4).

The surrounding area also has a history of numerous issues managing slope stability and appropriate development standards. While future development could maintain the existing standards and character, and support the overall amenities of the area, developing the site may not be appropriate given existing stability issues. Development with poor access can potentially contribute to already challenging conditions and negatively impact the community as a whole.

There are no specific issues with regard to the proposed land use – as it proposes to maintain the form and character of the community, and the properties are in a location that would be suitable for development if the area could be developed safely and with no impacts on the surrounding community. The proposed designation of Mixed Form Single Detached Residential District (R1M) is the same land use designation in adjacent developed properties. However, there are numerous site issues and it is reasonable to expect that the proposed development would impact the use, enjoyment, amenity, and value of properties and the quality of life of residents in the immediate area.

It is important to distinguish between the Land Use Bylaw amendment process and the development permit process. The Land Use Bylaw amendment, if approved, identifies potential development opportunities and the general siting provision thereof. The development permit process is a detailed permission to allow a specific use in a prescribed form that will meet the general intent of the Land Use Bylaw process. A Land Use Bylaw amendment is not permission to develop and not a guarantee that a permit will be issued. The process is one of incremental

commitment to the final site development. Notwithstanding that the eventual Land Use Bylaw may permit a variety of land uses, the proponent will still need to prove that they can properly develop the site. The development permit process will engage requirements for more detailed plans before any construction can proceed.

Administration does not support this application; however, Council may wish to bring the proposal to a public hearing through the bylaw process, as this will provide an opportunity for public notice and for all interested parties to present their views.

Attachments:

1. Bylaw No. 10/035
2. Subject Area Map
3. Aerial Photo of Subject Area
4. Cliff Avenue Site Photographs

BYLAW NO. 10/035

BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO AMEND LAND USE BYLAW NO. 99/059

WHEREAS Section 639 of the Municipal Government Act, R.S.A., 2000, c.M-26 and amendments thereto authorizes Council to enact a bylaw adopting a Land Use Bylaw.

AND WHEREAS Section 191(1) of the Municipal Government Act, R.S.A., 2000, c.M-26 and amendments thereto authorizes Council to adopt a bylaw to amend a Land Use Bylaw.

NOW THEREFORE, the Council of the Regional Municipality of Wood Buffalo, in the Province of Alberta, in open meeting hereby enacts as follows:

1. THAT Land Use Bylaw No. 99/059 is hereby amended by changing the land use designation of Lots 1-6, Block 13, Plan 3969 ET from EP – Environmental Protection District to R1M – Mixed Form Single Detached Residential District as shown on Schedule A, attached hereto and forming part of this Bylaw.
2. THAT the Chief Administrative Officer is authorized to consolidate this bylaw.
3. THAT this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time this _____ day of _____, A.D 2010.

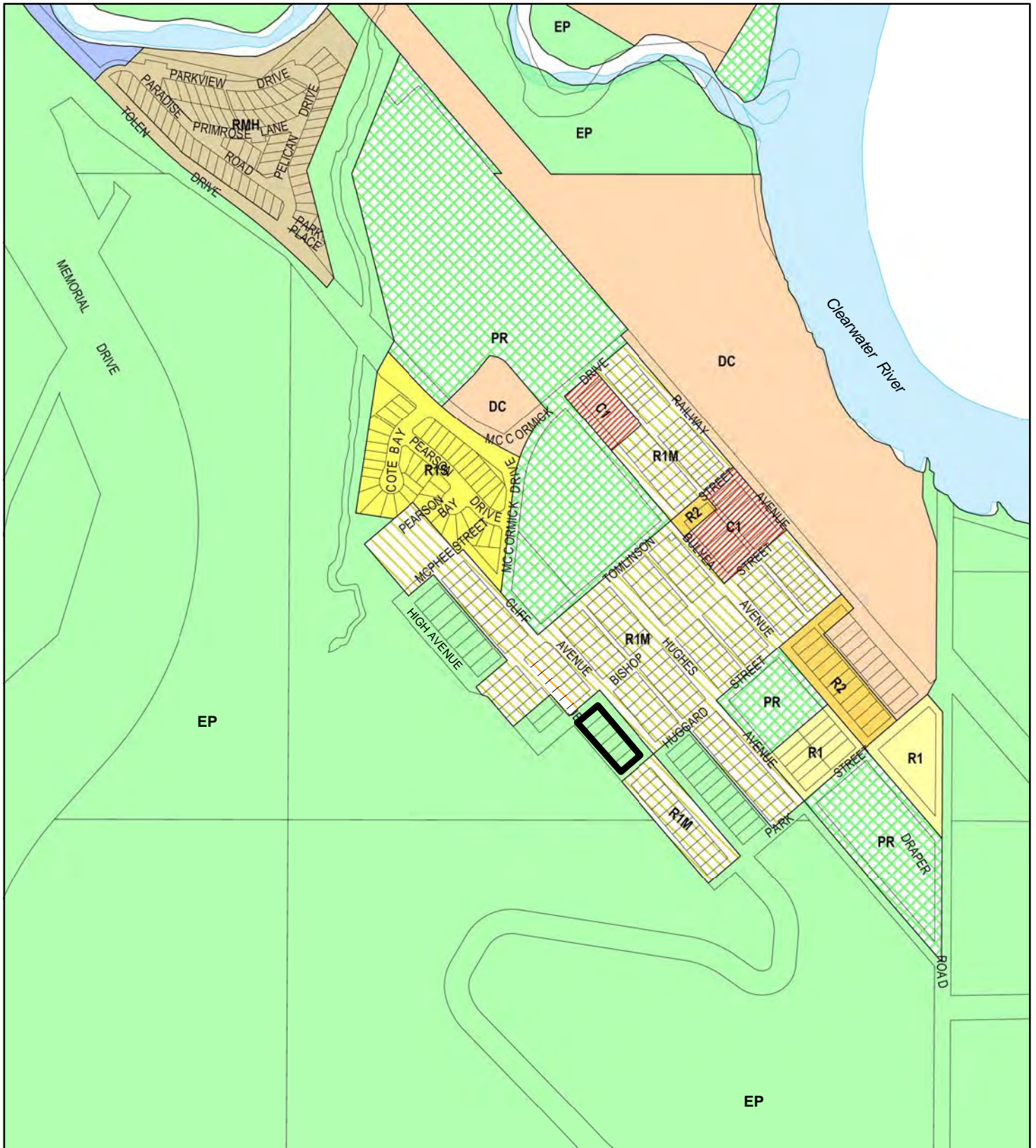
READ a second time this _____ day of _____, A.D. 2010.

READ a third and final time this _____ day of _____, A.D. 2010.

SIGNED and PASSED this _____ day of _____, A.D. 2010.

Mayor

Chief Legislative Officer

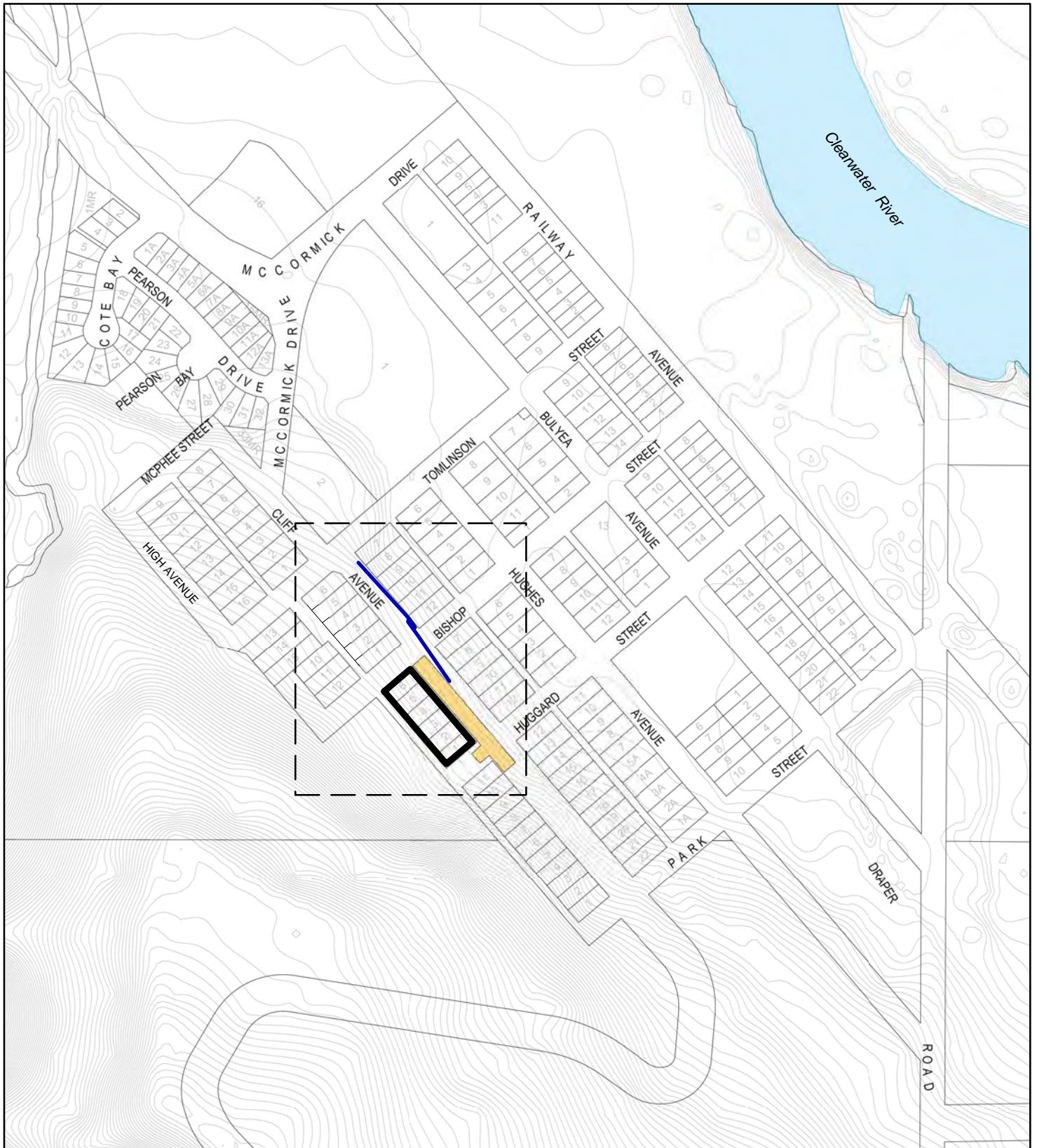


LAND USE BYLAW AMENDMENT




Lots 1-6, Block 13, Plan 3969 ET (7203-7213 Cliff Avenue)
 From EP (Environmental Preservation)
 To R1M (Mixed Form Single Detached Residential)





Subject Area Map

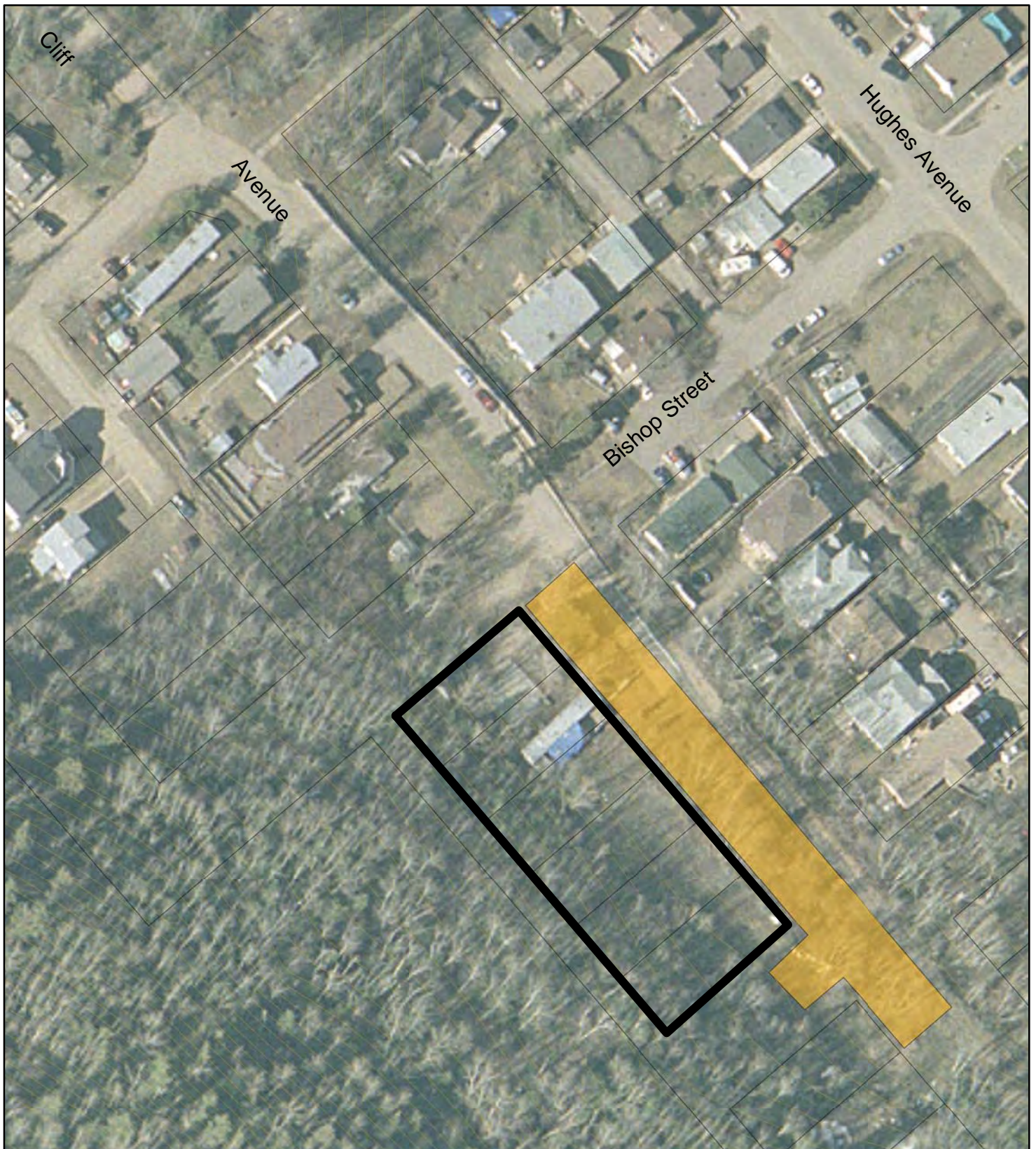
 Lots 1 - 6, Block 13, Plan 3969 ET (7203 - 7213 Cliff Avenue)

 Proposed Extension of Cliff Avenue



 Aerial Photo Area (Attachment 3)

 Retaining Wall





Aerial Photo of Subject Area

-  Lots 1 - 6, Block 13, Plan 3969 ET (7203 - 7213 Cliff Avenue)
-  Proposed Extension of Cliff Avenue





Cliff Avenue Site Photographs


 Lots 1 - 6, Block 13, Plan 3969 ET (7203 - 7213 Cliff Avenue)







Photo 5



Photo 6



Photo 7

Subject: Tax Accounts Write-Off**APPROVALS:**

Kelly Kloss, Chief Administrative Officer, Interim
Terence Morton, Divisional Manager
Henk Van Waas, Director

Administrative Recommendation(s):

THAT the outstanding tax arrears identified in Attachment 1 – Recommended Tax Account Write-Offs dated October 7, 2010 be written off.

Summary:

Tax arrears that cannot be dealt with using the tax recovery process are deemed non-collectible. In order to write off these accounts, Council approval is required.

Background:

Twenty-One (21) manufactured homes with taxes in the amount of \$25,532.75 were removed from the Municipality, not traceable, and therefore not collectible. Three (3) leased property tax accounts consisting of two (2) leased from the Provincial Government and one (1) leased from the Municipality with a total tax amount of \$12,484.98 are deemed non-collectible as the leases were expired prior to the tax year. Two (2) payments in lieu of tax accounts consisting of one (1) account from the Provincial Government and one (1) account from the Federal Government with a total tax amount of \$43.73 were deemed by the Provincial and Federal Governments not eligible for payments.

Budget/Financial Implications:

Administration has established a bad debt allowance for the tax arrear accounts to be written off. If Council approves the write-offs, there is no impact to the 2010 operating budget.

Rationale for Recommendation(s):

Administration followed the standard collection process of sending notices to the property owners requesting payment. As a last step, when no response was received within the timeframe given on the notices, the accounts were forwarded to an outside collection agency. Administration has exhausted all options to collect the tax arrear accounts; therefore, the outstanding tax arrears are deemed to be non-collectible and should be removed from the tax financial system.

Attachments:

1. Recommended Tax Account Write-Offs, October 7, 2010

ATTACHMENT 1**RECOMMENDED TAX ACCOUNT WRITE-OFFS****MANUFACTURED HOME PROPERTY TAX ACCOUNTS**

ACCOUNT #	BALANCE	ACCOUNT #	BALANCE
7030691011	\$ 239.97	7030697661	\$ 257.23
7071091551	\$ 966.42	7071091561	\$ 790.47
7071091571	\$ 2,485.54	7071091601	\$ 653.40
7071091611	\$ 3,789.20	7071091681	\$ 387.28
7071091661	\$ 915.50	7071091671	\$ 3,554.71
7071091711	\$ 1,063.42	7071091721	\$ 973.21
7071091732	\$ 6,281.90	7071091741	\$ 434.25
7071091761	\$ 223.13	7071091781	\$ 62.16
7071091821	\$ 87.19	7071091841	\$ 70.37
7071091881	\$ 1,184.07	7071091892	\$ 29.01
7071092311	\$ 1,084.32		
			\$ 25,532.75

LEASED PROPERTY TAX ACCOUNTS

8400584181	\$ 309.36	71024801	\$ 152.53
8400786043	\$ 12,023.09		
			\$ 12,484.98

**PROVINCIAL AND FEDERAL GOVERNMENT
PAYMENTS IN LIEU OF TAX ACCOUNTS**

8260001560	\$ 0.73	8260000840	\$ 43.00
			\$ 43.73

TOTAL TAX ARREARS **\$ 38,061.46**

Date: October 7, 2010

Subject: Composite Assessment Review Boards – Appointment of Alternate Board Members**APPROVALS:**

Glen Laubenstein, Chief Administrative Officer
Kelly Kloss, Deputy Chief Administrative Officer
Surekha Kanzig, Director

Administrative Recommendation(s):

THAT Mr. George Zaharia and Mr. Brian Frost from the City of Edmonton be appointed to and authorized to serve as alternates on the Regional Municipality of Wood Buffalo Composite Assessment Review Boards, for the specific purpose of hearing complaints related to files 10-001 and 10-004; and

THAT the terms of appointment for Mr. George Zaharia and Mr. Brian Frost expire when all matters related to files 10-001 and 10-004 have been concluded.

Summary:

The Assessment Review Boards Bylaw provides for the assignment of members to the Composite Assessment Review Boards, as well as the appointment of authorized substitutes. The *Municipal Government Act* requires that the assignment of members and appointments of authorized substitutes be approved by Council.

Background:

Assessment Review Boards are established to provide a process for taxpayers to dispute the assessed value of their property. These boards are legislated under the *Municipal Government Act*, and in June, 2009, the legislation had significant amendments in relation to the structure and responsibilities of the Assessment Review Boards. This necessitated the restructuring of the Assessment Review Boards in all local jurisdictions in order to comply with the new legislation.

On March 23, 2010, the Assessment Review Boards Bylaw (No. 10/003) was passed and provides for the establishment of up to three Composite Assessment Review Boards. The establishment of this bylaw enables each member to serve as an authorized substitute allowing for alternates in case of a vacancy on any Board.

Historically, the Assessment Review Boards have met during the day, with only minimal impact on the members' ability to get time off from their regular jobs. This year, due to a large influx of hearings and a shortage of trained members, the Boards have been meeting during the day,

evenings and weekends in order to accommodate the members' schedules and manage all the various complaints.

Two files (10-001 and 10-004) relate to very large complex complaints and require a significant time commitment from the members assigned to these files. Existing Composite Assessment Review Board members' schedules are unable to be adjusted to accommodate the demands of these particular complaints, which are scheduled to be heard from November 30 to December 17, 2010. Normally, members would be appointed from the Municipality, but due to the legislated requirement for all members to successfully complete mandatory training prior to sitting on the board, Administration must look outside of the Municipality, as there is no training offered prior to the scheduled hearing that local residents would be able to complete in time to sit on the scheduled dates. In order to meet legislated time frames, there is no flexibility in terms of scheduling. As such, it is necessary to appoint additional trained members to hear complaints relating to files 10-001 and 10-004.

Rationale for Recommendation(s):

Administration is recommending the appointment of two trained assessment review board members from the City of Edmonton for the sole purpose of hearing assessment complaints and any matters arising from files 10-001 and 10-004. These members have confirmed their ability to accommodate the hearing dates of November 30 to December 17, 2010 and are fully trained in accordance with legislation. Appointment of the Edmonton members will ensure that the Regional Municipality of Wood Buffalo is able to hear complaints 10-001 and 10-004 within the legislated timeframes.