



Council Meeting

Council Chambers
Municipal Building - Jubilee Centre
9909 Franklin Avenue, Fort McMurray

Tuesday, June 26, 2007
6:00 p.m.

Agenda

Call to Order

Opening Prayer

Adoption of Agenda

Minutes of Previous Meetings

- A. Regular Meeting – June 12, 2007
- B. Public Hearing – June 12, 2007

Delegations

None Scheduled

(The Chair will provide an opportunity for those attending the meeting and wishing to address an item on the agenda to identify themselves and come forward to speak to Council. Consistent with all delegations, each presentation will be allowed a maximum of five minutes. This does not apply to Public Hearings or Bylaws for which a Public Hearing is required to be held, as the process for these items is regulated by the Municipal Government Act.)

Public Hearings

None Scheduled.

Updates

- A. Reporting of Councillors on Boards and Committees
(Councillors Wiltzen, Carbery, Chadi, Slade and Vyboh)
- B. Mayor's Update

Reports

- A. Appointment to Library Board
- B. Community Plan on Homelessness & Affordable Housing – Outreach Initiative Pilot Project Funding
- C. Minimization of Plastic Bags
- D. School Zone Traffic Control
- E. Parcel F Subdivision (Stone Creek)
- F. AUMA Resolution Oil Sands Development

Bylaws

- A. Bylaw No. 07/044 - Debenture Borrowing Bylaw Amendment – Southeast Regional Water Supply Line (2nd & 3rd Reading)

- B. Bylaw No. 07/056 - Amendment to the MacDonald Island Redevelopment Steering Committee Bylaw *(All 3 Readings)*
- C. Bylaw No. 07/057 – Procedure Bylaw Amendment *(All 3 Readings)*
- D. Bylaw No. 07/046 - Bylaw No. 07/046 - Timberlea Area Structure Plan Amendment – Part of Lot 1, Block 17, Plan 052 3653 *(1st Reading)*
- E. Bylaw No. 07/047 – Land Use Bylaw Amendment - Part of Lot 1, Block 17, Plan 052 3653 Parcel D, The Consortium Lands *(1st Reading)*
- F. Highway 63/881 Corridor Area Structure Plan
 - Bylaw No. 07/049 - Municipal Development Plan Amendment *(1st Reading)*
 - Bylaw No. 07/050 - Highway 63/881 Corridor Area Structure Plan *(1st Reading)*
 - Bylaw No. 07/051 - Hamlet of Anzac Area Structure Plan Amendment *(1st Reading)*
- G. Bylaw No. 07/053 - Bylaw No. 07/053 – Municipal Development Plan Amendment - Part of Lot 3, Block 1, Plan 042 1905 (Eco-Industrial Park) *(1st Reading)*
- H. Bylaw No. 07/054 - Highway 63 North Area Structure Plan Amendment - Part of Lot 3, Block 1, Plan 042 1905 (Eco-Industrial Park) *(1st Reading)*
- I. Bylaw No. 07/055 - Land Use Bylaw Amendment *(1st Reading)*
- J. Bylaw No. 07/058 – Saline Creek Area Structure Plan *(1st Reading)*

New and Unfinished Business

Adjournment

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Legislative and Legal Services
Date:	June 26, 2007
Subject:	Appointment to Library Board

ISSUE:

Appointment of a resident to the Library Board.

HISTORY:

Due to a recent resignation from the Library Board, a vacant position exists and the Library has requested that it be filled as soon as possible so that the Board can continue to function with its full complement of members.

Applications were reviewed by a Selection Committee comprised of the Mayor and three Members of Council.

ADMINISTRATIVE RECOMMENDATION:

THAT Kevin Thornton be appointed to the Library Board for the duration of the existing term which expires December 31, 2008.

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Community Services
Date:	June 26, 2007
Subject:	Community Plan on Homelessness & Affordable Housing – Outreach Initiative Pilot Project Funding

ISSUE:

The dispersal of funding received from Alberta Municipal Affairs and Housing to community organizations for the Community Plan on Homelessness and Affordable Housing.

REFERENCE:

Conditional Grant Agreement between the Regional Municipality of Wood Buffalo and Alberta Municipal Affairs and Housing dated March 29, 2007.

HISTORY:

Since 2001, the Municipality has acted as the Community Based Organization responsible for the dispersal of funds contributed by the Federal and Provincial Governments to community organizations based on the Updated Community Plan on Homelessness and Affordable Housing.

In August, 2006 representatives from the 7 Cities Group presented to the Standing Policy Committee on Health and Wellness with a request for pilot project funding to support Outreach Services. The Regional Municipality of Wood Buffalo received an allocation of \$1,000,000.00 for two years to provide outreach services. A provincial evaluation will be conducted to determine the effectiveness of this funding within the Regional Municipality of Wood Buffalo as well as the other major cities of the province.

The Municipality as a member of the Homelessness Initiative Steering Committee has helped community organizations build capacity to better serve the homeless and near homeless people within the Region.

The process for notifying community organizations about the opportunity to receive funding included several community meetings with organizations who provide services to the homeless or at risk population in Fort McMurray. As well, the call for proposals was submitted to the Fort McMurray Today Newspaper and was advertised for three weeks, March 30th, April 5th, and April 13th.

Administration received three proposals with one proposal being withdrawn. The combined request of the remaining proposals was \$716, 349.00.

ALTERNATIVES:

1. Allocate funding as per recommendations.
2. Do not allocate funding.

ANALYSIS:

Applications were screened for compliance with the Community Plan on Homelessness and Affordable Housing and reviewed by a subcommittee of the Homelessness Initiative Steering Committee for content. All applications and recommended allocations were reviewed by the Community Services Advisory Committee.

ATTACHMENTS:

1. Summary of Funding Recommendations
2. Summary of Proposals

ADMINISTRATIVE RECOMMENDATION:

THAT \$455,000.00 funding for the Community Plan on Homelessness-Outreach Pilot Project Funding be allocated as follows:

- Centre of Hope\$400,000.00
- Justin Slade Foundation.....\$55,000.00

COMMUNITY PLAN ON HOMELESSNESS & AFFORDABLE HOUSING
Provincial Outreach – 2007/08

SUMMARY OF FUNDING RECOMMENDATIONS

COMMUNITY PLAN ON HOMELESSNESS AND AFFORDABLE HOUSING Community Outreach Funding (2007/2008) (\$500,000.00)					
Grant No	Organization	Priority	Amount Requested	Recommended Allocation	Percentage of Request
CPH-Outreach06-01	Fellowship Baptist Church-Centre of Hope	1	\$437,565.00	\$400,000.00	91%
CPH-Outreach06-02	Association for Community Living	1	\$220,830.00	Withdrawn	
CPH-Outreach06-03	Justin Slade Foundation	1	\$278,784.00	\$55,000.00	20%

**COMMUNITY PLAN ON HOMELESSNESS & AFFORDABLE HOUSING
Provincial Outreach – 2007/08**

AVAILABLE FUNDING: \$500,000.00

Grant	Name of Organization	Purpose	Comments
CPH-Outreach-01	Fellowship Baptist Church- Centre of Hope	Provide outreach services to those individuals without any housing or are temporarily housed	This will be an essential service in helping to remove the barriers that prevent people to move into housing.
CPH-Outreach-02	Fort McMurray Association for Community Living	Provide outreach services to those individuals who have housing but are at risk of becoming homeless	Proposal Withdrawn
CPH-Outreach-03	The Justin Slade Foundation	Provide outreach services to youth who are homeless or at risk of becoming homeless	This program will help youth gain skills to be successful in the housing situation they are in or to access safe housing. Administration will assist in developing the outreach program.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

COUNCIL REPORT

To:	Mayor and Council
From:	Operations and Maintenance
Date:	June 26, 2007
Subject:	Minimization of Plastic Bags

ISSUE:

Present a sampling of options for minimizing plastic bags from the municipality's solid waste stream.

REFERENCES:

1. Council Resolution 07-216:
 "MOVED by Councillor Vyboh that Administration explore the feasibility of banning the usage of plastic grocery bags in the community to lessen the impact on the environment".
2. Say No! – to plastic bags: by V.Krishna Moorthy
3. It's Official: Manitoba town gives plastic bags the boot: April 2, 2007; CBC News

HISTORY:

On May 8, 2007, Council issued a notice of motion to ban all plastic bags from the regional waste stream. The notice of motion was issued to build on current waste stream diversion and environmental protection initiatives. There are other municipal jurisdictions such as San Francisco (USA), Goa (India), Florida State, Suffolk County (USA), Berkeley California (USA), and Leave Rapids, Manitoba that have already banned or regulated plastic bags for local operations with various degrees of success.

The common plastic bag is made of High Density Polyethylene (HDPE), which is a strong, relatively opaque form of polyethylene. This tight molecular structure is the primary reason why HDPE is very resistant to natural decomposition processes. HDPE plastic materials can remain intact in a landfill cell for approximately 1000 years before the degradation process is completed. In addition to the long decomposition time, plastic bags prove to be very difficult to handle as part of landfill operation. Due to the large surface area and low weight, plastic bags are prone to become wind blown debris which clutter and pollute municipal landfill sites.

The hazards of plastic bags are numerous and include, but are not limited to, the following examples:

- Litter problems associated with wind blown litter presenting unsightly and unhygienic conditions.
- Storm water and sewer system blockage; plastic bags often find their way into municipal collection systems, resulting in blockages, maintenance issues, and increased operation cost.
- Disease Transmission Vector: Plastic bags often collect rain water deposits, which in turn becomes stagnate water which potentially can spread water borne diseases. In addition to

water born diseases, stagnate water is also associated with mosquito breeding grounds and West Nile virus transmission.

- **Reduce Soil Percolation:** Once Plastic bags become part of the soil profile, the material drastically reduces the rate of rain water percolation, resulting in lost moisture content and available nutrients for local vegetation.
- **Decrease Soil Fertility:** soil fertility deteriorates as the plastic bags form part of the humus layer, which can result in soil fertility problems for hundreds of years.
- **Fauna Poison:** Plastic bags are commonly mistaken as a food source by both aquatic and terrestrial fauna. Once ingested, plastic bags are often toxic to various fauna species; in most cases ingestion of this material is usual fatal.

ALTERNATIVES:

1. Customer Quantity Restrictions
2. Implement High Density Polyethylene Recycling Program (HDPE)
3. Low Density Polyethylene (LDPE) Bag Policy
4. Reusable Shopping Bag Policy

ANALYSIS:

1. The Regional Municipality of Wood Buffalo could impose a user pay system similar to that of the City of Calgary. Local residents are required to pay a fix rate per bag at the time of purchase; ideally the program encourages residents to reduce the number of bags they use while shopping. This alternative does not eliminate plastic bags from the waste stream but it would reduce the volume of plastic materials being landfilled. This option would have minimal financial impact on both the operating and capital budget of Solid Waste Services area. Local vendors would be required to regulate the sale of plastic bags as part of their daily operations.
2. Northern Care Association has developed a market for all plastic bags, films, Styrofoam and other HDPE products that are not currently accepted within the regional recycling program. Currently, these products are not being collected as the materials are required to be either baled or shredded before the material can be shipped to market. This program can be implemented upon completion of the Material Recycling Facility in 2008. This option would provide proper management of plastic bags once delivered to the processing facility.
3. Currently, there is an alternative to HDPE bags on the market which may be considered to help reduce the environmental impact of plastic bags. Low Density Polyethylene (LDPE) bags are made from a corn starch mixture making the product biodegradable and more environmentally friendly. The LDPE bags would reduce the amount of biodegradable resistant materials being placed into the landfill but will not address the windblown litter and environmental impacts.

LDPE bags are a viable option which would have minimal impact to the operating and capital budget of Solid Waste Services area. Local vendors would be required to regulate the sale of plastic bags as part of their daily operations.

4. As members of the Northern Care Association, the RMWB may qualify for discount prices on reusable shopping bags. This alternative would see the RMWB purchasing a fixed number of reusable bags per household in conjunction with a plastic bag ban policy. The reusable bags would completely eliminate plastic bags (HDPE and LDPE) from the waste stream, addressing both concerns with regards to plastic bag usage and disposal. Reusable bags would have significant impact on either the operating or capital budget of Solid Waste Services area, the RMWB would be required to purchase a fixed number of bags per residence in the initiation of this program. These bags can be purchased for approximately \$3 to \$4 dollars per unit for a total project cost of approximately \$300,000 - \$500,000. This option would address all environmental concerns and completely eliminate the material of concern from the regional waste stream.

CONCLUSION:

All options will be reviewed within the Solid Waste Management Master Plan and will include a citizen communication plan and will be included within the municipality's current Recycling Education and Awareness program.

It will be crucial, that as part of all options, the citizens and businesses are aware of the importance and requirements of this program in anticipation that the majority of the public will willingly endorse this initiative. The cost of this initiative will be determined during the Capital and Operating budgets.

The Solid Waste Master Plan is targeted for completion by July 26, 2007. A recommendation at this time would be premature without the entire master plan and financial analysis.

ADMINISTRATIVE RECOMMENDATION:

THAT this report be accepted as information.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

COUNCIL REPORT

To:	Mayor and Council
From:	Operations and Maintenance
Date:	June 26, 2007
Subject:	School Zone Traffic Control

ISSUE:

Standards for traffic control in and around school zones.

HISTORY:

The Regional Municipality of Wood Buffalo has received several requests from school councils for enhancements to school zones in order to ensure the safety of our children.

The enhancements that have been requested include:

- put rumble strips around the school zone, similar to the ones by Composite High School, to deter speeding;
- to enlarge the no-parking and crosswalk signage;
- move the transit bus stops away from the entrance to the school bus loop;
- repaint the existing crosswalks in the spring; and
- add another crosswalk, with flashing lights, just past the entrance to the bus loop.

Administration responded to the five requests:

- Rumble Strips: Rumble strips are used as an awareness tool, not a speed deterrent. Because of this, it is not recommended, at this point in time, that rumble strips be installed around the school zone. Many other options can be explored prior to grinding rumble strips into the existing infrastructure.
- Enlarging Signage: The currently existing signage met standards of the day when installed. Signage will be assessed to ensure it meets current standards.
- Transit Stops: Fleet and Transit Services is currently monitoring and reviewing the locations of transit stops.
- Crosswalk Painting: The painting of crosswalks is scheduled for 2007.
- Flashing Lights Crosswalk: Installing a new crosswalk and flashing pedestrian lights goes against current standards.

OPTIONS:

1. Follow Transportation Association of Canada Standards.
2. Implement some or all of the suggestions.
3. University of Calgary to prepare research paper.

ANALYSIS:

- **Rumble Strips:** Rumble strips are used as an awareness tool, not a speed deterrent. Alberta Infrastructure and Transportation uses rumble strips extensively to warn motorists of upcoming intersections, and if they are leaving their driving lane. There have been instances in the rural areas where the stop warning application standards have been reduced because of noise complaints so noise has governed over the added safety benefit.

They decrease the life expectancy of the infrastructure. Any kind of depression or hole in the surface reduces the life expectancy by trapping water. The water then penetrates the structure to perpetuate the freeze thaw cycle.

Raised bumps may be a better means of communicating to the motoring public to reduce driving speed. Raised bumps create traffic hazards when speed limits are greater than 15 km/h.

Studies have shown that rumble strips do not slow down traffic. They are a means to wake up the driver from the trance induced from the monotony of driving straight line roads.

- **Enlarging Signage:** The currently existing signage met standards of the day when installed. The visibility issue has been recently addressed through a standards increase. The color and reflectivity properties have been improved and our signage has been upgraded to this new standard. The new standard implemented in 2005 is the new fluorescent green. All elementary school zones are posted with fluorescent green school sign that advise speed limits of 30 km/h during 7:30 – 4:30 h. Several schools have established crosswalk guards during the start and the end of school days.
- **Adding Crosswalks:** Crosswalk locations are determined by warrant according to Transportation Association of Canada.

Reference from Transportation Association of Canada. *“Studies have shown that a significant reduction in collisions involving school children can be achieved when parents and education officials cooperate with police and engineering officials to train children in pedestrian safety and to develop in them a strong sense of personal responsibility. School crosswalks should be installed only at locations where school or municipal authorities have agreed that a proposed school crosswalk will be supervised by either a police officer, school guard or school child safety patrol during locally established time periods. School crosswalk signs must not be installed at intersections where traffic control signals have been installed”.*

There exist 26 schools within the municipality as listed on the municipality website. The capital cost to install pedestrian signals at all these types of facilities is \$6.5 - \$10 million. The operating cost would be an additional \$500,000 per annum. Estimated cost to install one

signalized crosswalk is \$250,000. Some school locations could require three or more if located in areas with two streets abutting the school.

Administration and the University of Calgary have verbally agreed to conduct a research project on school zone standards. The municipality and the university will establish a scope of works to include review of drop off zones, ice fog, width of streets and sidewalks.

ADMINISTRATIVE RECOMMENDATION:

THAT the Transportation Association of Canada Standards be followed until the University of Calgary report is presented to Council.

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor & Council
From:	Planning & Development
Date:	June 26, 2007
Subject:	Parcel F Subdivision (Stone Creek)

ISSUE:

An application to subdivide the first of 4 stages in Parcel F located south of Confederation Way and immediately to the east of the Prospect Point Subdivision.

REFERENCE:

1. Municipal Government Act
2. Municipal Development Plan Bylaw 00/062
3. Land Use Bylaw 99/059 as amended
4. Timberlea Area Structure Plan Bylaw 01/020 as amended

HISTORY:

The Municipality has received a subdivision application for the first stage of 4 stages of Parcel F (Attachment 1). The application was submitted by IBI Group on behalf of Alberta Social Housing c/o Surebrook Developments Ltd. The proposed subdivision is located south of Confederation Way and immediately to the east of the Prospect Point Subdivision (Attachment 2).

The proposed subdivision will create a total of 173 lots (Attachment 3) comprising a mix of land uses as follows:

- | | | |
|-------|-------------|--|
| • 112 | R1S Lots | (Single Family Small lot Residential District) |
| • 32 | R2 Lots | (Low Density residential District) |
| • 4 | R3 Lots | (Medium Density residential District) |
| • 1 | C3 Lot | (Shopping Centre Commercial District) |
| • 4 | MR Lots | (Municipal Reserve Lands) |
| • 1 | Remnant Lot | (To be subdivided with the second stage) |

The amendments to the Area Structure Plan (ASP) and the Land Use Bylaw (LUB) for Parcel F were approved by Council on March 27, 2007 and this proposed subdivision reflects these amendments.

This stage of the Development will be accessed by way of Prospect Drive on the west side of the proposed subdivision. In subsequent phases, the interchange currently being constructed by Eagle Ridge, will tie-in to the east side of the proposed subdivision.

The Municipal Government Act requires the Developer to dedicate up to 10% of the developable area as Municipal Reserve Land. The Developable Area in this stage is 30.99 ha requiring a dedication of 3.01 ha. The land designated as MR equals 10.27 ha, however 2.62 ha is comprised of pipelines through the centre of the proposed development. This 2.62 ha will not be counted towards the dedication. This leaves a total of 7.65 ha of land that will be dedicated as MR in this stage. Since this amount exceeds the required amount, the Developer will be credited the excess amount in the subsequent stages.

The Subdivision has been circulated to adjacent property owners along with Municipal and franchise utilities and no objections were received. There were however concerns and requirements from various agencies as follows:

- The franchise utilities will require 2.5 metre Right-of-Way along the frontage of the lots for the installation of the shallow utilities and allowances for the main service lines to enter the development.
- Emergency Services has concerns with emergency vehicle access in the cul-de-sac near Lot 2, Block 7 and will require restrictions to on street parking

ALTERNATIVES:

1. Refuse the application to subdivide.
2. Approve the application with conditions.

ANALYSIS:

With the rapid growth within the Municipality there is a continuing need for more housing. With the recommended conditions, this proposed development meets the Land Use Bylaw as amended by Council on March 27, 2007. If approved, this subdivision and its subsequent stages will significantly add to the availability of housing in the Urban Service Area.

ATTACHMENTS:

1. Staging Plan
2. Subject Area
3. Proposed Subdivision
4. Parking Restriction

ADMINISTRATIVE RECOMMENDATION:

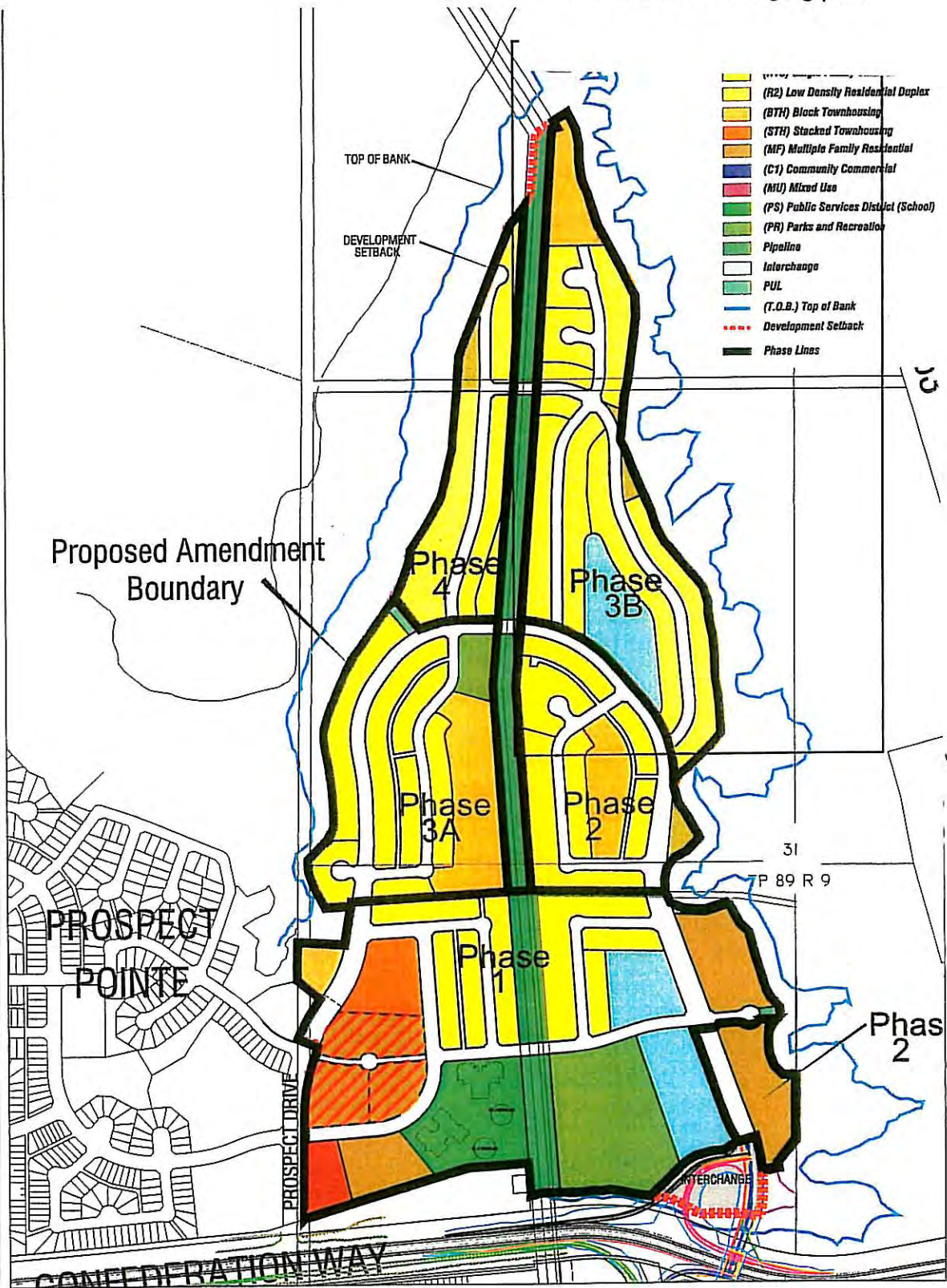
THAT the application to subdivide stage 1 of Parcel “F”, located on the south side of Confederation Drive to the northeast of the Lakewood subdivision be approved as the use of the land for the proposed subdivision is consistent with the Municipal Development Plan and Timberlea Area Structure Plan, the land will be adequately serviced, and the land is suitable for the intended use, subject to the following conditions:

1. Any and all easements required by the Municipality or any franchise utility as a result of this development shall be provided by the developer at no cost to the Municipality or any

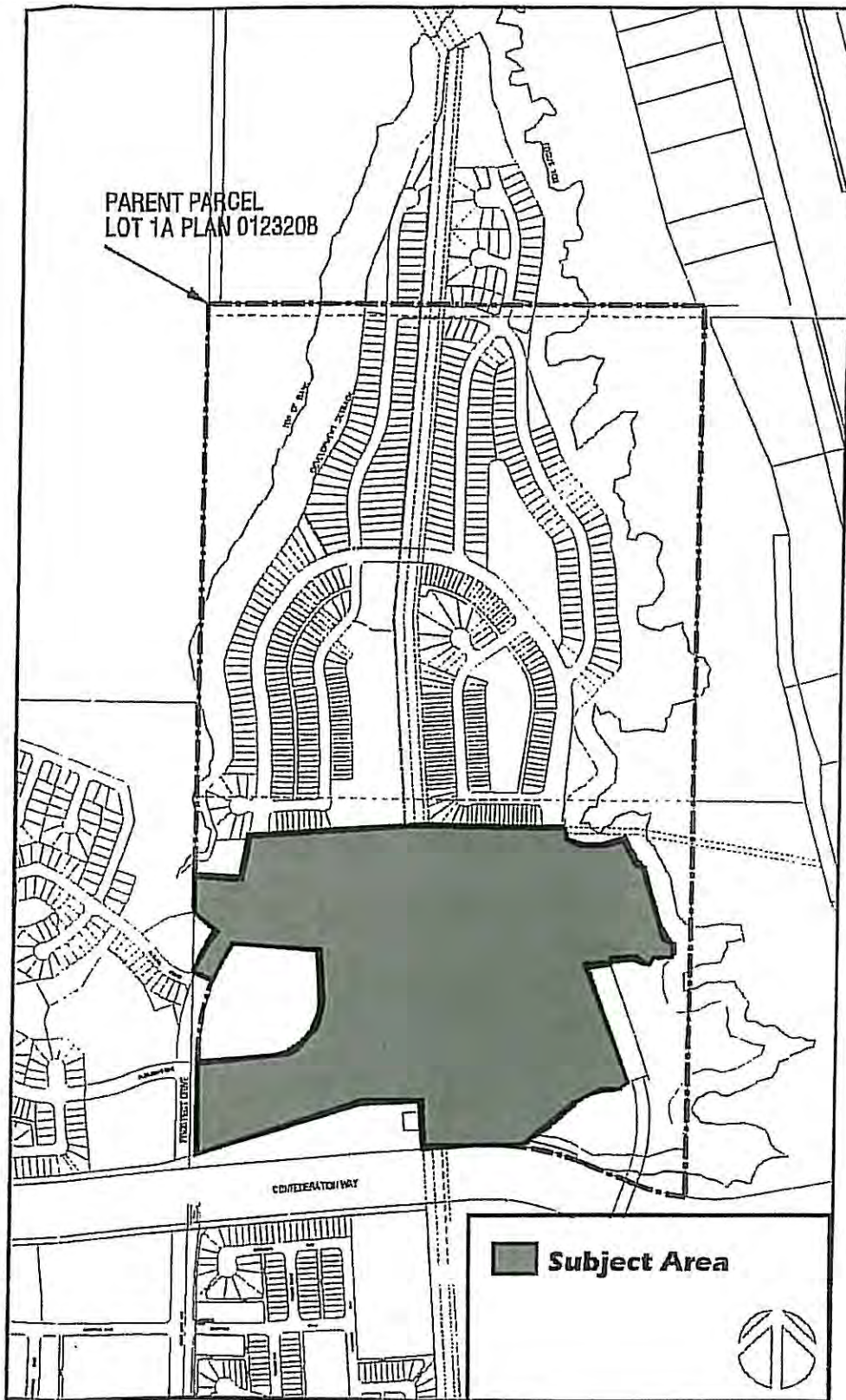
franchise utility and shall be registered on title by Utility Right-of-Way Plan;

2. All existing caveats registered on the title will need to be carried forward onto the newly created titles;
3. The Developer shall enter into a development agreement with the Regional Municipality of Wood Buffalo in a form suitable to the Municipality for the construction of Municipal Infrastructure that may include but not limited to the construction of roads and underground services;
4. If it should be necessary, as a result of this subdivision, to install, lower, alter or relocate any Municipal or franchise utilities such modification shall be to the standard of the Municipality or franchise utility and all cost shall be borne by the Developer; and
5. A Restrictive Covenant restricting on street parking shall be registered Lot 2, Block 7.

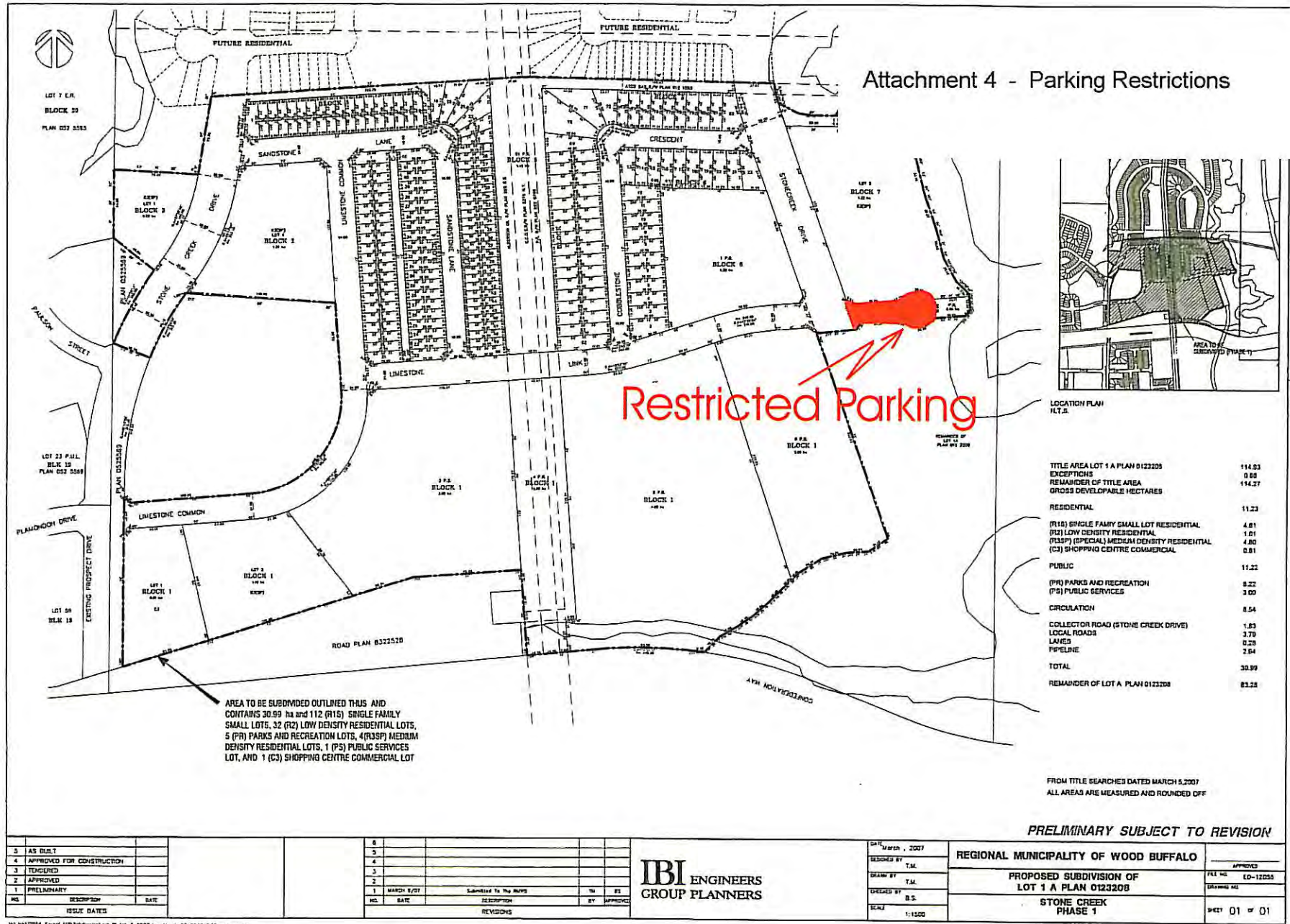
Attachment 1 - Staging plan



Attachment 2 - Subject Area



Attachment 4 - Parking Restrictions



Attachment 4 - Restricted Parking

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor & Council
From:	Planning & Development
Date:	June 26, 2007
Subject:	AUMA Resolution - Oilsands Approval Slow Down Request

ISSUE:

Despite ongoing efforts by the Regional Municipality of Wood Buffalo to favourably impact the financial position of the municipality to address the critical infrastructure needs in the region caused by oil sands related growth, sufficient resources from the Government of Alberta have not yet been provided.

REFERENCE:

1. Suncor / Voyageur Project – Submission of the Regional Municipality of Wood Buffalo
2. Albion Sands Energy Inc. Muskeg River Mine Expansion – Submission of the Regional Municipality of Wood Buffalo
3. Imperial Oil Ventures Resources Ltd. Kearl Oilsands Project – Submission of the Regional Municipality of Wood Buffalo
4. Investing in our Future, Responding to the Rapid Growth of Oilsands Development, Government of Alberta

HISTORY:

Regional Council approved an intervention motion June 6, 2006 which resulted in three Alberta Energy Utilities Board intervention appearances to date. The Municipality to date has appeared as an intervenor at the **Suncor/Voyageur Project, Albion Sands Energy Inc. Muskeg River Mine Expansion Project** and the **Imperial Oil Ventures Resources Ltd, Kearl Oilsands Project** began EUB hearings on November 6, 2006 in Fort McMurray, AB. Oilsands leases continue to be arranged with the intention of future oilsands development.

ALTERNATIVES:

1. Regional Council would choose not to submit a Oilsands “Slow Down” motion to the Alberta Urban Municipalities Association.
2. Regional Council submits and actively lobbies through the motion for an Oilsands “Slow Down” in the province.

ANALYSIS:

The Investing in our Future, Responding to the Rapid Growth of Oilsands Development Report

outlines a contribution to only some of the specific concerns expressed by the municipality. In excess of two billion dollars are still required to address critical infrastructure needs.

ATTACHMENTS:

1. Proposed AUMA Resolution - Oilsands Approval Slow Down Request

ADMINISTRATIVE RECOMMENDATION:

THAT the Oilsands Approval Slow Down Request resolution, dated June 22, 2007, be accepted and forwarded to the Alberta Urban Municipalities Association for consideration at the upcoming 2007 Annual Convention.

AUMA RESOLUTION

REGIONAL MUNICIPALITY OF WOOD BUFFALO OILSANDS APPROVAL SLOW DOWN REQUEST

WHEREAS municipalities are given broad responsibilities under the Municipal Government Act to provide infrastructure and other services for their residents; and

WHEREAS unprecedented growth, beyond anyone's expectation has placed tremendous pressures on the Regional Municipality of Wood Buffalo to provide and maintain municipal infrastructure and services to residents; and

WHEREAS population growth projected for the region surrounding Fort McMurray is expected to surpass over one hundred thousand persons before 2011 – less than four years from now,

WHEREAS as of December 31, 2006 the region had a shortfall of approximately 4000 housing units; both single family and rental accommodation, and

WHEREAS existing wastewater servicing capacities in Fort McMurray is stressed, and

WHEREAS the financial capacities of the Municipality are exhausted to cover costs of necessary capital works for future infrastructure development estimated in excess of two billion dollars over the next five years, and

WHEREAS new oil sand proposed projects continue to strain the health, education, social services as well as the municipal infrastructure despite the use of fly-in, fly-out work camp accommodation strategies; and

WHEREAS despite best efforts to work with industry and responsible government to address funding formulas and structural changes to address critical infrastructures; and

WHEREAS the response to date from the provincial government has been limited to only contributions provided via Investing in our Future, Responding to the Rapid Growth of Oilsands Development, released February 2007, with no new capital infrastructure funding allocations provided, and

WHEREAS, the rest of the province of Alberta is also experiencing, financial distress, labour shortages and growth related pressures to varying degrees, indicating in the best interests of the public that this can no longer continue;

THEREFORE BE IT RESOLVED that the Alberta Urban Municipalities Association request the Government of Alberta to instruct the Dept of the Environment to stop contracting additional oil sands leases; and

BE IT FURTHER RESOLVED that the Alberta Urban Municipalities Association request the Government of Alberta “slow down” oilsands development through instructing the Alberta Energy & Utilities Board to cease approving applications until there is a framework in place to address the existing needs and future growth.

BACKGROUND

Regional Municipality of Wood Buffalo has sought intervention status on the last three oilsands development projects and will continue its efforts until relief is provided through the Government of Alberta. While some headway has been made in Government of Alberta’s understanding of the nature of the “Wood Buffalo concerns”, sufficient resources have not been provided. The Oil Sands Ministerial Committee has been created over the last 24 months, but to date, its full function and scope of its operation has not been felt.

The municipality continues to address the inadequacies in the provisions of services to the region’s residents through aggressively tackling much needed long term growth planning such as reviewing the pre-growth era Municipal Development Plan. The municipality also has worked to strengthen ties with the Government of Alberta through developing a work plan describing timing for land release of new residential, commercial and industrial lands for the region. Fiscally, the municipality is anticipating the next 25 years of capital infrastructure work plan in an attempt to realistically convey the extent of its fiscal challenges to the Government of Alberta. This process will define the long term financial capacity and sustainability of the Regional Municipality of Wood Buffalo.

It’s of vital interest to note, with the vast scope of oilsands development underway the Regional Municipality of Wood Buffalo will remain behind in providing critical services to area citizens for years to come.

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor & Council
From:	Planning & Development
Date:	June 26 2007
Subject:	Bylaw No. 07/044 - Debenture Borrowing Bylaw Amendment – Southeast Regional Water Supply Line

ISSUE:

Approval of an amendment to Debenture Bylaw No. 03/053 to increase borrowing by \$1,771,347.00 for the construction completion and commissioning of the Southeast Regional Water Supply Line.

REFERENCE:

1. Municipal Government Act Section 251(1)
2. Council Report PD-064-2006-Southeast Regional Water Supply Line July 11, 2006
3. 2005 Capital Budget

HISTORY:

The Southeast Regional Water Supply Line was approved in the 2004 Capital Budget for initial construction and requires an amended Debenture Borrowing Bylaw. Environmental and alignment approval issues delayed portions of the work, which is presently forecast for commissioning in July 2007.

It is a multi-year project and the Partnership Sources of Funding were identified in Council Report PD-064-2006 Table 3- Cost Sharing Summary as follows:

Partner	Design Flow	Budget (Oct 2005) Capital Contribution	Budget (Jun 2006) Capital Contribution
Gregoire Lake Estates – RMWB (Estimated 75% Provincial Funding)	2.5 L/Sec	\$571,835	\$750,166
Anzac – RMWB (Estimated 75% Provincial Funding)	33.6 L/Sec	\$10,506,963	\$14,763,875
Regional Municipality of Wood Buffalo – (Estimated based on RMWB 25% of grant)		\$3,862,000	\$5,171,347
Fort McMurray First Nations #468 - INAC	8.5 L/sec	\$2,592,319	\$3,400,753
Total Project Budget	44.6 L/sec	\$17,533,117	\$24,086,141

ANALYSIS:

On July 11, 2006 Regional Council approved the updated Capital Project Partnership Funding for the Southeast Regional Water Supply Line (Resolution #255/06) .The Municipal Government Act Section 251(1) requires Regional Council to pass Bylaws approving Debenture Financing for Capital Projects.

ATTACHMENTS:

1. Bylaw No. 07/044
2. Amortization Schedule

ADMINISTRATIVE RECOMMENDATION:

1. That Bylaw No. 07/044, being an amendment to Bylaw No. 03/053 for the Construction Completion and Commissioning of the Southeast Regional Water Supply Line, be read a second time.
2. THAT Bylaw No. 07/044 be read a third and final time.

BYLAW NO. 07/044

BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO AMEND DEBENTURE BORROWING BYLAW NO. 03/053 FOR THE SOUTHEAST WATER DELIVERY SYSTEM – PHASE II.

WHEREAS the Council of the Regional Municipality of Wood Buffalo has passed Bylaw No. 03/053 authorizing the issuance of a debenture of THREE MILLION FOUR HUNDRED THOUSAND (\$3,400,000.00) xx/100 DOLLARS in respect of the project known as the Southeast Water Delivery System – Phase II, the total cost of which project is estimated to be FOURTEEN MILLION EIGHT HUNDRED SEVENTY-SIX THOUSAND FIVE HUNDRED FIFTY-EIGHT (\$14,876,558.00) xx/100 DOLLARS;

AND WHEREAS the Council of the Regional Municipality of Wood Buffalo wishes to increase the amount of borrowing authorized in respect of the aforesaid project;

NOW, THEREFORE, the Council of the Regional Municipality of Wood Buffalo, duly assembled, enacts as follows:

1. The purpose of this bylaw is to authorize the borrowing of additional monies to finance the cost of the project known as the Southeast Water Delivery System – Phase II (the “Project”);
2. The authorized expenditure for the Project is hereby increased from FOURTEEN MILLION EIGHT HUNDRED SEVENTY-SIX THOUSAND FIVE HUNDRED FIFTY-EIGHT (\$14,876,558.00) xx/100 DOLLARS authorized by Bylaw 03/053 to TWENTY-FOUR MILLION EIGHTY SIX THOUSAND ONE HUNDRED FORTY ONE (\$24,086,141 .00) xx/100 DOLLARS;
3. The borrowing in the amount of THREE MILLION FOUR HUNDRED THOUSAND (\$3,400,000.00) xx/100 DOLLARS for the Project authorized by Bylaw 03/053 is hereby increased by ONE MILLION SEVEN HUNDRED SEVENTY ONE THOUSAND THREE HUNDRED FORTY-SEVEN (\$1,771,347.00) xx/100 DOLLARS to FIVE MILLION ONE HUNDRED SEVENTY-ONE THOUSAND THREE HUNDRED FORTY-SEVEN (\$5,171,347.00) xx/100 DOLLARS;
4. The maximum rate of interest of the borrowing hereby authorized will be the same as authorized by Bylaw 03/053, namely 14% per annum;
5. The term of the borrowing hereby authorized will be the same as authorized by Bylaw 03/053, 20 (twenty) years;
6. The terms of repayment of the borrowing authorized hereby will be the same as Bylaw 03/053, either annual or semi-annual payments;
7. The sources of money to be used to pay the principal and interest owing under the

borrowing hereby authorized will be the same as those authorized under Bylaw 03/053;

8. Bylaw 03/053 is hereby amended in accordance with the terms of this Amending Bylaw;
9. This Amending Bylaw shall be advertised in accordance with requirements of the *Municipal Government Act*, SA 2000, c. M-26, as amended.
10. 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 in Council this 22nd day of May, A.D. 2007.

READ a second time in Council this _____ day of _____, 2007.

READ a third time in Council this _____ day of _____, 2007.

SIGNED and PASSED this _____ day of _____, 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

Debenture Schedule

Southeast Water Delivery System - Phase II

Principal	\$5,171,347.00
Interest	6.00%
Term	20
Payments	\$450,861.60

Year	Beginning Balance	Interest	Payment	Principal	End Balance
					\$5,171,347.00
1	\$5,171,347.00	\$310,280.82	\$450,861.60	\$140,580.78	\$5,030,766.22
2	\$5,030,766.22	\$301,845.97	\$450,861.60	\$149,015.62	\$4,881,750.60
3	\$4,881,750.60	\$292,905.04	\$450,861.60	\$157,956.56	\$4,723,794.04
4	\$4,723,794.04	\$283,427.64	\$450,861.60	\$167,433.95	\$4,556,360.08
5	\$4,556,360.08	\$273,381.60	\$450,861.60	\$177,479.99	\$4,378,880.09
6	\$4,378,880.09	\$262,732.81	\$450,861.60	\$188,128.79	\$4,190,751.30
7	\$4,190,751.30	\$251,445.08	\$450,861.60	\$199,416.52	\$3,991,334.78
8	\$3,991,334.78	\$239,480.09	\$450,861.60	\$211,381.51	\$3,779,953.27
9	\$3,779,953.27	\$226,797.20	\$450,861.60	\$224,064.40	\$3,555,888.87
10	\$3,555,888.87	\$213,353.33	\$450,861.60	\$237,508.27	\$3,318,380.60
11	\$3,318,380.60	\$199,102.84	\$450,861.60	\$251,758.76	\$3,066,621.84
12	\$3,066,621.84	\$183,997.31	\$450,861.60	\$266,864.29	\$2,799,757.56
13	\$2,799,757.56	\$167,985.45	\$450,861.60	\$282,876.14	\$2,516,881.41
14	\$2,516,881.41	\$151,012.88	\$450,861.60	\$299,848.71	\$2,217,032.70
15	\$2,217,032.70	\$133,021.96	\$450,861.60	\$317,839.64	\$1,899,193.06
16	\$1,899,193.06	\$113,951.58	\$450,861.60	\$336,910.01	\$1,562,283.05
17	\$1,562,283.05	\$93,736.98	\$450,861.60	\$357,124.61	\$1,205,158.44
18	\$1,205,158.44	\$72,309.51	\$450,861.60	\$378,552.09	\$826,606.35
19	\$826,606.35	\$49,596.38	\$450,861.60	\$401,265.22	\$425,341.13
20	\$425,341.13	\$25,520.47	\$450,861.60	\$425,341.13	\$0.00
Total		Interest \$3,845,884.94	Payment \$9,017,231.94	Principal \$5,171,347.00	

REGIONAL MUNICIPALITY OF WOOD BUFFALO

COUNCIL REPORT

To:	Mayor and Council
From:	Community Services
Date:	June 26, 2007
Subject:	Bylaw No. 07/056 – MacDonald Island Redevelopment Steering Committee Bylaw Amendment

ISSUE:

To amend the MacDonald Island Redevelopment Steering Committee Bylaw.

HISTORY:

Bylaw No. 05/012 establishing the MacDonald Island Redevelopment Steering Committee was approved on April 26, 2005. It included a sunset clause that is scheduled to be enacted June 30, 2007. Based on the desire to keep this Committee active, Bylaw 05/012 has been reviewed and the following items have been identified for update:

- Length of Membership: The Committee is appointed until June 30, 2007, or until construction of the additional amenities is complete, whichever comes first,
- Duties: The Committee has the responsibility to create the facility operating budget and municipal subsidy requirements,
- Reporting: The Committee is required to report through the Community Services Standing Committee and the MacDonald Island Park Corporation.

ALTERNATIVES:

1. Amend the Bylaw
2. Do not amend the Bylaw

ANALYSIS:

Length of Membership - Regional Council established the MacDonald Island Redevelopment Steering Committee for the purposes of creating a redevelopment plan from concept through to construction completion. The MacDonald Island Redevelopment Steering Committee was appointed until June 30, 2007, or until construction of the additional amenities is complete, whichever comes first. The project is currently still under construction and is not scheduled to be complete until December 31, 2008, which extends beyond the Term of Office.

Duties - The Committee was mandated to create a proposed operating budget and identify municipal subsidy requirements. Based on the operational funding being addressed through an

operating agreement between MacDonald Island Park and the Municipality, it is recommended that this duty be deleted from the Committees role.

Reporting – The Committee was required to report monthly to the Community Services standing Committee which is no longer in existence. The Committee will therefore update the MacDonald Island Park Corporation and report to Regional Council.

The Committee plays a key role in the redevelopment of MacDonald Island Park as they continue to ensure the project moves forward and act as a link and liaison between the Municipality and MacDonald Island Park Corporation.

Therefore, the Bylaw establishing the MacDonald Island Redevelopment Steering Committee should be amended.

In order to maintain project timelines, it is requested that all three readings be considered at this time.

ATTACHMENT:

1. Bylaw No. 07/056

ADMINISTRATIVE RECOMMENDATION:

1. THAT Bylaw No. 07/056, being a bylaw to be read a first time.
2. THAT Bylaw No. 07/056 be read a second time.
3. THAT Bylaw No. 07/056 be considered for third reading.
4. THAT Bylaw No. 07/56 be read a third and final time.
5. THAT the term of appointment for all existing Committee Members (Councillor Carolyn Slade, Mike Walsh and Lee Nordbye - MacDonald Island Park Corporation; Stephen Clarke - Regional Municipality of Wood Buffalo; Craig Shufelt - Fort McMurray Public Library) be extended to December 31, 2008.

BYLAW NO. 07/056

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO
AMEND MACDONALD ISLAND REDEVELOPMENT STEERING COMMITTEE
BYLAW NO. 05/012**

WHEREAS Section 145 of the *Municipal Government Act*, S.A. 1994, C. M-26.1, as amended, provides that a Council may pass Bylaws in relation to the establishment and functions of Council Committees;

WHEREAS the Council of the Regional Municipality of Wood Buffalo wishes to extend the length of membership of the MacDonald Island Redevelopment Steering Committee;

AND WHEREAS the Council of the Regional Municipality of Wood Buffalo wishes to change the reporting process and scope of duties of the MacDonald Island Redevelopment Steering Committee;

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

1. THAT Bylaw 05/012 is amended by:
 - (a) deleting the words “June 30, 2007” from Sections 5 and 18, and inserting “December 31, 2008”;
 - (b) deleting the words “Community Services Standing Committee” from Section 17 and inserting “Regional Council”;
 - (c) deleting the existing Section 15 and inserting the following:

“Deliberations of the MacDonald Island Redevelopment Steering Committee shall be held in Fort McMurray, or elsewhere in Alberta as required, and shall be open to the public in accordance with the *Municipal Government Act*, except where the matter under discussion falls within one of the categories of information referred to in the *Freedom of Information and Protection of Privacy Act*, c. F-18.5, as amended;” and
 - (d) replacing the existing Schedule A – Terms of Reference with the revised Schedule A; and
 - (e) deleting all references to “Regional Manager” and substituting “Chief Administrative Officer”.
2. THAT the Chief Administrative Office is authorized to consolidate this bylaw.

3. THAT this bylaw shall become effective when it has received third and final reading and been signed by the Mayor and Chief Legislative Officer.

READ a first time this _____ day of _____, AD. 2007.

READ a second time this _____ day of _____, AD. 2007.

READ a third time this _____ day of _____, AD. 2007.

SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

MACDONALD ISLAND REDEVELOPMENT STEERING COMMITTEE
Terms of Reference

Purpose:	The MacDonald Island Redevelopment Steering Committee shall work with consultants to plan, design, develop and construct a 52m pool, a leisure pool, an arena, and any other improvements supported and approved by Regional Council and the MacDonald Island Park Corporation as part of the existing facilities. The MacDonald Island Redevelopment Steering Committee shall also explore the opportunity to provide a new public library within the design of as part of the existing facilities at MacDonald Island.
Reporting:	This committee shall report to Regional Council and the MacDonald Island Park Corporation on a monthly basis.
Duties:	▪ Develop project scope which consists of: ○ Determining and agreeing on the conceptual facility programs/time schedule/capital cost ○ Schematic design/site development ○ Detailed design development ○ Construction; ▪ Establish Communication Plan; ▪ Define/implement methods of community involvement and consultation; ▪ Explore and develop funding strategies; ▪ Establish/promote cooperation, partnerships, joint ventures or other initiatives between the private sector, government, and facility stakeholders; and ▪ Complete a review of the Public Library facility requirements and its incorporation within the redevelopment of MacDonald Island Park.
Membership:	Three (3) members representing the MacDonald Island Park Corporation One (1) member representing the Municipality One (1) member representing the Fort McMurray Public Library
Term Of Office:	The members of the MacDonald Island Redevelopment Steering Committee shall be appointed until December 31, 2008, or until such time as the construction of the additional amenities is completed, whichever comes first.
Chairmanship:	Municipal representative.
Frequency Of Meetings:	Determined by the Committee.
Terms Of Reference:	Established and amended by Council.
Administrative Responsibility:	Chief Administrative Officer or designate.

REGIONAL MUNICIPALITY OF WOOD BUFFALO

COUNCIL REPORT

To:	Mayor and Council
From:	Legislative and Legal Services
Date:	June 26, 2007
Subject:	Bylaw No. 07/057 – Procedure Bylaw Amendment

ISSUE:

Regular Council meetings between Nomination Day and Election Day in the year of a general municipal election.

REFERENCE:

Municipal Government Act
Procedure Bylaw

HISTORY:

A new Procedure Bylaw was adopted in 2006 which included substantive changes in Council's operating practices. One of the significant changes included is the provision that regular council meetings shall not be held between Nomination Day and Election Day (September 17-October 15, 2007) in the year of a general municipal election. This provision was based on Council's direction following the 2004 municipal election.

Recently, Council requested to revisit its ability to conduct municipal business between Nomination Day and Election Day.

OPTIONS:

1. Procedure Bylaw No. 06/020 remains as is which does not permit regular Council meetings between Nomination Day and Election Day
2. Proposed Bylaw No. 07/057 be passed, amending Procedure Bylaw No. 06/020 to introduce regular Council Meetings between Nomination Day and Election Day.

ANALYSIS:

Although the current Procedure Bylaw states that no meetings shall be held during that time period, it should be noted that Section 194 of the Municipal Government Act authorizes special meetings to be called whenever necessary. As such, should Council need to meet in order to address pressing or critical municipal business during the Nomination Day to Election Day

period, a special meeting can be called. As an example, the Special Meeting practice has been previously used, when required, during the annual summer recess to address the business requirements of the Municipality.

Various municipalities within Alberta follow the practice of no regular meetings held between Nomination Day and Election Day, with Edmonton and Calgary being two of them. Typically, the period between Nomination Day and Election Day provides all electoral candidates (elected officials seeking re-election and prospective candidates) the opportunity to actively promote and advertise their candidacy to the public and to run their campaign. Such promotion can be done through signage, radio and newspaper advertising, distribution of pamphlets and personal contact with the public. The practice of not holding regular Council meetings during this time allows all candidates an equal opportunity to promote themselves to the electorate.

Administration is recommending that the Procedure Bylaw No. 06/020 remain as is and that Council continue with the practice to hold no regular Council meetings during the Nomination Day to Election Day time period. However, in light of the fact that the proposed bylaw is administrative in nature, should Council wish to proceed with the amendment, the proposed Bylaw may be considered for all three readings at one time.

RECOMMENDATIONS:

1. THAT Bylaw No. 07/057, being a bylaw to amend Procedure Bylaw No. 06/020 be read a first time.
2. THAT Bylaw No. 07/057 be read a second time.
3. THAT Bylaw No. 07/057 be considered for third reading.
4. THAT Bylaw No. 07/057 be read a third and final time.

BYLAW NO. 07/057

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO
AMEND PROCEDURE BYLAW BYLAW NO. 06/020**

WHEREAS Section 63 of the Municipal Government Act, R.S.A. 2000 c.M-26, as amended,
authorizes the revision of all or any of the bylaws of the municipality;

NOW THEREFORE the Council of the Regional Municipality of Wood Buffalo, duly
assembled, hereby enacts as follows:

1. THAT Bylaw No. 06/020, being the Procedure Bylaw, is amended by deleting Section 26
and renumbering the remaining sections accordingly.
2. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
3. THAT this Bylaw shall be passed and become effective when it has received third and
final reading and been signed by the Mayor and Chief Legislative Officer

READ a first time this day of , A.D. 2007

READ a second time this day of , A.D. 2007

READ a third and final time this day of , A.D. 2007

SIGNED and PASSED this _____ day of _____, A.D. 2007

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

REGIONAL MUNICIPALITY OF WOOD BUFFALO

COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	June 26, 2007
Subject:	Bylaw No. 07/046 - Timberlea Area Structure Plan Amendment – Part of Lot 1, Block 17, Plan 052 3653

ISSUE:

An application has been received to amend the Timberlea Area Structure Plan for part of Lot 1, Block 17, Plan 052 3653 (“The Consortium Lands”).

REFERENCES:

1. Municipal Government Act (MGA)
2. Municipal Development Plan (MDP)
3. Timberlea Area Structure Plan (ASP)
4. Timberlea Area Structure Plan Amendment
5. Bylaw 05/026

HISTORY:

This application stems from a proposal to designate an additional 0.3 hectares of the subject area as Low Density Residential within a modified land use and street pattern. This amendment is also designed to address as built conditions that do not match the original Area Structure Plan. The availability of this land for development has been accommodated by the costs of enlarging an off-site storm water management facility to the benefit of all developments in Timberlea North Central Area.

This amendment will permit the development of the remaining land in the Consortium Lands.

In conjunction with an amendment to the Land Use Bylaw, the developer proposes to designate an additional 0.3ha of the subject lands as Low Density Residential within the Timberlea Area Structure Plan to accommodate additional residential lots.

OPTIONS:

1. Proceed with the amendment to the Timberlea Area Structure Plan
2. Modify the amendments to the Timberlea Area Structure Plan
3. Deny the application for the amendment

ANALYSIS:

In the northwest portion of the development, the design of the principal park area has been altered to provide additional street frontage that meets the standards of the Parks and Outdoor Recreation Division. Alterations to the alignment of the local roads in the subject area have improved the access points to Millenium Drive.

The proposed amendments adhere to the policies of the Municipal Development Plan (MDP) and the Timberlea Area Structure Plan (ASP), which encourage a variety of residential densities and uses as well as the provision of spaces and facilities for active and passive recreation.

This design will alleviate the Municipality of a \$500,000.00 cost for a storm water pond improvement (by allowing additional street frontage), and at the same time reduces the overall design guidelines of the overall Consortium Lands.

ATTACHMENTS:

1. Bylaw 07/046

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/046, being a bylaw to amend the Timberlea Area Structure Plan, be read a first time; and

THAT a Public Hearing be scheduled to take place on July 10, 2007

BYLAW NO. 07/046

BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO AMEND THE TIMBERLEA AREA STRUCTURE PLAN BYLAW 01/020

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.

AND WHEREAS Section 191(1) of the Municipal Government Act, R.S.A., 2000, Chapter M-26 and amendments thereto authorizes Council to adopt a bylaw to amend an Area Structure Plan.

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

1. THAT the Timberlea Area Structure Plan (Bylaw 01/020) is hereby amended to change part of Lot 1, Block 17, Plan 052 3653 as shown on Schedule "A", attached hereto and forming part of this bylaw.
2. THAT the Timberlea Area Structure Plan (Bylaw 01/020) is further amended by replacing Schedule "B" of Bylaw 05/026 and incorporating Schedule "B", attached hereto and forming part of this bylaw.
3. THAT the Timberlea Area Structure Plan (Bylaw 01/020) is further amended by replacing Section 4.3.1(a)(b)(c) with the following new provisions:
 - a. A maximum of 1383 single detached residential lots shall be permitted within the area shown as Schedule "A";
 - b. A minimum of 820 of the single detached residential lots shall be designated as R1, or other similar district having a minimum lot width of 12.2m;
 - c. A maximum of 296 manufactured home residential lots shall be permitted within the area shown on Schedule "A";
4. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
5. 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 , 2007.

READ a second time this day of , 2007.

READ a third and final time this day of , 2007.

SIGNED and PASSED this day of , A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

SCHEDULE "A" BYLAW 07/046

-  PLAN BOUNDARY
-  SINGLE FAMILY RESIDENTIAL
-  MANUFACTURED HOMES
-  MEDIUM DENSITY RESIDENTIAL - TOWNHOUSE
-  MEDIUM DENSITY RESIDENTIAL - APARTMENT
-  PUBLIC UTILITY LOT
-  WALKWAY
-  STORMWATER MANAGEMENT FACILITY
-  PARK



TIMBERLEA AREA STRUCTURE PLAN AMENDMENT - LAND USE CONCEPT

June 2007

“Schedule B – 07/046”

Timberlea Consortium Inc.

TIMBERLEA AREA STRUCTURE PLAN AMENDMENT

APRIL 2007



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Appendices

APPENDIX A – Letter from Thurber

1.0 INTRODUCTION

1.1 Amendment Purpose

The purpose of this Area Structure Plan Amendment is to describe proposed changes to the North Central Timberlea area of the Timberlea Area Structure Plan (ASP), which will guide and enable the immediate and orderly development of these lands.

1.2 Background

The Timberlea Area Structure Plan, Bylaw #01/020, was last amended on May 9, 2006 through Bylaw No 06/016. **Exhibit 1** illustrates the approved Timberlea ASP, which through an earlier amendment, approved by Bylaw 05/026, affected lands owned by the Consortium.

This Plan Amendment has been prepared in conformance with the guidelines for the preparation of Area Structure Plans set out by the Regional Municipality of Wood Buffalo (RMWB).

1.3 Amendment Proponent

This Area Structure Plan Amendment has been prepared by IBI Group on behalf of Timberlea Consortium Inc.

2.0 DEVELOPMENT CONTEXT

2.1 Location

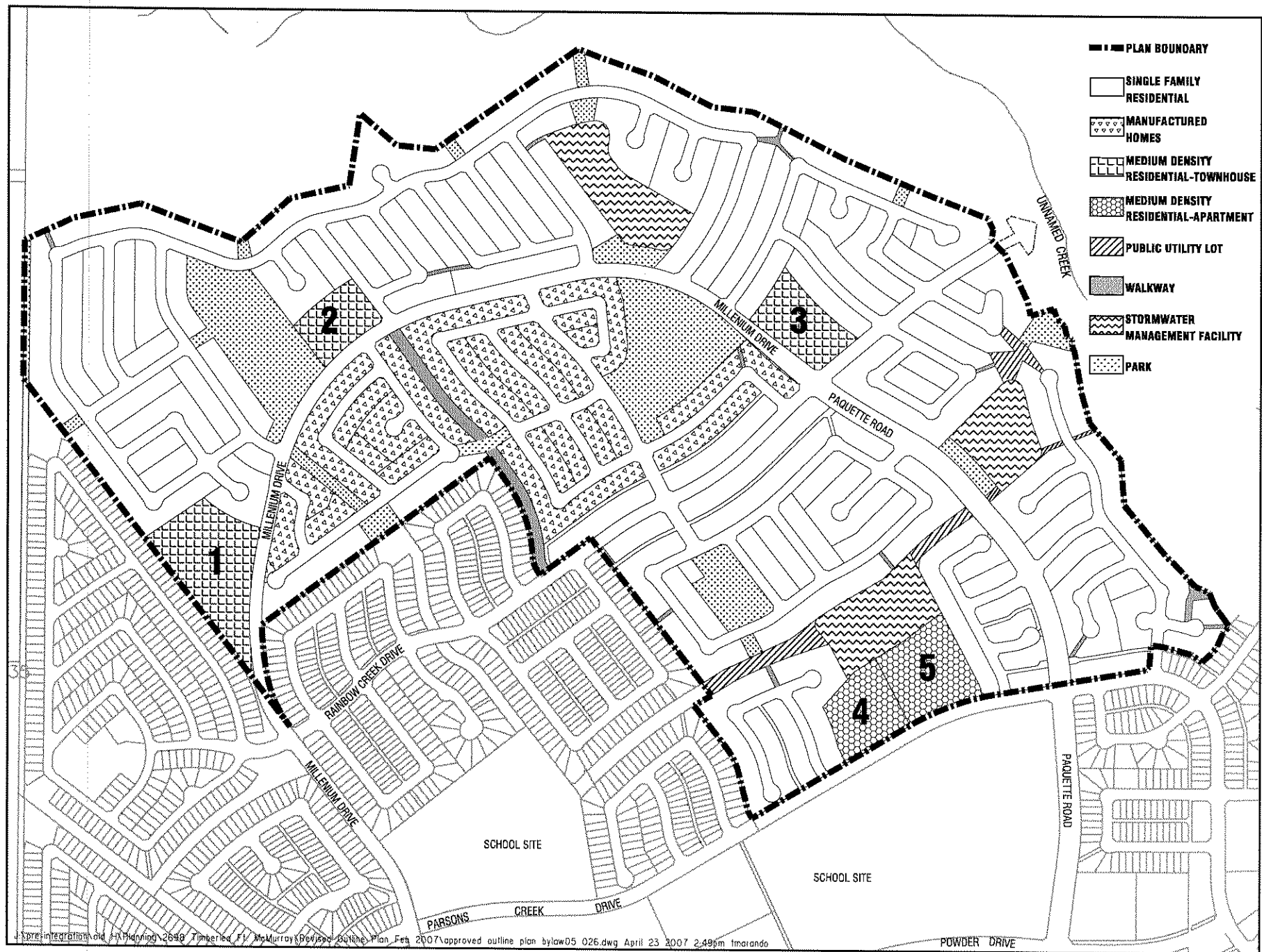
The Timberlea lands are located in the northwest sector of the Urban Service Area of Fort McMurray. As highlighted in **Exhibit 2**, the Amendment area is located north of Millenium Drive in the northwest of the approved Timberlea ASP.

The lands included in this Amendment are legally described as Plan 0523653, Block 17, Lot 1.

The Amendment area encompasses lands totalling 32.9 ha.

2.2 Local Market Conditions/Community Need

As identified by the Athabasca Regional Issues Working Group, the Urban Service area of Fort McMurray is experiencing urban growth pressures as a result of the influx of population due to current economic conditions. In particular, the demand for housing continues to be as significant as the population growth has outpaced land development activity and the provision of housing. As a result, there is an immediate need for lands available for residential development. This influx of population has also reinforced the need for additional school space and commercial development to service the immediate local residents.

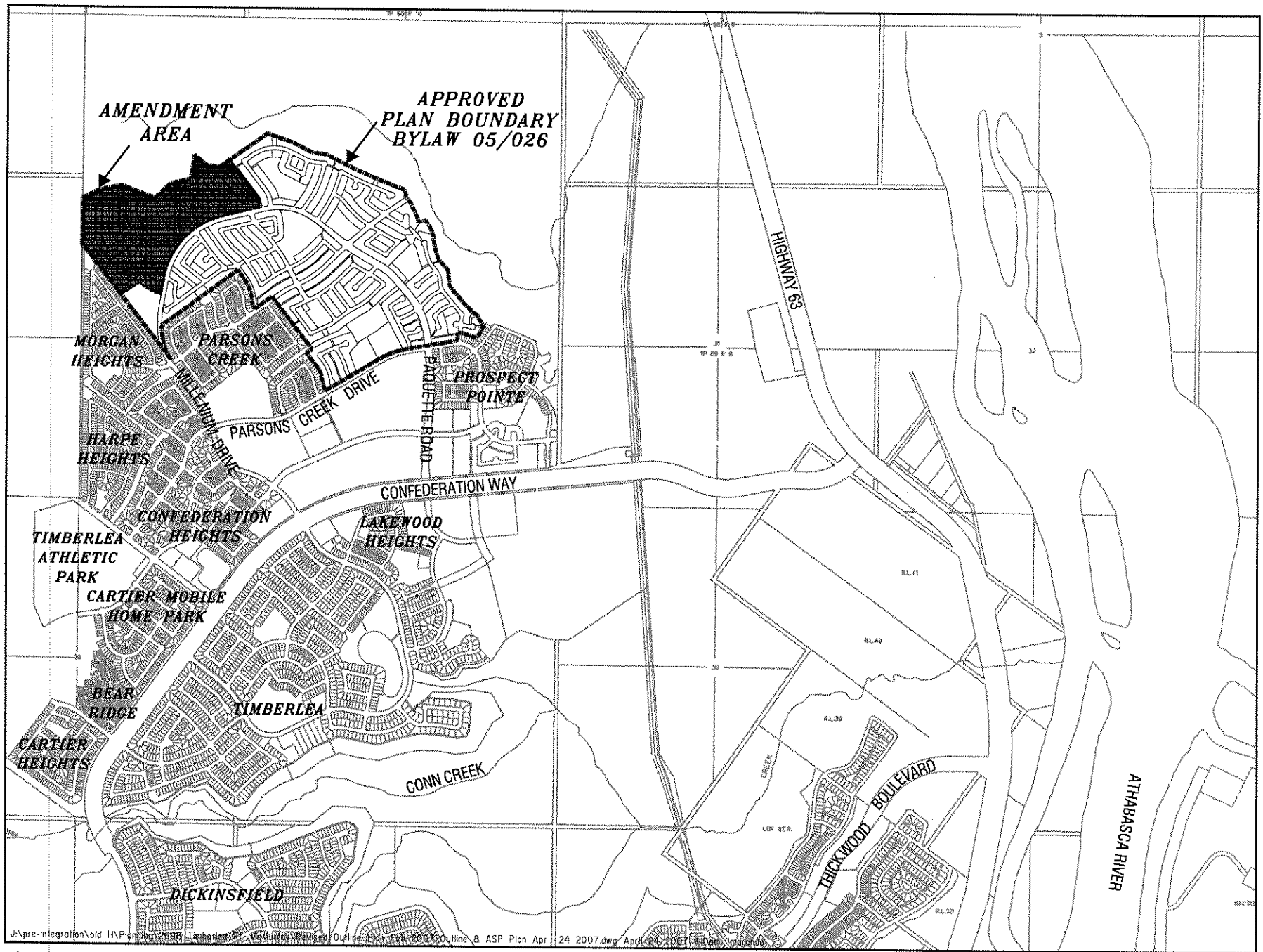


APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

BYLAW 05/026
EXHIBIT 1 - LAND USE CONCEPT





APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 2 - LOCATION MAP



3.0 LAND USE & PLANNING

3.1 Policy Context

This Amendment has been prepared in the context of applicable development policies and objectives governing this area. There are no deviations from the Wood Buffalo Municipal Development Plan.

3.1.1 TIMBERLEA AREA STRUCTURE PLAN BYLAW NO. 01/020

This Area Structure Plan Amendment is generally in conformance with the objectives and policies of the Approved Timberlea Area Structure Plan, updated by Bylaw No. 06/016.

3.1.2 LAND USE BYLAW 99/059

IBI Group, on behalf of Timberlea Consortium Inc., has made a concurrent application to redistrict the subject lands. The two applications, the redistricting and this ASP amendment, will bring the two bylaws into conformity with each other.

3.2 Surrounding Land Uses

Development in the immediate vicinity of this Amendment area consists primarily of residential uses with accompanying supportive uses such as parks, schools and wastewater treatment. Development has been moving north and the subject lands are the next logical progression for building in the area.

3.3 Land Ownership

Timberlea Consortium Inc. under agreement of purchase with Alberta Social Housing Corporation (ASHC) currently owns the lands within the Area Structure Plan Amendment Area. Through this sales agreement with ASHC, Timberlea Consortium Inc. is endeavouring to develop these lands as a residential community.

4.0 DEVELOPMENT CONCEPT

The following describes in detail this Amendment to the Timberlea Area Structure Plan.

4.1 Development Objectives

The main objective of this Amendment is to provide a framework for the ultimate development of these lands as an attractive and efficiently designed residential community, responding to current and anticipated market conditions, current municipal policies and guidelines and the unique physical characteristics of this parcel. This Amendment also addresses engineering design and transportation planning issues

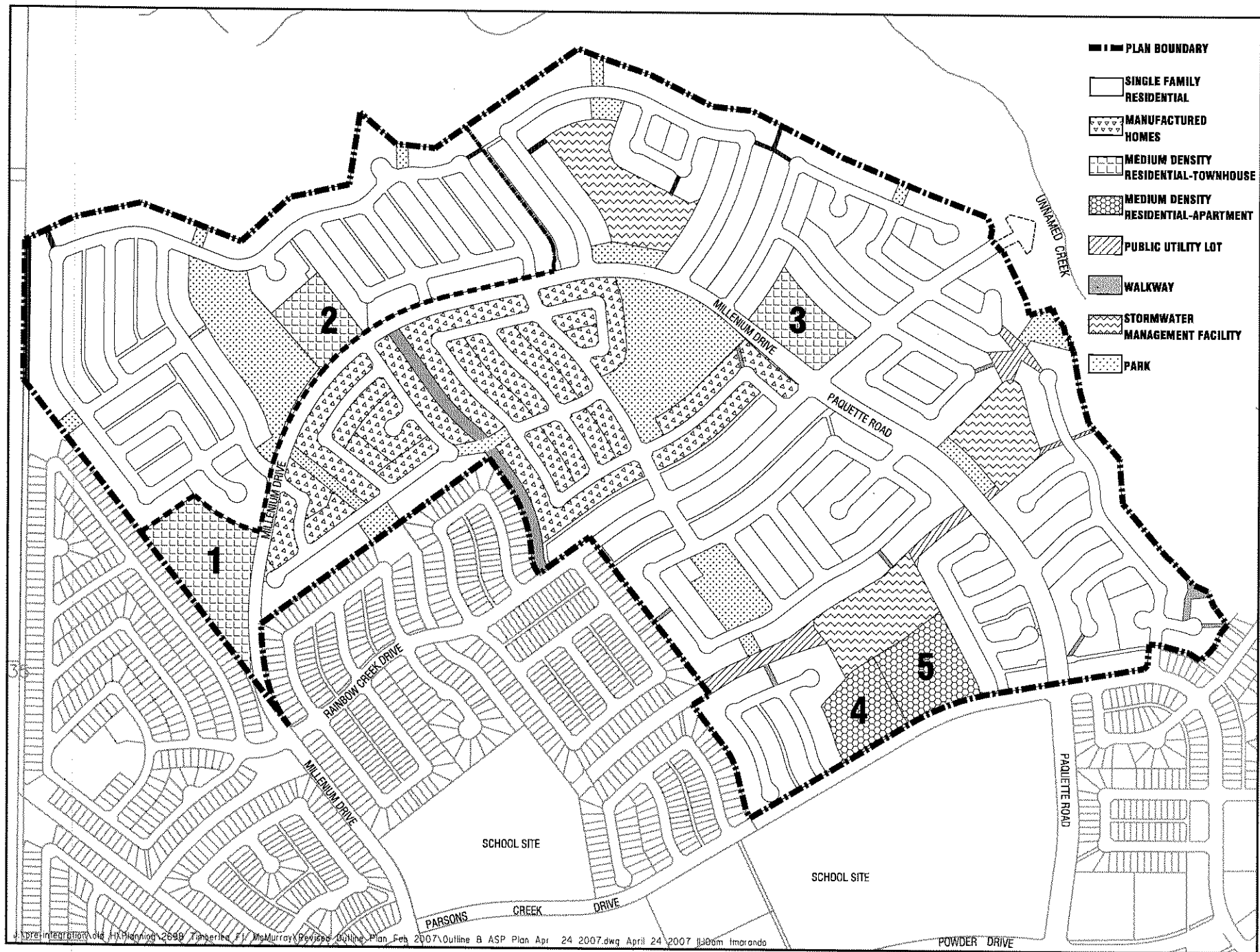


Exhibit 4

Approved Land Use & Population Statistics (Bylaw 05/026)

Description	Units	Area (ha)	Area %
Single Family Residential (R1S/R1)	1,434	65.76	46.5
Manufactured Homes Residential	302	13.39	9.5
Medium Density Residential (Apartment)*	301	3.34	2.4
Medium Density Residential (Townhouse)**	239	5.31	3.8
Municipal Reserve	N/A	10.67	7.6
Roads	N/A	32.32	22.8
Walkways	N/A	1.34	0.9
Lanes	N/A	1.85	1.3
Public Utility Lots	N/A	1.28	0.9
Stormwater Retention Facilities	N/A	6.04	4.3
Total	2,276	141.30	100.0

* 90 units/ha

** 45 units/ha

Description	Units	Population	Unit %
Single Family Residential (R1S/R1)	1,434	5,019	63
Manufactured Homes Residential	302	1,057	13.3
Medium Density Residential (Apartment)	301	723	13.2
Medium Density Residential (Townhouse)	239	837	10.5
Total	2,276	7,636	100

Assumptions

Single Family Residential - 3.5 persons per unit as per RMWB Engineering Standards

Medium Density Residential (Apartment) - 2.4 persons per unit as per RMWB Engineering Standards

Medium Density Residential (Townhouse) - 3.5 persons per unit as per RMWB Comments (RMWB Engineering Standards - 2.4 persons per unit)

Development Density:

54.04 ppgdha

Exhibit 5

Proposed Land Use & Population Statistics

Description	Units	Area (ha)	Area %
Single Family Residential (R1S/R1)	1,383	65.76	46.5
Manufactured Homes Residential	296	13.39	9.5
Medium Density Residential (Apartment)*	346	3.34	2.4
Medium Density Residential (Townhouse)**	239	5.31	3.8
Municipal Reserve	N/A	10.67	7.6
Roads	N/A	32.32	22.8
Walkways	N/A	1.34	0.9
Lanes	N/A	1.85	1.3
Public Utility Lots	N/A	1.28	0.9
Stormwater Retention Facilities	N/A	6.04	4.3
Total	2,264	141.30	100.0

* 90 units/ha

** 45 units/ha

Description	Units	Population	Unit %
Single Family Residential (R1S/R1)	1,383	4,841	62.5
Manufactured Homes Residential	296	1,036	13.3
Medium Density Residential (Apartment)	346	830	13.5
Medium Density Residential (Townhouse)	239	837	10.7
Total	2,264	7,543	100

Assumptions

Single Family Residential - 3.5 persons per unit as per RMWB Engineering Standards

Medium Density Residential (Apartment) - 2.4 persons per unit as per RMWB Engineering Standards

Medium Density Residential (Townhouse) - 3.5 persons per unit as per RMWB Comments (RMWB Engineering Standards - 2.4 persons per unit)

Single Family Residential units are actual units based on registered plans, subdivision approvals and subdivision application Phase 8 & 9 (to be submitted).

Development Density:

53.38 ppgdha

4.2 Land Use Concept

The Land Use Concept for this Amendment is presented in **Exhibit 3**. Corresponding approved and proposed Land Use and Population statistics are presented in **Exhibit 4** and **Exhibit 5** respectively. This Amendment proposes to amend the Timberlea ASP as revised by Bylaw 05/026 as follows:

4.2.1 CHANGE IN LOCATION OF PARK FRONTAGE & CONFIGURATION

This Amendment and in reference to **Exhibit 3**, proposes a reconfiguration of the park fronting on Millenium Drive and fronting on the local roads to the north parallel to Millenium Drive, and along the west boundary of the park. The reconfiguration will delete frontage from both local roads, making room for more residential property and transfer park space to the south where it will create more frontage and visibility along Millenium Drive. The change is favourable because it creates more residential lots further away from Millenium Drive, while adding more park frontage that will be visible from Millenium Drive, while adhering to the requirement that the park have at least 50% frontage on roadways.

4.2.2 INCREASE OF RESIDENTIAL USE & PARK ENCROACHMENT

The insertion of seven (7) lots within the park illustrated within **Exhibit 3** is a response to an over sizing by the Timberlea Consortium Inc. of a stormwater management facility located to the west of this Amendment area. In years past, the Consortium was requested by the Municipality to accommodate an enlargement of a storm water management facility to the benefit of other development interests. This accommodation resulted in additional expense being borne by the Consortium owners, and through prior discussions with the Municipality in cost recapturing these additional expenses, the Consortium owners have had preliminary discussions with the Municipality that as part of the resolution of the recovery of these costs, that parkland dedication obligations of the Consortium Group would be lessened to affect a repayment of the over sizing of the storm water management facility for others.

The MR obligations of Timberlea Consortium Inc. by Deferred Reserve Caveat total 10.413 ha. Cumulative MR dedications up to and including Timberlea Consortium Inc.'s Timberlea Phase 6 amount to 6.88 ha, leaving a residual MR obligation of 3.533 ha to the lands subject to this ASP Amendment. The proposed land use details a major park of 3.01 ha. and two (2) smaller MR parcels backing onto the environmental area at the north end of the Amendment Area, and one (1) MR area in the west, with areas of 0.07 ha, 0.097 ha., and 0.08 ha. Respectively, for a total MR dedication of 3.257 ha., representing a deficiency of 0.276 ha. The deficiency is the result of the insertion of the seven (7) residential lots which is calculated at approximately 0.276 ha.

4.2.3 RELOCATION OF PARKETTES

One (1) parkette accessing the environmental lands to the north of the Amendment lands, illustrated on **Exhibit 3**, and within the north edge of the Amendment lands has been relocated laterally.

The parkette, located in the northeast of the Amendment lands was shifted westward from its prior location, with its new location still providing a view opposite to a roadway to the south, but also provide for a more even distribution of parkettes along the north boundary to interface with the to environmental lands.

4.2.4 RECONFIGURATION OF MEDIUM DENSITY RESIDENTIAL SITE

The reconfiguration of the medium density residential site as illustrated on **Exhibit 3** will not materially change the area of the medium density site, but will change how access is provided to the site. Access to the medium density residential site will be solely from the collector road, Millenium Drive, thus serving to eliminate vehicular access to the site through local roads for access and disturbance to the low density residential area adjacent. Access to the site from Millenium Drive is no different than has been envisioned for the Pacific Place medium density residential triangular parcel which obtains access directly to Millenium Drive and is adjacent these Amendment area lands.

4.2.5 RECONFIGURATION OF LOCAL ROADS

As part of and in support of the above-mentioned amendments, a reconfiguration of local roads is proposed within this Amendment as illustrated on **Exhibit 3**.

The local road located west of the major park is proposed to be amended so as to not provide an offset to the local road to the south of Millenium Drive, but to facilitate a standard four-way intersection. This new configuration will improve safety for both vehicular and pedestrian traffic.

The local road configuration to the east of the multi-family residential site was explained above as part of the reconfiguration of this medium density residential site. In addition to rationalizing access to the medium density residential site by negating access from local roads, the reconfiguration will increase the offset distance between two local roads intersecting with Millenium Drive making traffic conditions safer.

The reconfiguration of the multi-family site has resulted in a geometric revision impacting and resulting in the shortening of the cul-de-sac to the north of the multi-family site while still maintaining the original Timberlea ASP development concept of a cul-de-sac in this area.

The addition of laneways to provide a variation in single-family housing forms has resulted in the shift of lot fabric within the Amendment area. The inclusion of laneway product is an effort towards addressing the ever-increasing concern of too much vehicular parking along local streets, by providing alternate parking in the rear for residents.

The relocation of the Southeast access from the Amendment area opposite Plan 0624590 proposes to affect a cross-intersection with an existing access across Millenium Drive. The location of the middle access has been moved to allow acceptable spacing between road intersections along Millenium Drive.

Insertion of the foregoing accesses to Millenium Drive and the elimination of roadway access to the east to the 2006-WB-US-017 lands are included in this Amendment. Approval of 2006-WB-US-017 affected an elimination of the northerly most roadway access to this Amendment area in favour of a walkway access. The elimination of the south local connections from the east to the Amendment lands from 2006-WB-US-017 has been replaced with the direct accesses noted above to Millenium Drive.

4.2.6 POPULATION DENSITY

This proposed Amendment does not significantly impact the proposed development density or the combination of low density and medium density residential with the integrated open space system. **Exhibit 4** outlines the approved land use and population statistics for the area, approved through the Timberlea Area Structure Plan Amendment Bylaw 05/026. **Exhibit 5** illustrates the proposed land use and population statistics as a result of this Amendment. A separate **Exhibit 6** outlines the land use and population statistics within the Amendment Area.

5.0 SERVICING & IMPLEMENTATION

Updated drawings for servicing, **Exhibit 7** Water Distribution System, **Exhibit 8** Stormwater Management, System, **Exhibit 9** Stormwater Basin Plan, **Exhibit 10** Sanitary Sewer System, **Exhibit 11** Road Network, **Exhibit 12** Pedestrian Network, **Exhibit 13** Transit Access, and **Exhibit 14** Development Phasing from those contained within Bylaw 05/026 illustrating the proposed changes follow.

Servicing stubs installed on Millennium Drive as illustrated on the Engineering Drawings for Phase 3D/Millennium Drive will require realignment to match the proposed road realignments under this submission. Phase 3 design drawings will be updated using redline drawings.

Clarification on water table issues referenced within the "Timberlea 366 Acre Subdivision Geotechnical Investigation, January 10, 2005" by Thurber Engineering has been addressed, see **Appendix A**.

5.1 Water Distribution System

The water network is serviced off the existing Devonian development along Parson's Creek Drive and Rainbow Creek Drive.

A 400 mm diameter watermain is installed on Paquette Road between Parson's Creek Drive and Rainbow Creek Drive. Please note the current North Timberlea Water Network Analysis (NTWNA) (Focus August 17, 2004), shows a 300 mm watermain within Paquette Road, north of Parson's Creek Drive. This line was upsized to a 400 mm watermain as per the RMWB request.

North of this intersection of Paquette Road and Rainbow Creek Drive, a 300 mm watermain is to loop along Millennium Drive and onto the existing Millennium Drive adjacent to Morgan Heights development. A 250 mm watermain is constructed along Rainbow Creek Drive. A 200 mm watermain is required within the Area Structure Plan Amendment.

An additional 7 lots has no negative impact on the water network for the Timberlea Area.

5.2 Stormwater Management System

Stormwater Management facilities (SWMF 2B and SWMF 2A) are located within Storm Basin 2 as indicated in the North Timberlea Conceptual Drainage Plan by Focus, dated September 24, 2004 (Exhibit 6C). SWMF 2A is located downstream of SWMF 2B on the eastern side of the basin and will provide the final stormwater management control prior to discharging into Parson's Creek. Storm Basins 1 and 2 vary only slightly from the September 24, 2004 Focus Plan. The minor variations are required to correctly align the basin boundaries with the proposed lot lines.

Exhibit 6

Proposed Land Use & Population Statistics

Description	Units	Area (ha)	Area %
Single Family Residential (R1)	182	8.770	26.7
Single Family Residential (R1S)	273	8.920	27.1
Low Density Residential (R2)	28	0.900	2.7
Medium Density Residential (R2-1)*	54	1.210	3.7
Municipal Reserve	N/A	3.257	9.9
Roads	N/A	8.683	26.4
Walkways	N/A	0.290	0.9
Lanes	N/A	0.870	2.6
Total	537	32.900	100.0

* 45 units/ha

Description	Units	Population	Unit %
Single Family Residential (R1)	182	637	33.9%
Single Family Residential (R1S)	273	956	50.8%
Low Density Residential (R2)	28	98	5.2%
Medium Density Residential (R2-1)**	54	130	10.1%
Total	537	1,820	100.0%

Assumptions

Single Family Residential - 3.5 persons per unit as per RMWB Engineering Standards

**Medium Density Residential (Apartment) - 2.4 persons per unit as per RMWB Engineering Standards

Single Family Residential units are actual units
based on registered plans, subdivision
approvals and subdivision application Phase 8
& 9 (to be submitted).

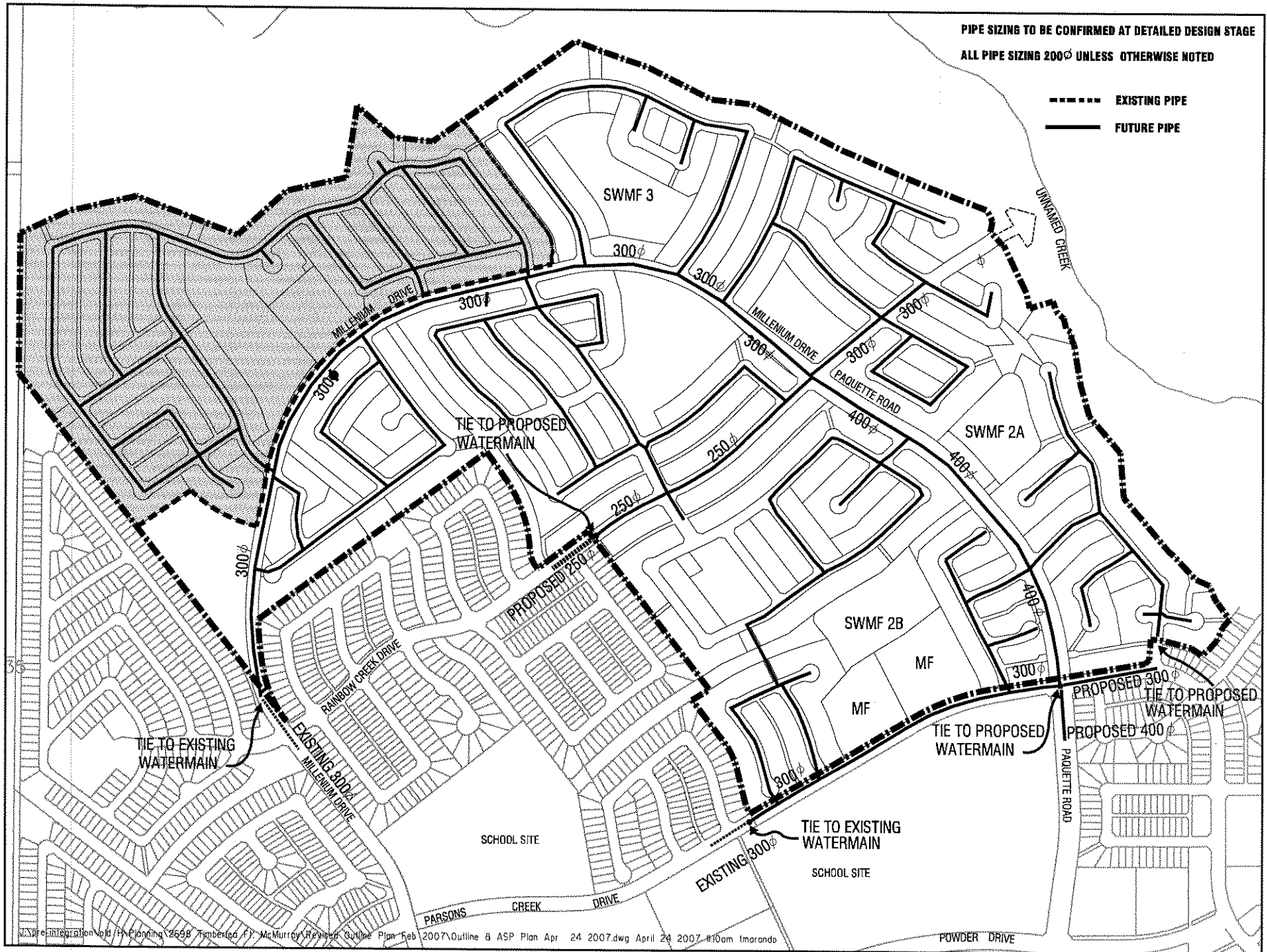
Development Density:

55.32 ppgdha

PIPE SIZING TO BE CONFIRMED AT DETAILED DESIGN STAGE

ALL PIPE SIZING 200" UNLESS OTHERWISE NOTED

----- EXISTING PIPE
 ——— FUTURE PIPE



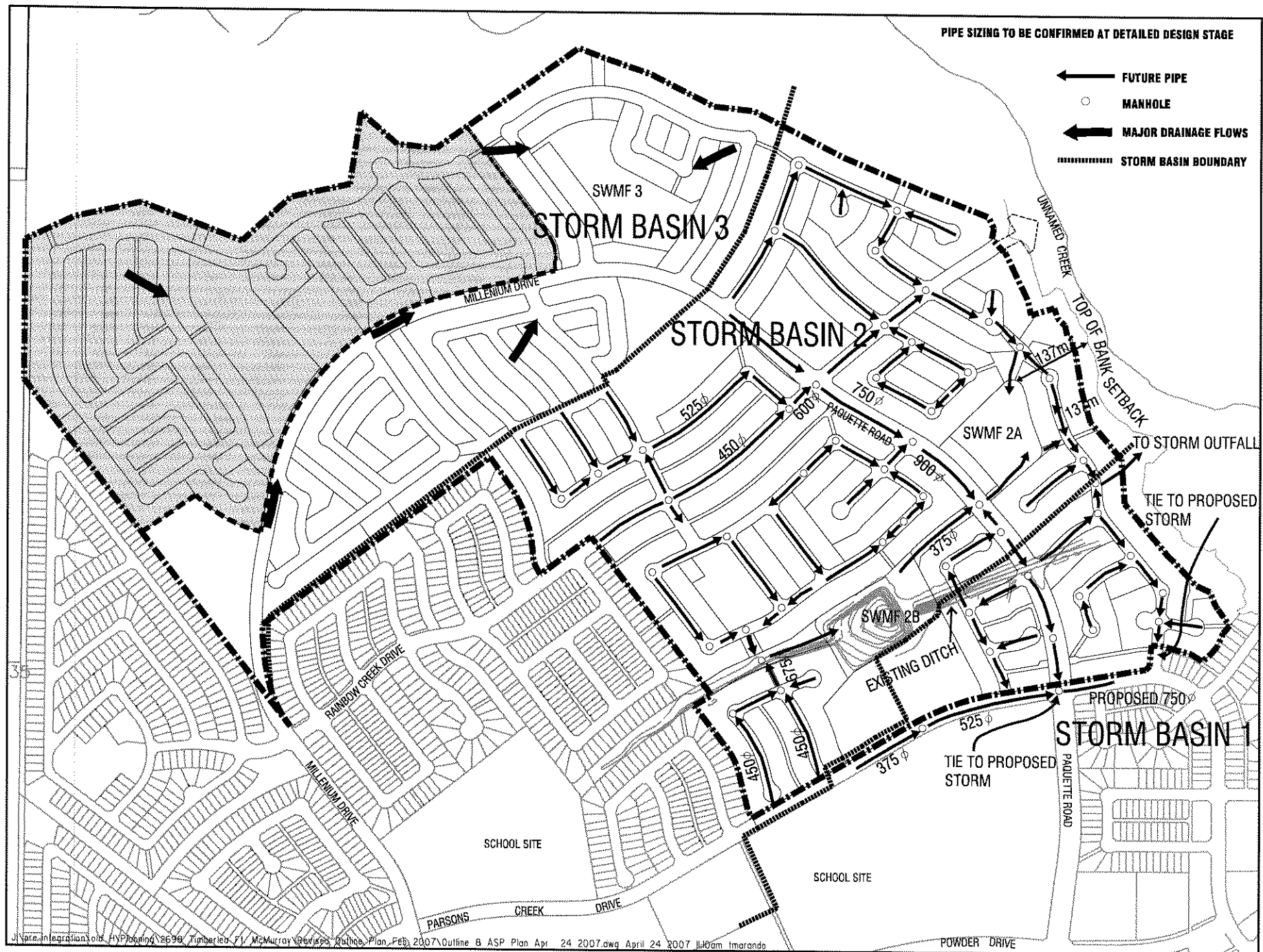
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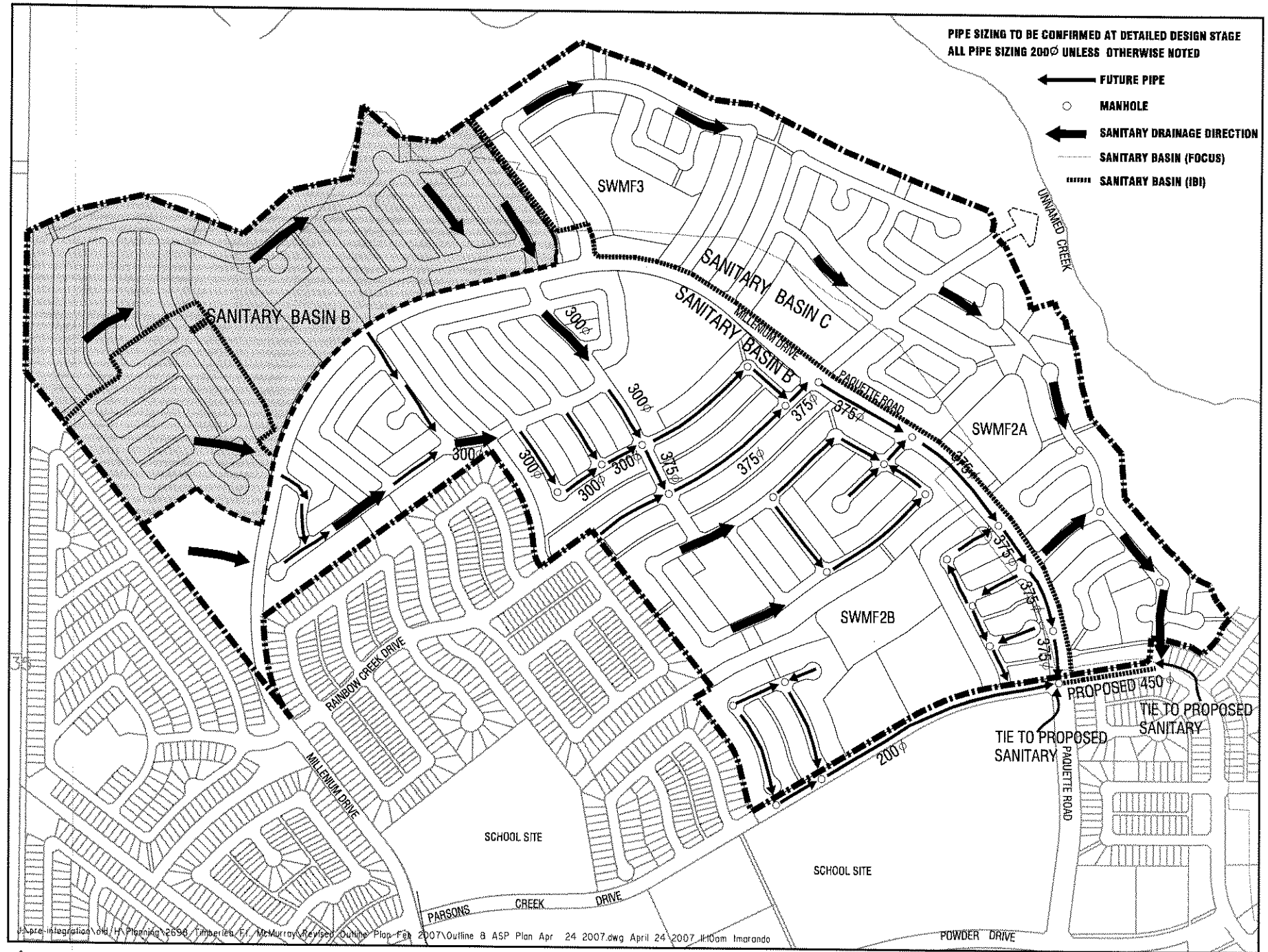
AREA STRUCTURE PLAN AMENDMENT EXHIBIT 7 - WATER DISTRIBUTION SYSTEM



**APRIL 2007**

AREA STRUCTURE PLAN AMENDMENT EXHIBIT 9 - STORMWATER BASIN PLAN (IBI)





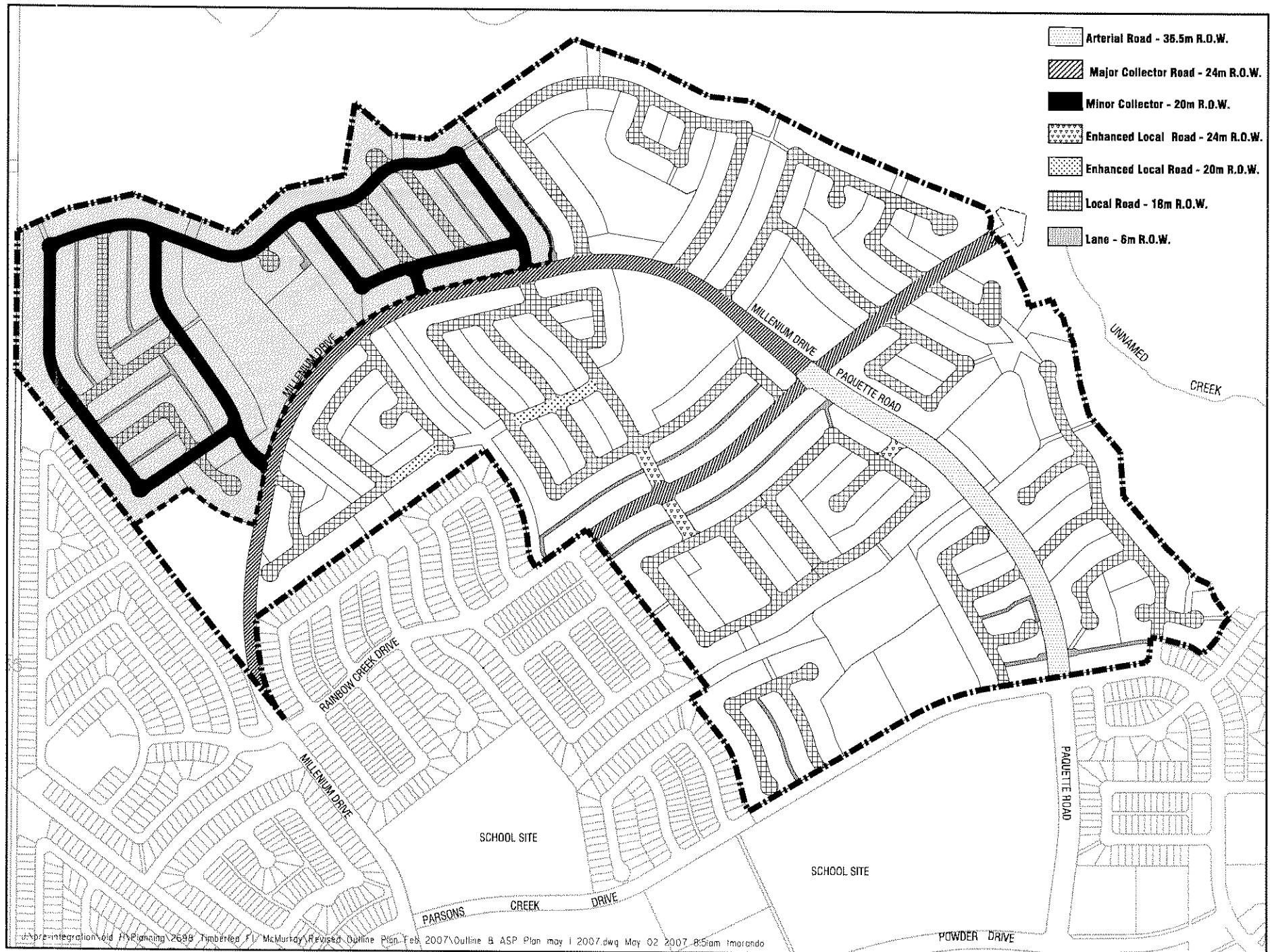
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AREA STRUCTURE PLAN AMENDMENT EXHIBIT 10 - SANITARY SEWER SYSTEM (IBI)



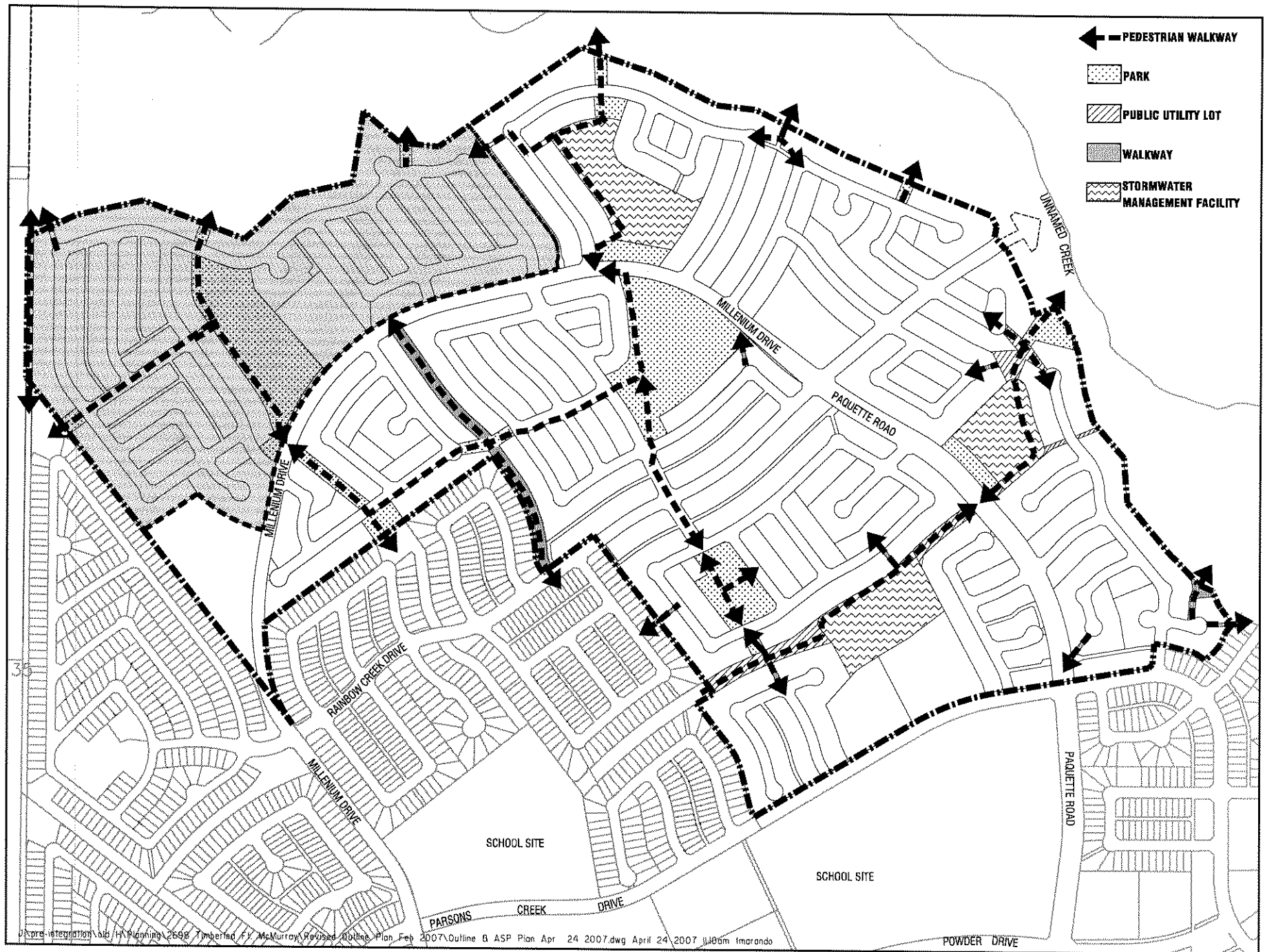


APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 11 - ROAD NETWORK



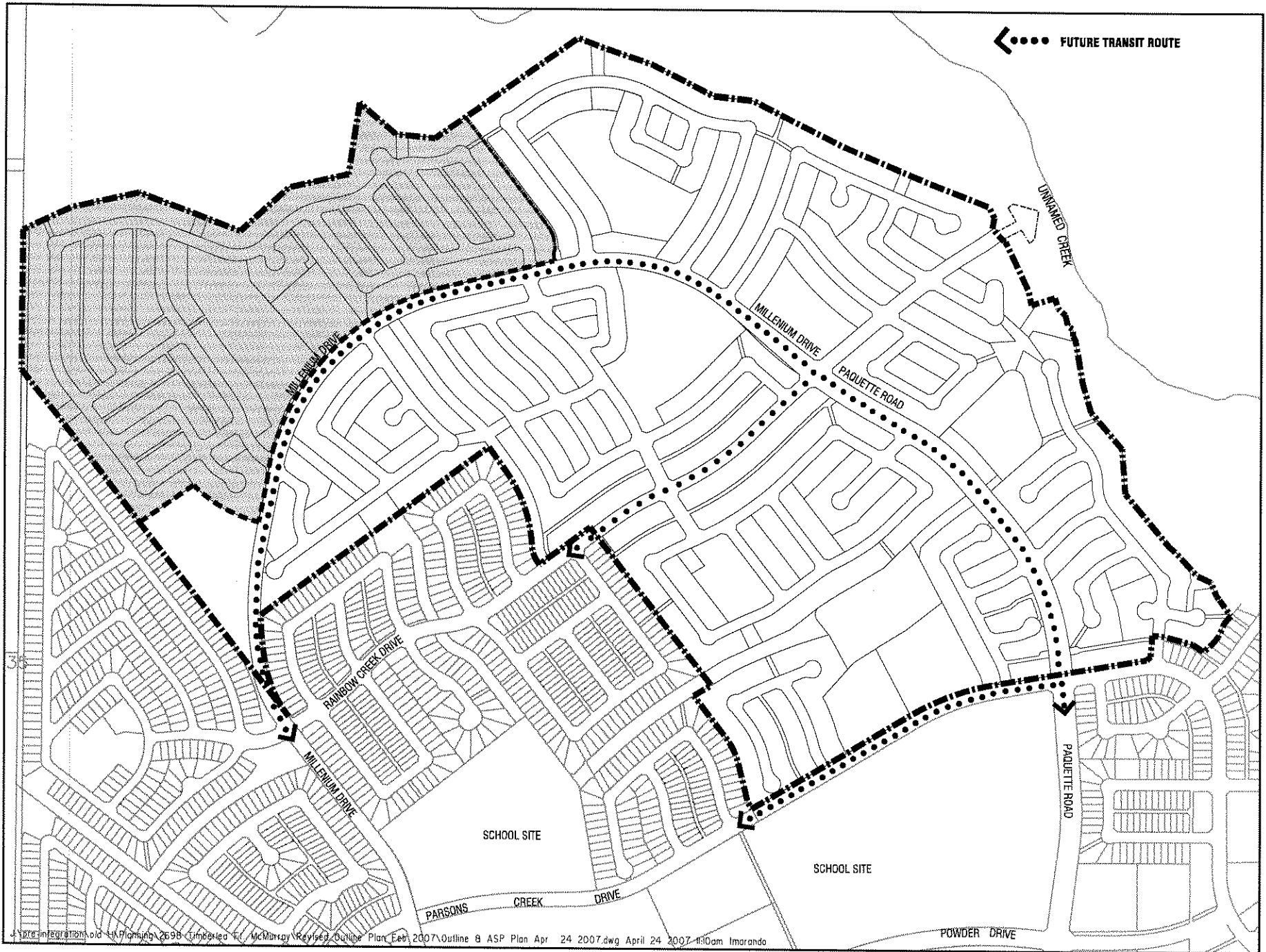


APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 12 - PEDESTRIAN NETWORK



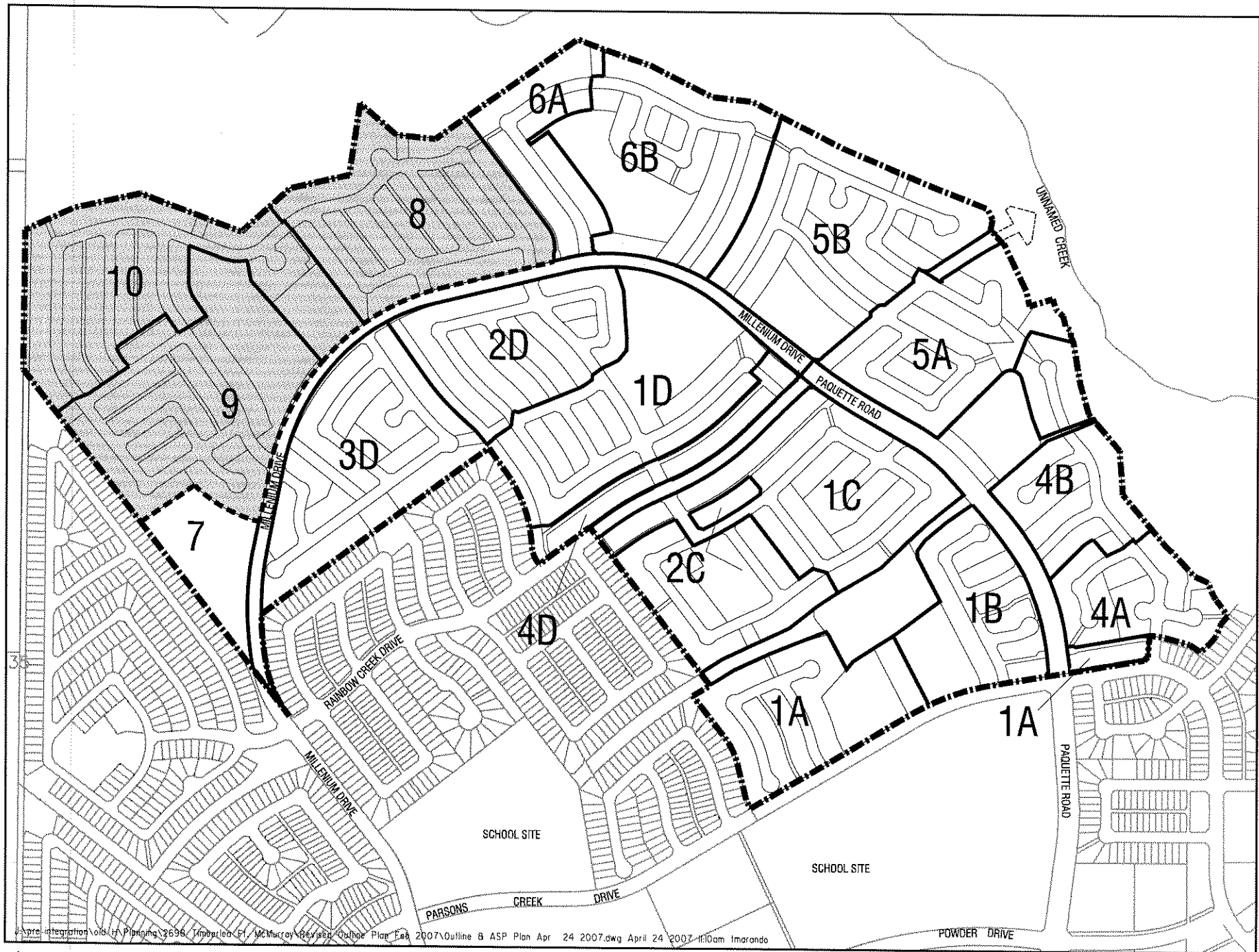


APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 13 - TRANSIT ACCESS

IBI
GROUP



APRIL 2007

AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 14 - DEVELOPMENT PHASING



The southeastern portion of the Plan Area falls into Storm Basin 1 as defined in the September 24, 2004 Focus Report as illustrated in Exhibit 6C. This area will have flows tie to the proposed storm pipe located at the intersection of Paquette Road and Parson's Creek Drive. Flows from this area will be directed to the existing SWMF 1A located to the east side of Storm Basin 1.

Storm Basin 3 is located in the northern most portion of the Plan Area as illustrated in Exhibit 6A. As noted in the September 24, 2004 Focus Plan, this storm basin is to be served by one stormwater management facility.

All pipe sizing will be confirmed at the detailed design stage. Please note the areas contributing to each SWMF has not changed and therefore should not be a concern from a servicing capacity or required storage perspective.

5.3 Sanitary Sewer System

Sanitary Basin B and C vary slightly from the September 24, 2004 Focus Plan. The minor variations are required to correctly align the basin boundaries with the proposed lot lines.

Sanitary flows for Basin B will be directed via gravity towards the intersection of Paquette Road and Rainbow Creek Drive through connection points along Pine Place 3D and Pine Place 2D. Flows will then be directed southerly along Paquette Road towards the sanitary connection at the intersection of Paquette Road and Parson's Creek Drive.

Sanitary flows for Basin C will be directed via gravity towards the proposed Prospect Pointe Stage 3B through all development east of Paquette Road. Flows from Stage 3B are directed south towards the existing sanitary trunk along Confederation Way.

The additional 7 lots have a minimal affect from a basin area and will not be problematic from a sanitary capacity constraint issue.

5.4 Shallow Utilities

The Amendment area will be serviced by power, gas and cable utility operators. These services will be extended from nearby existing developments.

5.5 Road Network

The major road network for this Amendment area is comprised of the extension of Millennium Drive from the Rainbow Creek Drive/Paquette Road/Millennium Drive intersection on the east to the existing Millennium Drive/Rainbow Creek Drive to the west (adjacent to the Devonian and Morgan Creek developments). Designed as a major collector, with a 12.5 m carriageway within a 24 m road right-of-way, this is consistent with the Bunt TIA March 2006 Report recommendations as embodied within **Exhibit 6-4** of the Report for this road and will be constructed to the Municipality's Collector Road Standards. The local road network is comprised of through streets and cul-de-sacs with major access points to collector and arterial roads. All of these roads are proposed to be developed to RMWB standards. The centre-line of internal roads when crossing Millennium Drive will be aligned at the detailed engineering stage.

The road system for these lands are proposed to be developed to accommodate the Municipal transit system.

6.0 IMPLEMENTATION

6.1 Timing of Staging

Based on the logical extension of roads and services within these lands, the intention is to commence development in a staged fashion in 2007, with subsequent phases of development stages ensuing in following years.

6.2 Co-operative Planning

Timberlea Consortium Inc. is planning for the equitable distribution of parks, roads and services to enable the orderly and timely development of these lands.

7.0 SUMMARY

This document describes the land use revisions for the Amendment area to enable the immediate and orderly development of these lands. This Amendment is in response to the need for land available for residential development in the Fort McMurray Urban Service Area due to housing demand.

This ASP Amendment conforms to the policies and objectives of the Regional Municipality of Wood Buffalo's development guidelines and planning documents.

Development concept design responds to the technical challenges of the site due to the Amendment lands being the sole remaining lands of the Timberlea Consortium Inc. remaining within the North Central Timberlea ASP area.

8.0 REFERENCES

Regional Municipality of Wood Buffalo. 1999. Land Use Bylaw 99/059.

Regional Municipality of Wood Buffalo. 2001. Municipal Development Plan.

Timberlea Area Structure Plan. Bylaw No. 01/020, as amended by Bylaw N0. 06/016.

Timberlea Area Structure Plan. Bylaw No. 01/020, as amended by Bylaw N0. 05/026.

APPENDIX A

LETTER FROM THURBER

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THURBER ENGINEERING LTD.
GEOTECHNICAL • ENVIRONMENTAL • MATERIALS

April 25, 2007

File: 19-4532-4

Timberlea Consortium Inc.
c/o CSM Engineering Ltd.
Suite 102, 9906 Franklin Avenue
Fort McMurray, Alberta
T9H 2K5

Attention: Mr. Cliff Maron, P.Eng.,

**TIMBERLEA NORTH CENTRAL SUBDIVISION (PHASES 4 & 5)
FORT McMURRAY, ALBERTA
GEOTECHNICAL RECOMMENDATIONS FOR GROUNDWATER CONTROL**

Dear Sir:

As requested, Thurber Engineering Ltd. (Thurber) has reviewed previous geotechnical reports and information, related to the Timberlea North Central site. This information consists of the following:

- Thurber's December 23, 2004 test pit observation letter;
- Thurber's January 10, 2005 geotechnical investigation report;
- Thurber's April 4, 2005 updated geotechnical investigation report;
- Thurber's May 9, 2005 development suitability clarification letter; and
- Thurber's May 27, 2005 supplemental geotechnical investigation report.

In addition, CSM Engineering Ltd. had also provided Thurber with the following drawings for review:

- Test hole location plan (Figure 7);
- Original and present ground conditions drawing (Figure 8); and
- Present contour and proposed grading drawing (Figure 9).

Based on the review of the information as listed above (not attached to the letter), the groundwater readings in the standpipes installed at the above noted site from July 2004, February 2005 and May 2005 indicate that groundwater levels as high as 0.7 (TH05-33) to 0.9 (TH04-31) below the original ground surface elevations. We understand that the standpipes installed as part of the 2004 and 2005 geotechnical investigations have since been destroyed during the 2005 - 2006 site



THURBER ENGINEERING LTD.

preparation work. No additional water level readings have been taken since the February 2005 readings.

A review of the site grading drawings provided by CSM Engineering Ltd. (CSM) indicate that site final height will be to 2.0 m higher in selected areas with an average of about 1 m higher than the original ground elevations.

Residential development within the boundaries of Stage 2 is considered to be feasible. However, as water levels were relatively high before grading was completed, there could be isolated areas, notably in the locations of test holes TH05-33 and TH04-31, where water may be encountered during the installation of underground services or during basement excavation construction. We understand that the Regional Municipality of Wood Buffalo's municipal standards require storm sewer laterals to each lot and require that weeping tile (foundation drains) and sumps with discharge into the storm sewer laterals. We also understand that wick drains will be installed under the curbs on all roadways to dissipate any groundwater or surface water runoff that may penetrate into the roadway subgrade.

If the above recommendations are incorporated into the design of the subdivision, the effects of a potentially high water table will be mitigated.

We trust the above meets with your present requirements. If you have any other questions, please contact us at your convenience.

Yours very truly,
Thurber Engineering Ltd.
Dimitri Papanicolas, P.Eng.
Review Principal

Shawn G. Russell, P.Eng.
Project Engineer
/dw

Client: Timberlea Consortium Inc.
File: 19-4532-4
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Date: April 25, 2007
Page 2 of 2

** TOTAL PAGE.03 **

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	June 26, 2007
Subject:	Bylaw No. 07/047 - Land Use Bylaw Amendment - Part of Lot 1, Block 17, Plan 052 3653

ISSUE:

An application has been received to amend the Municipal Land Use Bylaw 99/059 for part of Lot 1, Block 17, Plan 052 3653 ("The Consortium Lands").

REFERENCES:

1. Municipal Government Act (MGA)
2. Municipal Development Plan (MDP)
3. Timberlea Area Structure Plan (ASP)
4. Municipal Land Use Bylaw 99/059 (LUB)

HISTORY:

This application stems from a proposal to develop an additional 0.3 hectares of land for residential use within a modified land use and road pattern for the subject area. The availability of the additional land for development has been accommodated by the costs of enlarging the storm water management facility for all developments in Timberlea North Central Area.

The amendment proposes the development of an additional 0.3ha as a Single Detached Residential District (R1) and changes to certain local road alignments as well as the configuration of the primary Parks and Recreation (PR) district to accommodate additional development.

OPTIONS:

1. Proceed with the amendment to the Land Use Bylaw
2. Modify the amendments to the Land Use Bylaw
3. Deny the application for the amendment

ANALYSIS:

The amendment adheres generally to the policies of the Municipal Development Plan (MDP) and the Timberlea Area Structure Plan (ASP), which encourage a variety of residential densities and

the provision of space for both passive and active recreation. The zoning provisions of the Land Use Bylaw would not be materially affected by the proposed development of the additional land or the modified land use and road pattern.

This amendment will improve the design of the internal road network and maintain standard park frontage while maximizing the developable use of the subject lands.

ATTACHMENTS:

1. Bylaw 07/047

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/047, being a bylaw to amend the Land Use Bylaw be read a first time; and

THAT a Public Hearing be scheduled to take place on July 10, 2007.

BYLAW NO. 07/047

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

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

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

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

1. THAT Bylaw No. 99/059 is hereby amended by changing the designation of a portion of Part of Lot 1, Block 17 Plan 052 3653, as shown on Schedule "A" attached hereto and forming part of this bylaw, from UE-Urban Expansion District to R1-Single Detached Residential District, R1S-Single Family Small Lot Residential District, R2-Low Density Residential District, R2-1-Modified Medium Density Residential District and PR-Parks and Recreation District.
2. THAT the Chief Administrative Officer shall be 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 , 2007.

READ a second time this day of , 2007.

READ a third and final time this day of , 2007.

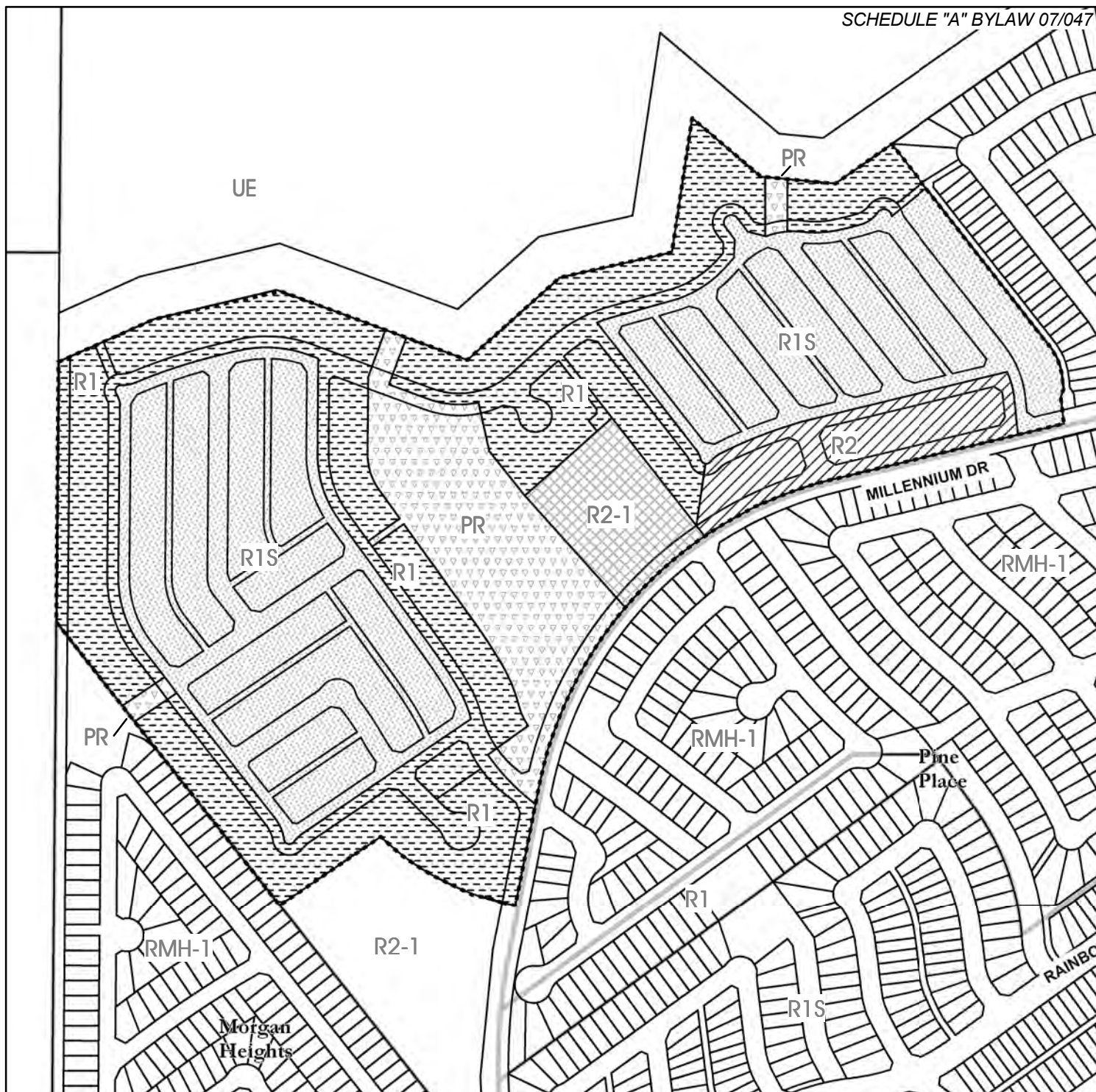
SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

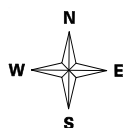
CHIEF LEGISLATIVE OFFICER



LEGEND

	R2 - LOW DENSITY RESIDENTIAL DISTRICT		R1S - SINGLE FAMILY SMALL LOT RESIDENTIAL DISTRICT
	PR - PARKS AND RECREATION DISTRICT		R2-1 - MODIFIED MEDIUM DENSITY RESIDENTIAL DISTRICT
	R1 - SINGLE DETACHED RESIDENTIAL DISTRICT		LUB AMENDMENT BOUNDARY

LUB AMENDEMENT FROM UE (URBAN EXPANSION DISTRICT)
TO PR, R1, R1S, R2 & R2-1 (SEE LEGEND)



Portion of Lot 1, Blk 17, Plan 052-3653
NORTH CENTRAL TIMBERLEA LANDS, Ft. McMurray, Alberta

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	June 26, 2007
Subject:	Highway 63/881 Corridor Area Structure Plan - Bylaw No. 07/049 - Municipal Development Plan Amendment - Bylaw No. 07/050 - Highway 63/881 Corridor Area Structure Plan - Bylaw No. 07/051 - Hamlet of Anzac Area Structure Plan Amendment

ISSUE:

Adoption of the Highway 63 / 881 Corridor Area Structure Plan by Regional Council.

REFERENCE:

- Municipal Government Act
- Bylaw No. 00/005 – Municipal Development Plan
- Bylaw No. 99/059 - Land Use Bylaw
- Bylaw No. 02/060 - Hamlet of Anzac Area Structure Plan
- Bylaw No. 02/061 - Hamlet of Conklin Area Structure Plan
- Ministerial Order No. Gregoire Lake Area Structure Plan, 1991
- Alberta Environmental Protection. *Fort McMurray – Athabasca Oil Sands: Subregional Integrated Resource Plan*, 1996.
- Alberta Transportation Highway 881 Access Management Study (draft), 2007
- Highway 63 / 881 Corridor Technical Report
- Highway 63/ 881 Implementation Matrix
- Regional Municipality of Wood Buffalo Engineering Servicing Standards, 2004

HISTORY:

In the fall of 2005, the Planning & Development Department undertook to prepare the Highway 63 / 881 Corridor Area Structure Plan. The Plan area extends 1.5 km on both sides of Highway 63 south to its intersection with Highway 881, and then 1.5 km on both sides of Highway 881 to the Hamlet of Conklin. The Plan area excludes planning for all water bodies, provincial parks and First Nations reserve lands.

Open house meetings were held in the hamlets of Anzac, Janvier South and Conklin in November 2005, January 2006, May 2006 and May 2007. The purpose of these meetings was to determine a suitable future development concept for both highway corridors, and to ensure the needs of local residents, stakeholders, First Nations and Metis Associations were addressed in the plan. Following first reading of this bylaw, a public hearing will be scheduled.

OPTIONS:

1. Adopt the proposed Highway 63/881 Corridor Area Structure Plan
2. Modify the proposed Highway 63/881 Corridor Area Structure Plan
3. Deny adoption of the proposed Highway 63/881 Corridor Area Structure Plan

ANALYSIS:

Adopting the Highway 63/881 Corridor Area Structure Plan will establish a future development concept for the Highway 63 and 881 corridors. Currently, no municipal plan for future development exists for this area other than general reference in the Municipal Development Plan. To anticipate the proposed growth that this area will be facing in the next 10 years, Planning & Development feels that the adoption of the Highway 63/881 Corridor Area Structure Plan is necessary to ensure that development occurs in an orderly and efficient manner.

To adopt the Highway 63/881 Corridor Area Structure Plan, amendments to the Municipal Development Plan and Hamlet of Anzac Area Structure Plan are required.

Subject to information received at the Public Hearing, modifications to the Area Structure Plan are not recommended.

Rejecting the approval of the Area Structure Plan will hinder orderly and effective development and perpetuate ad-hoc development patterns.

ATTACHMENTS:

1. Bylaw 07/049 Municipal Development Plan Amendment
2. Bylaw 07/050 Highway 63 / 881 Corridor Area Structure Plan
3. Bylaw 07/051 Hamlet of Anzac Area Structure Plan Amendment

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/049, being a Municipal Development Plan Amendment, be read a first time;

THAT Bylaw No. 07/050, being the Highway 63/881 Corridor Area Structure Plan be read a first time;

THAT Bylaw No. 07/051, being a Hamlet of Anzac Area Structure Plan Amendment, be read a first time;

THAT a public hearing be scheduled to take place on July 10, 2007.

BYLAW NO. 07/049

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO
AMEND MUNICIPAL DEVELOPMENT PLAN BYLAW 00/005**

WHEREAS Section 632 of the Municipal Government Act, R.S.A., 2000, Chapter M-26 and amendments thereto authorizes Council to enact a bylaw adopting a Municipal Development Plan.

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

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

1. THAT Bylaw No. 00/005 is hereby amended by:
 - a) Adding the following to Part 5, Section 2 – Industrial Development, as Policy 2.48: “Support the development of industrial lands along the Highway 63/881 Corridor as defined in the Highway 63 / 881 Corridor Area Structure Plan”;
 - b) Adding the following to Part 5, Section 2 - Development Strategy for the Rural Service Areas: “The development direction specific to the Highway 63/881 Corridor is covered under the Highway 63/881 Corridor Area Structure Plan”;
 - c) Changing the designation of the lands identified as “open space” in the attached Schedule “A” - Map 6 – Hamlet of Anzac, to “future major recreational lands”.
2. THAT the Chief Administrative Officer shall be 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 , 2007.

READ a second time this day of , 2007.

READ a third and final time this day of , 2007.

SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

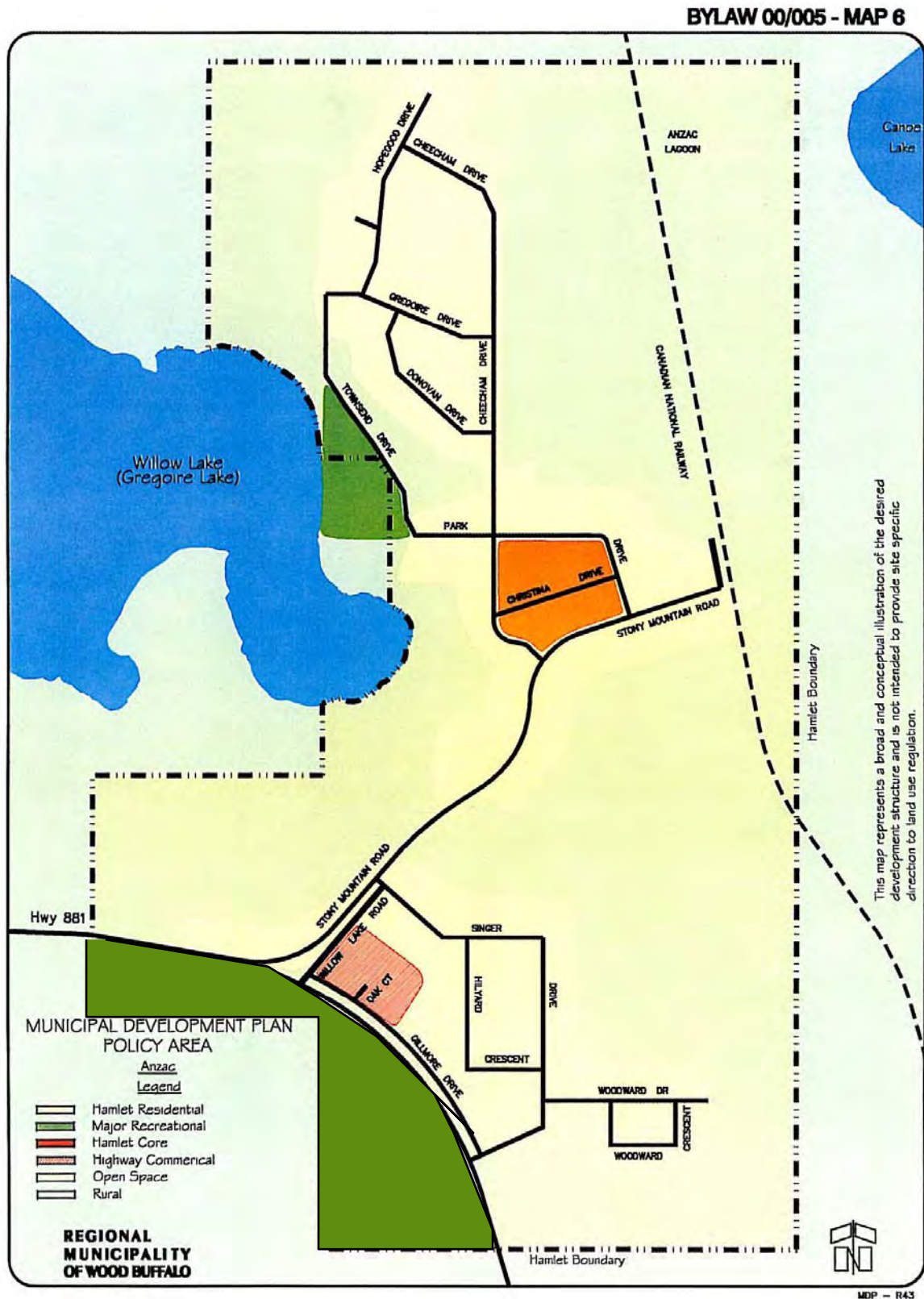
MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

Schedule "A"

Map of Anzac – Municipal Development Plan (Bylaw 00/005)



BYLAW NO. 07/050

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO
ADOPT THE HIGHWAY 63 / 881 CORRIDOR 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. 07/050, being the Highway 63/881 Corridor Area Structure Plan, as set out in Schedule B is hereby adopted.
2. 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 , 2007.

READ a second time this day of , 2007.

READ a third and final time this day of , 2007.

SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER



HIGHWAY 63 / 881 CORRIDOR
AREA STRUCTURE PLAN

Prepared for the

Planning & Development Department
Regional Municipality of Wood Buffalo

by

ARMIN A. PREIKSAITIS
& ASSOCIATES LTD.

in association with



March 2007

Acknowledgements

Regional Council

Mayor Melissa Blake
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Armin A. Preiksaitis & Associates Ltd. Disclaimer

This report has been prepared by Armin A. Preiksaitis & Associates Ltd. for the benefit of the client to whom it is addressed. The information and data contained herein represent Armin A. Preiksaitis & Associates Ltd.'s best professional judgment in the light of the knowledge and information available to Armin A. Preiksaitis & Associates Ltd. at the time of preparation. Except as required by law, this report and the information and data contained herein are to be treated as confidential and may be used and relied upon by the client, its officers, and employees. Armin A. Preiksaitis & Associates Ltd. denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss, or damage suffered by such parties arising from their use of, or reliance upon, this report or any of its contents without the express written consent of Armin A. Preiksaitis & Associates Ltd. and the client.

PART I INTRODUCTION

1.0 Plan Goals and Objectives

The Highway 63 / 881 Corridor Area Structure Plan has been initiated by the Regional Municipality of Wood Buffalo to plan for the orderly development of the Highway 63 / 881 Corridor to the south of Fort McMurray. With strong economic and population growth in the Regional Municipality of Wood Buffalo, this Corridor is experiencing considerable pressure for industrial, commercial residential, recreation and tourism development. The need to identify future growth areas is critical.

The Highway 63 Corridor is the southern gateway to Fort McMurray and is mainly recreational in character, while Highway 881 serves as a major entrance to the rural Hamlets of Anzac, Janvier South and Conklin and newly developing Steam Assisted Gravity Drainage (SAGD) operations to the south and east of Fort McMurray.

Early public consultation processes in late 2005 in the Hamlet of Anzac, Janvier South and Conklin helped the Steering Committee establish the main goal for this Area Structure Plan. The main goal was derived through public consultation and relates directly to the original Terms of Reference developed for this project by the Regional Municipality of Wood Buffalo. The goal of this ASP is to:

Ensure orderly, efficient, compatible, economically and environmentally sound land uses within the Plan area, while avoiding land use conflicts and coordinating future land uses with transportation plans.

The objectives of the Highway 63 / 881 Corridor Area Structure Plan are as follows:

- Develop integrated strategies and policies for future development.
- Identify suitable locations for residential, commercial, industrial, parks, recreation, and tourism development.
- Determine environmental, geotechnical, and man-made constraints to development.
- Assess the impact of development on parks and recreation and identify opportunities for parks and recreation development.
- Integrate land use with existing and future transportation, servicing and other infrastructure.
- Identify significant environmental features for protection / preservation and to minimize impacts on terrestrial and aquatic habitats.
- Identify significant historical and archaeological resources and traditional land use areas for protection.
- Promote a high standard of design and aesthetics for development along the Corridor.

2.0 Plan Area

The Highway 63 / 881 Corridor Area Structure Plan area is shown on *Map 1 Plan Area*. The Plan area extends for 1.5 km on both sides of Highway 63 to the intersection of Highway 881 and then 1.5 km on both sides of Highway 881 to just south of the Hamlet of Conklin. It excludes water bodies, provincial parks and First Nation Reserve Lands. The Plan area encompasses 40,142 hectares (155 square miles or 99,192 acres) of land. Due to the linear nature of the Plan area, the 145 kilometers (90-miles) Corridor has been segmented into seven areas from A at the north end to G at the south. These corridor segments are shown on *Map 1 Plan Area*.

The vast majority of lands within the Plan area are leased to oil sands and forestry companies for resource development. A land use inventory was conducted by the project team. Existing land uses in the Plan area are illustrated in Maps 2 (a-g) in the Technical Report. Oil sands leases are held on much land along the Highway 63 / 881 Corridor. *Map 3 Oil Sands Lease Areas* in the Technical Report shows the oil sand lease areas and companies active within the Plan area.

The following is a brief description of the existing land uses in the Corridor from Area A in the north to Area G in the south. The majority of land in the Corridor is zoned RD - Rural District. The purpose of the RD – Rural District is to manage development in the Rural Service Area outside hamlets. Each area can be seen on Maps 2(a-g) in the Technical Report that accompanies this ASP.

Area A

Existing land uses here include trappers' cabins on both sides of Highway 63, a municipal landfill site and recreational leases on the west side.

Area B

Existing land uses here include private residences; a weigh scale and rest stop; Gregoire Lake Provincial Park, Gregoire Lake Estates; Gregoire Lake Reserve; Camp Many Trees; Polly Pat Marina; Gregoire River Day Use Area; the Mark Amy Aboriginal Heritage and Cultural Centre; the Hamlet of Anzac; and a closed sewage lagoon and landfill site.

Area C

Existing land uses here include a trapper's cabin, Nexen project accommodation, residence near the La Loche Road turn-off, several gravel pits, old Kinosis railway siding and a communications tower

Area D

Existing land uses in this area include a scout camp and campground at Engstrom Lake, Conoco Phillips and Chard project accommodations, an old Quigley railway siding, and several gravel pits and stockpiles.

Area E

Existing land uses here include the Conoco airstrip, AIT/RMWB gravel pit, a trapper's cabin and the Janvier First Nation Reserve

Area F

Southern boundary of Janvier First Nation Reserve to southern boundary of Township 78 (Map 2(f) in Technical Report) – existing land uses include three trappers' cabins, GB Holdings project accommodation, Tatem farm, old Chard railway siding and an ATCO communications tower

Area G

Southern boundary of Township 78 to south of the Hamlet of Conklin (Map 2(g) in Technical Report) – land uses include trappers' cabins; two ALPAC staging areas; PTI, NEC and Karen's Corner project accommodations; gravel pit; Hamlet of Conklin and Christina Lake Lodge

3.0 Enabling Legislation

The Highway 63 / 881 Corridor Area Structure Plan has been prepared in accordance with the *Municipal Government Act* (Statutes of Alberta, 1994, Chapter M-26.1). The Act enables municipalities to prepare and adopt area structure plans to provide a framework for future subdivision and development of an area. Sections 633, 636, 638, and 692 of the Act relate specifically to area structure plans requirements. Section 633(1) states that an area structure plan must describe:

- the sequence of development proposed for the area,
- the land uses proposed for the area, either generally or with respect to specific parts of the area,
- the density of population proposed for the area either generally or with respect to specific parts of the area, and
- the general location of major transportation routes and public utilities and may contain any other matters the council considers necessary.

Prevailing over any statutory plan are authorizations granted by the Natural Resources Conservation Board, Energy Resources Conservation Board, Alberta Energy and Utilities Board and Alberta Sustainable Resource Development. Section 619 and section 620 of the *Municipal Government Act* addresses such authorizations, which are of particular relevance given the amount of resource development in the Regional Municipality of Wood Buffalo.

It is important to note that the Highway 63 / 881 Corridor Area Structure Plan does not supersede or limit the regulations and authorities of any provincial department or agency, provincial statute or regulation which may have precedence over land use decisions made by the Regional Municipality of Wood Buffalo.

4.0 Planning Process

The Highway 63 / 881 Corridor Area Structure Plan was prepared in four phases over a seventeen month planning period between September 2005 and February 2007. These included the following:

- Phase I: Project Start-up / Issue Identification – September 2005 to January 2006

- Phase II: Public Consultation – January 2006 to February 2006
- Phase III: Policy Development – March 2006 to December 2006
- Phase IV: Final Area Structure Plan / Approvals – December 2006 to March 2007

5.0 Community Consultation

Community consultation was an important part of the planning process. A variety of media and methods were used to build awareness, share information and invite public participation, including mailouts, information posted on the Regional Municipality of Wood Buffalo web site and community meetings held in the Hamlets of Conklin, Janvier South, and Anzac. Residents, community groups, industry, stakeholders, First Nation and Métis groups were all invited to public meetings. Consultation activities are listed below, with more detailed summaries included in the Technical Report.

- Stakeholder Interviews and Focus Groups (Phase I) – conducted in November and December 2005 with residents and stakeholders in the Hamlets of Conklin, Janvier South, and Anzac to identify issues and opportunities along the Corridor.
- Roundtable Meetings on Plan Alternatives (Phase II) – held in the Hamlets of Conklin, Janvier South, and Anzac in January 24-26, 2006 to discuss Phase I findings and potential development patterns for the Corridor.
- Open Houses (Phase III) – held in the Hamlets of Conklin, Janvier South, and Anzac May 16-18, 2006 to review and discuss a draft Future Land Use Concept.
- Public Hearing (Phase IV) – planned for June 2007.

6.0 Policy Context

The following planning documents were reviewed to identify policies that were relevant to the Highway 63 / 881 Corridor Area Structure Plan. A more detailed summary of relevant policies within each document is featured in the Technical Report.

- Regional Municipality of Wood Buffalo Municipal Development Plan Bylaw 00/005
- Fort McMurray – Athabasca Oil Sands Subregional Integrated Resource Plan, Oct 2005
- Gregoire Lake Area Structure Plan, 1991
- Christina Lake Management Plan, 1991
- Hamlet of Anzac Area Structure Plan, 2002
- Janvier South Land Use Plan, 1983
- Hamlet of Conklin Area Structure Plan, 2002

7.0 Site Context and Development Considerations

The following items were considered during preparation of the Highway 63 / 881 Corridor Area Structure Plan. A more detailed discussion of each is included in the Technical Report.

- Natural Features
- Existing Land Use / Zoning
- Resource Development
- Man-Made Constraints
- Historical and Archeological Resources
- Traditional Land Use
- Parks, Recreation, and Open Space
- Transportation
- Utilities and Infrastructure
- Police, Fire and Emergency Services

PART II DEVELOPMENT ISSUES AND OPPORTUNITIES

This section identifies the issues and opportunities that are currently faced along the Highway 63 / 881 Corridor. Issues and opportunities can consist of physical, environmental, and man-made constraints to development on one hand, and development pressures from land owners and leaseholders on the other. General development pressures (positive and negative) that exist throughout the Plan area are outlined first, and because the Plan area has been divided into seven (7) areas (A through G), specific issues and opportunities to each are further elaborated.

1.0 Issues and Opportunities for the General Plan Area

The following is a brief summary of key issues and opportunities that were identified during the planning process by both the project team and stakeholders that were consulted. As shown by the key map in the margin below, each pertains to the entire Plan area (Areas A through G).

1. Resource development activity along the Highway 881 Corridor

Traditionally, a majority of the oil sands development has taken place north of the Urban Service Area – Fort McMurray. In recent years a number of projects have been underway south of the Urban Service Area – Fort McMurray, particularly along the Highway 881 Corridor, sometimes referred to as “SAGD Alley”. The impact of this development activity is multifaceted. Firstly, there is an increase in traffic, particularly trucks, along Highway 881. The other impact is the influx of a large workforce, the majority of which live in project accommodations along the Highway 881 Corridor. Also, there is a demand for services in this area, and commercial and industrial areas need to be developed to meet that demand.

2. Dramatic increase in the project accommodation population

Based on recent 2006 Census information, over 10,000 people currently live in project accommodations in the Regional Municipality of Wood Buffalo, which comprises 13% of the total population of approximately 80,000. This project accommodation population has an impact on the roadway system as well as the neighboring hamlets. It is the Regional Municipality of Wood Buffalo goal to develop integrated and sustainable communities to attract and keep employees for their area. The residents of project accommodations, although they are temporary, will still have to rely on emergency services, health care and other social, retail and recreation facilities within the Regional Municipality of Wood Buffalo creating a cost to the Municipality.

3. Meeting the permanent and long term affordable housing needs in existing hamlets

There is pressure on the Hamlets of Anzac, Janvier South and Conklin to accommodate the permanent long-term employee work force and keep up with the demand for housing. This is particularly important as housing prices rise. There is also a need for more affordable housing to accommodate existing residents and those employed in the service sector.

4. The demands and abilities to provide municipal infrastructure and community services

As a consequence of economic development along the Highway 63 / 881 Corridor, growth of the population (particularly those living in project accommodations) has required investment in municipal infrastructure such as water treatment plants, wastewater facilities, and community services including recreation facilities. The impact of increased traffic is affecting the local population. With the paving of Highway 881, both industrial and tourism traffic is going to increase, which brings concerns regarding safety. Of particular concerns during stakeholder workshops was the stretch of Highway 881 from Highway 63 to the Hamlet of Anzac. It was felt that this length of highway was narrow and that safety was compromised by the existing standard of the highway. Plans are underway to upgrade this section of Highway 881. Also of concern was that Highway 881 runs immediately adjacent to Gregoire Lake, which increases the probability of spills into the lake.

5. Impacts on natural and environmentally sensitive areas

The Plan area has within it a number of major recreational lakes as well as rivers, streams and other watercourses. Industrial development is having a negative impact on some of these environmentally sensitive areas. It is important, as part of the ASP process, that setbacks and buffers be established to maintain both the aquatic and wildlife habitats.

6. Increased tourist traffic

Paving of Highway 881 makes the route from Lac La Biche to Fort McMurray very attractive for tourists, given the lakes and other recreational opportunities found along the Highway 63 / 881 Corridor. This will add to traffic volumes on both highways. It will also provide a demand for more commercial, recreational and tourist related areas and facilities.

2.0 Issues and Opportunities for Specific Areas

As the Plan area is large and has a linear shape, it has been divided into seven (7) parts (shown on *Map 2 (a-g)*). This section examines and identifies the specific issues and opportunities facing each area, elaborating on the general issues and opportunities that have been described in the preceding pages.

2.1 Area A Issues and Opportunities

881 / 63 Crossroads

A potential highway commercial site has been identified on the northeast corner of the intersection of Highway 63 and Highway 881. Development of this site could include uses such as a truck stop, service station, convenience store, or hotel / motel development. (Refer to *Map 2(a)*)

- Located at a major intersection, average Annual Daily Traffic counts indicate 5,460 vehicles per day travel past this area on Highway 63 immediately to the west, and 3,960 vehicles per day travel past this site along Highway 881. Widening and upgrades to Highway 881, and a future grade-separated interchange, are anticipated to increase traffic volumes at this intersection. This location indicates that a strong local market to support the development of this area will exist within the 2 - 5 year timeframe.
- Good vehicular access and visibility to this site is available from both Highway 63 and Highway 881.
- On-site water and sanitary services would be required to service this site.
- An existing residence is located immediately to the east of this site. Appropriate setbacks and screening requirements will need to be provided to the satisfaction of the Regional Municipality of Wood Buffalo and Alberta Environment.
- No significant muskeg areas are located within this site area.
- Emergency fire and medical response to this study area is currently provided from Hawkins Hall #1. From this service location, response time standards will not be achievable.

881 / 63 Business Industrial Area

This area has been identified for future industrial development just north of the intersection of Highways 63 and 881 (east side of Highway 63) (Refer to Map 2(a)).

The area has good potential for medium industrial uses that require large lots and industries that service oil sands plants. The area could be developed as a rural standard, sometimes referred to as a 'dry industrial park' with private sewer and water systems. During the design charrette for the Saline Creek Plateau Area Structure Plan, the Fort McMurray Construction Association confirmed the shortage of industrial land available for immediate development.

- As a major gateway to Fort McMurray, average Annual Daily Traffic counts show 3,960 vehicles per day travel past this site on Highway 881 to the south, and 5,460 vehicles per day travel past this area on Highway 63 immediately to the west. This indicates that a strong local market exists to support the development of this area within an immediate (less than 2 years) timeframe. The area is located within good proximity to a local labour market.
- Ongoing oil sands development in the vicinity of Fort McMurray, and its related operations and fenceline industries, creates a strong demand for Industrial land. It is anticipated that development of the study area is within the 2 - 5 year timeframe.
- The location of the study area is in close proximity to existing and future suppliers and service providers based out of Fort McMurray.
- Intersection improvements are planned for the Highway 63/881 interchange. Future planning for industrial development must compensate for land requirements by Alberta Infrastructure and Transportation.
- The area should be developed to a rural service standard with private portable water supply and sewage disposal systems. Services must be developed to the satisfaction and standards of the Regional Municipality of Wood Buffalo and Alberta Environment.
- There are currently residential uses located within 2 kilometres east of the site. Appropriate setbacks and screening requirements will need to be provided to the satisfaction of the Regional Municipality of Wood Buffalo and Alberta Environment.
- No significant muskeg areas are located within the study area.
- Emergency fire and medical response to this study area is currently provided from Hawkins Hall #1. From this service location, the response time standard will not be achievable.

Trout Pond Day Use Area

In addition to the Motorcycle Club and the Fish and Game Gun Range, an opportunity exists to improve the Trout Pond area (NW¼ 35-87-9-W4M) for more intensive day use.

- This site consists of an existing Trout Pond currently utilized by residents of Fort McMurray and the surrounding region. Improvements to this facility will increase its recreational value and use.
- Improvements to the Trout Pond as a rural recreational use, such as the provision of better access, outdoor furniture, washroom facilities, and parking, should not negatively impact the rural character of the surrounding area.
- An existing entrance to the site from Highway 63 provides excellent vehicular accessibility. Average annual daily traffic volume past this site is 5,460 vehicles.
- This site's location, in close proximity to Fort McMurray, Gregoire Lake Estates and the Hamlet of Anzac ensures that this amenity is within easy access to existing and future user groups.
- No existing or proposed development is located directly adjacent to this site.

2.2 Area B Issues and Opportunities

Anzac South Business / Industrial Park

An area immediately south of the Hamlet of Anzac on the east side of Highway 881 has been identified for future business / industrial uses. This site would act as an alternative to the business / industrial area identified on the south side of Highway 881 in the Hamlet of Anzac Area Structure Plan (2002). Development on the site would require an amendment to the Hamlet of Anzac Area Structure Plan (2002).

- Ongoing oil sands development in the vicinity of the Hamlet of Anzac, such as the expansion to the Opti-Nexen project to the east, creates a demand for business / industrial lands for development directly related to oil sands operations and fenceline industries. It is anticipated that development of the Plan area is within the 3 - 5 year timeframe.
- The location of the site is in close proximity to existing and future suppliers and service providers based out of Fort McMurray and the Hamlet of Anzac.
- Located directly south of the Hamlet of Anzac, average Annual Daily Traffic counts indicate 2,585 vehicles per day travel past this site on Highway 881. Population growth in the Hamlet of Anzac and accessibility to Highway 881 ensures this site is located within proximity to a local labour market.
- A future upgrade is planned for the intersection of Highway 881 and the Opti-Nexen road. This will ensure efficient vehicular access to the site. The Athabasca Northern Railway right-of-way is directly adjacent to the eastern boundary of the site. Potential exists to provide rail spur access for future industrial development as an alternative to truck transport.
- Appropriate development setbacks and buffering will be required to mitigate noise and nuisance effects related to industrial development. Treed buffers will be required adjacent to Highway 881 to visually screen the site (refer to Section 1.3 and 1.8).
- Plans for the provision of water, sanitary and stormwater management servicing will be required as part of any application for development within the site area. Future upgrades to services in the Hamlet of Anzac should consider the potential for extension of servicing to this site.
- No significant muskeg areas are located within the Plan area.
- Fire fighting services, based out of the Hamlet of Anzac, will be available within the response time standard. Medical response will be provided from Hawkins Hall #1 and will not achieve the response time standard.

Upgrades to Windsurfer Beach

It was recommended that Windsurfer Beach be upgraded to sustain more intensive recreation uses. (Refer to *Map 2(b)*).

- This site consists of an access to the beach on the south side of Gregoire (Willow) Lake, which is currently utilized by residents of Fort McMurray, Gregoire Lake Estates, the Hamlet of Anzac and the surrounding region. Improvements to this facility will increase its recreational value and use.
- Due to the site's proximity to Highway 881, improvements such as the provision of access, parking, outdoor furniture, and washroom facilities should not create negative visual impacts.
- The existing entrance to the site from Highway 881 should be upgraded to provide improved vehicular access. Average annual daily traffic volume past this site is 2,585 vehicles.
- This site's location, in close proximity to Fort McMurray, Gregoire Lake Estates and the Hamlet of Anzac ensures that this amenity is within easy access to existing and future user groups.
- No existing or proposed development is located directly adjacent to this site.
- Fire fighting services, based out of the Hamlet of Anzac, will be available within the response time standard. Medical response will be provided from Hawkins Hall #1 and will not achieve the response time standard.

Anzac Community Recreation Area

The Willow Lake Community Association is interested in leasing land on the south side of Highway 881 from Alberta Sustainable Resource Development to develop a community recreation area. (Refer to *Map 2(b)*).

- This site consists of rolling hills, with both treed and cleared areas. Its scenic properties make it well suited for recreational development. With a growing population there will be a need to expand recreation opportunities for residents. The Hamlet of Anzac Area Structure Plan (2002) identifies a portion of this area as a staging area for Winterfest. The feasibility of this location as a future community recreation complex needs to be examined as part of the Regional Municipality of Wood Buffalo Parks and Outdoor Recreation Master Plan.
- Access could be provided from Highway 881 opposite the existing access points to the Hamlet of Anzac. Average annual daily traffic volume past this site is 1,635 vehicles.
- This site's location, in close proximity to Gregoire Lake Estates and the Hamlet of Anzac ensures that this amenity is within easy access to existing and future user groups.
- No existing development is located directly adjacent to this site.
- Intersection improvements to Highway 881 and the Opti-Nexen Road, as well as the proposed Anzac South Business / Industrial Park, are situated immediately to the southeast of this site.
- Fire fighting services, based out of the Hamlet of Anzac, will be available within the response time standard. Medical response will be provided from Hawkins Hall #1 and will not achieve the response time standard.

2.3 Area C Issues and Opportunities

La Loche Corner Truck Stop

A potential highway commercial site has been identified on the southeast corner of Highway 881 and the proposed La Loche Road realignment (E½, NW¼ 18-84-6-W4M). Development of this site could include highway commercial uses such as a truck stop, service station, convenience store, or hotel / motel development. (Refer to *Map 2(c)*).

- Located at a major intersection on Highway 881, average Annual Daily Traffic counts indicate 735 vehicles per day travel past this site. Plans to upgrade the La Loche Road to an all-seasons road and the development of the proposed Long Lake South SAGD project on the west side of Highway 881 are anticipated to increase the volume of traffic passing this site. This indicates a local market to support the development of this area will exist within the 3 – 5 year timeframe.
- Good vehicular access and visibility to this site is available from both Highway 881 and the La Loche Road.
- On-site water and sanitary services would be required to service this site. Services must be developed to the satisfaction and standards of the Regional Municipality of Wood Buffalo and Alberta Environment.
- There are no noise or nuisance effects related to this location as no residential land uses are located adjacent to the site. Development of this site as a truck stop will be complimentary to the proposed Long Lake South SAGD project and will serve as a rest area for travellers using the La Loche Road.
- No significant muskeg areas are located within this site area.
- Fire fighting services, based out of the Hamlet of Anzac, will not achieve the response time standard. It is anticipated that emergencies will be primarily medical in nature. Medical response will be provided from Hawkins Hall #1 and will not achieve the response time standard.

La Loche Business / Industrial Park

The potential exists for the development of a business / industrial park to be sited between the current alignment of La Loche Winter Road and the proposed La Lache Road realignment.

- Average Annual Daily Traffic counts indicate 735 vehicles per day travel past this site. Plans to upgrade the La Loche Road to an all seasons gravel road, as well as the potential realigning of the road and development of the Long Lake South SAGD project will increase traffic volumes and make this area strategic for future industrial development.
- Feasible development of this area will exist within the 3 – 5 year timeframe given that the above noted developments occur.
- Good vehicular access and visibility to this site is available both from Highway 881 and La Loche Road.
- On-site water and sanitary services would be required to service this site. Services must be developed to the satisfaction and standards of the Regional Municipality of Wood Buffalo and Alberta Environment.
- As there is an existing residence two kilometres east on the La Loche Road (see Technical Report for location), noise or nuisance effects will need to be mitigated through setback and screening, undertaken to the satisfaction of the Regional Municipality of Wood Buffalo and Alberta Environment.
- No significant muskeg areas are located within this site area.
- Fire fighting services, based out of the Hamlet of Anzac, will not achieve the response time standard. It is anticipated that emergencies will be primarily medical in nature. Medical response will be provided from Hawkins Hall #1 and will not achieve the response time standard.

2.4 Area D Issues and Opportunities

While the general issues and opportunities outlined in Part II apply to all areas including Area D, there are no specific issues or opportunities for this Area.

2.5 Area E Issues and Opportunities

“The Prairies” Recreational Area

This area has been used by the Janvier Community for traditional land uses such as fishing and herb and berry gathering. It is a scenic natural area that could be developed for passive recreation and interpretive trails. It would complement the potential interpretive centre planned for the northeast corner of the intersection of Highway 881 and the Janvier turn-off.

- This site is contained largely within the Christina River valley. Its scenic properties make it well suited for passive recreation and interpretive trail development.
- Traditional land use activities associated with this site provide opportunities for interpretive trail development.
- Highway 881 forms the eastern boundary of this site and provides opportunities for direct vehicular access.
- Population growth in the Hamlet of Janvier South and the completion of upgrades to Highway 881 will provide demand for passive recreation development.
- Historical, geotechnical and environmental impact analyses will be required to determine the areas best suited for interpretive trail development.
- This type of development will provide recreation opportunities for existing and future residents. No intense future development shall occur adjacent to this site.
- It is anticipated that emergencies will be primarily medical in nature. Medical response will be provided from Hawkins Hall #1 and will not achieve the response time standard.
- Development of passive recreation and interpretive trails shall be done in consultation with area residents and the Chipewyan Prairie First Nation to ensure that traditional land uses are maintained and protected for the local community.

2.6 Area F Issues and Opportunities

Janvier Interpretive Centre

The Chipewyan Prairie First Nation expressed an interest in developing a Native Interpretive Centre at the northeast corner of the intersection of Highway 881 and the Janvier turn-off (E½, SW¼ 23-76-6-W4M). The Janvier community, which includes both the Hamlet and First Nation Reserve, has a number of visual artists, so as well as providing a community economic development opportunity, it is also an opportunity to showcase local First Nations history, culture and traditions. Community residents felt there might be an opportunity to incorporate a tourist accommodation into the development.

- Average Annual Daily Traffic counts indicate 375 vehicles per day travel past this site on Highway 881. Population growth predicted in both the Hamlet and First Nation Reserve indicates a local market will exist to support the development of this area within the 3 - 5 year timeframe.
- Good vehicular access and visibility to this site is available from both Highway 881 and the Janvier turn-off.
- On-site water and sanitary services would be required to service this site.
- There are no noise or nuisance effects related to this location as no residential land uses are located adjacent to the site.
- No significant muskeg areas are located within this site area.
- It is anticipated that emergencies will be primarily medical in nature. Medical response will be provided from Hawkins Hall #1 and will not achieve the response time standard. Fire response will be based from the Hamlet of Conklin and will not achieve the response time standard.

Halfway Camp Day Use Area

The local community has generally used this area for traditional land uses and as a recreational area. This area is ecologically unique with its sand hills and pine forest. Its riverbank location enhances its potential use as a recreation area. It has potential to be expanded as a day use area.

- This site, located between Highway 881 to the east and Christina River to the west, is predominately tree covered. Its scenic properties make it well suited for development of a day use area.
- Highway 881 forms the eastern boundary of this site and provides an opportunity for direct vehicular access.
- Population growth in the Hamlet of Janvier South and recent upgrades to Highway 881 will provide increased demand for day use areas along the highway corridor.
- Historical, geotechnical and environmental impact analyses will be required to determine the areas best suited for development.
- It is anticipated that emergencies will be primarily medical in nature. Medical response will be provided from Hawkins Hall #1 and will not achieve the response time standard. Fire response will be based from the Hamlet of Conklin and will not achieve the \ response time standard.

Chard Day Use Area

This is a scenic area near the historic Chard railway siding that has the potential to be developed as a day use area.

- This site, located along the Chard access road west of Highway 881, possesses scenic properties well suited to day use / recreation development, and historical interpretive opportunities.
- Access from Highway 881 currently exists.
- Population growth in the Hamlets of Janvier South and Conklin, and recent upgrades to Highway 881, will provide increased demand for day use development along the corridor.
- No development currently exists in close proximity to this site.
- It is anticipated that emergencies will be primarily medical in nature. Medical response will be provided from Hawkins Hall #1 and will not achieve the response time standard. Fire response will be based from the Hamlet of Conklin and will not achieve the response time standard.

2.7 Area G Issues and Opportunities

Conklin Business / Industrial Park

Portions of land located west of Highway 881 and the Whitesands / Petrobank Road have been identified for future business / industrial park development. Refer to *Future Land Use Concept maps* 2g-1 for the specific location of the Conklin Business / Industrial Park.

- Ongoing oil sands development and other industry in the vicinity of the Hamlet of Conklin create a demand for business / industrial land. It is anticipated that development of these sites is within the immediate (next 2 years) timeframe.
- The area has good potential for light to medium industrial uses requiring large lots and storage for industries servicing regional SAGD operations.
- Average Annual Daily Traffic counts indicate 2,585 vehicles per day travel past this site on Highway 881. Population growth in the Hamlet of Conklin and accessibility from Highway 881 ensures that this site is located within proximity to a local labour market.
- Efficient vehicular access to the site is available from Highway 881 and the Whitesands / Petrobank Road.
- Residential land uses in the Hamlet of Conklin are located over 1 km away from the proposed site. This will minimize any noise or nuisance effects related to the industrial development. A landscaped buffer should be provided along the Whitesands / Petrobank Road. Landscape buffer regulations should conform to Policy 1.9.3 of the Highway 63 / 881 Corridor Area Structure Plan.
- Plans for servicing upgrades for the Hamlet of Conklin should consider extending servicing to these sites. Until such servicing exists, on-site water and sanitary services would be required to service individual sites. On site services must be developed to the satisfaction and standards of the Regional Municipality of Wood Buffalo and Alberta Environment.
- No significant muskeg areas are located on the site.
- Fire response will be based from the Hamlet of Conklin and will achieve the response time standard.
- The proposed area is located adjacent to an existing municipal landfill. Appropriate setback requirements will need to be developed to Alberta Environment standards.

PART III FUTURE LAND USE CONCEPT

A Future Land Use Concept for the Highway 63 / 881 Corridor Area Structure Plan is shown on *Maps 2 (a-g)*. It was developed after reviewing existing land use patterns, plans for transportation improvements, natural, environmental and manmade constraints, and extensive stakeholder and public consultation. To determine the future land use concept, the following planning principles were developed by the Steering Committee with inputs from the public consultation process:

- Ensure orderly, efficient, and environmentally sound land use patterns.
- Create a land use planning framework that strengthens the local economic base.
- Maintain Highway 63 and Highway 881 as safe, efficient, free-flowing transportation routes.
- Encourage 'nodal' development.
- Protect significant environmental areas and minimize impact on fish and wildlife habitats.
- Protect sites of historic and archaeological significance.
- Promote a high standard of design and aesthetics for development along the corridor and along the "gateways" to the rural communities and the Urban Service Area – Fort McMurray.
- Mitigate development impacts on traditional land uses such as fishing, trapping and hunting.

Further to these principles, general 'locational criteria' were established to guide future land use decisions along the corridor. Each criterion represents a factor that must be considered before any municipal approval for development occurs. General 'locational criteria' for the Highway 63 / 881 Corridor Area Structure Plan are:

- Suitability of land for development (avoiding steep slopes and lands prone to flooding or subsidence) identified through detailed geotechnical analyses;
- Compatibility of surrounding land uses (buffers between residential and business/industrial to reduce noise and nuisance effects);
- Compatibility and proximity to environmentally sensitive areas and traditional land uses;
- Provision of private snow removal, road construction and maintenance, potable water, sanitary sewer facilities, drainage and stormwater management to minimize maintenance costs for the Regional Municipality of Wood Buffalo;
- Availability of safe highway access points, determined with input from Alberta Infrastructure and Transportation; and
- Proximity to police, fire, emergency and hospital services, quantified by response times. The current standard for fire and medical response times outside of the Fort McMurray Urban Service Area is 15 minutes.

Policies outlined in this section do not supersede or limit the regulations and authorities of any provincial department or agency, provincial statute or regulation which may have precedence over land use decisions made by the Regional Municipality of Wood Buffalo.

1.0 Land Use Policies for the General Plan Area

Based on the Future Land Use Concept objectives that have been established for each type of development, this section outlines corresponding policies that have been formulated to support each objective. The proposed pattern of future land uses is shown on Maps 2 (a-g). This section of the ASP provides the general land use policies to help guide the future residential, commercial and industrial development along the Highway 63 / 881 Corridor. Each of these policies pertains to Areas A through G inclusive.

1.1 Residential Development

The demand for housing continues to grow in the Regional Municipality of Wood Buffalo due to the influx of construction, oil sands and service workers to the region. The population of the Regional Municipality of Wood Buffalo increased by 55% from 51,400 in 2000, to 79,810 in 2006. Of this population, 81% or 64,441 live in the Urban Service Area - Fort McMurray. Another 13% (10,442) are oil sands or contract workers residing in project accommodations. As of February 2006, there were 55 temporary and permanent project accommodations throughout the region, a number of which are located within the Plan Area. Refer to Map 2 (a-g) in the Technical Report.

Growth Hamlets

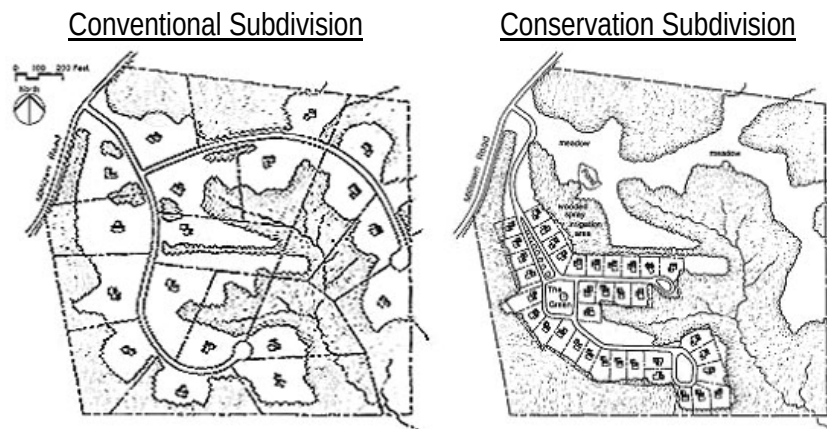
Priority for residential development for the Highway 63 / 881 Corridor will be directed towards the existing Hamlets of Anzac (Area B), Janvier South (Area F) and Conklin (Area G). These hamlets offer proximity to municipal services (including water, sewer and emergency services) and community services (including municipal contact offices, community clubs and programming). Directing residential development towards the Hamlets will strengthen local markets for existing and future commercial and employment services. Requirements for additional access points to the highways are to be minimized, ensuring the safe, efficient, and free-flowing operation of Highway 63 and Highway 881. This initiative will reduce potential impacts to natural areas and avoid the disruption of traditional land uses.

The Hamlet of Anzac has the best prospects for population and housing growth given it's close proximity to Fort McMurray, recent extension of the Southeast Regional Water Supply Line; and proximity to a number of oil sands projects. Based upon recent census, the current population of the Hamlet of Anzac is 711 and is expected to grow to 1,819 by 2015.

As oil sands projects move from a construction to operational phase, the demand for permanent long-term housing also increases. Given its strategic location, mid-way between Fort McMurray and the Town of Lac La Biche, the Hamlet of Conklin has the second best growth prospects for an increase in population and to satisfy demand for housing. The population of the Hamlet of Conklin was 338 in 2006, and is projected to reach 734 by the year 2015.

The Hamlet of Janvier South is expected to have more modest growth with a population of 218 in 2006, and is projected to grow to 327 by 2015. Currently, none of the three hamlets have a piped water distribution or usable water collection system. The current residential development pattern is dispersed on large lots. Discussion about future growth in Janvier South must also include the population of the Chipewyan First Nation on Janvier I.R.194. Janvier I.R.194 is located adjacent to Janvier South and has a population of 326, based on 2006 statistics obtained from Indian and Northern Affairs Canada (INAC).

Figure 1: Illustration Showing Conservation Subdivision vs. Conventional Subdivision



Source: Randall G. Arndt, *Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks*, 1996.

Country Residential Development

Trends in other rural municipalities indicate that the traditional large lot (1 hectare / 2.47 acres) subdivisions are not environmentally, socially and economically appropriate. A “best practice” approach to development promotes conservation (cluster) subdivisions that are more environmentally sensitive, reduces costs for roads and municipal services and maintains the rural landscape.

Where communal or municipal sewer and water systems can be provided, estate residential type subdivisions are occurring. Examples exist in the other rural municipalities (e.g. Sturgeon Valley in Sturgeon County, Elbow Valley in the MD of Rocky View, or others in Strathcona County) where minimum lot sizes have been reduced to 0.2 hectares (0.5 acres). Locational criteria for development as outlined in Part III of this plan must be met as part of any application for country residential development within the Area Structure Plan Area.

The project Steering Committee directed first priority for residential development to the existing hamlets. However, the demand for country residential needs to be addressed. The general residential policies reflect the Committee’s commitment to planned residential growth.

Residential Policy

- 1.1.1 Prior to Municipal consideration of any rezoning and subdivision applications, an outline plan shall be prepared according to *Policy 3.1.1 – Outline Plan Requirements*. In addition, outline plans must address development criteria including (but not limited to):
- a) a detailed site-specific biophysical assessment is required, including documentation that habitat and riparian areas along watercourses remain intact and be dedicated as open space through municipal or environmental reserves, conservation easements or environmental reserve easements;
 - b) the areas deemed as being developable shall be confirmed with a geotechnical study prepared by a qualified professional;
 - c) a minimum 60 meters (200 feet) buffer / environmental setback from the top of the bank of watercourses will be required, subject to the approval of Alberta Sustainable Resource Development and the Regional Municipality of Wood Buffalo;
 - d) the overall allowable density for the area shall not exceed one (1) dwelling unit per developable hectares (2.47 acres). A net developable hectare is defined as a gross developable hectare minus areas deemed to be Environmental Reserve in Section 664 of the Municipal Government Act;
 - e) access by an internal roadway is required;
 - f) the minimum parcel size shall be 0.4 hectares (1 acre) if lots are to be serviced by a private potable water source and sewage disposal system. The minimum lot size may be reduced to 0.2 hectares (0.5 acres) if the subdivision can be serviced with a communal sewer and water system acceptable to the Regional Municipality of Wood Buffalo;
 - g) showing all federal and provincial regulations are adhered to, including provincial policies and regulations concerning wetlands; and
 - h) any on-site and off-site development costs associated with development of the subdivision will be borne by the developer.
- 1.1.2 The Municipality requires all residential development to be concentrated in the Hamlets (Anzac, Janvier South, and Conklin).
- 1.1.3 All country residential subdivisions shall also meet the locational criteria listed in Part III of this ASP, in addition to:
- a) providing information with regards to the proximity to community services, quantified by distances and/or travel times to schools, medical care, recreation and social facilities;

- b) priority shall be given to applications in areas contiguous to existing or proposed residential development; and
- c) applications for country residential development on Crown Land will only be considered where such applications conform with all relevant provincial and municipal policies.

1.2 Commercial Development

Several types of commercial development opportunities exist within the Highway 63 / 881 Corridor. The most notable trend in highway commercial development is the move towards large, big box stores. These stores are almost always found in high traffic locations, such as along highways and at intersections close to larger population centres such as Fort McMurray. These businesses tend to be operated by either national or multi-national corporations.

The second type of commercial activity is the truck stop with accompanying mechanical repair centre, restaurant, shower facilities for truck drivers, and sufficient parking for large trucks. Major truck stops need to be located along highways that have traffic volumes in excess of 2500 trucks per day. Smaller truck stops, such as card locks, require traffic volumes of 250 – 500 trucks per day. The cost of card lock stops are much less, as the facilities are smaller and less parking is required. The most important locational factors for truck stops are proximity to high traffic highways, good access and good visibility. Large parcels, 6 hectares (15 acres) and larger, are required for truck parking.

In addition to infilling and intensification of designated Hamlet Commercial areas in established hamlets, a number of other commercial nodes have been identified to serve the needs of local residents, industry and the traveling public (*Map 2, a-g*).

Commercial Policy

- 1.2.1 The Municipality shall direct commercial uses to locate in areas identified for future commercial land uses on *Maps 2 (a-g)*. – Future Land Use.
- 1.2.2 Prior to Municipal consideration of rezoning and subdivision applications, an outline plan shall be prepared according to *Policy 3.1.1 – Outline Plan Requirements*. In addition, outline plans must consider development criteria including (but not limited to):
- a) a detailed site-specific biophysical assessment is required, including documentation that habitat and riparian areas along watercourses remain intact and be dedicated as open space through municipal or environmental reserves, conservation easements or environmental reserve easements;
 - b) the areas deemed as being developable shall be confirmed with a geotechnical study prepared by a qualified professional;
 - c) a minimum 60 meters (200 feet) buffer / environmental setback from the top of the bank of watercourses will be required, subject to the approval of Alberta Sustainable Resource Development and the Regional Municipality of Wood Buffalo;
 - d) the overall allowable density for the area shall not exceed one (1) commercial unit per developable hectare (2.47 acres). A net developable hectare is defined as a gross developable hectare minus areas deemed to be Environmental Reserve in Section 664 of the Municipal Government Act;
 - e) access by an internal roadway is required;
 - f) the minimum parcel size shall be 0.4 hectares (1 acre) if lots are to be serviced by a private potable water source and sewage disposal system. The minimum lot size may be reduced to 0.2 hectares (0.5 acres) if the subdivision can be serviced with a communal sewer and water system acceptable to the Regional Municipality of Wood Buffalo;
 - g) showing all federal and provincial regulations are adhered to, including provincial policies and regulations concerning wetlands; and
 - h) any on-site and off-site development costs associated with development of the subdivision will be borne by the developer.
- 1.2.3 All commercial development shall also meet the locational criteria listed in Part III of this ASP, in addition to providing evidence of a local market to support the proposed commercial development.

- 1.2.4 The Municipality shall encourage retail, personal services and commercial service businesses to locate in the Hamlets of Anzac, Janvier South, and Conklin as consistent with policies contained in the Municipal Development Plan and regulations in the Land Use Bylaw.
- 1.2.5 The Municipality shall ensure, through the provisions of the Land Use Bylaw, that the architectural treatment, siting, form, and character of commercial development maintains and/or improves the visual quality and marketability of highly visible sites along Highway 881.
 - a) Direct highway access will be permitted at the authority of Alberta Infrastructure and Transportation.
 - b) Parking and loading areas for the commercial development should be paved and signage should be provided where appropriate.

1.3 Industrial Development

Most industrial development in the Plan area will be linked to fenceline industries associated with oil sands development and forestry. As these primary industries grow, so does the demand business and industrial land. Industry representatives, the Chamber of Commerce, and the Construction Association report a shortage of light and medium industrial lots within the Urban Service Area – Fort McMurray.

Potential business / industrial sites have been identified along the 63/881 Corridor. The area that has the greatest potential for this type of development is the Conklin Business / Industrial Park, as the Hamlet of Conklin is strategically located midway between Fort McMurray and Lac La Biche. Oil sands companies, active in the Conklin area have indicated that due to the lack of these particular business / industrial uses, or fenceline industries, they have had to go to Lac La Biche or Edmonton in order to obtain these services.

Industrial Policy

- 1.3.1 The Municipality shall direct industrial uses to locate in areas identified for future industrial land uses on *Maps 2 (a-g) – Future Land Use*.
- 1.3.2 Prior to Municipal consideration of rezoning and subdivision applications, an outline plan shall be prepared according to *Policy 3.1.1 – Outline Plan Requirements*. In addition, outline plans must consider development criteria including (but not limited to):
 - a) a detailed site-specific biophysical assessment is required, including documentation that habitat and riparian areas along watercourses remain intact and be dedicated as open space through municipal or environmental reserves, conservation easements or environmental reserve easements;
 - b) the areas deemed as being developable shall be confirmed with a geotechnical study prepared by a qualified professional;
 - c) a minimum 60 meters (200 feet) buffer / environmental setback

from the top of the bank of watercourses will be required, subject to the approval of Alberta Sustainable Resource Development and the Regional Municipality of Wood Buffalo;

- d) the overall allowable density for the area shall not exceed one (1) industrial unit per developable hectare (2.47 acres). A net developable hectare is defined as a gross developable hectare minus areas deemed to be Environmental Reserve in Section 664 of the Municipal Government Act;
- e) access by an internal roadway is required;
- f) the minimum parcel size shall be 0.4 hectares (1 acre) if lots are to be serviced by a private potable water source and sewage disposal system. The minimum lot size may be reduced to 0.2 hectares (0.5 acres) if the subdivision can be serviced with a communal sewer and water system acceptable to the Regional Municipality of Wood Buffalo;
- g) showing all federal and provincial regulations are adhered to, including provincial policies and regulations concerning wetlands; and
- h) any on-site and off-site development costs associated with development of the subdivision will be borne by the developer.

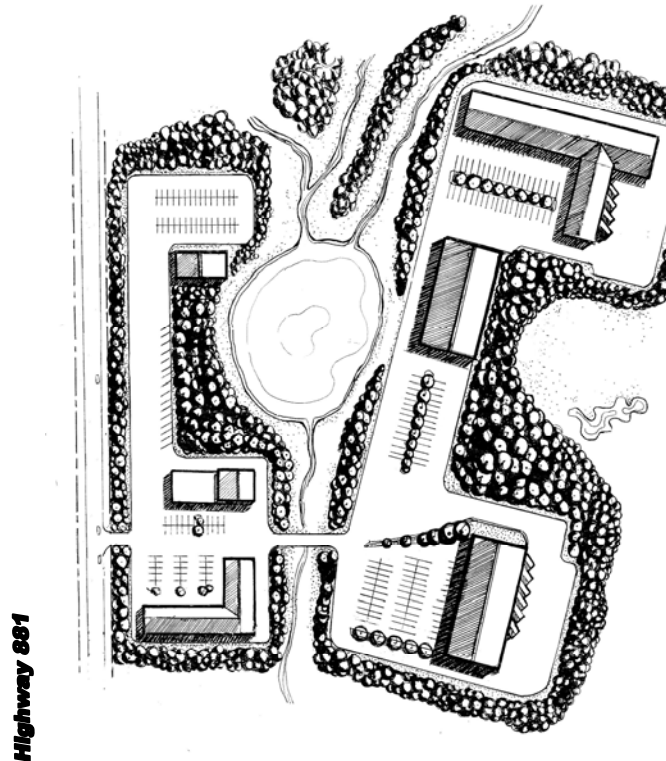
1.3.3 All industrial development shall also meet the locational criteria listed in Part III of this ASP, in addition to providing evidence of:

- a) proximity to resource development requiring complementary industrial uses;
- b) proximity to suppliers, service providers and urban centres;
- c) proximity to labour market;
- d) suitable separation distance / buffer from residential land uses to avoid conflict; and

1.3.4 The Municipality shall require through the provisions of the Land Use Bylaw and other municipal bylaws, that industrial developments mitigate off-site nuisances (i.e. noise, odour, dust) and ensure quality development. Key considerations include the siting and design of buildings, landscape treatment, and location and screening of parking and loading areas as illustrated in Figure 2. Additional considerations include signage at a scale and design that is appropriate to the surrounding natural and developed area.

1.3.5 The Municipality does not support subdivision or development that would compromise the future recovery of significant deposits of sand and gravel until an opportunity is provided for their extraction, consistent with the provisions of the Municipal Development Plan.

Figure 2: Natural Tree Planting to Screen Industrial Development Along the ASP Corridor



1.4 Recreation and Tourism Development

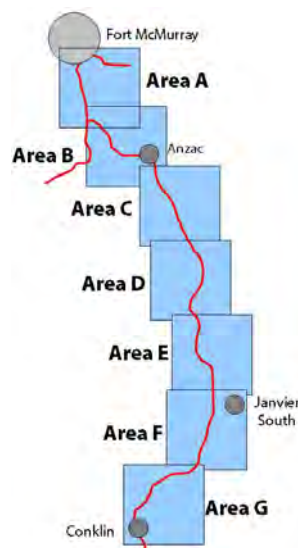
Tourism is Alberta's fourth largest industry. Rural tourism appeals to many North Americans. According to the American Tourism Commission, travelers between the ages of 15 – 55, are more likely than the over 55 group to go to a beach, lake or river for fishing, hunting or boating while visiting a small town or rural area. They were also more inclined to participate in outdoor activities such as bike riding, hiking, camping or attending a sports event. On the other hand, historic sites are more popular with the over age 55 cohort.

A developing trend is *green tourism*, a term commonly used to describe forms of tourism considered to be more environmentally friendly than traditional, mass tourism. Also called 'alternative', 'responsible', 'soft', 'good' or 'new' tourism, green tourism is an approach to tourism development that seeks to develop a symbiotic relationship with the physical and social environment on which it depends. In other words, increasing concern about the harmful effects of mass tourism has led to calls for more sustainable forms of tourism development. Such an approach is of particular relevance to rural tourism given the environmental fragility of many rural areas, as is the case within the Highway 63 / 881 Corridor.

Ecotourism is a form of tourism that offers unique opportunities for integrating rural development, tourism, resource management and protected area management in many rural parts of Canada. More specifically, it is a form of nature tourism (to natural unspoiled areas) that actively promotes environmental conservation, is directly beneficial to local economies, and provides tourists with a positive educational experience. As it often depends on a rural environment, ecotourism is a subset of rural tourism; however, not all rural tourism is necessarily ecotourism. According to the Alberta Economic Development Authority, ecotourism is one of the fastest growing trends in the rural Canadian tourism market.

According to the Canadian Tourism Commission, *Scenic Drives* are rapidly becoming a popular tourist attraction throughout North America. The large increase in the retired-aged population, coupled with the paving and upgrading of rural highways, has made the development and promotion of scenic drives an important part of the rural tourism sector. Most scenic drives are based around historic trails (e.g. early pioneer routes) or natural landscapes (e.g. highways that offer interesting vistas). The benefit of developing scenic drives in rural areas is that it encourages tourists to visit many small and sometimes out-of-the-way communities. In addition, it also assists in the greater exposure and subsequent promotion of rural areas and communities.

The potential for tourism and recreation development within the Plan Area is good, and such facilities could also service the local population. The Regional Municipality of Wood Buffalo is planning to initiate a Parks and Outdoor Recreation Master Plan in 2007, which will have an emphasis on rural areas. This precedes the opportunity to examine the recreational potential of sites recommended for recreational use in this Plan.



Recreation & Tourism Policy

- 1.4.1 All recreation and tourism development shall meet the locational criteria listed in Part III of this ASP, in addition to providing evidence of:
- a) significant scenic or recreation value such as lakeshores and river valleys;
 - b) areas with historic, ecological and/or cultural interest;
 - c) proximity to major intersections or nodes of development; and
 - d) potential for development of a network of parks, open spaces and trails.

1.5 Rural Policy Area

Future development areas (i.e., 'Nodes') along the Highway 63 / 881 Corridor are primarily located on lands illustrated in maps 2a - 2g – *Future Land Use Concept*. These nodes will face intense pressure for development given continuous growth in SAGD oil production, increased residential, commercial and industrial growth, and the increasing demand for recreational services and facilities from residents and visitors to the Regional Municipality of Wood Buffalo. As land outside of these 'Development Nodes' (henceforth referred to as the Rural Policy Area in this ASP) will also experience some degree of development activity, special policies for this general area are integral for the sound and effective planning of the Highway 63 / 881 Corridor.

The Rural Policy area is defined as:

"any area along the Highway 63 / 881 Highway Corridor plan area that is located outside of the future development areas proposed in maps 2a-2g of the Highway 63 / 881 Corridor Area Structure Plan".

The Rural Policy Area lies entirely within the plan boundaries of the Highway 63 / 881 Corridor Area Structure Plan. Consistent with the Regional Municipality of Wood Buffalo Municipal Development Plan and Land Use Bylaw, developments permitted under the Rural District include resource extraction industries, agriculture, recreation and open space. Uses such as project accommodations, campgrounds, and fishing lodges may be considered where appropriate as a discretionary use. The Rural District may also contain existing residential trappers' cabins. The policies in this section of the ASP attempt to provide additional guidance on what types of development are permitted in the Rural Policy Area, and what types should be exclusive to future development nodes.

The goal of policies in this section is to *ensure orderly, efficient, environmentally sound and compatible land uses and development in areas outlined as Rural Policy Area in the Highway 63 / 881 Corridor Area Structure Plan*. Further objectives are to ensure that future development in the Rural Policy Area:

- is compatible with adjacent land uses – including constructed features, transportation routes and environmental features,
- does not inhibit or minimize development within Nodes as illustrated in future land use concept maps 2a - 2g of the Highway 63 / 881 Corridor Area Structure Plan,
- does not create undue burden for the development of municipal and social infrastructure services and facilities, and
- occurs in an environmentally sensible, sound and sustainable method.

Rural Policy

- 1.5.1 Intensive residential, commercial, industrial and recreational development is not suitable in Rural Policy Areas. Such land uses shall be directed towards areas outlined for future development in maps 2a - 2g – *Future Land Use Concept*.
- 1.5.2 Notwithstanding policy 1.5.1, limited residential, commercial, industrial and recreational development shall be permitted in the Rural Policy Area, according to policies 1.5.3 thru 1.5.11.
- 1.5.3 All residential (including country residential) development in the Rural Policy Area shall meet the locational criteria listed in Part III of this ASP.
- 1.5.4 Trapper's Cabins shall be permitted throughout the Rural Policy Area.
- 1.5.5 Limited commercial uses such as farmers and flea markets, market gardens, greenhouses and nurseries shall only be permitted within two (2) kilometres or less from an existing hamlet, while home businesses and home occupations shall be permitted throughout the Rural Policy Area.
- 1.5.6 Notwithstanding policy 1.5.5, all other agricultural uses will be permitted throughout the Rural Policy area.

- 1.5.7 Industrial uses including natural resource extraction and processing, oil sands mining, extraction and upgrading, oil sands pilot projects, industrial facilities related to oil sands production, storage facilities, and waste management facilities shall be permitted throughout the Rural Policy Area.
- 1.5.8 Essential public services (police and fire stations), shall be located one (1) kilometre or less from an existing hamlet.
- 1.5.9 Outdoor recreation facilities shall only be permitted within one (1) kilometre or less of an existing hamlet and carnivals shall only be permitted within two (2) kilometres or less of an existing hamlet.
- 1.5.10 Campgrounds shall be permitted at the discretion of the Development Authority (refer to Section 90 of the Land Use Bylaw for design criteria).
- 1.5.11 Other recreational uses including extensive recreation, day use areas, parks (as defined in the Land Use Bylaw), active walking trails, quad and snowboarding trails, and interpretive heritage areas shall be permitted throughout the Rural Policy Area.

1.6 Project Accommodations

Areas south of the Urban Service Area – Fort McMurray will be facing immense growth in SAGD production in the next 5 to 10 years. Several resource related companies are facing potential increases in oil production and new construction phases during this time. As such, planning for all types of project accommodations along the Highway 63 / 881 Corridor must be addressed in this plan. For the purposes of this Area Structure Plan, the term 'project accommodations' refers to both temporary (less than 12 months in duration) and permanent staff accommodations.

The goal of policies in this section is to ensure that all future project accommodations are compatible with surrounding land uses and consistent with the goals and objectives of the Highway 63 / 881 Corridor Area Structure Plan. Further objectives are to ensure that all future project accommodations:

- are directed towards areas outlined in future land use concept maps 2a-2g,
- address the issue of proximity to environmentally sensitive areas, traditional land uses, municipal and community services, safe highway access points and existing hamlets,
- do not negatively impact the visual and aesthetic quality of the Highway 63 / 881 Corridor.

*Project Accommodation
Policy*

- 1.6.1 All project accommodations shall be located in areas defined for project accommodation development as outlined on *Maps 2a - 2g – Future Land Use Concept*.
- 1.6.2 All new project accommodations shall be located adjacent to existing project accommodations to minimize their impact on the rural landscape, allow sharing of highway access points, and address the needs for municipal services such as water and sewer, and emergency services such as fire, police and EMS.
- 1.6.3 All project accommodations shall meet the “locational criteria” listed in Part III of this ASP.
- 1.6.4 All applications for project accommodations shall provide an emergency and medical response plan that is developed to the satisfaction of the Regional Municipality of Wood Buffalo Fire Department.
- 1.6.5 All project accommodations located adjacent to environmentally sensitive areas (rivers, creeks, streams, slopes) and traditional land uses shall develop according to the standards set in policies 1.7.2 thru 1.7.13.
- 1.6.6 All applications for project accommodations will be required to show, through maps, proximity to the existing resource or construction work being undertaken.
- 1.6.7 All project accommodations on Crown Land must conform to all relevant provincial policies and the Land Use Bylaw.
- 1.6.8 All project accommodations shall provide and maintain a development setback from Highway 63 and Highway 881. Setbacks shall take the form of a landscaped buffer and should conform to the standards as outlined in policy 1.9.3 of this ASP.
- 1.6.9 Notwithstanding policies 1.6.1 – 1.6.8, all applications for project accommodations shall provide any additional information deemed relevant by the Regional Municipality of Wood Buffalo.

1.7 Environmental Protection

The Plan area contains a number of environmentally sensitive areas, including shorelines associated with both Gregoire Lake and Christina Lake, as well as a number of major rivers, creeks, and streams. These are areas that should be preserved or protected through required setbacks / environmental buffers. Also included are traditional land use areas that should be preserved and protected.

Based upon information obtained from the Historic Resources Branch, areas with known historic and archaeological resources have also been identified. A Historical and Archaeological Resources Assessment is required by anyone contemplating subdivision or development within, or near, these sites.

The section below outlines policies to conserve and protect environmentally sensitive areas, and historical and traditional use areas. These areas have been identified on Maps 1 (a-g) in the Technical Report. The goal of policies in this section is to *conserve and protect the region's natural, historical, and archaeological resources while accommodating development in a manner that serves the community and greater public*. Further objectives include:

- Contribute to the maintenance of a healthy natural environment.
- Identify and protect environmentally sensitive areas.
- Regulate subdivision and development in order to mitigate environmental degradation and risks from natural and man-made hazards.
- Recognize and mitigate impacts of development on traditional land use areas.
- Protect and enhance fish and wildlife habitat.
- Contribute to the preservation, rehabilitation and interpretation of historical resources.

Environmental Protection Policy

1.7.1 The Municipality shall direct passive parks and recreation uses to locate in areas identified for future parks and recreation uses on *Maps 2 (a-g) – Future Land Use*. Development other than those uses identified is prohibited from those areas designated passive parks and recreation.

1.7.2 The Municipality shall require a municipal environmental impact assessment be prepared by an accredited professional for any proposed development for which the Regional Municipality of Wood Buffalo considers necessary. An environmental impact assessment must include, but is not limited to:

- a) a description of the proposed development, including its purpose, alternatives, and staging requirements;
- b) a description of the biophysical environment that would be affected;
- c) a prediction of the effects (positive and negative) that the proposed undertaking may have on the biophysical environment;

- d) an indication of the limitations of the study, criteria used in predicting effects, and the interests consulted;
 - e) the recommended mitigative measures to alleviate any negative effects identified; and
 - f) the presentation of the results in a framework that can assist decision makers in determining the final course of action.
- 1.7.3 The Municipality shall disallow development in areas that are prone to flooding, erosion, landslides, subsidence, or any other natural or human-induced hazards.
- a) Development on escarpments, steep or unstable slopes may be considered only if recommended in geotechnical studies prepared by an accredited professional.
 - b) Development of passive trail systems for hiking and bicycling as well as interpretive areas for tourists (i.e. heritage walks, picnic areas) may be considered on seasonal flood plains throughout the Plan area.
- 1.7.4 All development proposed within the 100 metres (328 feet) setback distance of a shoreline will be subject to approval by Alberta Sustainable Resource Development in terms of potential environmental and public access impacts. Exceptions to the buffer restriction may be made for low impact developments such as beaches, day use areas, boat launches, docks, walking trails, interpretative areas, and temporary structures for recreational purposes.
- 1.7.5 All shoreline developments require authorization from the Water Rights Branch, Alberta Sustainable Resource Development, and a Development Permit from the Planning & Development Department of the Regional Municipality of Wood Buffalo. The developer must prepare an Environmental Impact Assessment to ensure that all measures are taken to mitigate environmental impacts (see Policy 1.7.2).
- 1.7.6 All development requires a minimum 60 metres (200 feet) buffer strip measured from the top of the bank of a river, creek, or stream in such a case that a river, creek or stream is present. The top of the bank is to be determined through a geotechnical study conducted by a qualified professional.
- 1.7.7 The Municipality shall ensure that applications for subdivision and development include measures that minimize or mitigate any negative impacts on water quality, flow, supply deterioration, soil erosion, and groundwater quality and availability.
- 1.7.8 The Municipality will work with Alberta Sustainable Resource

Department and conservation associations to protect and enhance significant fish and wildlife habitats by:

- a) ensuring that development or subdivision is sensitive to the nature of the fish and wildlife habitat;
- b) incorporating habitats such as rivers, creeks, wetlands, and wildlife corridors into open space planning and municipal and environmental reserves; and,
- c) ensuring to the greatest extent possible, that natural features of development sites (trees, vegetation, wetlands, etc.), are not removed or filled.

1.7.9 In evaluating subdivision and development applications in the Plan Area, the Municipality shall consider:

- a) the MDP policy 5.5.8 with respect to the preservation of the trapping industry, and,
- b) public consultation completed by the applicant where measures are taken to protect traditional uses like trapping, hunting, fishing and herb and berry picking from negative impacts due to development.

1.7.10 The Municipality shall determine what lands should be dedicated as Environmental Reserve on a site-specific basis in keeping with Section 664(1) of the *Municipal Government Act*. In some circumstances environmental reserve easements in accordance with Section 664(2) of the *Municipal Government Act* could be used in place of environmental reserve dedication.

1.7.11 A Historical Resources Impact Assessment may be required as part of the development application submission (a listing of Alberta archaeological consultants are found in Appendix E of the Technical Report) if deemed necessary by the Regional Municipality of Wood Buffalo.

1.7.12 The Municipality shall encourage energy and utility companies to share pipeline and utility corridors to reduce the impact on the natural landscape, consistent with Alberta Sustainable Resource Development's Integrated Land Management Program.

1.7.13 The Municipality require developers to consult with the Alberta Energy and Utilities Board with regard to subdivision and development adjacent to oil and gas facilities, and apply setbacks as specified by the Board. Pipeline and oil and gas companies shall be made aware of potential developments by proponents and circulated by the Regional Municipality of Wood Buffalo during the subdivision application and development review process.

1.8 Parks, Recreation and Open Space

Recreational and tourism opportunities will become more accessible to residents and visitors to the Regional Municipality of Wood Buffalo with the paving of Highway 881. Parks, campgrounds, and day use areas will need to be increased and existing facilities upgraded. Opportunities for development of new parks and recreation areas have been identified in Part III – *Future Land Use Concept* and on *Maps 2 (a-g)*

Opportunities also exist for both formal and informal trail development. The Regional Municipality of Wood Buffalo should work with local community associations, Alberta Community Development, and others to develop parks and trails in the Plan area for active and passive recreational opportunities in the Plan area while protecting the natural environment. The goal of policies in this section is to *provide for and enhance the recreational opportunities for Regional Municipality of Wood Buffalo residents and visitors, while protecting the natural environment*. Further objectives for parks, recreation, and open space include:

- Work with Alberta Community Development and Alberta Sustainable Resource Development to identify opportunities for new parks and recreation.
- Encourage the development of campgrounds and tourist facilities.
- Require Municipal Reserve dedication in the way of land or cash-in-lieu at the time of subdivision.

at the time of subdivision.

at the time of
subdivision.

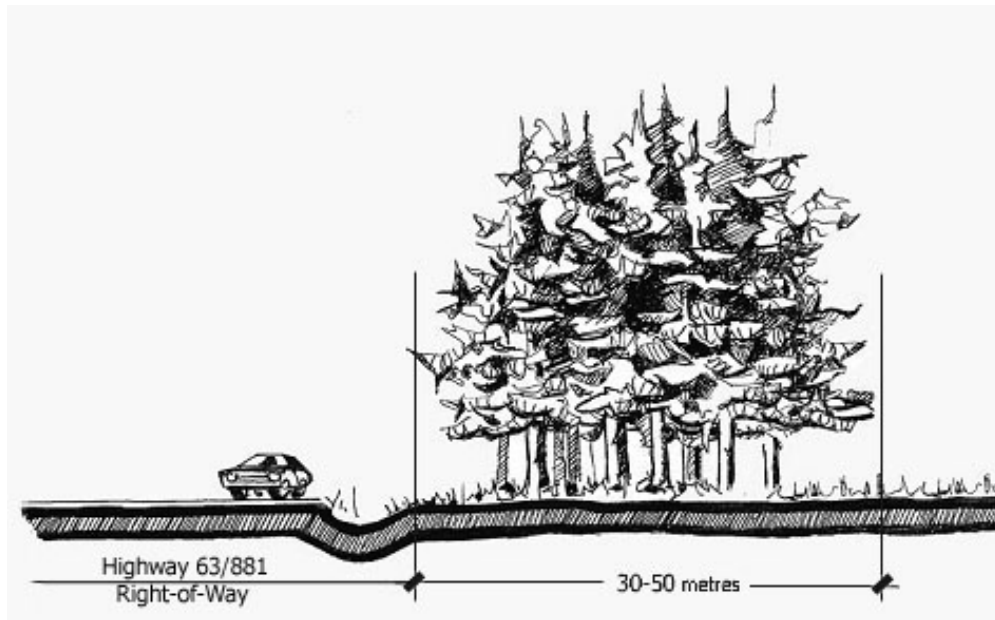
1.9 Aesthetics and Gateway Function

Visitors to the Regional Municipality of Wood Buffalo form some of their first impressions of the community by the attractiveness of the highway corridor entrances. Design guidelines and standards that address the architectural treatment of buildings, setbacks, landscaping, lighting, screening, parking and signage for lands adjacent to the Highway 63 and 881 Corridors shall be addressed in the Land Use Bylaw. It is also important to preserve the scenic qualities of the rural landscape for the enjoyment of local residents and visitors.

Opportunities also exist to develop design themes that showcase the local cultural and natural heritage of the Regional Municipality of Wood Buffalo. A Rural Placemaking Project planned for 2007 will provide more detailed development plans and implementation strategies. Policies outlined below will control and promote the aesthetic appearance of the Highway 63 / 881 Corridor. The goal of policy in this section is to *control the appearance and quality of development along Highway 63 and Highway 881 to recognize their importance as gateways to the Urban Service Area- Fort McMurray and Hamlets of Anzac, Janvier South and Conklin*. Further objectives for aesthetics and gateway function include:

- Promote and require a high standard of design and aesthetics on public and private lands adjacent to Highway 63 and Highway 881.
- Make improvements to landscaping, community gateway features, signage, and lighting to emphasize the importance of the highways as gateways to the Regional Municipality of Wood Buffalo.
- Preserve and enhance man-made and natural features along the highway corridors.

Figure 3: Natural Treed Buffer



Source: Gibbs, Brown & Johansson Landscape Architects

Figure 4: Example of sign elements

Source: Modified from Regional Municipality of Wood Buffalo Highway 63 North Area Structure Plan, Armin A. Preiksaitis and Associates Ltd., 1999

Identifier Signing



Identifier signage is used to identify route names and place locations (i.e. Urban Service Area – Fort McMurray, Highway 63, Highway 881).

Information & Directional Signing



Information & directional signage is used to communicate areas of special significance and specific destinations within the Regional Municipality of Wood Buffalo (i.e. Urban Service Area, heritage and interpretive areas).

Regulatory Signing



Regulatory signage displays regulations related to safe traffic movement. These include regulations such as speed and weight restrictions, as well as any other municipal and provincial traffic laws. Regulatory signage is developed to the standards of Alberta Infrastructure and Transportation.

Ornamentation

Roadway Signage should enhance the aesthetics of the Highway Corridor and can implement municipal colour schemes, banners, flagpoles and light standards. Interpretation and ornamentation opportunities should be developed on a site-by-site basis. Incorporation of the visual identifier should be considered in the development of interpretive and ornamental features. Ornamental features shall be developed in consultation with Alberta Infrastructure and Transportation.

1.10 Transportation

The upgrading of Highway 63 and paving and upgrading of Highway 881 are important infrastructure improvements for the Regional Municipality of Wood Buffalo. The integrity of these highways as free-flowing transportation routes must be maintained. Other proposed improvements include a graveled all-season link between La Loche, Saskatchewan and Highway 881, and the Stony Mountain Bypass Road to connect Highways 63 and 881. Policies in this section promote the development of Highway 63 and Highway 881 as safe, effective and efficient transportation routes.

The goal of policies in this section is to *provide transportation for the safe, reliable and efficient delivery of goods, services and people in the Regional Municipality of Wood Buffalo*. Further objectives for transportation include:

- Work with Alberta Infrastructure and Transportation to integrate land use and roadway requirements within the Plan area.
- Implement access management requirements along Highway 63 and Highway 881.
- Develop internal roadways in accordance with the Regional Municipality of Wood Buffalo's *Engineering Servicing Standards and Development Procedures*.

Transportation Policy

- 1.10.1 The Municipality shall work with Alberta Infrastructure and Transportation to determine widening and intersection improvements along Highway 63 and Highway 881 within the Plan area.
- 1.10.2 The Municipality shall work with Alberta Infrastructure and Transportation to ensure land use patterns are complementary to Highway 63 being developed to a freeway standard with grade-separated interchanges.
- 1.10.3 The Municipality shall restrict access points along Highway 881, which are to be spaced in accordance with the access management provisions of Alberta Infrastructure and Transportation and the *Alberta Highway Development and Protection Act*.
- 1.10.4 The Municipality shall work with Alberta Infrastructure and Transportation, and Encana to upgrade the Encana/Devon Bypass Road (refer to Map 2(g)) to provide improved access to the Wassassi Day Use Area without increasing traffic through the residential areas of the Hamlet of Conklin.
- 1.10.5 The Municipality shall require, where possible, developers to be responsible for the cost of intersection improvements that are a result of their developments. These include both intersections onto provincially and municipally owned roads.

- 1.10.6 The Municipality will work with industry and the Conklin Community Association to implement traffic calming measures along Northland Drive to reduce truck traffic through the Hamlet of Conklin.
- 1.10.7 In addition to policies 1.10.1 – 1.10.6, all new developments along the Highway 63 and 881 Corridor shall conform to Alberta Infrastructure and Transportation development setbacks regulations.

1.11 Municipal Services

Most of the Plan area will have to be serviced to a rural standard with truck haul or private wells for potable water supply, and septic holding tanks with truck haul for sewage removal to the nearest sewage lagoon. Stormwater management plans will be required to be prepared and approved by Alberta Environment and the Regional Municipality of Wood Buffalo at the time of subdivision.

Another consideration in reviewing and approving plans for subdivision and development are fire protection provisions. Particularly important are the inclusion of preventative measures for wildland / urban interface fire prevention in new development areas. Policies in this section guide the provision of municipal services for residents along the Highway 63/ 881 Corridor to occur through a responsible and practical manner.

The goal of this section is to *provide municipal services and infrastructure in a safe, economical, environmentally sound and well-planned manner*. Further objectives for municipal services include:

- Provide municipal services and infrastructure in a safe, economic, efficient, and environmentally sound way.
- Ensure an optimal level of protective and emergency services.

Municipal Services Policy

- 1.11.1 The Municipality shall require the use of private wells or trucked-in water supply with cisterns to supply potable water to new developments. Construction and operation must be consistent with Alberta Environment and Regional Municipality of Wood Buffalo standards.
- 1.11.2 The Municipality shall require all developers within the Plan area to provide either individually or collectively, a water supply that meet Alberta Building Code standards for firefighting purposes. The Regional Municipality of Wood Buffalo may consider alternative means of providing fire protection (e.g. sprinkler systems) as long as minimum standards are achieved and approved by Alberta Building Code.
- 1.11.3 The Municipality shall encourage the exploration of the feasibility of implementing a piped water distribution system and sewage collection system in the Hamlets of Anzac, Janvier South, and Conklin.

- 1.11.4 The Municipality shall require either truck haul sewage disposal systems, or where soil conditions are favourable, a private sewage disposal system that complies with Alberta Environment's *Private Sewage Systems Standards of Practice*.
- 1.11.5 The Municipality require as a condition of subdivision that post-development rates of run-off do not exceed pre-development rates to meet standards set out by the Municipality and Alberta Environment.
- 1.11.6 Evaluate the impact of new subdivisions and development areas on police, fire and emergency services provisions through the municipal application circulation process.
- 1.11.7 The Municipality, in cooperation with Alberta Sustainable Resource Development, develop Wildland / Urban Interface Plans in the Plan area to reduce wildland fire hazards.
- 1.11.8 Require developers to identify the need for easements and Public Utility Lots at the subdivision stage to accommodate shallow and overhead utilities such as gas, power, TV, cable, and telephone.

2.0 Land Use Policies for Specific Areas

In addition to the general policies that pertain to the entire Plan area (refer to Part III, Section 1), specific policies for each area (Areas A through G) were further identified to meet the goals and objectives of this ASP, and to ensure future development meets the planning principles that the Regional Municipality of Wood Buffalo are striving to balance.

2.1 Area A

Area A includes the 881 / 63 Crossroads, the 881 / 63 Business Industrial Area, and the Trout Pond Day Use Area. While all policies in Part III, Section 1 pertain to Area A, there are no additional specific policies for this Area.

2.2 Area B

Area B includes the Anzac South Business / Industrial Park, Windsurfer Beach, and the Anzac Community Recreation Area. In addition to all policies in Part III, Section 1, specific policies that apply to Area B are listed here.

Area B Policy

- 2.2.1 Require residential development to be concentrated in the Hamlet of Anzac where municipal and community services can best be provided in an orderly, efficient, and economical way that is sustainable.
- 2.2.2 Amend the Hamlet of Anzac Area Structure Plan (2002) to allow for recreational development and business / industrial development as outlined in *Future Land Use Concept* map 2b-1.
- 2.2.3 Require a minimum buffer strip of 100 metres (328 feet) in the form of a greenway to be maintained along the shores of Gregoire Lake.
 - a) The buffer strip shall be sufficient to include any natural vegetation, water features, fish and wildlife habitat, escarpments, terraces, local and regional open space, and trail links.
 - b) Exceptions to the buffer restriction may be made for low impact developments such as beaches, day use areas, boat launches, docks, walking trails, interpretative areas, and temporary structures for recreational purposes.

2.3 Area C

Area C includes La Loche Corner Truck Stop and La Loche Business / Industrial Park. While all policies in Part III, Section 1 pertain to Area C, there are no additional specific policies for this Area.

2.4 Area D

Area D includes Engstrom Lake and Campground. While all policies in Part III, Section 1 pertain to Area D, there are no additional specific policies for this Area.

2.5 Area E

Area E includes “The Prairies” Recreational Area. While all policies in Part III, Section 1 pertain to Area E, there are no additional specific policies for this Area.

2.6 Area F

Area F includes the Janvier Interpretation Centre and the Halfway Camp and Chard Day Use Areas. In addition to all policies in Part III, Section 1, specific policies that apply to Area F are listed here.

Area F Policy

- 2.6.1 Require residential development to be concentrated in the Hamlet of Janvier South where municipal and community services can best be provided in an orderly, efficient, and economical way that is sustainable.

2.7 Area G

Area G includes the Conklin Corner Truck Stop and the Conklin Business / Industrial Park. In addition to all policies in Part III, Section 1, specific policies that apply to Area G are listed here.

Area G Policy

- 2.7.1 Require residential development to be concentrated in the Hamlet of Conklin where municipal and community services can best be provided in an orderly, efficient, and economical way that is sustainable.
- 2.7.2 Request Alberta Infrastructure and Transportation to consider realigning the Encana / Devon Bypass road to discourage truck traffic from traveling through the Hamlet of Conklin. Future access for the Encana / Devon Bypass road should be from Highway 881 south of the current hamlet boundary.

PART IV IMPLEMENTATION

1.0 Overview

The Highway 63 / 881 Corridor Area Structure Plan is the planning framework to guide and evaluate future subdivision, rezoning and development applications in the Plan area. Future applications for amendments to the Land Use Bylaw, plans of subdivision, and development applications in the Corridor Plan area will be based upon compliance with policies contained in this Plan. In terms of implementation, it is also important that land disposition policies and procedures of the Government of Alberta dovetail the required planning approval processes of the Regional Municipality of Wood Buffalo. Refer to *Figure 5: Highway 63 / 881 Corridor Land Development Process* on the following page.

Amendments will be required to the Municipal Development Plan and Land Use Bylaw to ensure that land use policies align with those contained in this Area Structure Plan. This Area Structure Plan also recommends further detailed studies in a number of areas related to industrial land use growth and recreational development (*Policy 3.7 Need for Future Plans and Studies*). The Area Structure Plan is a “living” planning document to be reviewed and updated on a timely basis. Reviews and updates shall address changing economic, social, and physical conditions that may arise in the Regional Municipality of Wood Buffalo.

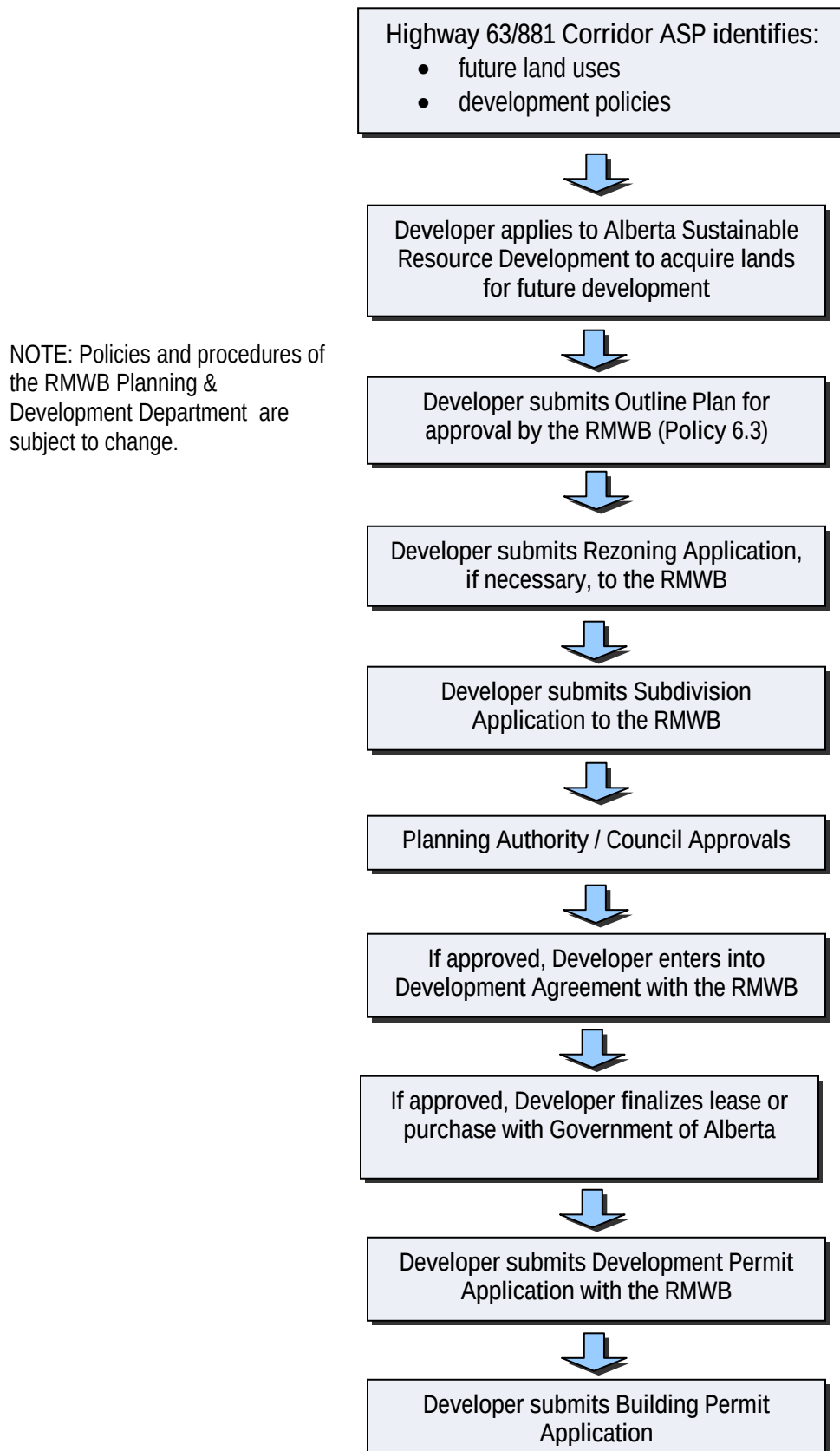
A separate Implementation Program matrix has been prepared. The program matrix provides the recommended timeframes and direction for the future development of specific areas along the Highway 63 / 881 Corridor as outlined in Section 3.0 Future Land Use Concept.

2.0 Objectives

Objectives regarding the implementation of the Highway 63 / 881 Corridor Area Structure Plan include:

- Implement policies in the Area Structure Plan to guide decision-making regarding growth management, development and capital investment.
- Work closely with the Government of Alberta in implementing this Area Structure Plan.
- Maintain the Area Structure Plan as a current planning tool, updating it to reflect changing economic, social and physical conditions and opportunities.
- Undertake further studies to identify costs and implementation schedules for capital improvements.

Figure 5: Highway 63 / 881 Corridor Land Development Process



3.0 Implementation Policy

- 3.1.1 Require developers to prepare and submit outline plans for review and approval by the Regional Municipality of Wood Buffalo prior to consideration of a rezoning and subdivision application being processed. Outline plans must address, but are not limited to, the following:
- a) compliance with the Municipal Development Plan, Area Structure Plan, and any other statutory plans;
 - b) confirmation through a geotechnical study prepared by an accredited professional that the proposed areas do not pose any geotechnical constraints to development;
 - c) a detailed examination of existing land uses and natural features such as vegetation, watercourses, and topographical features;
 - d) identification of environmentally sensitive areas, hazard lands, historical or archaeological sites, and traditional land use areas. A Historic Resource Impact Assessment may be required (Policy 1.6.11);
 - e) a detailed land use plan illustrating proposed land uses (i.e. commercial, industrial, recreation, tourist) and any residential areas by location, type, and density;
 - f) proposed locations for Environmental Reserve (ER) and Municipal Reserve (MR) or cash-in-lieu provisions if appropriate;
 - g) proposed roadway access points and internal circulation. A Traffic Impact Assessment may be required;
 - h) the proposed potable water source / supply, methods of sewage disposal, and a stormwater management plan;
 - i) arrangements for the provision of shallow utilities;
 - j) area calculations of various land uses and estimates of population and school generation estimates in tabular form where applicable;
 - k) a development phasing plan;
 - l) Municipal Environmental Impact Assessment where required (Policy 1.6.2); and
 - m) any other matters identified by the Regional Municipality of Wood Buffalo.
- 3.1.2 Require that all future plans of subdivision and developments in the Plan area adhere to the future land uses proposed and policies contained in this Area Structure Plan.
- 3.1.3 Require on-site and off-site costs associated with servicing new developments and roadway, utility and other infrastructure to be borne by the developer. This will be done through development charges and levies issued by the Development Authority in accordance with specific development agreements.

- 3.1.4 Provide for an amendment process that is consistent with Municipal Government Act and includes community consultation. Applicants applying to amend the Area Structure Plan must provide a supporting report to the Regional Municipality of Wood Buffalo that evaluates the merits and impacts of the proposed changes. The report in support of a Area Structure Plan amendment should address the following:
- a) be consistent with the planning principles, goals and objectives contained in this Area Structure Plan;
 - b) justify why the amendment is required, and if applicable, why additional ones are needed for the proposed use;
 - c) address the impact the proposed amendment will have on the natural environment and surrounding land uses;
 - d) address the impact the proposed use will have on roads, water sewer and storm water system;
 - e) address the ability to provide timely emergency response for police, fire and ambulance;
 - f) address how impacted parties (i.e. local community residents) will be consulted in the amendment process; and
 - g) address any other considerations the RMWB deems necessary.
- 3.1.5 Undertake a review of the Area Structure Plan, and update if necessary at a minimum of five-year intervals from the date of its adoption.

PART V RECOMMENDATIONS

Based on the goals, objectives, policies, and guiding planning principles, a number of recommendations have been determined beyond this document. They include, but are not limited to:

- Work with Alberta Sustainable Development to establish a process to apply for the acquisition of Crown Lands from Alberta Sustainable Resource Development within the Highway 63 / 881 Corridor for future residential, commercial, industrial, recreation and tourism expansion.
- Undertake the following plans, updates and studies to facilitate implementation of the Highway 63 / 881 Corridor Area Structure Plan:
 - a) review and update the Hamlets of Anzac and Conklin Area Structure Plans;
 - b) prepare an Area Structure Plan for the Hamlet of Janvier South to ensure and facilitate orderly and economic residential expansion of the Hamlet;
 - c) review and update the Gregoire Lake Area Structure Plan;
 - d) update the Regional Municipality of Wood Buffalo Parks and Outdoor Recreation Master Plan with particular emphasis on rural needs;
 - e) develop a Branding and Tourism Development Strategy for Highway 63 / 881;
 - f) prepare and adopt design guidelines for the Highway 63 / 881 Corridors;
 - g) develop a Rural Placemaking Project which would include the design of community gateway features; and
 - h) develop an Off-Highway Vehicle Master Plan for the Rural Area.
- Amend the Municipal Development Plan to comply with the goals, policies and objectives of this Area Structure Plan. This may be done as part of the scheduled Municipal Development Plan review process.
- Amend the Land Use Bylaw to reflect the future land use proposals and policies contained in this Area Structure Plan. Specific amendments are recommended to the following:
 - a) Policy 1.1.13 – Country Residential Conservation Subdivision;
 - b) Policy 1.1.14 – Development Standards for Project Accommodations;
 - c) Policy 1.2.5 – Development Standards for Commercial Development;
 - d) Policy 1.3.4 – Business/Industrial Development Standards; and
 - e) Policy 1.8.1-1.8.6 – Develop and Adopt Design Guidelines for the Highway 63 / 881 Corridor.
- Work with Alberta Sustainable Resource Development to prepare and adopt development standards for project accommodations as part of the Land Use Bylaw. Better site development standards should include requirements for siting location, buffering and screening from highway/roadways, setbacks from environmentally sensitive areas, stormwater drainage, lighting, landscaping and reclamation of the site once the project accommodation is no longer required.

- Identify new residential expansion areas within the Highway 63 / 881 Corridor once the Hamlets of Anzac, Janvier South, and Conklin have reached build-out and no contiguous areas are available to meet the demand for residential expansion.

PART VI GLOSSARY

Accredited Professional	An individual with specialized knowledge recognized by the Municipality and/or licensed to practice in the Province of Alberta. Examples of qualified professionals include, but are not limited to, agrologists, engineers, foresters, planners, geologists, hydrologists, and surveyors.
Adjacent	Refers to those lands that are next to the parcel of land of question and includes lands that would be next to the subject parcel if not for a river, stream, railway, road, utility right-of-way, or reserve land.
Area Structure Plan	An intermediate level statutory plan, adopted by bylaw, which details the intended land uses, road patterns, utilities and municipal services for subdivision and development of a specified area within the Municipality.
Building	Includes anything constructed or placed on, in, over or under land. This includes supporting structures of any type but does not include a highway or public roadway or a bridge forming part of a highway or public roadway.
Buffer	A natural or designed linear area of trees, shrubs, grass, earth berms, or fencing providing visual or physical separation and/or noise attenuation between waterbodies, lots, roads, and other land uses.
Council	The Municipal Council of the Regional Municipality of Wood Buffalo.
Development	Development is defined in the <i>Municipal Government Act</i> specifically as: a) an excavation or stockpile and the creation of either of them; b) a building or an addition to or replacement or repair of a building and the construction or placing of any of them in, on, over, or under land; c) a change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building; or d) a change in the intensity of use of land or a building or an act done in relation to land or a building that changes or is likely to change the intensity of use of the land or building.
Development Authority	The Development Officer or Municipal Planning Commission of the Regional Municipality of Wood Buffalo, or both, as the case may be.
Development Permit	A document authorizing the commencement of a development pursuant to the provisions of the Land Use Bylaw.
Dwelling Unit	A complete building or self-contained portion of a building used by a household, containing sleeping, kitchen and sanitary facilities intended as a permanent residence and having an independent entrance either directly

	from the outside of the building or through a common area inside the building.
Environmental Reserve (ER)	A lot created by a plan of subdivision, as required under the <i>Municipal Government Act</i> , which is not suitable for development because of slope instability, groundwater, steep valley banks, flooding, soil conditions, pollution concerns, etc. Environmental Reserve lots may consist of a swamp, gully, ravine, coulee or natural drainage course, or a strip of land abutting the bed and shore of any lake, river, stream or other body of water in order to provide public access. An environmental reserve lot is identified by the “ER” suffix on the lot number in the legal description.
Environmentally Sensitive Area	An undisturbed or relatively undisturbed site that because of its natural features has value to society and ecosystems worth preserving but is susceptible to further disturbance.
Flood Plain	The area of land adjacent to or near a watercourse or water body that would be inundated by a 1 in 100 year flood (i.e. a flood that has a 1% chance of occurring every year). Development within the flood plain should be limited and regulated to minimize the risk to residents or property.
Focus Group	A small group of people whose response to an issue or policy direction is studied to determine the response that can be expected from a larger population.
Geotechnical	Pertaining to the condition of land and soils in an area, typically as it relates to use or potential use of the area for development.
Goal	An idealized end towards which planned action is directed, and which provides an indication of what is to be achieved.
Greenway	Open space linkages that include environment preservation areas, ravines, municipal and environmental reserves, farm trails, abandoned railways, wildlife habitats, and woodlands. Greenways connect various land uses throughout a community, thus serving as recreational destinations and transportation corridors.
Hamlet	An unincorporated community established by an order of the Minister of Municipal Affairs, or designated as a hamlet by Council pursuant to the <i>Municipal Government Act</i> .
Hamlet Commercial	Applies to those areas in hamlets appropriate for general commercial activities that are of a size and use consistent and compatible with development within a hamlet. Examples of permitted land uses in the Hamlet Commercial District of the Land Use Bylaw include: Eating and Drinking Facilities (major and minor), Hotel, Motel, Retail Store (convenience or General) and Service Station (major and minor)

Hamlet Residential	Applies to areas in hamlets that are primarily residential in nature. Uses may include various forms of residential development including single detached, mobile/manufactured homes, semi-detached, and duplexes, where appropriate. In addition, some commercial/retail uses that service the neighbourhood, (convenience stores, offices and personal service businesses), schools and other institutional uses, churches, fire halls, public utilities and municipal service facilities, as well as, park and playground uses may be considered within the Hamlet Residential Policy Area.
Hazard Lands	Land that is unsuitable for development in its natural state. This includes flood plains, steep and unstable slopes, and areas subject to erosion or other geotechnical limitations.
Highway	A road that is designated as a primary highway or a secondary highway pursuant to the <i>Public Highways Development Act</i> .
Highway Commercial Area	Identifies areas within the Municipality intended for commercial uses that primarily serve the travelling public along major transportation corridors. These uses may include hotels and motels, restaurants and bars, gas stations, automobile sales and service, and convenience stores.
Historical Resources Impact Assessment	An analysis of the potential impacts of development on archaeological and/or historical resources as defined in the <i>Historic Resources Act</i> .
Infill	The development of vacant parcels of land within otherwise built-up or mature areas.
Infrastructure	Systems and facilities (e.g. roads, sanitary sewers, water treatment and distribution networks, power lines, and telephone and cable TV systems) that service development.
Landscaping	To preserve, enhance or incorporate vegetative and other materials in a development and combine new or existing vegetative materials with architectural elements, existing site features or other development features including fences, walls or decorative walks.
Land Use District	An area of the Municipality established as a land use district by the Land Use Bylaw.
Lot	a) A quarter section; b) a river lot shown on an official plan, as defined in the Surveys Act, that is filed or lodged in a land titles office; c) a settlement lot shown on an official plan, as defined in the Surveys Act, that is filed in a land titles office; d) a part of a parcel of land described in a certificate of title if the boundaries of the part are described in the certificate of title other than by reference to a legal subdivision; or e) a part of a parcel of land described in a certificate of title if the

boundaries of the part are described in a certificate of title by reference to a plan of subdivision.

Municipal Development Plan	A statutory plan adopted by Municipal Council under the authority of Section 632 of the <i>Municipal Government Act</i> . A Municipal Development Plan outlines direction and scope of future development, the provision of required transportation systems and municipal services, the coordination of municipal services and programs, environmental matters, and economic development with a given region. It is intended to provide direction for land use decisions that would satisfy the present and future needs of residents of the Municipality.
Municipal Government Act	The Statutes of Alberta, 1994, Chapter M-26.1, as amended, which govern the operation of a municipality in Alberta.
Municipal Reserve	A lot created in a subdivision plan for parks and recreation space for the residents of the subdivision. A municipal reserve lot is identified as “MR” or “R” after the lot number in the legal description.
Muskeg	Waterlogged, spongy ground, consisting primarily of mosses, containing acidic, decaying vegetation that may develop into peat. Muskeg is generally unfit for intensive development.
Natural Features	Includes landscapes that are found in their natural state and may be remnant, undisturbed, diverse or contain unique environmental characteristics.
Node	A focus point along a (highway) corridor where development is concentrated within specific geographic area.
Objective	Directional statements that are usually phrased in measurable terms for given time frames.
Outline Plan	An intermediate planning document, required in specific circumstance, in order to bridge the gap between a large scale Area Structure Plan and an individual plan of subdivision.
Policy	A statement identifying a specific course of action for achieving objectives.
Recreation, Active	Activities that require physical exertion and are usually oriented towards planned/organized programs/events that involve a large number of people and require a physical layout such as sport fields. Personal commitment and willingness to learn are also necessary to improve specific skills.
Recreation, Passive	Activities that require limited physical exertion providing there are no major constraining factors to the participant, such as schedules, availability of opportunity (physical environment) and are generally not promoted or developed as organized programs. These activities are leisure-oriented

and do not require specific skills.

Recreation Use	A development of a public character including natural open space, improved parkland and active and passive recreational areas, and any facilities or buildings associated with recreation, serving the needs of a municipality, area or region. Recreation does not include large-scale commercial entertainment facilities such as drive-in movies, motor raceways, shooting ranges, or similar uses that may be incompatible with surrounding recreational uses, or may be difficult to integrate with the natural environment.
Roundtable	A discussion or forum among several parties or groups who all take part on equal terms.
Rural Service Area	Lands whose boundaries are described by Order in Council and are generally regarded as those lands not identified as part of the Urban Services Area- Fort McMurray.
Stakeholder	Any group or individual who has a stake in what happens including those who will be directly and indirectly affected by a project.
Statutory Plans	A Municipal Development Plan, Area Structure Plan, Area Redevelopment Plan, or Intermunicipal Development Plan adopted by Municipal Council pursuant to the <i>Municipal Government Act</i> .
Subdivision	The division of a parcel of land into one or more smaller parcels by a plan of subdivision or other instrument.
Sustainable Development	Development that meets the economic, social, environmental and physical need of residents today without compromising the ability of future generations to meet their own needs. This means that a community needs to sustain its own quality of life, yet ensure that future growth does not impede the economic, social, environmental and physical resources of future generations.
Technical Report	A summary of background information relevant to the Area Structure Plan. A Technical Report is used to inform the Area Structure Plan but is not adopted as part of the Area Structure Plan bylaw.
Project Accommodation	A residential complex used to house camp workers by various contracting firms on a temporary basis. The camp is usually made up of a number of mobile units, clustered in such fashion as to provide sleeping, eating, recreation, and other basic living facilities. The units may be dismantled and removed from the site from time to time.

Highway 63/881 Corridor

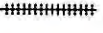
Area Structure Plan

Consolidated Legend

General

-  ASP Boundary
-  Urban Service Area
-  Hamlet
-  Indian Reserve
-  Provincial Park
-  Airport / Airstrip
-  Rivers
-  Lakes

Transportation and Infrastructure

-  Provincial Highway
-  Provincial Highway (Unpaved)
-  Unpaved Road
-  Resource Road
-  Bridge
-  Potential Road Widening
-  Potential By-pass / Road Realignment
-  Potential Access Road
-  Athabasca Northern Railway
-  Future Grade Separated Intersection Upgrade
-  Future Intersection Upgrade
-  South East Regional Water Supply Line

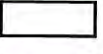
Man Made Constraints

-  Existing Power Line
-  Existing Pipeline
-  Existing Utility Access
-  Cutline

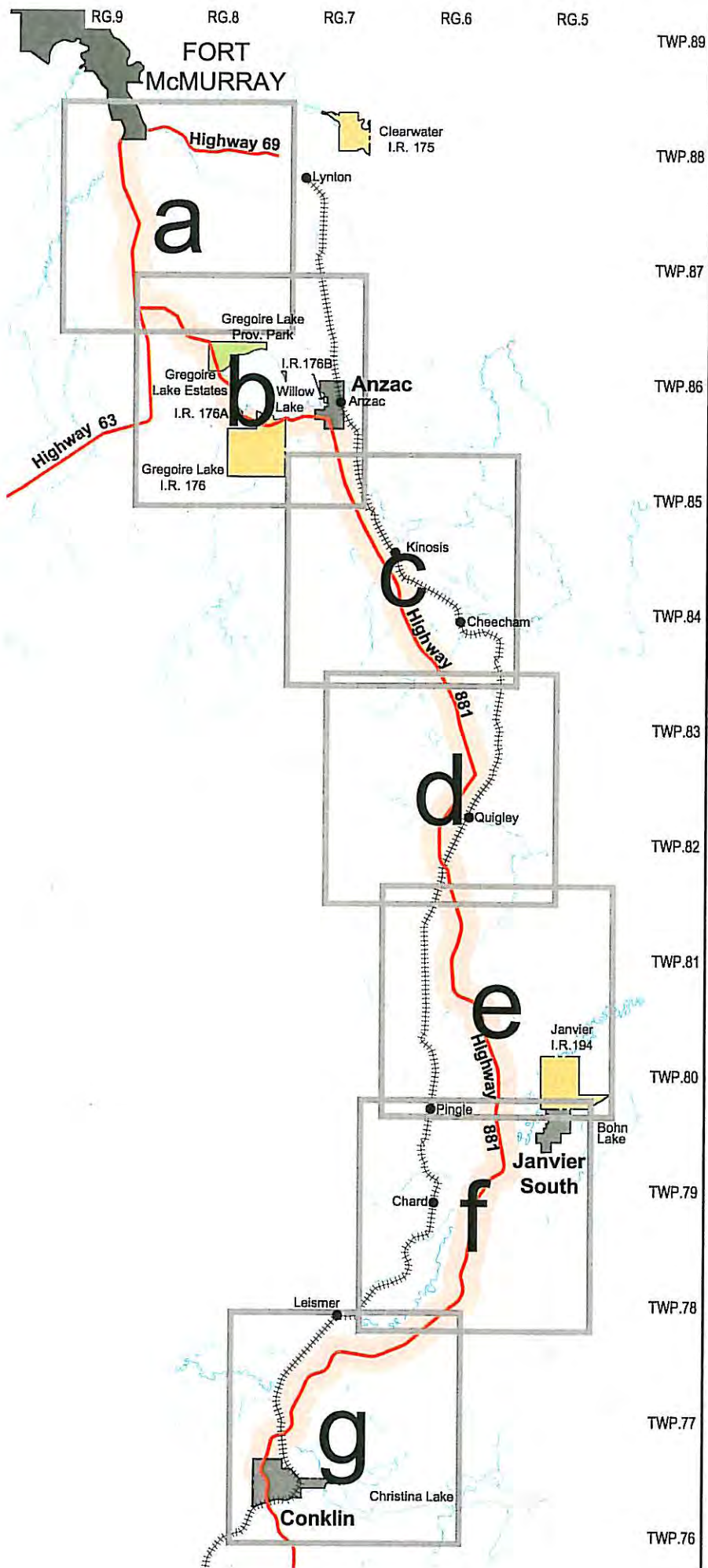
Existing Land Use

-  Country Residential Subdivision
-  Historic / Archeological Resource Site
-  Camp Sites
-  Day Use Area

Future Land Uses

-  Commercial
-  Business / Industrial
-  Tourism / Recreation
-  Rural
-  Proposed Long Lake South SAGD Project
-  Future Pipeline and Powerline R/W
-  Lookout Point





Highway 63/881 Corridor Area Structure Plan

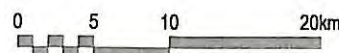
Legend

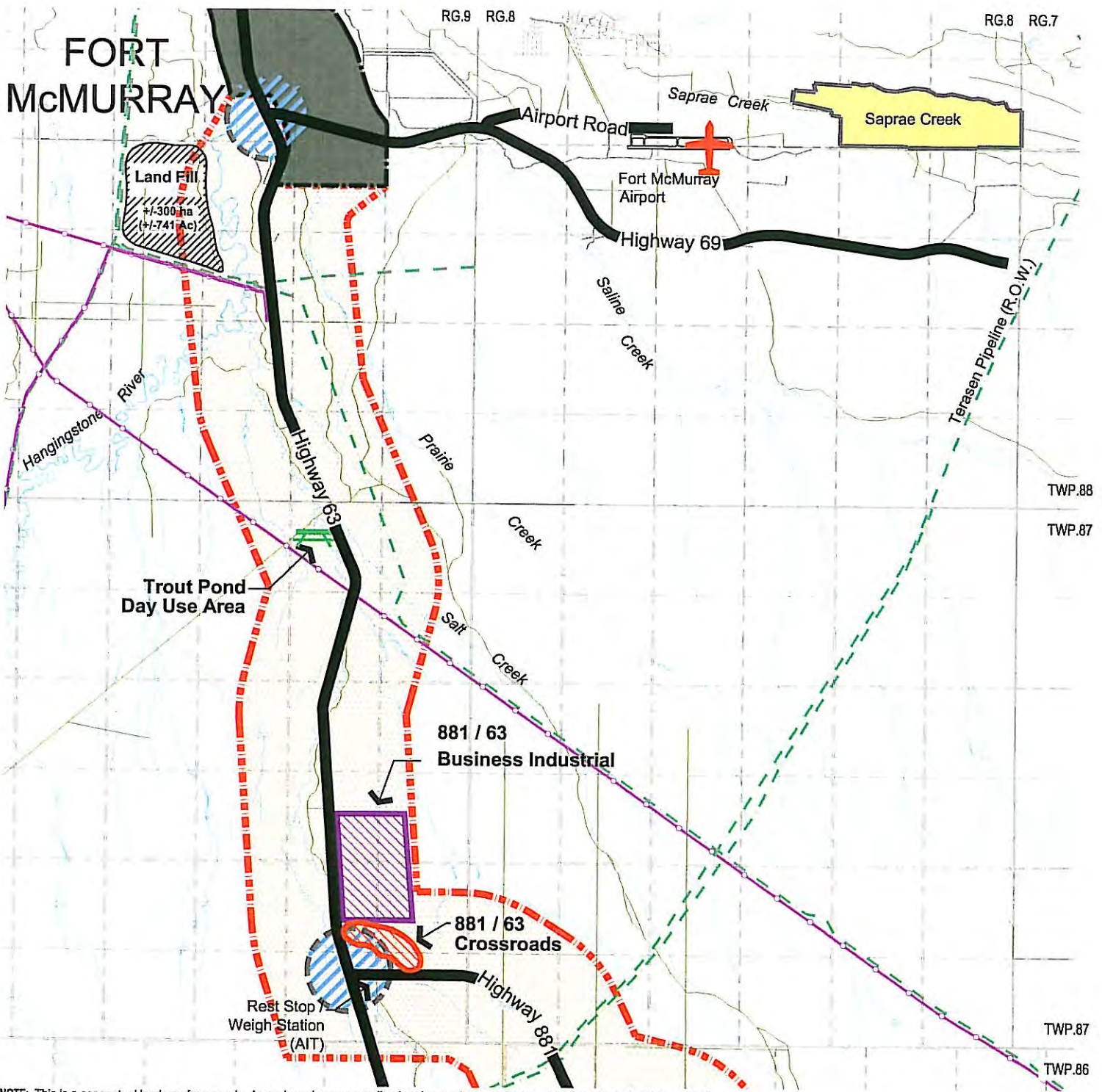
- ASP Area
- Urban Service Area
- Hamlet
- Indian Reserve
- Provincial Park
- Highway
- Athabasca Northern Railway

Map 1 Plan Area

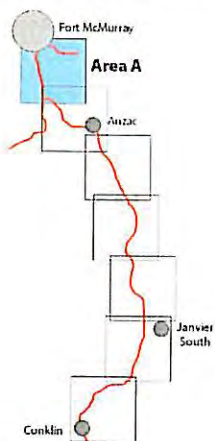


REGIONAL MUNICIPALITY
OF WOOD BUFFALO





NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

- - - - - ASP Boundary
- Urban Service Area
- Commercial
- Business / Industrial
- Rural Policy Area
- - - - - Proposed Day Use Area
- Provincial Highway
- - - - - Future Grade Separated Intersection Upgrade

Map 2a Future Land Use Concept

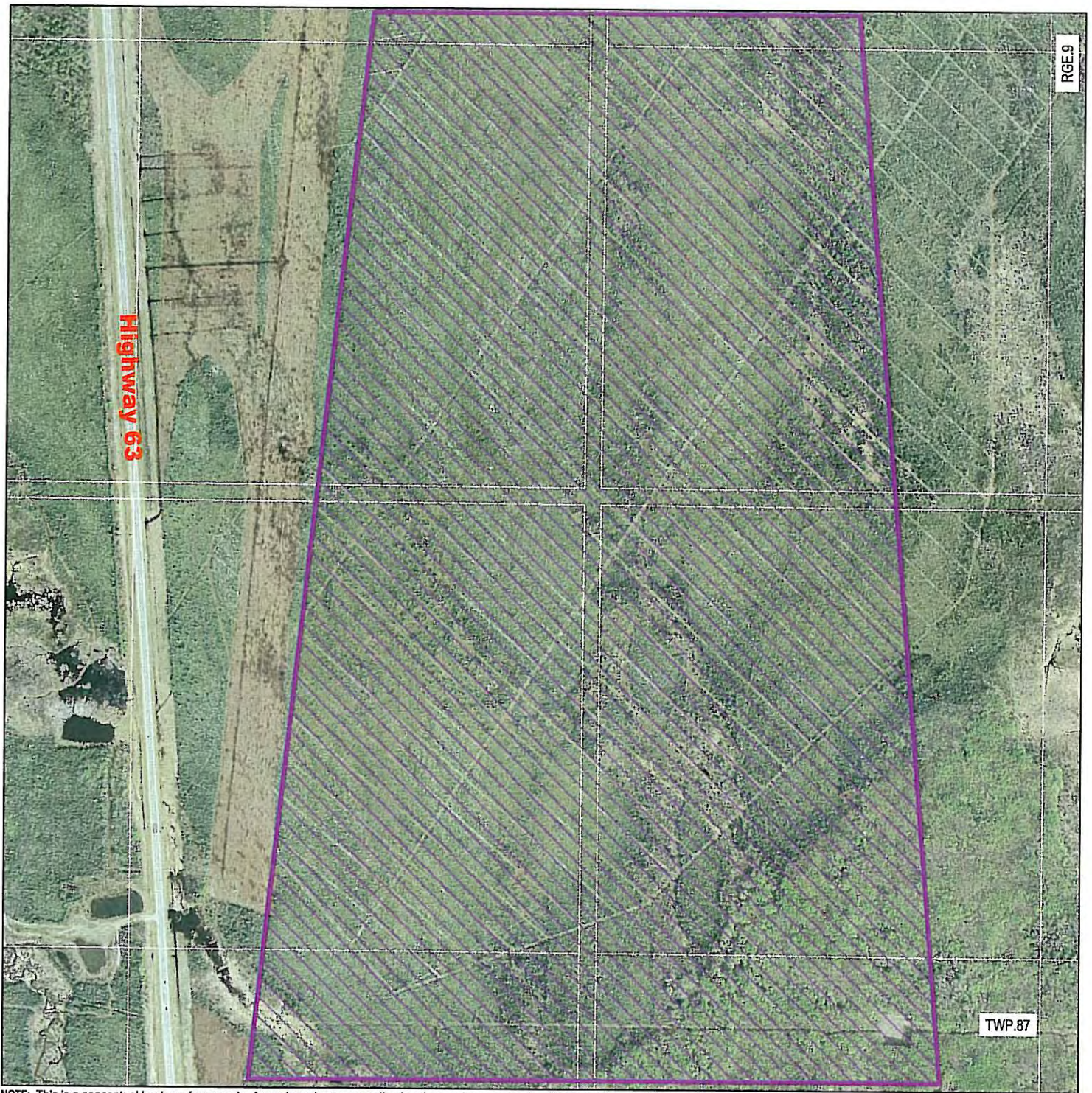


REGIONAL MUNICIPALITY
OF WOOD BUFFALO

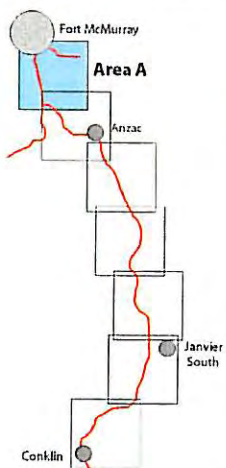
Highway 63/881 Corridor Area Structure Plan



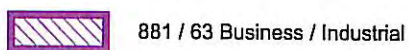
NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend



Map 2a-1 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

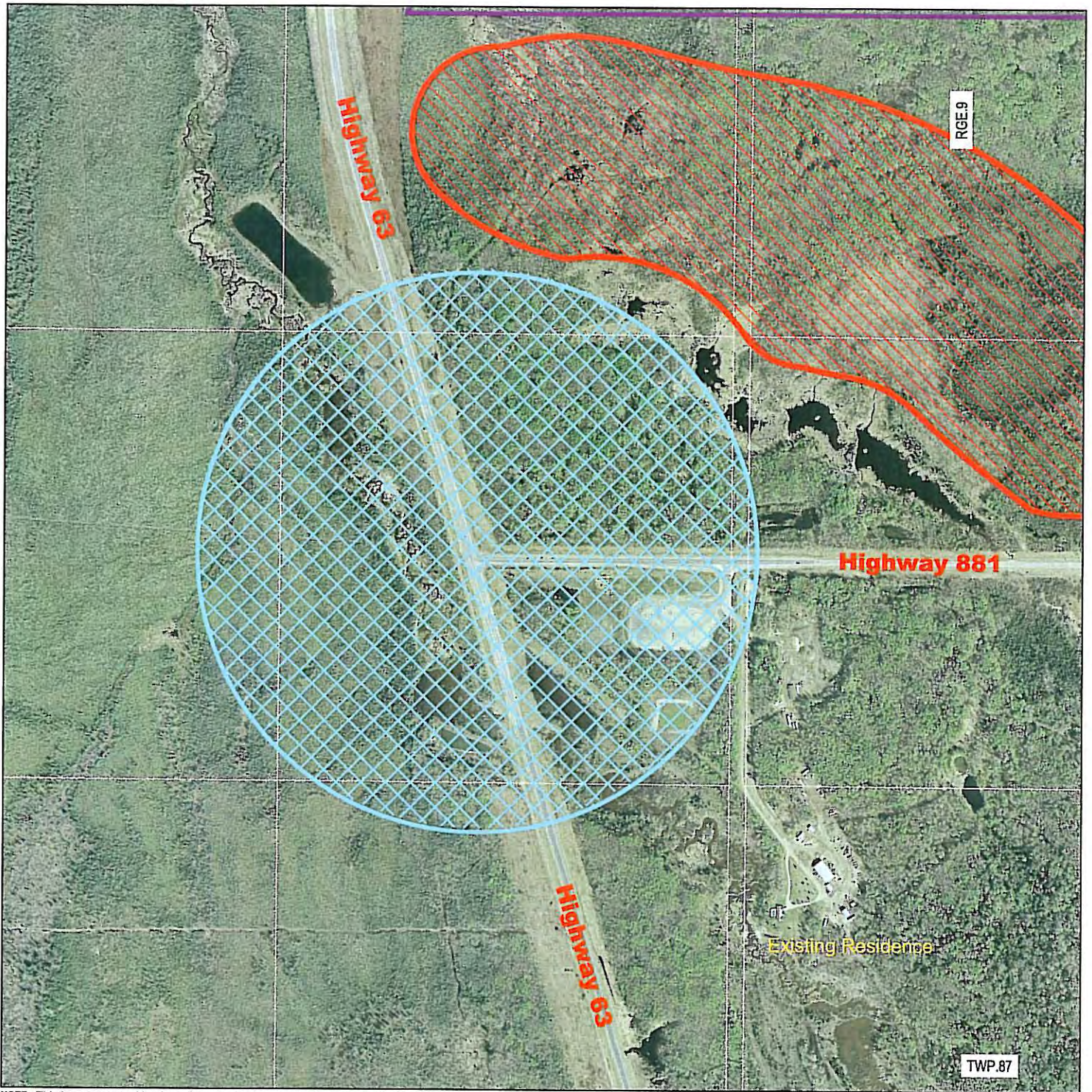
Highway 63/881 Corridor Area Structure Plan



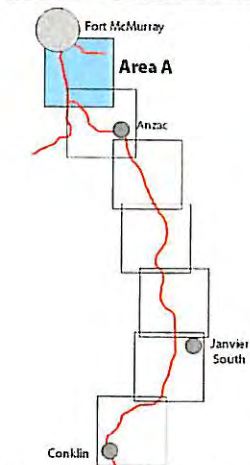
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Photography Acquired May 2006

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend



881 / 63 Commercial Crossroads



881 / 63 Future Intersection Upgrade

Map 2a-2 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

Highway 63/881 Corridor Area Structure Plan



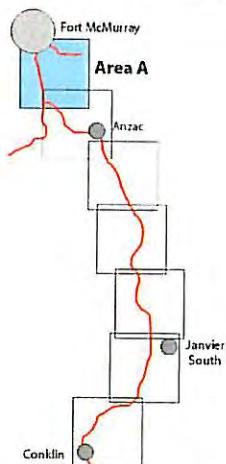
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Photography Acquired May 2006

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

-  881 / 63 Commercial Crossroads
-  Future Intersection Upgrade

Map 2a-3 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

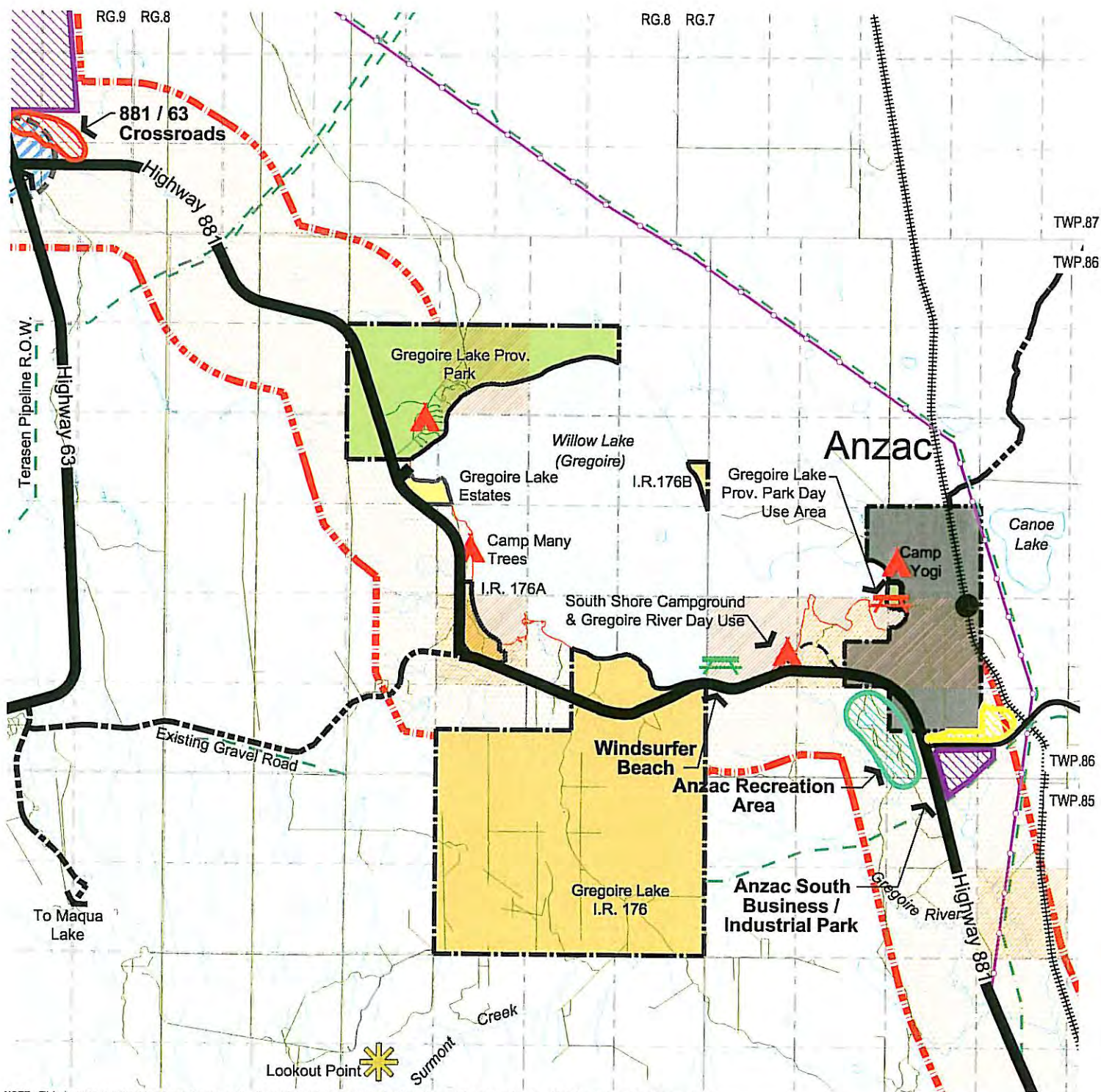
Highway 63/881 Corridor Area Structure Plan



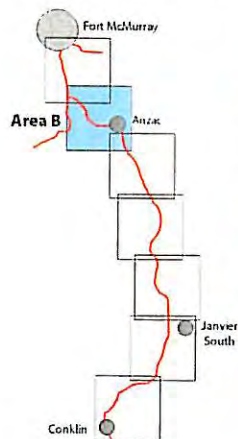
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Photography Acquired May 2006

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

■■■■■ ASP Boundary

■ Hamlet

■ Indian Reserve

■ Commercial

■ Business / Industrial

■ Residential (Anzac Area Structure Plan 2002)

■ Tourism / Recreation

■ Rural Policy Area

■ Historic / Archeological Resource Site

■ Provincial Highway

■ Future Intersection Upgrade

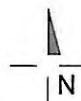
■ Proposed Day Use Area

Map 2b Future Land Use Concept



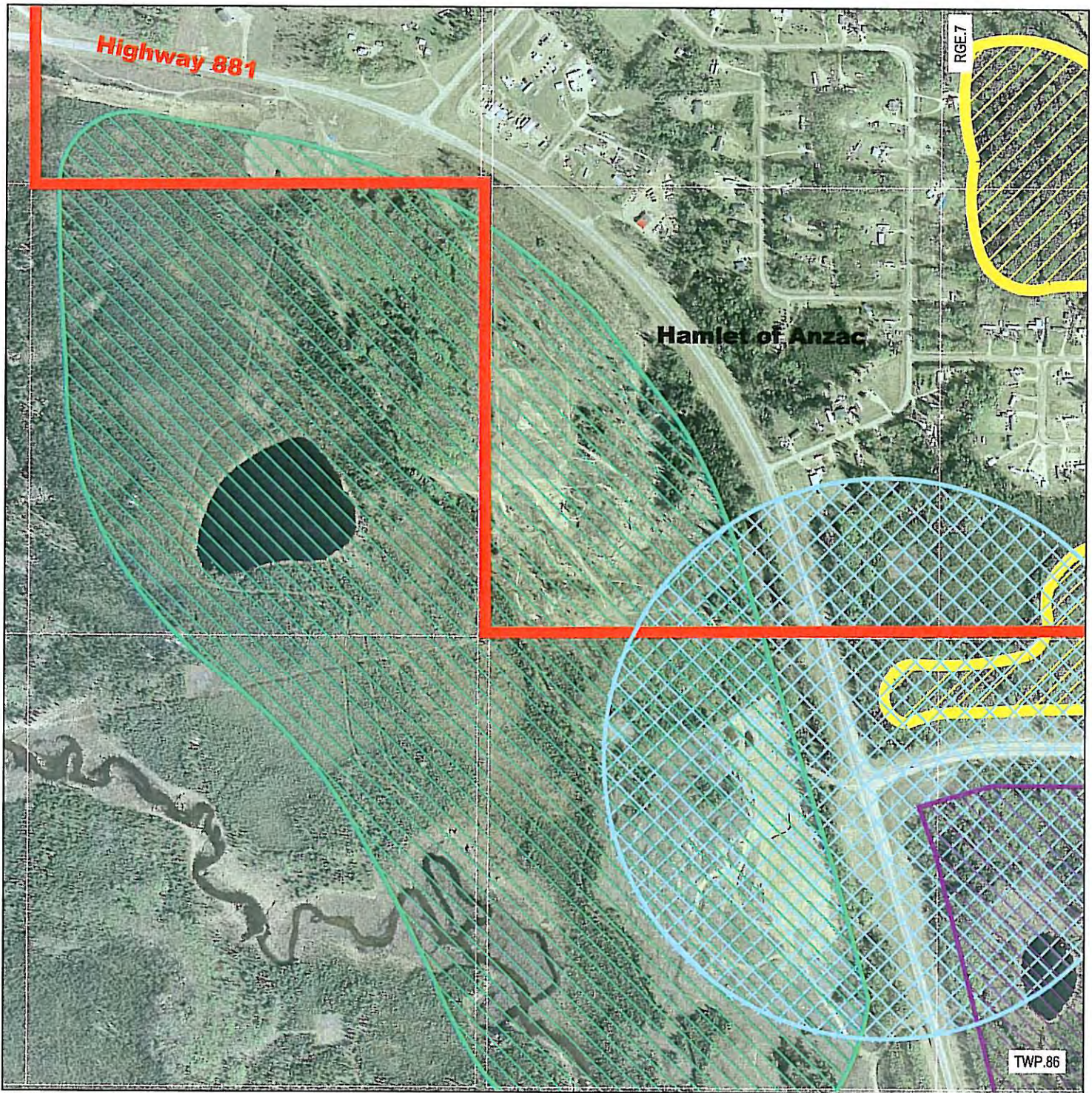
REGIONAL MUNICIPALITY
OF WOOD BUFFALO

Highway 63/881 Corridor Area Structure Plan

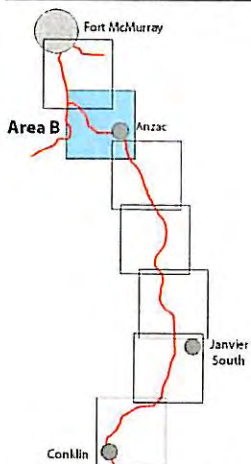


0 1000 2000 4000m

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

-  Future Residential (Anzac Area Structure Plan 2002)
-  Anzac South Business / Industrial Park
-  Anzac Community Recreation Area
-  881 Future Intersection Upgrade

Map 2b-1 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

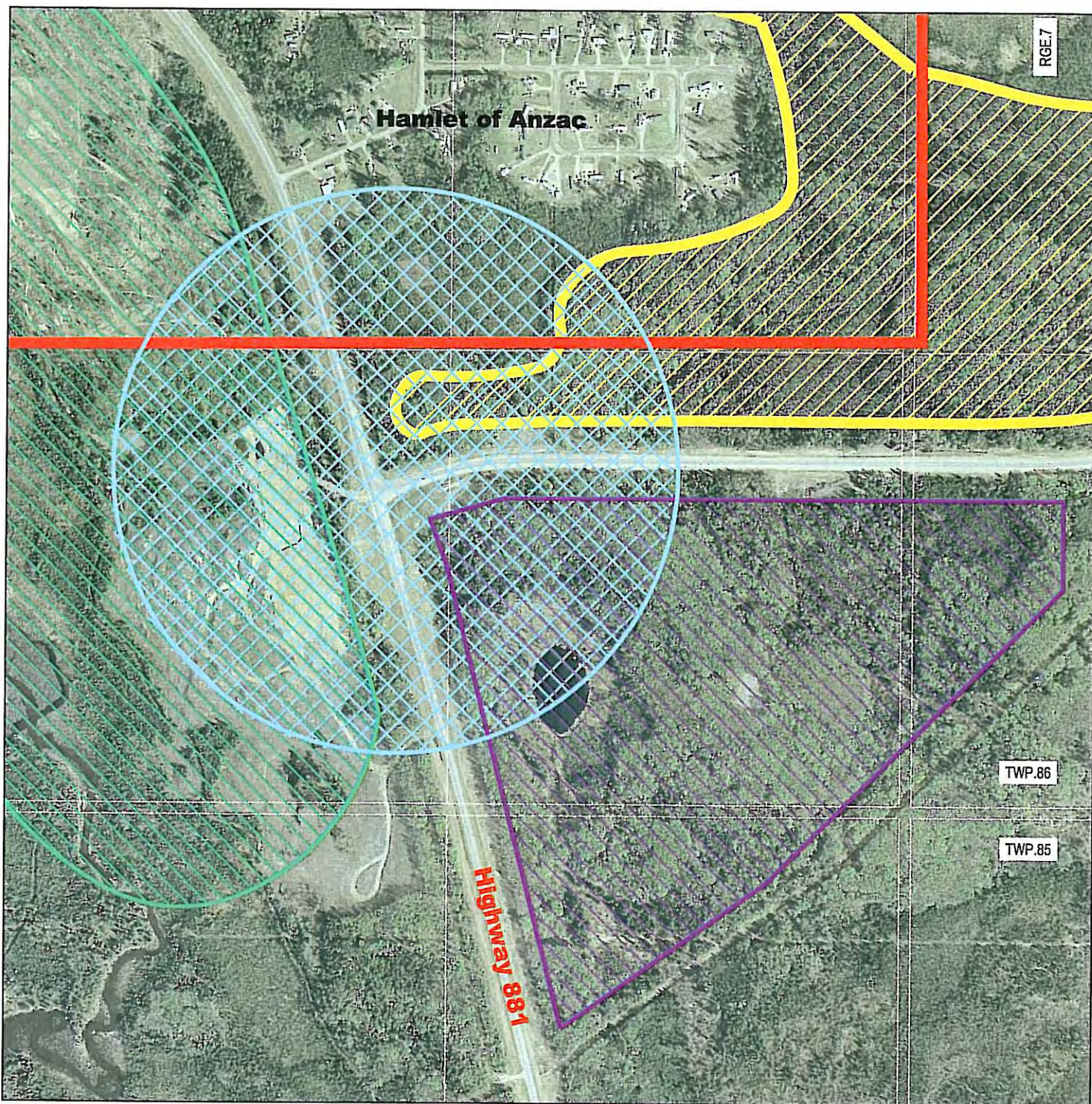
Highway 63/881 Corridor Area Structure Plan



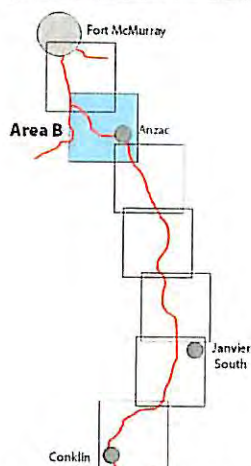
Scale: 1:10000

Photography Acquired May 2006

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

-  Future Residential (Anzac Area Structure Plan 2002)
-  Anzac South Business / Industrial Park - (+/- 62.3 ha) (Requires amendment to Hamlet of Anzac ASP)
-  Anzac Community Recreation Area
-  881 Future Intersection Upgrade

Map 2b-2 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

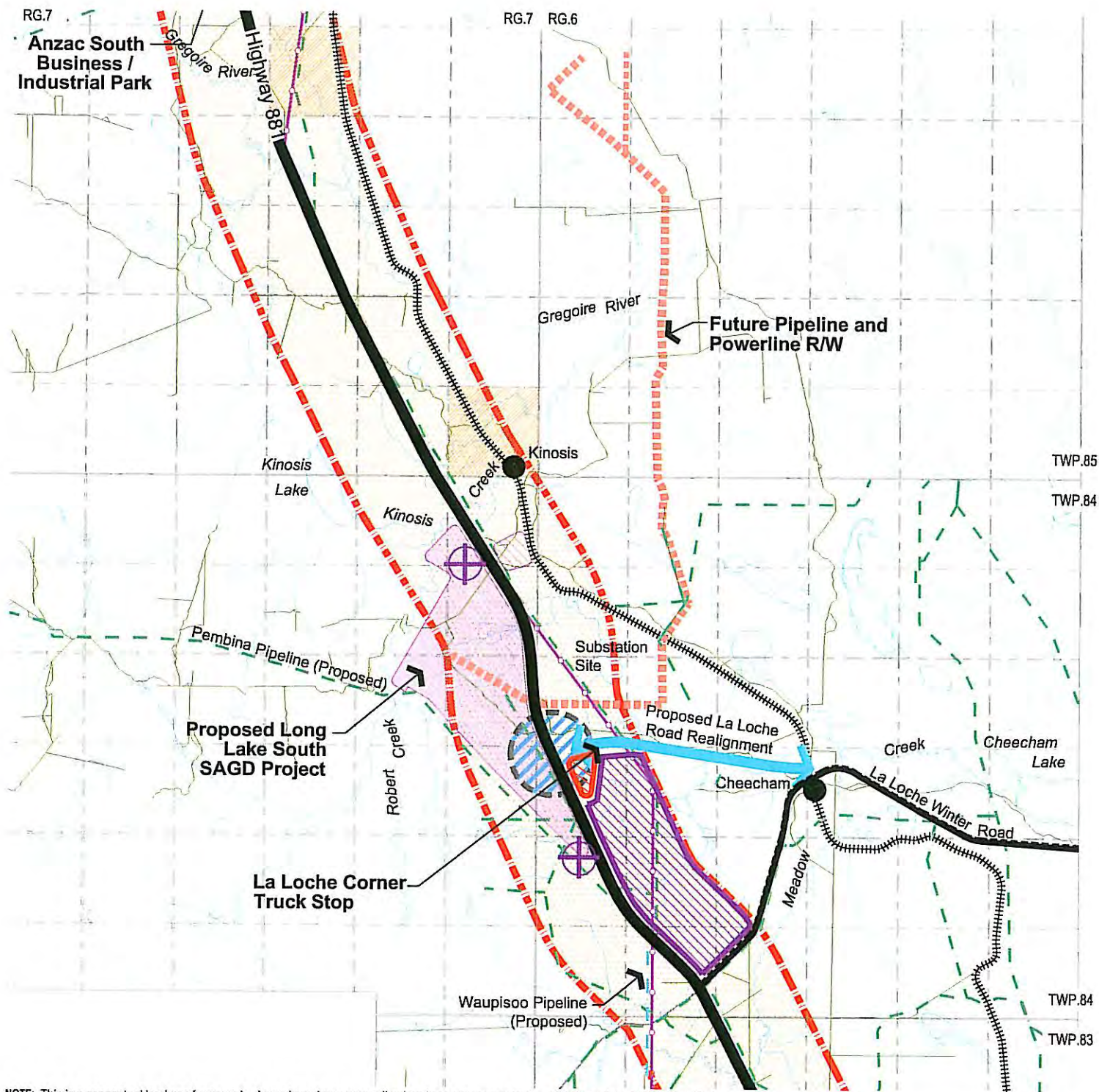
Highway 63/881 Corridor Area Structure Plan



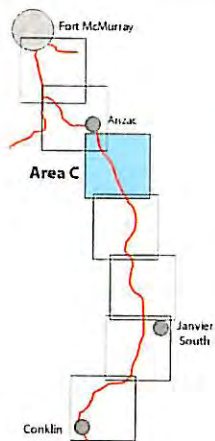
Scale: 1:10000

Photography Acquired May 2006

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

- - - - - ASP Boundary
- ▨ Commercial
- ▨ Business / Industrial
- ▨ Proposed Long Lake South SAGD Project
- - - - - Rural Policy Area
- ▨ Historic / Archeological Resource Site
- Provincial Highway
- - - - - Future Pipeline and Powerline R/W
- ▨ 881 Future Intersection Upgrade
- + Existing Project Accommodation

Map 2c Future Land Use Concept

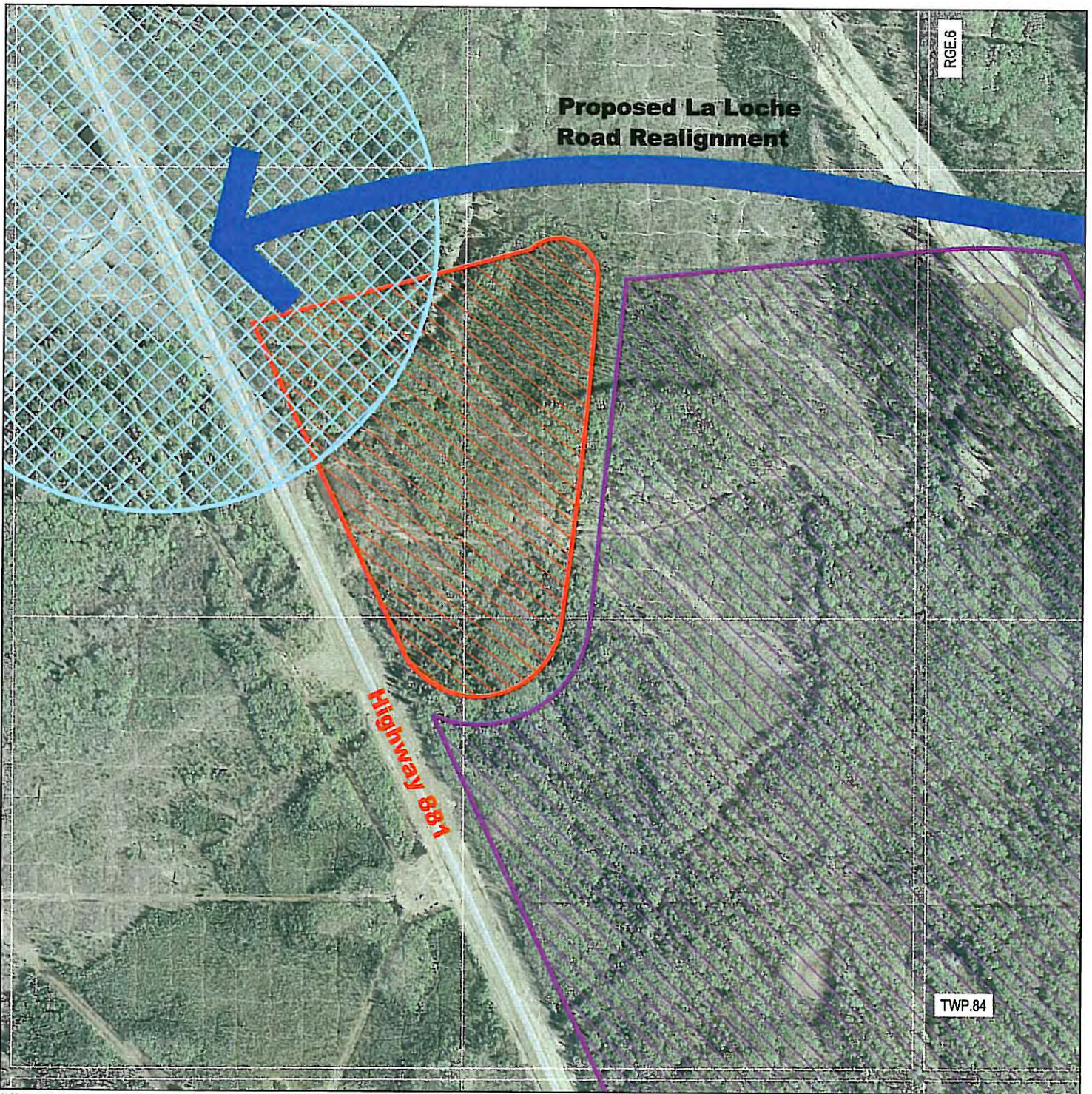


REGIONAL MUNICIPALITY
OF WOOD BUFFALO

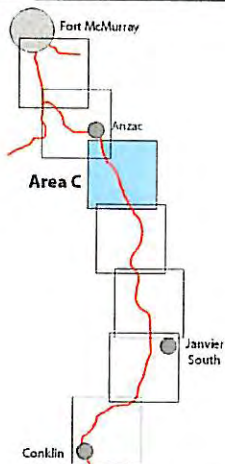
Highway 63/881 Corridor Area Structure Plan



NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.
SOURCE: Nexen Inc. - Long Lake South - Phase 2 Development - Conceptual Plan, 2006



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

-  La Loche Truck Stop
-  La Loche Business / Industrial Park
-  Future Intersection Upgrade

Map 2c-1 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

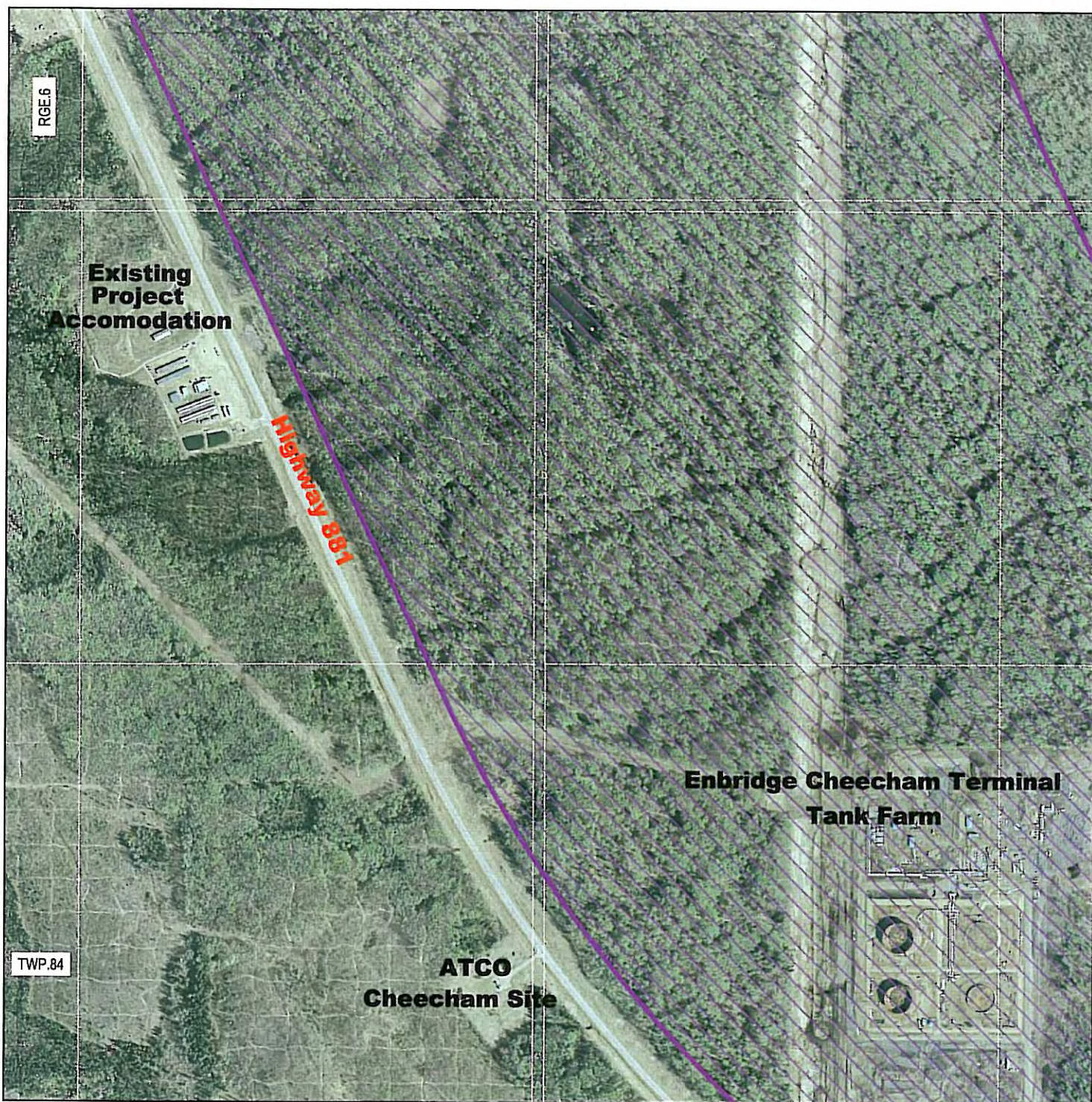
Highway 63/881 Corridor Area Structure Plan



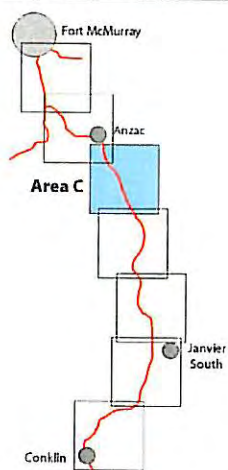
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Photography Acquired May 2006

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend



La Loche Business / Industrial Park

Map 2c-2 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

Highway 63/881 Corridor Area Structure Plan



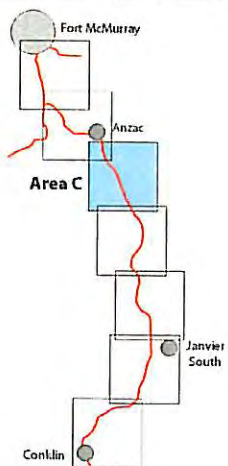
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Photography Acquired May 2006

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

 La Loche Business / Industrial Park

Map 2c-3 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

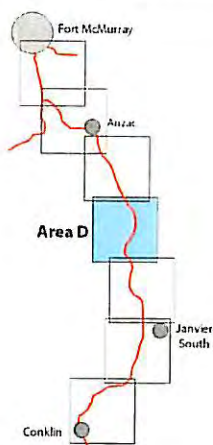
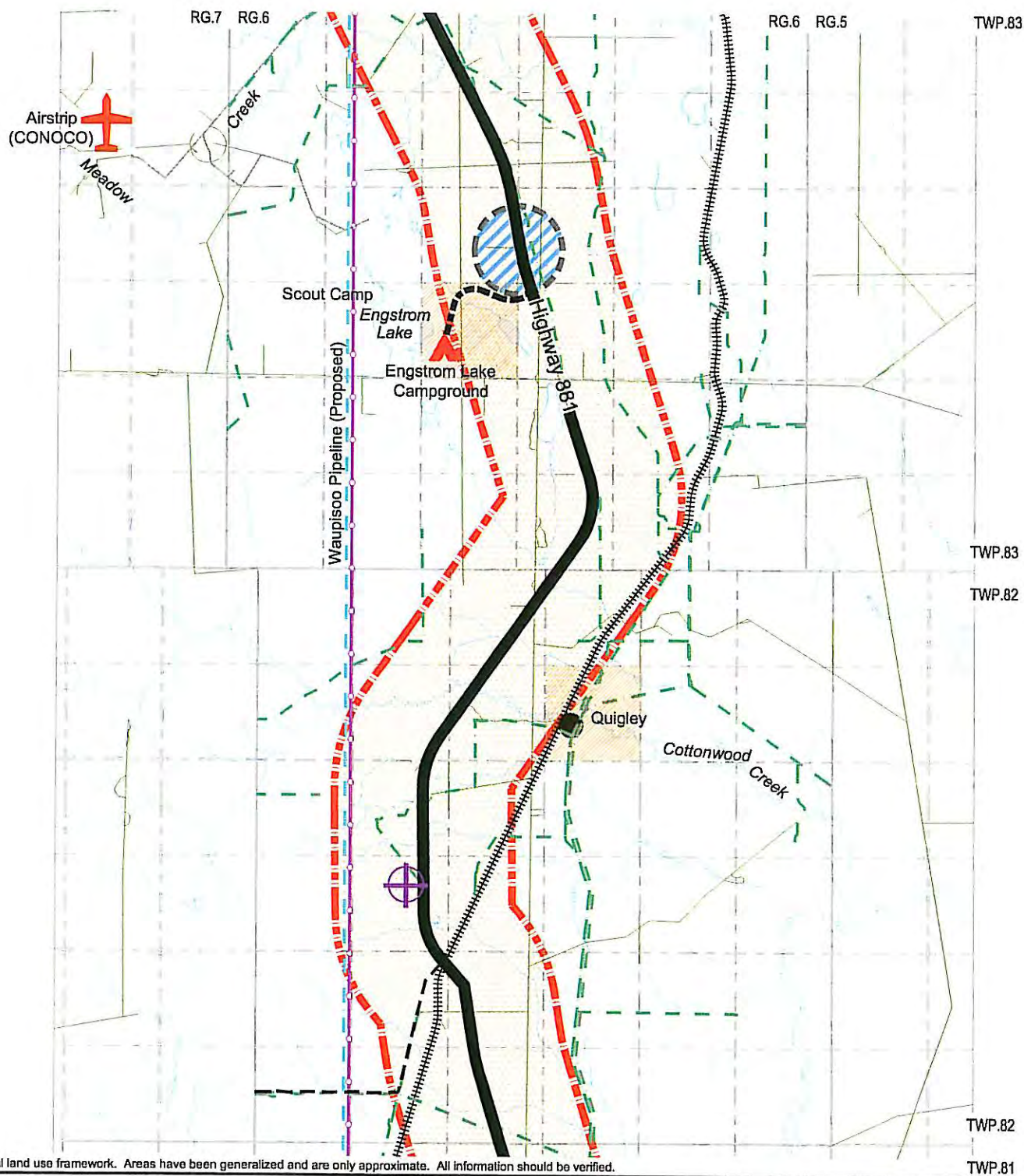
Highway 63/881 Corridor Area Structure Plan



Scale: 1:10000

Photography Acquired May 2006

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



Legend

- ▬▬▬▬▬ ASP Boundary
- ▬▬▬▬▬ Rural Policy Area
- Historic / Archeological Resource Site
- Provincial Highway
- ▬▬▬▬▬ Future Intersection Upgrade
- ⊕ Existing Project Accommodation

Map 2d Future Land Use Concept

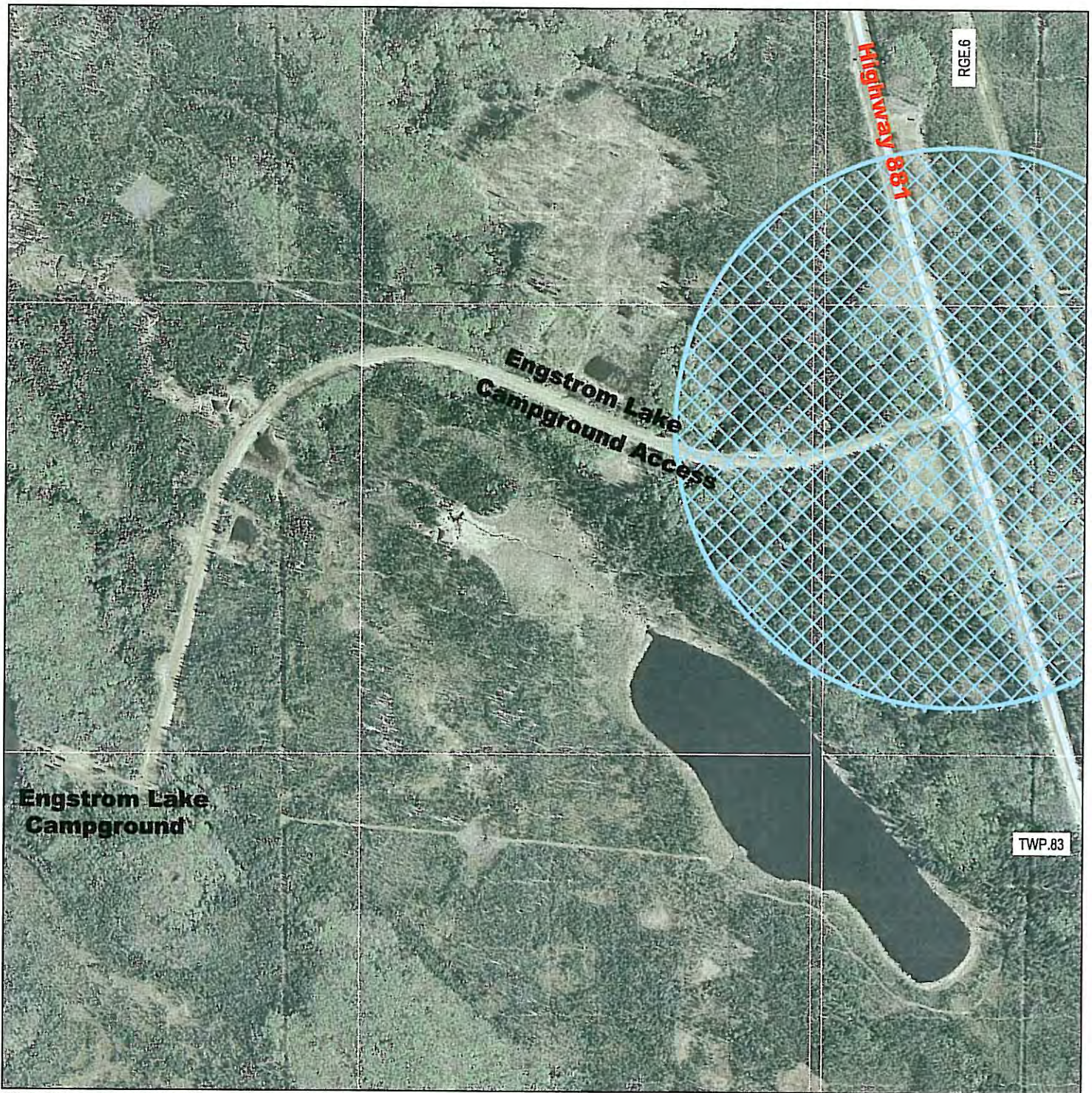


REGIONAL MUNICIPALITY
OF WOOD BUFFALO

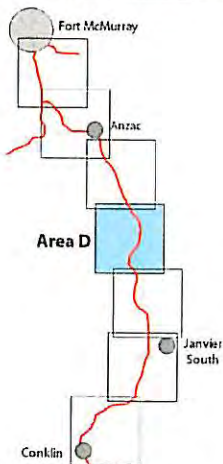
Highway 63/881 Corridor Area Structure Plan



NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

 Future Intersection Upgrade

Map 2d-1 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

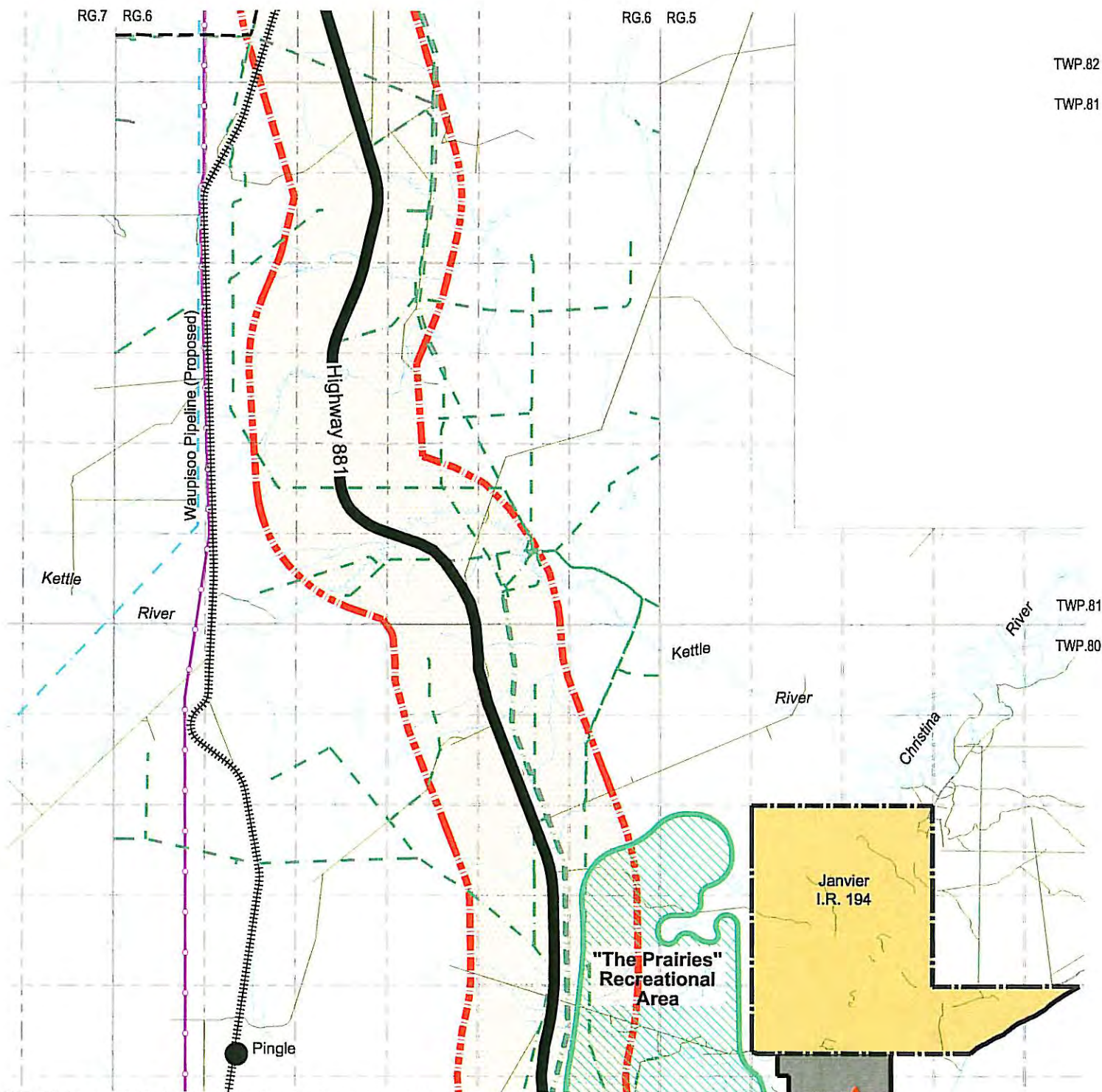
Highway 63/881 Corridor Area Structure Plan



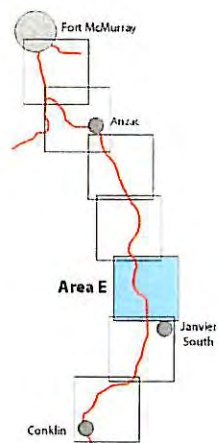
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Photography Acquired May 2006

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

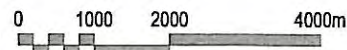
- ■ ■ ■ ■ ASP Boundary
- Hamlet
- Indian Reserve
- Tourism / Recreation
- ■ ■ ■ ■ Rural Policy Area
- Historic / Archeological Resource Site
- Provincial Highway

Map 2e Future Land Use Concept

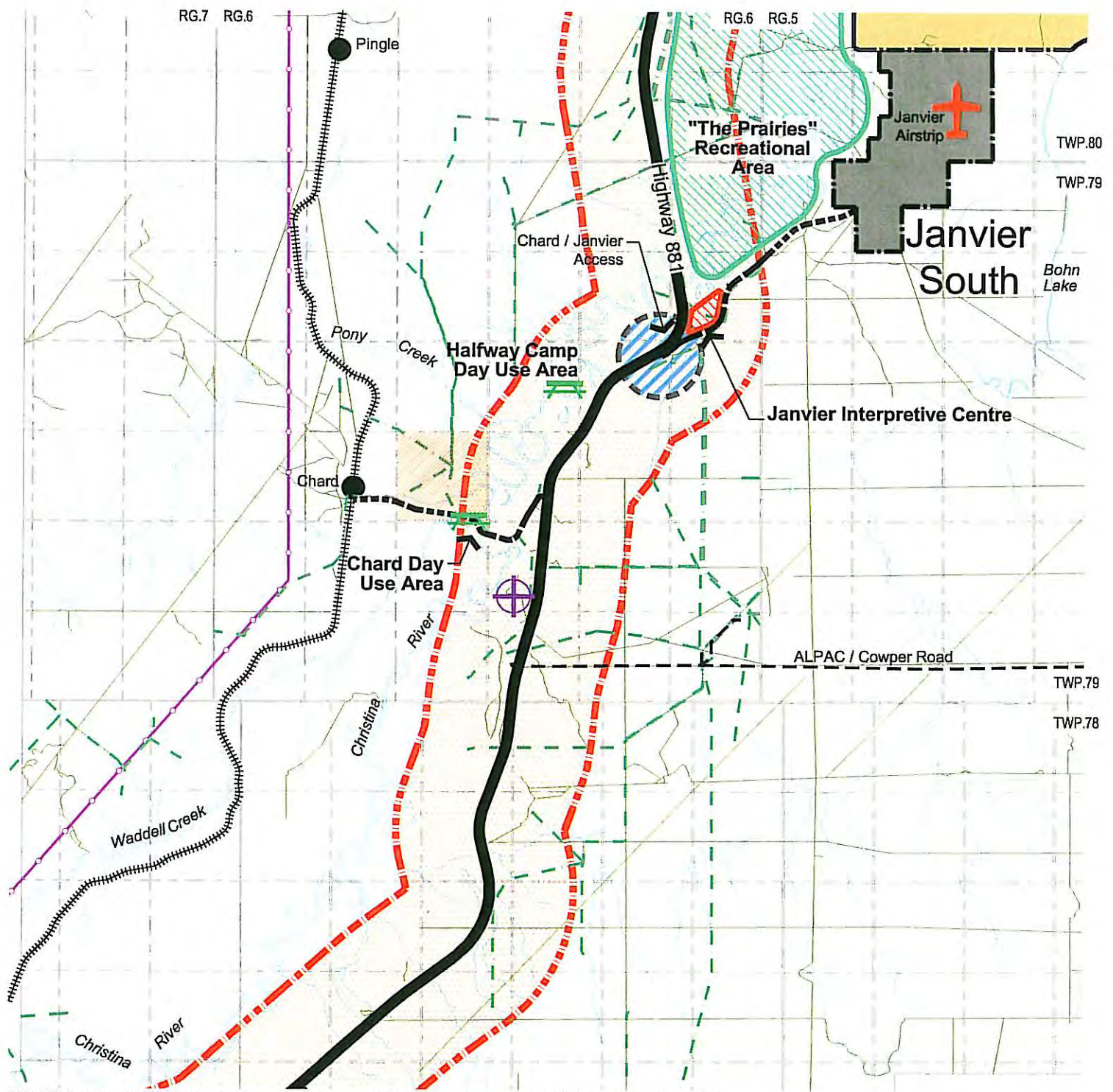


REGIONAL MUNICIPALITY
OF WOOD BUFFALO

Highway 63/881 Corridor Area Structure Plan



NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.

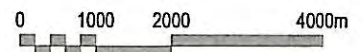


Map 2f Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

Highway 63/881 Corridor Area Structure Plan



Legend

ASP Boundary

Hamlet

Indian Reserve

Commercial

Tourism / Recreation

Proposed Day Use Area

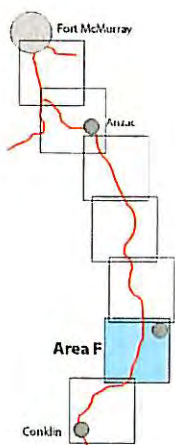
Rural Policy Area

Historic / Archeological
Resource Site

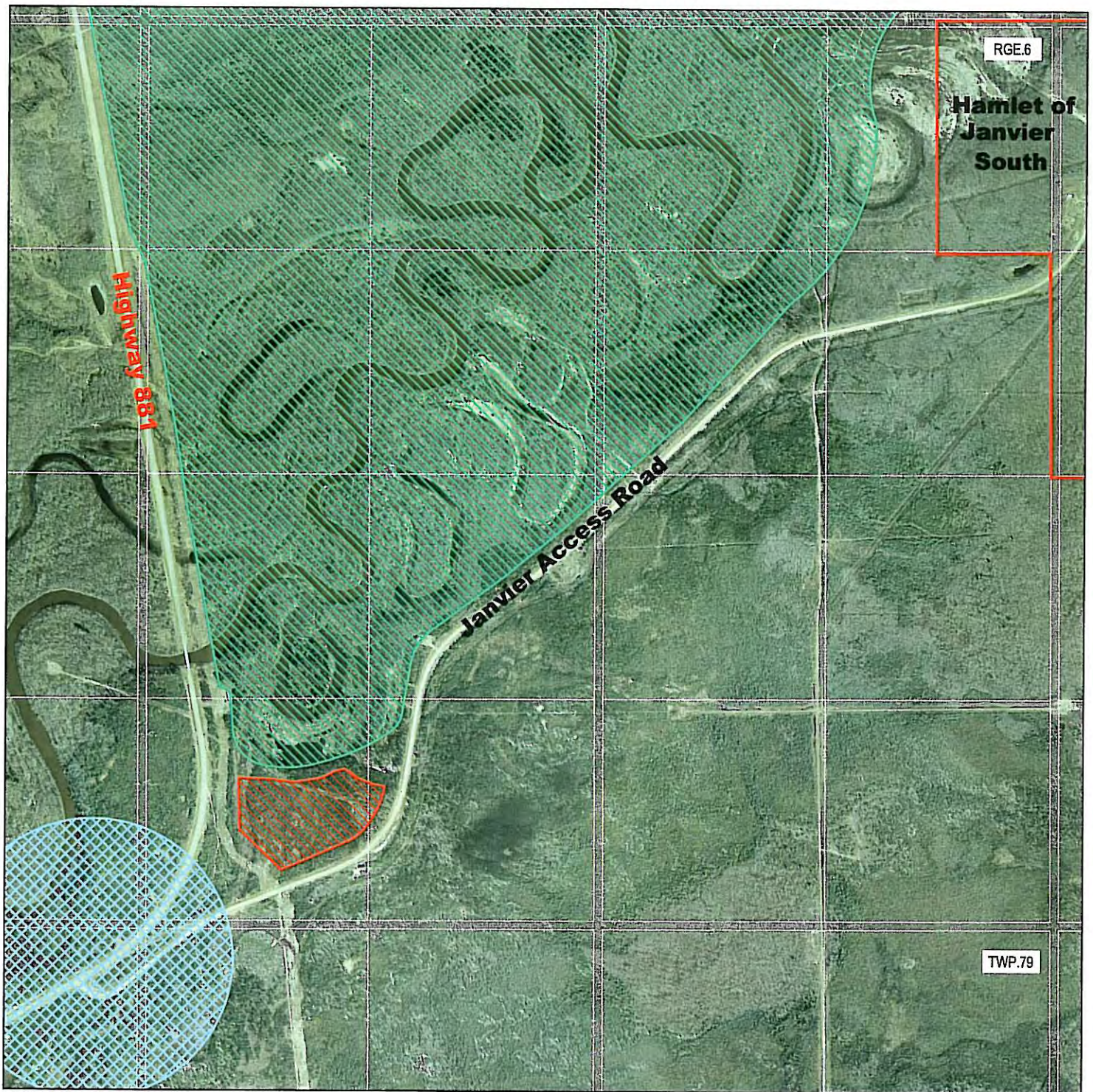
Provincial Highway

Future Intersection Upgrade

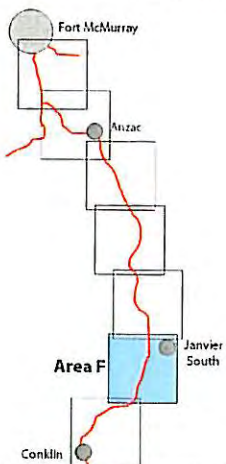
Existing Project
Accommodation



NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

-  Janvier Interpretive Centre
-  "The Prairies" Recreational Area
-  Future Intersection Upgrade

Map 2f-1 Future Land Use Concept

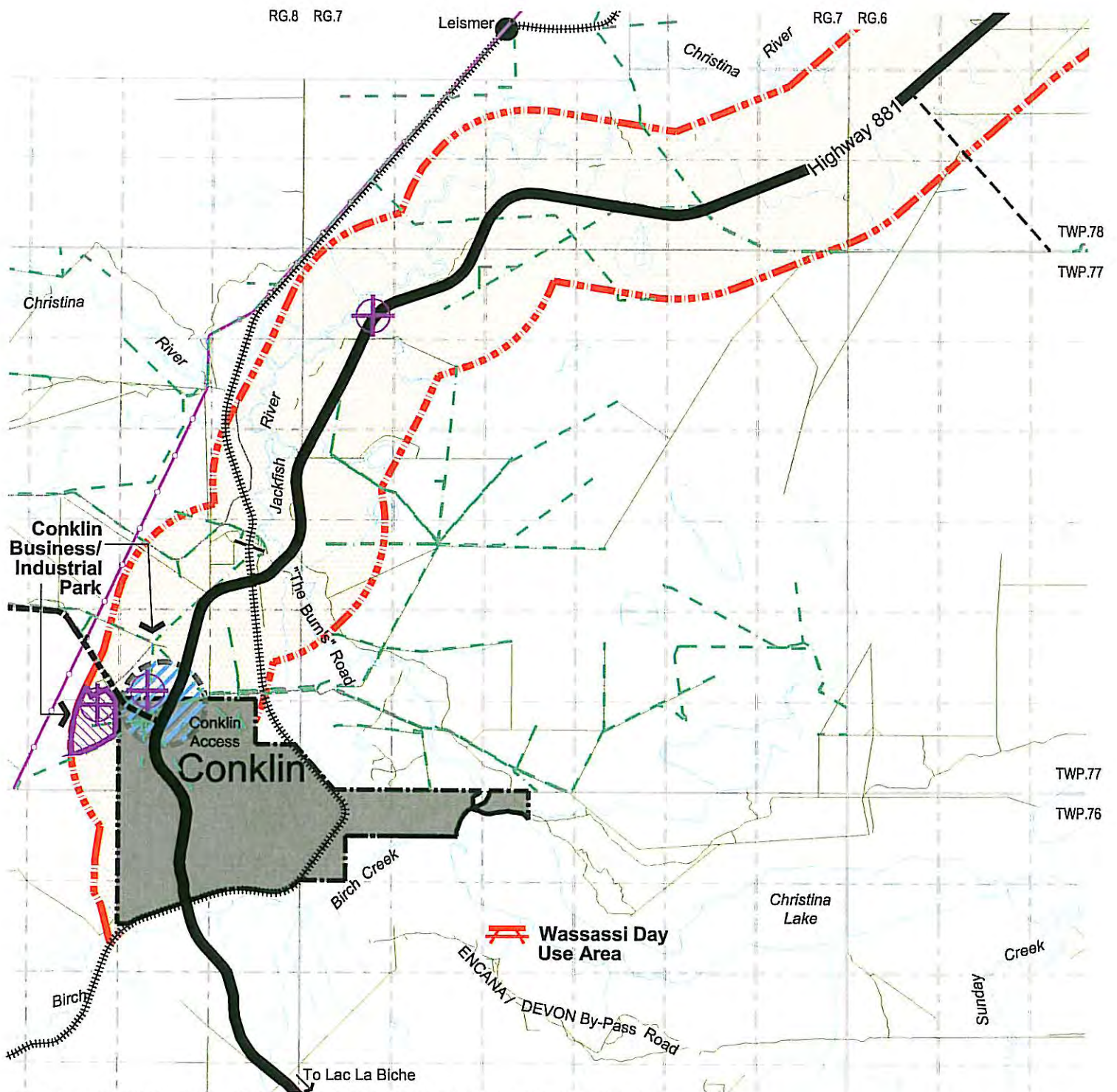


Highway 63/881 Corridor Area Structure Plan

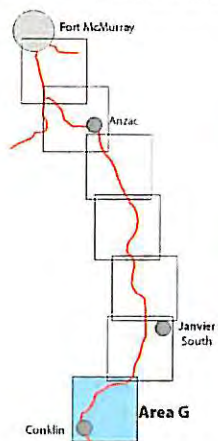


Scale: 1:20000
Photography Acquired May 2006

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

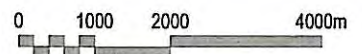
- ASP Boundary
- Hamlet
- Business / Industrial
- Rural Policy Area
- Provincial Highway
- Existing Day Use Area
- + Existing Project Accommodation
- + Future Intersection Upgrade

Map 2g Future Land Use Concept

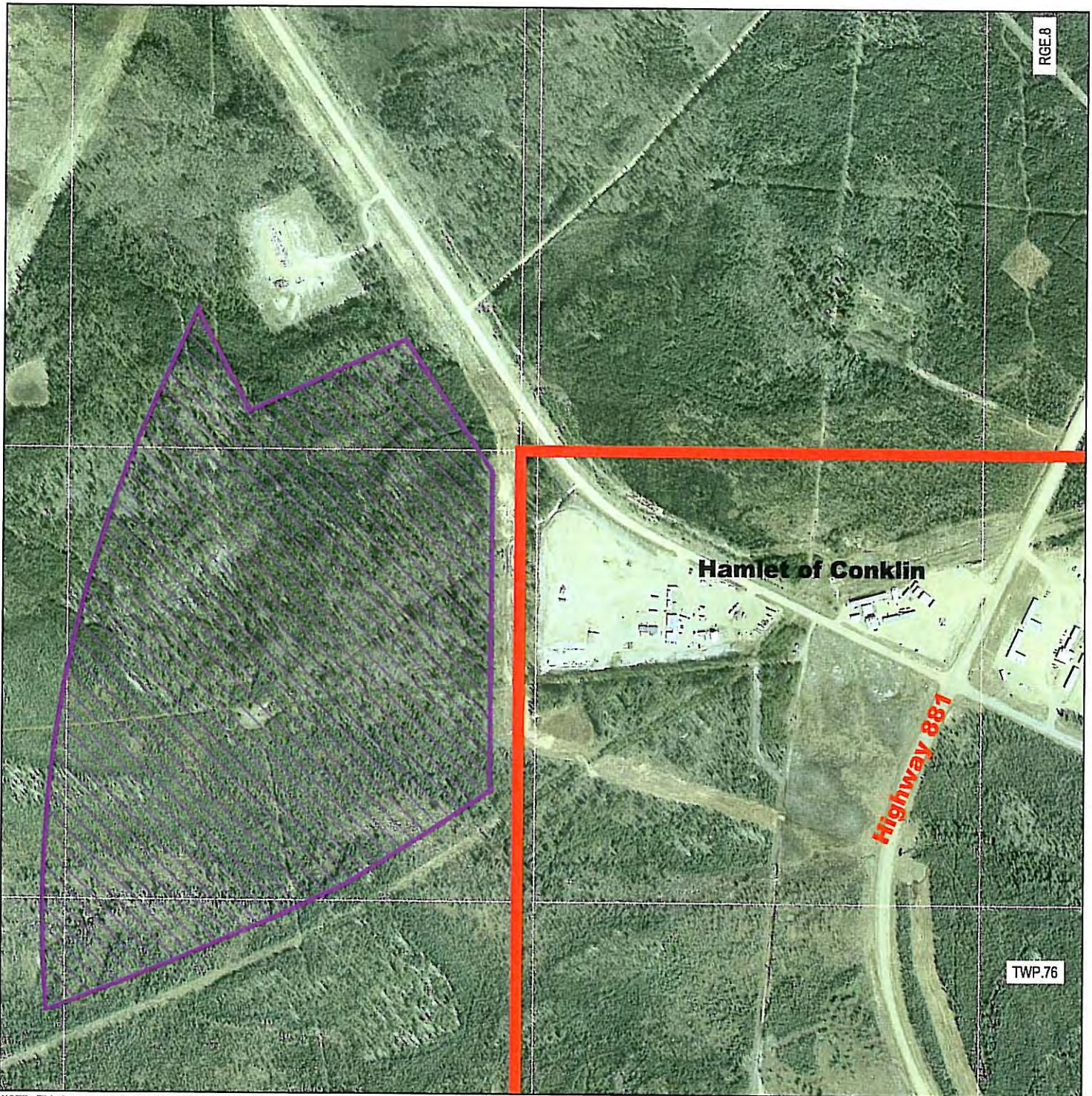


REGIONAL MUNICIPALITY
OF WOOD BUFFALO

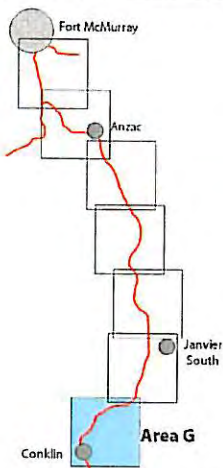
Highway 63/881 Corridor Area Structure Plan



NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

 Conklin Business Industrial Park

Map 2g-1 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

Highway 63/881 Corridor Area Structure Plan



Scale: 1:10000

Photography Acquired May 2006

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.

BYLAW NO. 07/051

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO
AMEND HAMLET OF ANZAC AREA STRUCTURE PLAN BYLAW NO. 02/060**

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;

AND WHEREAS Section 191(1) of the Municipal Government Act, R.S.A., 2000, Chapter M-26 and amendments thereto authorizes Council to adopt a bylaw to amend 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. 02/060 is hereby amended by:
 - (a) changing the designation of the lands shown in Schedule "A" from "future business/ industrial expansion" to "parks and recreation", as identified on Schedule "B";
 - (b) changing the designation of the lands shown in Schedule "A" from "future residential expansion" to "future business / industrial expansion", as identified on Schedule "C".
 - (c) changing the designation of the lands shown in Schedule "A" from "future residential expansion" "open space".
2. THAT the Chief Administrative Officer shall be authorized to consolidate this bylaw.
3. THAT this bylaw shall become effective when it has received third and final reading and been signed by the Mayor and Chief Legislative Officer.

READ a first time this day of , 2007.

READ a second time this day of , 2007.

READ a third and final time this day of , 2007.

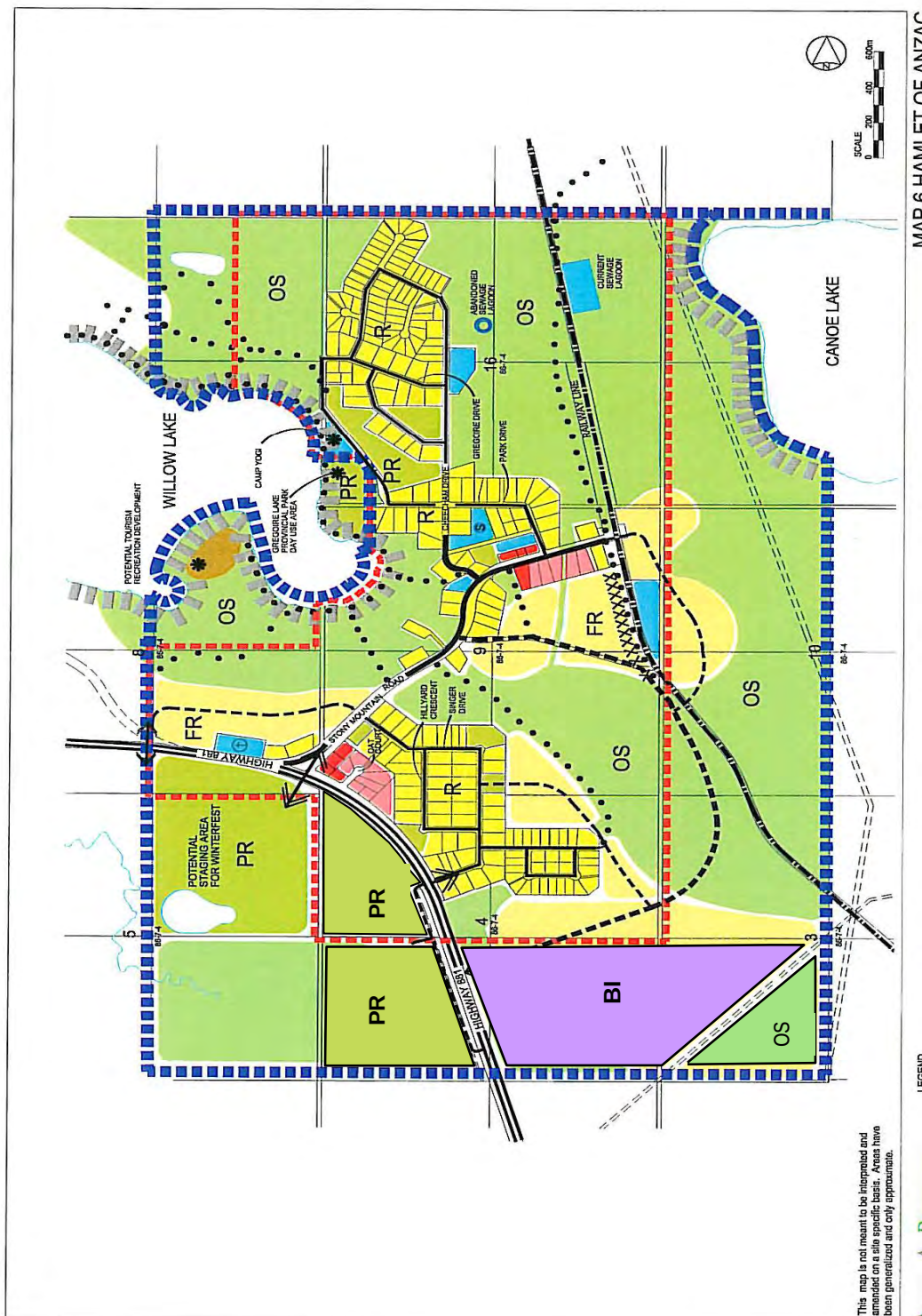
SIGNED and PASSED this _____ day of _____, A.D. 2007.

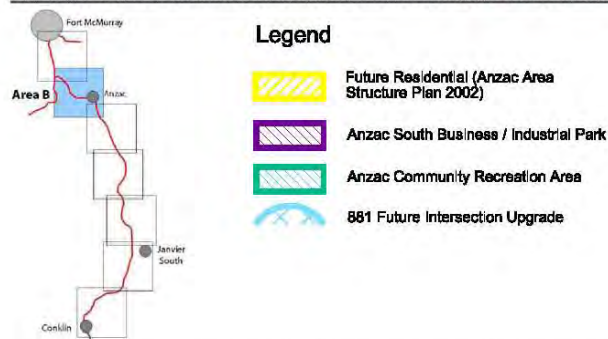
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MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER





Map 2b-1
Future Land Use Concept

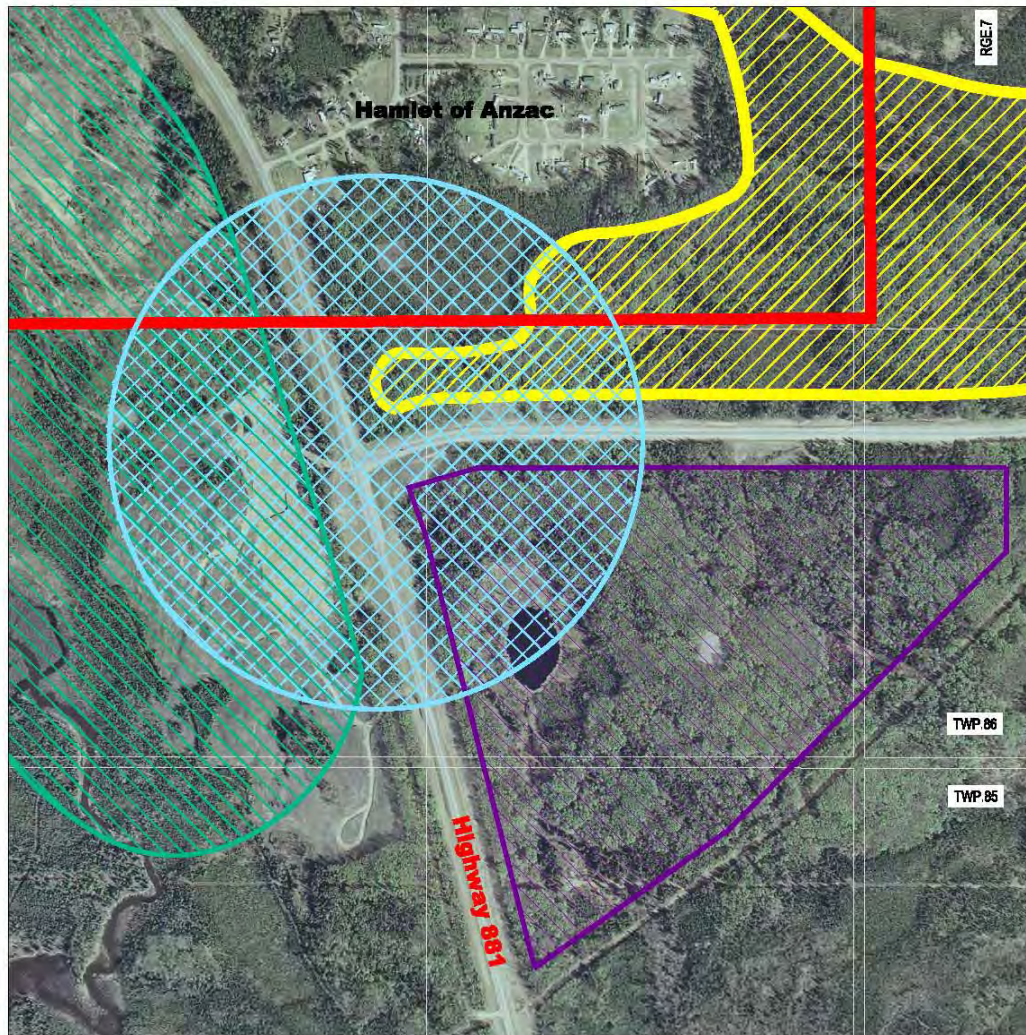
Highway 63/881 Corridor
Area Structure Plan

11

Scale: 1:10000
Photography Acquired May 2006

Schedule "C"

Highway 63 / 881 Corridor Area Structure Plan – Future Development Concept



NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



Legend

-  Future Residential (Anzac Area Structure Plan 2002)
-  Anzac South Business / Industrial Park - (+/- 62.3 ha) (Requires amendment to Hamlet of Anzac ASP)
-  Anzac Community Recreation Area
-  881 Future Intersection Upgrade

NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.

Map 2b-2 Future Land Use Concept



REGIONAL MUNICIPALITY
OF WOOD BUFFALO

Highway 63/881 Corridor Area Structure Plan



Scale: 1:10000
Photography Acquired May 2006

REGIONAL MUNICIPALITY OF WOOD BUFFALO

COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	June 26, 2007
Subject:	Bylaw No. 07/053 – Municipal Development Plan Amendment - Part of Lot 3, Block 1, Plan 042 1905 (Eco-Industrial Park)

ISSUE:

Amendments are required to allow the Wood Buffalo Housing Corporation to develop a 65 acre Eco- Industrial Park within the boundaries of the Urban Services Area, north of the Lower Townsite and adjacent to Highway 63.

REFERENCE:

Municipal Government Act, R.S.A. 2000 c.M-26
Bylaw No. 00/005 – Municipal Development Plan
Bylaw No. 99/037 – Highway 63 North Area Structure Plan

HISTORY:

The Municipal Development Plan recognizes the need to provide more industrial lands in the region. The proposed amendment responds to the current situation by accommodating a mix of commercial uses (C4A – Highway Commercial District) along Highway 63 and light industrial uses (BI – Business Industrial District) further back in the site, thereby maintaining and complimenting the intent of the MDP.

The proposed land use plan incorporates the following amendments:

- Designate part of the existing “Highway Commercial” to “Business Industrial”.

OPTIONS:

1. Council may adopt the proposed amendments.
2. Council may reject the proposed amendments.

ANALYSIS:

The Municipal Development Plan discusses the need to designate new lands for industrial development to both “...service the community and to provide support for the nature resource industry”. The design Guidelines that are proposed to be incorporated into the Land Use Bylaw, will satisfy the MDP’s goal of location being based on employment, traffic, aesthetic and environmental considerations.

The proposed park is in keeping with the intent of the ASP and represents a minor land use adjustment. Access to the site is directly off of Highway 63, and the Park will cater to the communities expanding industrial base. The eventual development of additional Business Industrial land is also consistent with the intent of the ASP.

Existing trees adjacent to the highway corridor are to remain in place, to act as a buffer. Once the Park develops, the Land Use Bylaw Design Guidelines will create an environmentally efficient and sustainable development that will focus on aspects such as green building techniques and the production of synergism amongst and between various tenants within the Park. The location and the proposed Design Guidelines will compliment the intent of the Municipal Development Plan.

ATTACHMENTS:

1. Bylaw No. 07/053

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/053, being a Municipal Development Plan Amendment - Part of Lot 3, Block 1, Plan 042 1905, be read a first time; and

THAT a public hearing be scheduled to take place on July 10, 2007.

BYLAW NO. 07/053

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO
AMEND MUNICIPAL DEVELOPMENT PLAN BYLAW 00/005**

WHEREAS Section 632 of the Municipal Government Act, R.S.A., 2000, Chapter M-26 and amendments thereto authorizes Council to enact a bylaw adopting a Municipal Development Plan.

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

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

1. THAT Bylaw No. 00/005 is amended by changing the designation for part of Lot 3, Block 1, Plan 042 1905 as shown on Schedule "A" attached hereto and forming part of this bylaw, from "Highway Commercial" to "Industrial".
2. THAT the Chief Administrative Officer shall be 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 in Regional Council this day of , 2007.

READ a second time in Regional Council this day of , 2007.

READ a third time in Regional Council and passed this day of , 2007.

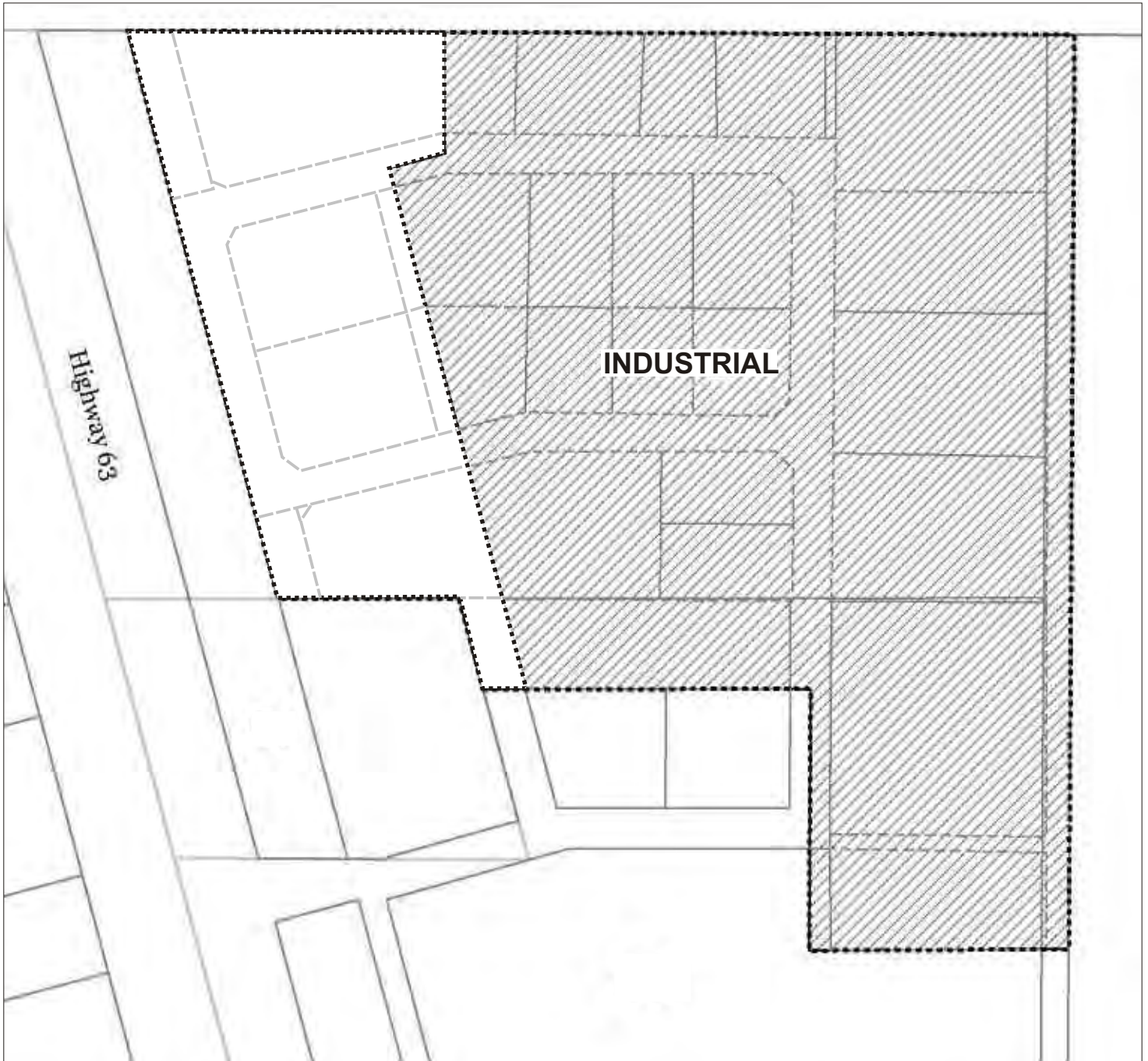
SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER



Municipal Development Plan Amendment
Part of Lot 3, Block 1, Plan 042 1905
From Highway Commercial to:
Industrial



REGIONAL MUNICIPALITY OF WOOD BUFFALO

COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	June 26, 2007
Subject:	Bylaw No. 07/054 – Highway 63 North Area Structure Plan Amendment - Part of Lot 3, Block 1, Plan 042 1905 (Eco-Industrial Park)

ISSUE:

Wood Buffalo Housing Corporation plans to develop a 65 acre Eco-Industrial Park within the boundaries of the Urban Services Area, north of the Lower Townsite and adjacent to Highway 63.

REFERENCE:

Municipal Government Act, R.S.A. 2000 c.M-26
Bylaw No. 00/005 – Municipal Development Plan
Bylaw No. 99/037 – Highway 63 North Area Structure Plan

HISTORY:

The Highway 63 North Area Structure Plan (ASP) recognizes the need to provide more industrial lands in the region. The ASP also notes that increasing activity in the Oil Sands will motivate related services and industries to locate in the Highway 63 North Corridor. When the document was compiled in 1999, industrial development was envisioned north of the Urban Service Boundary, with more commercial uses just south of Confederation Way. The proposed amendment responds to the current situation by accommodating a mix of commercial uses (C4 – Highway Commercial District) along Highway 63 and light industrial uses (BI – Business Industrial District) further back in the site, thereby maintaining and complimenting the intent of the ASP.

The proposed land use plan incorporates the following amendments:

- Designate part of the existing “Highway Commercial” to “Business Industrial”.

OPTIONS:

1. Council may adopt the proposed amendments.
2. Council may reject the proposed amendments.

ANALYSIS:

The proposed amendment seeks to supply a mix of commercial and light industrial lands thus alleviating the pressures facing Mackenzie Industrial Park while strengthening and supporting local and regional industries.

The proposed park is in keeping with the intent of the ASP and represents a minor land use adjustment. Access to the site is directly off of Highway 63, and the Park will cater to the communities expanding industrial base. The eventual development of additional Business Industrial land is also consistent with the intent of the ASP.

ATTACHMENTS:

1. Bylaw 07/054
2. Highway 63 North Area Structure Plan (proposed site plan)

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/054, being an amendment to the Highway 63 North Area Structure Plan, be read a first time; and

THAT a public hearing be scheduled to take place on July 10, 2007.

BYLAW NO. 07/054

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO
AMEND HIGHWAY 63 NORTH AREA STRUCTURE PLAN BYLAW 99/037**

WHEREAS Section 632 of the Municipal Government Act, R.S.A., 2000, Chapter M-26 and amendments thereto authorizes Council to enact a bylaw adopting a Municipal Development Plan.

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

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

1. THAT the Highway 63 North Area Structure Plan (Bylaw 99/037) is hereby amended by changing the designation for part of Lot 3, Block 1, Plan 042 1905 as shown on Schedule "A" attached hereto and forming part of this bylaw, from "Highway Commercial" to "Industrial".
2. THAT the Chief Administrative Officer shall be 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 in Regional Council this day of , 2007.

READ a second time in Regional Council this day of , 2007.

READ a third time in Regional Council and passed this day of , 2007.

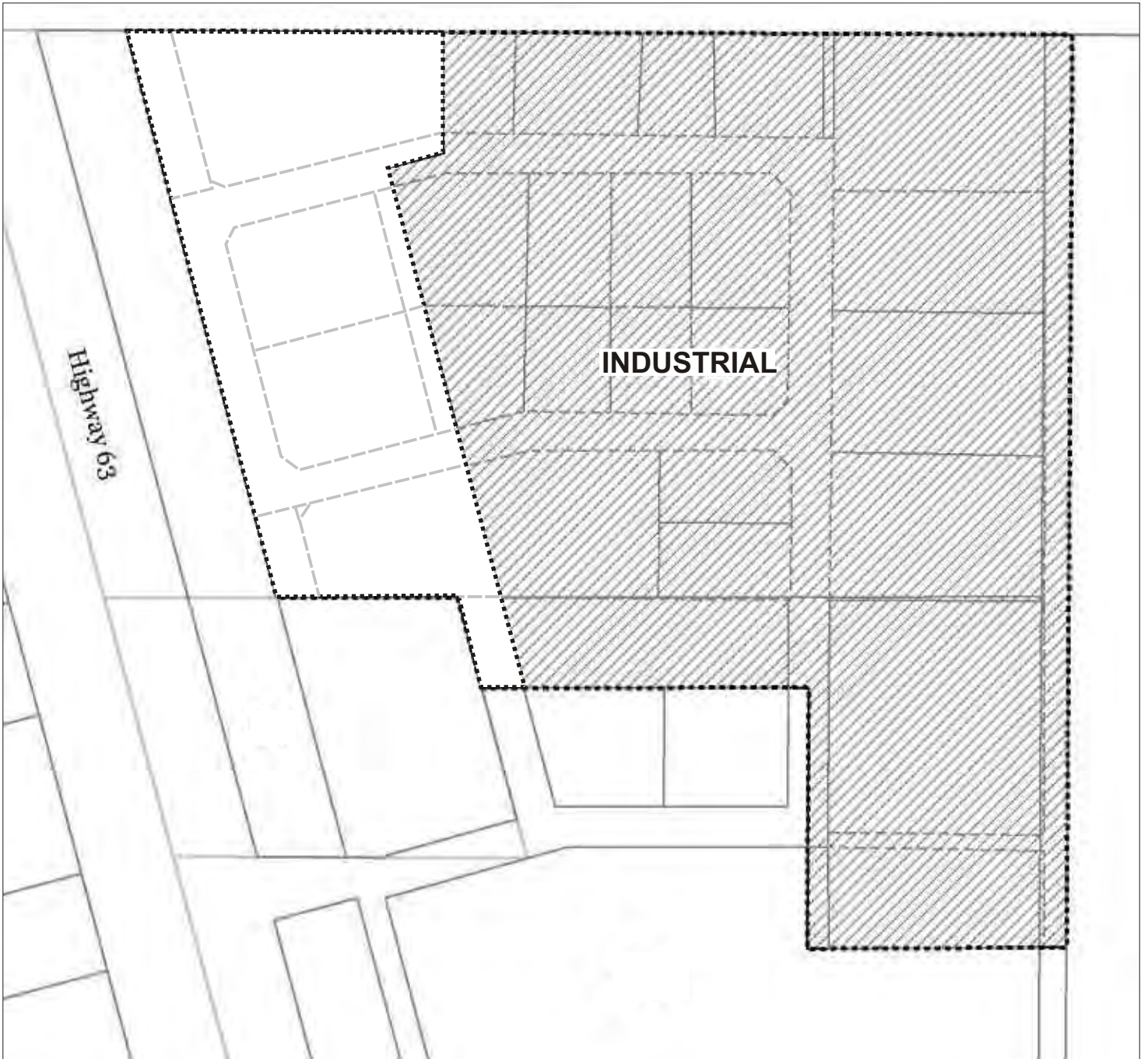
SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER



Area Structure Plan Amendment
Part of Lot 3, Block 1, Plan 042 1905
From Highway Commercial to:
Industrial



REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	June 26, 2007
Subject:	Bylaw No. 07/055 – Land Use Bylaw Amendment - Part of Lot 3, Block 1, Plan 042 1905 (Eco-Industrial Park)

ISSUE:

Wood Buffalo Housing & Development Corporation has been working towards developing an Eco-Industrial Park (Park) for the past year. This phase of the development proposal requires amendments to the Land Use Bylaw (LUB) to rezone the lands to permit additional on-site services, as well as to apply site specific design standards, land uses and other regulations that will allow for an efficient and sustainable development.

REFERENCE:

Municipal Government Act, R.S.A. 2000 c.M-26
Bylaw No. 00/005 – Municipal Development Plan
Bylaw No. 99/037 – Highway 63 North Area Structure Plan
Bylaw No. 99/059 – Land Use Bylaw

HISTORY:

To meet the objection for an Eco-Industrial Park several changes are required to the LUB. The 65 acre parcel of land identified for the Park is currently zoned Direct Control (DC). The Developer is requesting a change from DC to a combination of Business Industrial (BI) and Highway Commercial (C4), and several text amendments to incorporate a series of Design Guidelines to reflect modifications.

- An update to LUB definitions with three new uses that are appropriate in the proposed development;
- A site-specific amendment to the Land Use District, Part 6 Section 108 (C4 designation) to vary items already in the current zoning district;
- A site-specific amendment to the Land Use District, Part 6 Section 111 (BI designation) to vary items already in the current zoning district;
- Amend Part 2 Section 22 to add site-specific requirements for development permit applications in the Park;
- Amend the General Regulations Part 5, Section 90, for the addition of “Design Guidelines” respecting design process, building orientation, site design/layout, energy efficiency and energy sources, on-site stormwater management, water efficiency, and construction management.

OPTIONS:

1. Council may choose to adopt the proposed amendments.
2. Council may choose to reject the proposed amendments.

ANALYSIS:

Collectively, the proposed LUB amendments will minimize the environmental impact of the Park by reducing the ecological footprint of development.

The objective is to both create a regulatory environment that will support a development that will create a new standard within the community, and represent an opportunity to establish the standard for all industrial development within the urban service area. The adoption of the proposed amendments compliments the intent of the Municipal Development Plan and the Highway 63 North Area Structure Plan.

ATTACHMENTS:

1. Bylaw No. 07/055

ADMINISTRATIVE RECOMMENDATION:

THAT Bylaw No. 07/055, being a Land Use Bylaw Amendment - Part of Lot 3, Block 1, Plan 042 1905 (Eco-Industrial Park), read a first time; and

THAT a public hearing be scheduled to take place on July 10, 2007.



Municipal Development Plan Amendment

Part of Lot 3, Block 1, Plan 042 1905

From DC - Direct Control District to:

BI - Business Industrial District

C4 - Highway Commercial District



BYLAW NO. 07/055

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

WHEREAS Section 639 of the Municipal Government Act, R.S.A., 2000, Chapter 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, Chapter 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 Bylaw No. 99/059 is hereby amended by:
 - (a) Changing the designation for Lot 3, Block 1, Plan 042 1905 as shown on Schedule “A”, attached hereto and forming part of this bylaw, from “DC – Direct Control” to “C4 – Highway Commercial” and “BI – Business Industrial”;
 - (b) Adding the following definition to Section 10.1: AQUACULTURE FACILITY means a facility for breeding and/ or raising fin-fish or shellfish;
 - (c) Adding the following definition to Section 10.1: PRIVATE UTILITY means any building, structure, plant or equipment used to provide one or more of the following for public or private consumption, benefit, convenience or use:
 - (i) water or steam;
 - (ii) fuel;
 - (iii) electric power;
 - (iv) heat;
 - (v) public transportation operated by or on behalf of the municipality;
 - (vi) irrigation;
 - (vii) sewage disposal;
 - (viii) drainage; or
 - (ix) waste management;
 - (d) Add the following definition to Section 10.0: RESEARCH AND DEVELOPMENT means premises used for the purpose of conducting research and developing products or services, but does not include retail or wholesale of those products or services.
 - (e) Adding subsection 108.6, as outlined in Schedule “B” and adding the map shown on Schedule “C” as Figure 108.1 after Section 108.6, as attached hereto and forming part of this bylaw;

- (f) Adding subsection 111.9, as outlined in Schedule “D”, and adding the map shown on Schedule “E” as Figure 111.1 after Section 111.9, as attached hereto and forming a part of this bylaw;
 - (g) Adding subsections 22.4 and 22.5, as outlined in Schedule “E”, and adding the map shown on Schedule “G” as figure 22.1 after Section 22.5, as attached hereto and forming part of this bylaw;
 - (h) Removing Section 91 from ‘reserved for future use’ and designating it for ‘Design Guidelines’;
 - (i) Adding Section 91, as outlined in Schedule “H”, and adding the map shown on Schedule “I” as Figure 91.1 after Section 91, as attached hereto and forming part of this bylaw.
2. THAT the Chief Administrative Officer shall be 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 , 2007.

READ a second time this day of , 2007.

READ a third and final time this day of , 2007.

SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

The following regulations apply to any new development in the area shown in Figure 108.1, Schedule “C” to this Land Use Bylaw:

“108.6 Additional Provisions

(a) Purpose

Notwithstanding section 108.1, the intent of this district is to allow for the development of an attractive industrial park that demonstrates innovation and high levels of environmental and economic performance.

The purpose of this district is to provide for a wide range of light and medium industrial uses. Development in this district must also minimize environmental impacts through the application of “eco-industrial” practices. Uses in this district should not adversely affect surrounding non-industrial uses through the generation of emissions, noise, odours, vibrations, heat, light, dust or other objectionable or dangerous conditions.

(b) Permitted Uses

Notwithstanding section 108.2, there are no permitted uses in this District.

(c) Prohibited Uses

Notwithstanding sections 108.2, 108.3 and 108.4, the following uses are prohibited:

Adult Entertainment Facility
Automotive and Equipment Storage
Casino
Commercial Entertainment Facility
Commercial Recreation Facility, Outdoor
Contractor, General
Drinking Lounge, Minor
Drinking Lounge, Major
Educational Service Facility (accessory to a Religious Assembly only)
Fleet Service
Liquor Store
Manufactured Home Sales
Nightclub
Recreational Vehicle Park
Religious Assembly
Spectator Sports Facility
Warehouse Sales

(d) Discretionary Uses – Development Officer

Notwithstanding section 108.3, the following are discretionary uses that may also be approved by the Development Officer:

Accessory Building
Animal Service Facility, Major & Minor

Aquaculture Facility
 Auctioneering Facility
 Automotive and Equipment Repair
 Automotive Sales/Rental
 Business Support Services Facility
 Carnival
 Childcare Facility
 Commercial Recreation Facility, Indoor
 Commercial School
 Contractor, Limited
 Custom Manufacturing
 Equipment Rentals
 Essential Public Service
 Gas Bar
 Greenhouse/Plant Nursery
 Health Service Facility
 Hostel
 Hotel
 Household Equipment Repair
 Motel
 Office, if located above first level
 Park
 Parking Lot/Structure
 Personal Service Facility
 Private Utility
 Public Use/Utility
 Recreational Vehicle Sales & Rental
 Retail Store, Convenience
 Service Station, Major & Minor
 Truck Sales

(e) Discretionary Uses – Planning Commission

Notwithstanding section 108.4, the following are discretionary uses that may be also be approved by the Municipal Planning Commission:

Farmers/Flea Market

(f) Site Provisions

In addition to the General Regulations contained in Part 5, and notwithstanding section 108.5, the following standards shall apply to every development in this district, subject to Section 63:

- | | | |
|-----|--|-------|
| (i) | Front Yard (minimum): | |
| | Fronting on Primary Highway if no service road | 45 m |
| | Where there is a service road | 7.5 m |

- | | | |
|--------|---|---------------------------------|
| (ii) | Side Yard (minimum): | |
| | Abutting a Residential District | 6.0 m |
| | If firewall provided | None required |
| | All other cases | |
| (iii) | Rear Yard (minimum): | |
| | Abutting a Residential District | 4.5 m |
| | If firewall provided | None required |
| | All other cases | 2.0 m |
| (iv) | Maximum setback: | 30.0 m |
| (v) | Building Height (maximum): | Lesser of 4.5 storeys or 17.5 m |
| (vi) | Lot Width (minimum): | |
| | Abutting a public lane | 15.0 m |
| | Not abutting a public lane | 40.0 m |
| (vii) | Lot Area (minimum): | 0.1 ha |
| (viii) | Floor Area Ratio (maximum): | 2.0 |
| (ix) | Lot Depth (minimum) | None required |
| (x) | Coverage (maximum) | 90% |
| (xi) | Landscaping as per Section 72 of Part 5 (General Regulations) and Subsection 108.6 (h). | |

(g) Additional Requirements: Parking and Loading Areas

- (i) Parking shall be provided as required in Part 7 of this Bylaw and as provided in this section.
- (ii) Notwithstanding Section 136(d), each use shall provide 1 preferential parking space for disabled persons for every 20 required parking spaces (minimum of 1 space)
- (iii) Each use shall provide 1 preferential parking space for every 20 required parking spaces (minimum of 1 space) for use only by any of the following types of vehicle:
 - (a) Car pool / van pool / car share vehicles
 - (b) Gas/electric hybrid, electric, and hydrogen fuelled vehicles
 - (c) Cars that are selected as the most fuel efficient model for any given year, as measured by Natural Resources Canada's Office of Energy Efficiency.

- (iv) Preferential parking spaces shall be in a convenient location and may be located within the front, side or rear yard of a building.
 - (v) Preferential parking spaces shall count towards the total parking spaces required in Part 7 of this Bylaw.
 - (vi) Notwithstanding section 72.7:
 - (a) Development of driveways, parking areas, and other paved expanses shall provide for actively landscaped boulevards, medians and borders.
 - (b) Parking areas sized to accommodate 25 or more vehicles shall be subdivided into blocks not to exceed 400 square meters in paved area. Such subdivision shall be achieved using islands and medians of sufficient width to sustain existing or new tree and shrub plantings as a strong visual border and screen.
 - (vii) Parking areas shall be located, designed, and landscaped in accordance with the Design Guidelines in Part 5, section 91.
 - (viii) Where the use of a parking space is limited on both sides by a wall or a column, the unobstructed width from face to face of the obstructions shall be 3.0m, and if in this case, a building door opens into the parking space on its long side, the unobstructed width shall be 3.3m. Where the use of a parking space is limited to one side by a wall or a column, the unobstructed width of the parking space shall be 2.7m, and if in this case, a building door opens into the parking space on its long side, the unobstructed width shall be 3.0m.
- (h) Additional Requirements: Landscaping and Screening**
- (i) Notwithstanding Section 72.9(l)(i), a continuous landscaping strip not less than 4.0 m wide shall be provided along a public right-of-way.
 - a) Between a parking or loading area and the right-of-way, the landscaping strip shall be designed to be:
 - 1. At least 75% opaque in all seasons between grade level and 1.5 m above grade;
 - 2. Less than 25% opaque in all seasons between 1.5 m and 2.5 m above grade; and
 - 3. At least 50% opaque in growing season between 2.5 m and 4.0 m above grade.
 - b) Between a building or display area and the right-of-way, the landscaping strip shall be designed to provide good visibility for signage and displays.
 - (ii) Notwithstanding section 72.7(a), the Development Authority may permit openings through required fencing & screening areas between lots in order to facilitate shared facilities (parking, storage areas, etc.) and pedestrian movement.

- (iii) Landscaped areas must be located in such a way as to create continuity of landscaped areas with those on adjacent parcels and park areas.
 - (iv) Landscape areas must be concentrated or clustered to avoid sparse tree plantings and create functional green spaces that are not easily damaged by automobiles.
 - (v) Choose plants that reduce the need for maintenance, pesticide use, and irrigation. Plants must be:
 - a) Species native to the area, as identified on the native plant list available from the development Authority.
 - b) Include a combination of groundcover, shrubs and trees, planted to provide a multi-storey vegetative community.
 - c) Hardy, drought-tolerant, perennial species.
 - (vi) Tree trunks must be protect from winter snow clearing equipment.
 - (vii) The landscape must be designed in conformance with Crime Prevention through Environmental Design (CPTED) principles.
 - (viii) In landscape areas, trees must be planted in clusters, double rows or triangles instead of as a single tree row, and must be spaced in accordance to recognized horticultural practice.
 - (ix) Design to minimize landscaping irrigation requirements. Strategies can include, but are not limited to the following:
 - a) Not installing an irrigation system
 - b) Use of collected stormwater
 - c) Use of other non-potable water
 - d) Use of a temporary and/or high efficiency drip irrigation system
- (i) **Building Design, Character and Appearance**
- (i) The Front Façade must be designed to create visual interest by articulating the facade into a series of intervals. One or more of the following methods may be used:
 - a) Modulating the façade - stepping back or extending forward a portion of it;
 - b) Use the pattern of fenestration to reinforce the façade modulation;
 - c) Incorporating any merchandising display windows into the façade;
 - d) Changing materials, colours, patterns, and textures within the building plane to reinforce the articulation both horizontally and vertically;
 - e) Designing the building with visually distinct bottom, middle, and top.
 - f) As an alternative to detailing the entire front facade, less architecturally significant portions of the front facades of buildings may be set back and screened from public view by mature, dense landscaping.
 - (ii) Blank walls facing public streets are not permitted.

- (iii) Create visual interest through articulation of building walls adjacent to pedestrian/cyclist access routes. One or more of the following methods may be used: changes to materials, textures, colours and patterns, facade modulation; substantial, clustered landscape elements, and fenestration providing a sense of transparency.
 - (iv) Express the structural system (or implied structural system) of the building through visible exterior elements.
 - (v) For flat Roofs, distinguish the cornice from the wall by using suitable wood, metal, or stone materials, and/or by changing colour.
 - (vi) Define the entry. One or more of the following methods may be used:
 - a) facade and structural elements such as overhangs, columns, pilasters, window placement
 - b) Signage
 - c) Feature extra-height lobby space, distinctive doorways, a distinctive landscaped entry area, and/or changes in paving materials, textures or colour;
 - d) Use wood or stone planting boxes.
 - (vii) In multi-building complexes, a consistent architectural concept must be maintained through the use of complementary building design, material and colors.
 - (viii) All mechanical, electrical, pollution control or waste handling equipment ancillary to a building must be screened from view from public rights of way. Such screening may be achieved through landscaping or by using materials identical to, or structurally and visually compatible with, the principal building on the site.
 - (ix) At the discretion of the Development Authority, equipment and facilities that are intended to provide educational or aesthetic benefit, such as alternative water treatment facilities, innovative recycling systems, etc. may be exempt from this requirement.
 - (x) Building design, character and materials for all development must be consistent with principles and regulations outlined in section (xxx), Gateway South Zone.
- (j) Signage**
- (i) In addition to the provisions in the Sign Bylaw (01/068), the following requirements must be met:
 - a) The maximum height of freestanding signs is restricted to the highest roof line of the building.

- b) All signs must be architecturally compatible with the other buildings and structures on a site.
 - c) A comprehensive sign design or multiple tenant sign is required for highway commercial sites, to ensure harmony and reduce sign clutter.
 - d) Portable signs are not permitted.
 - e) All signs must be consistent with principles and regulations outlined in section (xxx), Gateway South Zone.
- (ii) Notwithstanding the provisions in the Sign Bylaw (01/068), additional signage may be permitted if the signage is considered informative, educational, or profiles Eco-Industrial Networking, subject to the approval of the Development Authority.
 - a) Signs must not be floodlit in such a manner as to cause interference to Highway traffic.
- (k) Additional Requirements: Other**
 - (i) An outdoor display area visible from a public roadway may not exceed the lesser of:
 - a) 30 m in width, as measured along the front lot line; and
 - b) 33% of the lot width.
 - (ii) In addition to Section 131.1(c)(iv) of this Bylaw, on corner lots, access from a public roadway must be at the side or rear of the building.
 - (iii) Grading and Drainage Plan must be submitted to the municipality for approval. In addition to requirements of Section 74, the plan must show how the developer intends to meet the intent and all requirements of the relevant Stormwater Master Plan.
 - (iv) Minimize light pollution throughout site by using fixtures that provide absolute cut-off (vertical cut-off at 90 degrees above nadir)."



(Figure 108.1)
Highway 63 North Eco-Industrial Park site map
Part of Lot 3, Block 1, Plan 042 1905

111.9 Additional Provisions**(a) Purpose**

Notwithstanding section 111.1, the intent of this district is to allow for the development of an attractive industrial park that demonstrates innovation and high levels of environmental and economic performance.

The purpose of this district is to provide for a wide range of light and medium industrial uses. Development in this district must also minimize environmental impacts through the application of “eco-industrial” practices. Uses in this district should not adversely affect surrounding non-industrial uses through the generation of emissions, noise, odours, vibrations, heat, light, dust or other objectionable or dangerous conditions.

(b) Prohibited Uses

Notwithstanding sections 111.2, 111.3 and 111.4, the following uses are prohibited:

Adult Entertainment Facility
Automotive/Recreational Vehicle Sales and Rental
Business Support Services Facility
Casino
Contractor, Limited
Custom Manufacturing
Drinking Lounge, Major
Drinking Lounge, Minor
Single Detached Dwelling (hamlets only)
Spectator Sports Facility
Warehouse Sales

(c) Discretionary Uses

Notwithstanding section 111.3, the following are discretionary uses that may also be approved by the Development Officer:

Aquaculture Facility
Carnival
Greenhouse/Plant Nursery
Manufactured Home Sales
Office
Park
Public Use/Utility
Private Utility
Research & Development
Truck Sales
Waste Management Facility

(d) Discretionary Uses Planning Commission

Notwithstanding section 111.4, the following are discretionary uses that may also be approved by the Municipal Planning Commission:

Commercial School
 Food Service, Drive-In or Drive Through
 Food Service, Major Restaurant
 Food Service, Minor Restaurant
 Food Service, Mobile Catering
 Food Service, Take Out Restaurant
 Related Industrial Facility

(e) Site Provisions

In addition to the General Regulations contained in Part 5, and notwithstanding section 111.5, the following standards shall apply to every development in this district.

- | | | |
|--------|---|---------------|
| (i) | Front Yard (minimum): | 6.0 m |
| (ii) | Side Yard (minimum) | |
| | If Required for Vehicular Access to Rear of Lot: | 6.0 m |
| | If Firewall Provided: | None required |
| | All Other Cases: | 1.2 m |
| (iii) | Rear Yard (minimum): | |
| | If Firewall Provided: | None required |
| | Abutting Railway Line: | 4.5 m |
| | All Other Cases: | 1.2 m |
| (iv) | Maximum setback: | 30.0 m |
| (v) | Building Height (maximum): | 14.0 m |
| (vi) | Lot Width (minimum): | |
| | Abutting a public lane | 15.0 |
| | Not abutting a public lane | 40.0 m |
| (vii) | Lot Area (minimum): | 0.2 ha |
| (viii) | Floor Area Ratio (maximum): | 2.0 |
| (ix) | Lot Depth (minimum) | None required |
| (x) | Coverage (maximum) | 90% |
| (xi) | Landscaping as per Section 72 of Part 5 (General Regulations) and Subsection 111.9 (g). | |

(f) Additional Requirements: Parking and Loading Areas

- (i) Parking shall be provided as required in Part 7 of this Bylaw and as provided in this section.
 - (ii) Notwithstanding Section 136(d), each use shall provide 1 preferential parking space for disabled persons, for every 20 required parking spaces (minimum of 1 space).
 - (iii) Notwithstanding Section 136(d), each use shall provide 1 preferential parking space for every 20 required parking spaces (minimum of 1 space) for use only by the following types of vehicle:
 - a) Car pool / van pool / car share vehicles
 - b) Gas/electric hybrid, hydrogen, or electric fuelled vehicles
 - c) Cars that are selected as the most fuel efficient model for any given year, as measured by Natural Resources Canada's Office of Energy Efficiency
 - (iv) All preferential parking spaces shall be located close to a suitable building entry.
 - (v) Preferential parking spaces shall count towards the total required parking spaces required in Part 7 of this Bylaw.
 - (vi) Notwithstanding section 72.7 of this Bylaw:
 - a) Development of driveways, parking areas, and other paved areas shall incorporate actively landscaped boulevards, medians and borders.
 - b) Parking areas sized to accommodate 25 or more vehicles shall be subdivided into blocks not to exceed 400 square meters in paved area. Such subdivision shall be achieved using islands and medians of sufficient width to sustain existing or new tree and shrub plantings as a strong visual border and screen.
 - (vii) Where the use of a parking space is limited on both sides by a wall or a column, the unobstructed width from face to face of the obstructions shall be 3.0m, and if in this case, a building door opens into the parking space on its long side, the unobstructed width shall be 3.3m. Where the use of a parking space is limited to one side by a wall or a column, the unobstructed width of the parking space shall be 2.7m, and if in this case, a building door opens into the parking space on its long side, the unobstructed width shall be 3.0m.
- (g) Additional Requirements: Landscaping and Screening**
- (i) Notwithstanding Section 72.9(1)(i), a continuous landscaping strip not less than 4.0 m wide shall be provided along a public right-of-way.
 - a) Between a parking or loading area and the right-of-way, the landscaping strip shall be designed to be:
 - A. At least 75% opaque in all seasons between grade level and 1.5 m above grade;
 - B. Less than 25% opaque in growing season between 2.5 m and 4.0 m above grade.

- C. At least 50% opaque in growing season between 2.5 m and 4.0 m above grade.
- b) Between a building or display area and the right-of-way, the landscaping strip shall be designed to provide good visibility for signage and displays.
- (ii) Notwithstanding section 72.7(a), the Development Authority may permit openings through required fencing & screening areas between lots in order to facilitate shared facilities (parking, storage areas, etc.) and pedestrian movement.
- (iii) Landscaped areas must be located in such a way as to create continuity of landscaped areas with those on adjacent parcels and park areas.
- (iv) Landscaped areas must be concentrated or clustered to avoid sparse tree plantings and to create functional green spaces that are not easily damaged by automobiles.
- (v) Choose plants that:
 - a) Are species native to the area, as identified on the native plant list available from the Development Authority.
 - b) Provide a complex multi-storey vegetative community through inclusion of a combination of groundcover, shrubs and trees;
 - c) Are hardy, drought-tolerant, perennial species, reducing the need for maintenance, pesticide use, and irrigation.
- (vi) Tree trunks must be protected from winter snow clearing equipment.
- (vii) The landscape must be designed in conformance with Crime Prevention Through Environmental Design (CPTED) principles.
- (viii) In landscape areas, trees must be planted in clusters, double rows or triangles instead of as a single tree row, and must be spaced in accordance to recognized horticultural practice.
- (ix) Design to minimize landscaping irrigation requirements. Strategies can include, but are not limited to the following:
 - a) Not installing an irrigation system
 - b) Use of collected stormwater
 - c) Use of other non-potable water
 - d) Use of a temporary and/or high efficiency drip irrigation system
- (h) Building Design, Character and Appearance**
 - (i) The Front Façade must be designed to create visual interest by articulating the facade into a series of intervals. One or more of the following methods may be used:
 - a) Modulating the façade - stepping back or extending forward a portion of it;
 - b) Use the pattern of fenestration to reinforce the façade modulation;

- c) Incorporating any merchandising display windows into the façade;
 - d) Changing materials, colours, patterns, and textures within the building plane to reinforce the articulation both horizontally and vertically;
 - e) Designing the building with visually distinct bottom, middle, and top.
 - f) As an alternative to detailing the entire front facade, less architecturally significant portions of the front facades of buildings may be set back and screened from public view by mature, dense landscaping.
- (ii) Blank walls facing public streets are not permitted.
- (iii) Create visual interest through articulation of building walls adjacent to pedestrian/cyclist access routes. One or more of the following methods may be used: changes to materials, textures, colours and patterns, facade modulation; substantial, clustered landscape elements, and fenestration providing a sense of transparency.
- (iv) Express the structural system (or implied structural system) of the building through visible exterior elements.
- (v) For flat Roofs, distinguish the cornice from the wall by using suitable wood, metal, or stone materials, and/or by changing colour.
- (vi) Define the entry. One or more of the following methods may be used:
- a) facade and structural elements such as overhangs, columns, pilasters, window placement
 - b) Signage
 - c) Feature extra-height lobby space, distinctive doorways, a distinctive landscaped entry area, and/or changes in paving materials, textures or colour;
 - d) Use wood or stone planting boxes.
- (vii) In multi-building complexes, a consistent architectural concept must be maintained through the use of complementary building design, material and colors.
- (viii) All mechanical, electrical, pollution control or waste handling equipment ancillary to a building must be screened from view from public rights of way. Such screening may be achieved through landscaping or by using materials identical to, or structurally and visually compatible with, the principal building on the site.
- a) At the discretion of the Development Authority, equipment and facilities that are intended to provide educational or aesthetic benefit, such as alternative water treatment facilities, innovative recycling systems, etc. may be exempt from this requirement.

- (ix) Building design, character and materials for all development must be consistent with principles and regulations outlined in section (xxx), Gateway South Zone.
- (i) **Signage**
 - (i) In addition to the provisions in the Sign Bylaw (01/068), the following requirements must be met:
 - a) The maximum height of freestanding signs is restricted to the highest roof line of the building.
 - b) All signs must be architecturally compatible with the other buildings and structures on a site.
 - c) A comprehensive sign design or multiple tenant sign is required for highway commercial sites, to ensure harmony and reduce sign clutter.
 - d) Portable signs are not permitted.
 - e) All signs must be consistent with principles and regulations outlined in section (xxx), Gateway South Zone.
 - (ii) Notwithstanding the Sign Bylaw (01/068), additional signage may be permitted if the signage is considered informative, educational, or profiles Eco-Industrial Networking; subject to the approval of the development authority.
 - a) Signs must not be floodlit in such a manner as to cause interference to Highway traffic.
- (j) **Additional Requirements: Other**
 - (i) An outdoor display area visible from a public roadway may not exceed the lesser of:
 - a) 30 m in width, as measured along the front lot line; and
 - b) 33% of the lot width.
 - (ii) In addition to Section 131.1(c)(iv) of this Bylaw, on corner lots, access from a public roadway must be at the side or rear of the building.
 - (iii) Grading and Drainage Plan must be submitted to the municipality for approval. In addition to requirements of Section 74, the plan must show how the developer intends to meet the intent and all requirements of the relevant Stormwater Master Plan.
 - (iv) Minimize light pollution throughout site by using fixtures that provide absolute cut-off (vertical cut-off at 90 degrees above nadir)."



(Figure 111.1)
Highway 63 North Eco-Industrial Park site map
Part of Lot 3, Block 1, Plan 042 1905

The following regulations apply to any new development in the area shown in Figure 22.1, Schedule D to this Land Use Bylaw:

22.4. Notwithstanding Sections 22.1, 22.2 and 22.3 a development permit application shall be made to the Development Officer on the form prescribed for developments in the area shown in Figure 22.1, Schedule A-4 to this Land Use Bylaw, and shall be signed by the owner or his agent.

- (a) In addition to the information required in Section 22.1, the following information must accompany the application:
 - (i) A list of inputs and outputs (e.g., energy, fuels & lubricants, water, materials, products, wastes, etc) and other resource needs (e.g. training, logistics, transportation) generally associated with your operation, or anticipated operations.
 - a) A Development Officer may consider an application for a Development Permit that does not provide all the information required by subsection 22.4.a(i) if, in the opinion of a Development Officer the information provided is sufficient to show that the development permit provisions of the bylaw shall be met.
 - (ii) A statement of confirmation that the applicant has obtained a list of existing business resource needs and waste production of operations on nearby sites from the Municipality.)
 - (iii) Provide an environmental management plan that describes how the facility will avoid, in the case of a flood, the release into the environment of a substance in an amount, concentration or level or at a rate of release that causes or may cause a significant adverse effect. The Development Authority may also require the environmental management plan to address any or all of:
 - a) Materials and solid waste in general
 - b) Liquid waste
 - c) Noxious odours
 - d) Noise and vibration
 - e) Energy efficiency
 - f) Traffic
 - (iv) A construction management plan indicating how the following goals will be addressed:
 - a) Minimize waste, e.g. by selecting products that conform to required material dimensions;
 - b) Separate waste materials for recycling where possible;
 - c) Manage hazardous materials and wastes;
 - d) Minimize construction truck traffic;

- e) Minimize health impacts of indoor air quality on construction personnel;
 - f) Maintain local water quality by minimizing pollution
- (v) Signed statements from a professional engineer:
- Description of strategies that are being used to provide pedestrians and cyclists with safe and clearly marked pathways that are separated from heavy traffic. Details of strategies must be included on a site or landscape plan.
 - Confirmation of the use of a hydronic-compatible heating system.
 - Building energy performance report, indicating an improvement in energy efficiency of either 25% over the Model National Energy Code for Buildings (MNECB) baseline determined for your building, or 15% improvement over the ASHRAE 90.1 (2004) standard.
 - If the development is to connect to a District Energy System, the District Energy System will be considered as part of the building for the purposes of assessing this requirement.
 - For build-to-suit applications, part of the required performance improvement may be from process changes, as follows:
 - up to 15% of the total improvement over MNECB or
 - up to 10% the total improvement over ASHRAE.
 - Statement of intent from engineer indicating all HVAC equipment to be installed will be designated as non-hydro chlorofluorocarbon (HCFC) or low-HCFC.
 - Report of feasibility of pooling backup systems with other buildings.
 - Evaluation of options considered for stormwater recycling, describing which, if any, were implemented
 - Evaluation of options considered for using reclaimed wastewater, describing which, if any, were implemented.
- (vi) Signed statements from either a professional engineer or a registered architect:
- Description of opportunities that were considered to reduce resource needs and waste generation. Examples of strategies include, but are not limited, to the following:
 - a) Options to recover waste heat and/or water, e.g. from wastewater or industrial process, for reuse or sale to nearby businesses
 - b) Discussion of opportunities with neighbouring businesses
 - Outline of strategies that were considered to maximize land use efficiency. The statement must indicate which strategies were implemented and how.
 - Description of site design for universal accessibility. Details of accessibility must be included on a site plan.

- Description of opportunities for coordinated heating/cooling were considered, and which, if any, were implemented.
- Statement of intent specifying the performance of fixtures and / or fittings to be used.

(b) In addition to the information required in Section 22.1, the following information shall be required to accompany the application:

- (i) Obtain existing business resource needs and waste production of operations on nearby sites from the Development Authority.

22.5. For any new development in the area shown in Figure 22.1, Schedule A-4 to this Land Use Bylaw, the Development Authority may require the following in addition to the information listed in Section 22.4:

22.2.(a) Detailed plans or studies demonstrating compliance with Section 91 of this Land Use Bylaw.”



(Figure 22.1)
Highway 63 North Eco-Industrial Park site map
Part of Lot 3, Block 1, Plan 042 1905

The following regulations apply to any new development in the area shown in Figure 91.1, Schedule "I" to this Land Use Bylaw:

91. Design Guidelines for North Eco-Industrial Park.

90.1. Notwithstanding any other section in Part 5, the following regulations apply to any new development in the area shown in Figure 22.1, Schedule A-4 to this Land Use Bylaw. Developments must conform to 22 of the 43 following design guidelines, as listed below in Sections 90.1(a) - 90.1(i).

(a) Pre-Development Planning

- (i) An "Integrated Design Process" is used for site and facility design, to identify and take advantage of synergies between various building systems and industrial processes.

(b) Parcel Layout and Organization

- (i) Significant building elements are oriented to take advantage of passive solar heating & cooling; and natural lighting and/or ventilation.
- (ii) Building surface area is reduced through consolidation with other buildings, to minimize heat loss. Building consolidation is achieved within the site, or by siting building(s) next to the side lot line.
- (iii) Site grading directs snowmelt and runoff away from roads and pedestrian areas to avoid icy conditions.
- (iv) Buildings are sited at the minimum front setback line.
- (v) For corner lots, buildings are sited on both setback lines adjacent to the streets.
- (vi) The overall development footprint (including building, warehousing, access roads and parking) is minimized by the use of stackable or alternative warehousing techniques, the use of joint logistics facilities, and by clustering buildings.
- (vii) Service areas are designed to be used jointly by adjacent buildings and parcels. e.g. for waste collection & sorting, shipping and receiving, parking, or outdoor lunch areas.
- (viii) Site layout is designed to provide for future expansion and development in a manner which maintains and enhances the essential integrity of the original development.
- (ix) Site is designed to facilitate snow removal & accommodate snow removal equipment.
- (x) Snow storage is located in areas that maximize sunlight & melt, or other characteristics such as increased solar reflectivity.

(c) Access and Movement

- (i) Design the parcel to accommodate access into/from the site for a range of transportation modes in a manner that minimizes environmental impact and conflict between modal types.
- (ii) The size of parking and loading areas are minimized.

- (iii) Continuous, direct, safe pedestrian routes through parking areas are provided through the use of safe barriers between areas for pedestrian and vehicle movement. Barriers may include, but are not limited to landscaping, separated walkways, raised crosswalks, curbs and bumpers.
- (iv) Trees and shrubs are planted throughout the parking area to intercept precipitation, reduce surface heating, enhance appearance and protect pedestrians from the elements.
- (v) No parking is located between the principal building and the adjacent public roadway.
- (vi) Parking facilities are connected to those of an adjacent parcel.
- (vii) A shared / combined parking agreement meeting the requirements of section 134.1 and approved by the Development Authority is in place with one or more other property owners.
- (viii) All paving materials are recycled.
- (ix) End-of-trip facilities such as showers and lockers for staff and secure bicycle and ski storage are provided.
- (x) Provide outdoor amenities such as benches, and meeting and/or recreation areas.
- (xi) Permeable paving materials are used for pedestrian, cycling and dedicated emergency access routes.

(d) Landscape and Open Space

- (i) Trees are planted to the west and north of buildings to protect them from prevailing winter winds.
- (ii) Significant landscaped roofs and walls incorporating appropriate native vegetation are included in the building design.
- (iii) Well-designed outdoor areas for eating, meeting and /or recreation that are protected from the elements and include comfortable amenities such as benches.
- (iv) Parks and pedestrian paths and areas are located and landscaped to maximize winter solar exposure and minimize exposure to wind. Where wind barriers are used, they must be integrated with the overall landscape design.

(e) Energy Efficiency

- (i) Natural lighting is a significant part of the building illumination strategy, while minimizing any associated heat loss.
- (ii) At least 10% of energy needed by the development is produced on-site from renewable sources (solar, geoexchange [earth energy], wind, biomass) or via co-generation.
- (iii) A binding agreement signed by the developer or owner committing to purchasing Green Certificates for more than 50% of the building's energy requirements.
- (iv) Buildings are plumbed to be retrofit-ready for solar hot water heating systems.

- (v) Seasonal and/or user-controlled shading techniques are used to take advantage of winter sunlight while minimizing unwanted heat gain in the summer.
- (vi) Lighting energy demand minimized by minimizing lighting, using high-efficiency luminaires and bulbs, and maximizing user control.
- (vii) Recover and reuse heat for outdoor amenities. Strategies can include, but are not limited to the following:
 - a) Melting snow on pedestrian paths, sidewalks, etc.
 - b) Outdoor heated spaces, shelters, etc.

(f) Water, Wastewater and Stormwater

- (i) Stormwater Best Management Practices applicable to cold climate Sites are used.
- (ii) Surface runoff management is integrated into landscape design. Strategies can include, but are not limited to the following:
 - a) Direct roof runoff to infiltration basins
 - b) Capture roof runoff for irrigation.
 - c) Develop green roofs to help reduce stormwater runoff.
 - d) Incorporate dry-wells and percolation swales to help manage stormwater.
- (iii) Parking and other paved areas are designed to minimize negative impacts on surface runoff volume and quality. Strategies can include, but are not limited to the following:
 - a) Install oil/water separators for high traffic areas.
 - b) Install sediment traps onsite where aggregate or material storage is required.
- (iv) Buildings are plumbed to provide a cost-effective opportunity to retrofit with non-potable systems.
- (v) A report evaluating the availability of reclaimed stormwater or wastewater that could be used to displace potable water in your operations, and the potential for your operations, and the potential for operations to offer reclaimed stormwater or wastewater to other businesses for their use, has been prepared by a professional engineer.

(g) Building Design and Materials

- (i) Recycling and composting stations are incorporated into staff & kitchen spaces.
- (ii) All lighting installations which are visible from the exterior of the development are designed to enhance the appearance and presentation of both building and property.
- (iii) Outdoor lighting is designed to minimize the amount of light produced. Light-coloured or reflective edges are used along driveways or walkways to help delineate them at night.

(h) Construction

- (i) The landscape plan includes plants salvaged prior to site clearing activities, and describes how they will be salvaged, stored and planted to ensure a high survival rate.
- (i) **Signage**
 - (i) Signage is integrated with the building itself to keep the number of signs to a minimum and to maintain as clean and natural an environment as possible.”



(Figure 91.1)
Highway 63 North Eco-Industrial Park site map
Part of Lot 3, Block 1, Plan 042 1905

REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning & Development
Date:	June 26, 2007
Subject:	Bylaw No. 07/058 - Saline Creek Plateau Area Structure Plan

ISSUE:

The Saline Creek Plateau Area Structure Plan is the first planning document prepared for the next Fringe growth areas that will accommodate future urban growth needs of Fort McMurray. The proposed bylaw requires adoption by Regional Council prior to release of lands by Government of Alberta.

REFERENCE:

Municipal Government Act, R.S.A. 2000, c.M-26
Bylaw No. 00/005 - Municipal Development Plan
Bylaw No. 99/058 - Highway 69/Clearwater River Valley Area Structure Plan
Bylaw No. 07/058 – Saline Creek Plateau Area Structure Plan
Draper Road Detailed Planning Report
Clearwater Drive Pre-Design Report Phase I
Fringe Area Development Assessment Report

HISTORY:

The Saline Creek Plateau Area Structure Plan was initiated in October 2005 in order to plan for future development of residential, commercial and related land uses in Fort McMurray.

ALTERNATIVES:

1. Adopt the proposed Saline Creek Plateau Area Structure Plan
2. Modify the proposed Saline Creek Plateau Area Structure Plan
3. Deny adoption of the Bylaw

ANALYSIS:

The Saline Creek Plateau Area Structure Plan is designed as a compact integrated mixed-use development that implements sustainable development principles. The development of Saline Creek Plateau ASP will accommodate an estimated population of 20,000 people in 6,800 dwelling units. Key features of the Plan include three compact neighborhoods offering a variety of housing options, a mixed-use Village Centre linked to a Grand Boulevard entrance from Highway 69, a community recreation facility, school sites, fused grid transportation network, open spaces and an interconnected multi-use pathway system.

Planning and Development is of the opinion that higher densities can be accommodated harmoniously with appropriate allocation of land uses that enhance livability of Fort McMurray residents. The Saline Creek Area Structure Plan has been developed with the collaboration of the two major land owners, Keyano College and Alberta Infrastructure and Transportation, a lease holder, Rotary Club, and the general public.

During discussion on the Saline Creek Plateau ASP, concern was raised about the proposed arterial road from the Plateau lands that would by-pass the community of Waterways and onto the Lower Townsite. Administration revisited this issue at a Steering Committee meeting on May 7, 2007 where four alternative concepts were identified for Council's consideration (see Attachment 1).

The four concepts are: 1) Draper Road Upgrading; 2) Franklin Avenue Extension; 3) Franklin Avenue Extension to Forest Heights and 4) Saline Creek Valley Road. The exact alignment and implementation of either concept is subject to Functional Planning Studies, Geotechnical Assessments, Transportation Impact Assessment and Community Impact Assessment (see Attachment 2).

The Steering Committee sees a clear need for linking Saline Creek Plateau development and the Lower Townsite. Administration therefore, recommends the Draper Road Upgrading as the preferred alignment based on connectivity, cost, environmental impact, fulfillment of an alternate North/South concept parallel to Highway 63 and as part of a larger transportation system for accessing future Fringe growth areas (see Attachment 3).

Regional Council must make a decision regarding one of the transportation concepts between Saline Creek Plateau development and the Lower Townsite prior to the adoption of the proposed bylaw.

In addition, Government of Alberta approval is required to effect any change to the various ward boundaries.

ATTACHMENTS:

1. Chronology of Events
2. Alternative North/South Transportation Concepts Map
3. Evaluation Weighting Criteria Summary & Worksheets
4. Fringe Area Development Transportation Concept Map, March 22, 2007
5. Bylaw 07/058, Saline Creek Plateau Area Structure Plan

ADMINISTRATIVE RECOMMENDATIONS:

THAT Bylaw No. 07/058, being the Saline Creek Plateau Area Structure Plan, be read a first time; and

THAT a public hearing be scheduled to take place on July 10, 2007.

SALINE CREEK PLATEAU ASP
CHRONOLOGY OF EVENTS

DATE	DESCRIPTION
September 30, 2005	Project Start Up Meeting internal meeting with Consultant
October 12, 2005	Steering Committee Meeting #1
November 23, 2005	Steering Committee Meeting #2
November 23, 2005	Meeting with Public and Catholic School Boards
February 14-17, 2006	Sustainable Community Design Charette B. Bailey, G. Shantz , S. Osteneck participated.
March 10, 2006	Meeting with Valerie Hoover, ASRD B. Sanders and A. Preiksaitis
March 27, 2006	Charette Results Open House S. Osteneck, G. Shantz , G. Armitage attended.
March 27, 2006	Steering Committee Meeting #3
May 3, 2006	Internal Meeting: Transportation and Access A. Preiksaitis, H. Kuehne, D. Elder, S. Cook, B. Sanders, L. Viarobo and L. Arsenault
May 3, 2006	Meeting with Rotary Club G. Shantz and G. Armitage A. Preiksaitis and B. Sanders
May 17, 2006	Meeting with Rotary Club B. Sanders
July 12, 2006	Meeting with Rotary Club B. Bailey, G. Armitage, M. Radke L. Arsenault RMWB received the draft site concept plan at this meeting. No further updates were received as the representatives expressed that they were waiting for the ASP draft to make further plans.
August 17, 2006	Meeting with Keyano College B. Sanders, L. Viarobo, S. Cook and L. Arsenault

Attachment 1

DATE	DESCRIPTION
August 30, 2006	Meeting with Rotary ▪ B. Bailey ▪ B. Sanders, L. Viarobo, L. Arsenault RMWB informed the Club that it has been struggling to come up with a suitable concept plan and that RMWB will provide this when it is achieved. Rotary Club informed the Municipality they were looking at hiring Les Furber, golf course architect, to move ahead with their planning. They had also met with Stephen Clarke, Vista Ridge, Kinsmen to discuss facilities and possible partnerships. They are looking at 3 pillars in their plans: revenue generation, residential development and partnerships in the community.
September 22, 2006	Internal Meeting on Land Use Concept ▪ L. Viarobo, B. Sanders, Darcy Elder, W. MacIntosh, D. Peck, L. Arsenault
September 28, 2006	Meeting with Provincial Departments ▪ L. Markovich (AIT), W. Jackson (MA) and V. Hoover (ASRD) ▪ B. Sanders
September 29, 2006	Performance Review with Consultant ▪ L. Viarobo and Lesley Arsenault
October 13, 2006	Meeting with Local ASRD ▪ Lee Baker and Noel St. Jean ▪ B. Sanders, Steve Cook, L. Viarobo, L. Arsenault
October 16, 2006	Meeting: ▪ B. Bailey, M. Radke ▪ L. Viarobo, L. Arsenault RMWB made proposal to the Club on the possibility of finding other suitable land for their activities in discussion with ASRD.
October 18, 2006	Steering Committee Meeting #4
November 14/17, 2006	Rotary Meeting Meeting rescheduled, then cancelled.
December 6, 2006	Steering Committee Meeting #5

Attachment 1

DATE	DESCRIPTION
December 7, 2006	Meeting with Rotary Club ▪ Colin Hartigan, B. Bailey, G. Shantz , M. Radke, J. Bonville, T. Langis ▪ B. Sanders, Steve Cook, L. Arsenault Rotary Club made a presentation on their proposal for the development of the Lease area and updates on discussions with Provincial representatives. The Land Manager and Manager of Planning and Development outlined the need for Rotary to pursue discussions with Provincial representatives of Municipal Affairs, Infrastructure and Transportation and Sustainable Resource Development.
February 21, 2007	Meeting with Rotary Club ▪ C. Hartigan, B. Bailey, G. Shantz, M. Radke, ▪ B. Sanders, L. Viarobo, N. Karanja Rotary Club presented an updated concept plan on their proposed development for the leased land. The Club would like to have the proposed multi-plex facility relocated from the neighborhood core (Village Center) to land adjacent to the proposed golf course site. This meeting however, clarified the different expectations of such a facility from Planning and Development and Rotary Club. The ASP prescribes that the facility on Saline Creek Plateau will serve the immediate local population of 20 000 residents. The Rotary Club, however, would like a larger, regional recreational facility, that would be located off Highway 69, on approximately 80 acres of land, adjacent to the proposed golf course site on their current lease. Planning and Development proposed other suitable sites for such a regional facility such as south of Highway 69, or west of Highway 63. Rotary Club was advised to bring this issue forward to Council for resolution during the public hearings. Rotary also has concerns about the Draper Road arterial way placement due to geotechnical instability of the slope. Rotary requested a meeting with the Engineering & Consultant Team during the open houses scheduled for Feb 27 & 28th, 2007.

Attachment 1

DATE	DESCRIPTION
February 21, 2007	Meeting with Keyano College Board of Governors ▪ B. Sanders, S. Cook The purpose of the meeting was to orient the Board to the proposed Saline Creek Area Structure Plan, the process of its creation, its content, and the principles incorporated in the ASP. Planning and Development Manager also provided an overview of Council's role in legislating land use and the process that has yet to occur for Council to adopt the ASP. The Board appeared to be pleased with the process by which the ASP was created, as well as excited about the ASP itself.
February 27 & 28, 2007	Saline Creek Plateau ASP Open Houses The draft ASP and Development concept plan were presented to the general public at the Stone Bridge Hotel. Comments were received from the general public regarding the proposed development plans. About seventy people attended the Open Houses.
February 28, 2007	Meeting with Rotary Club & Associated Engineering Rotary Club met with the consulting team and Associated Engineering (N. Dos Santos) to address the Club's queries on the proposed Clearwater Parkway alignment, multiplex location and other issues. This meeting was aimed at addressing the geotechnical concerns on the location of the roadway, including slope stability, road classification and the rationale for selecting the proposed alignment. The Engineering consultant provided a detailed presentation on the proposed Parkway and answered questions regarding alternative access routes, cost/benefit, and the overall transportation system proposed in the development concept.

Attachment 1

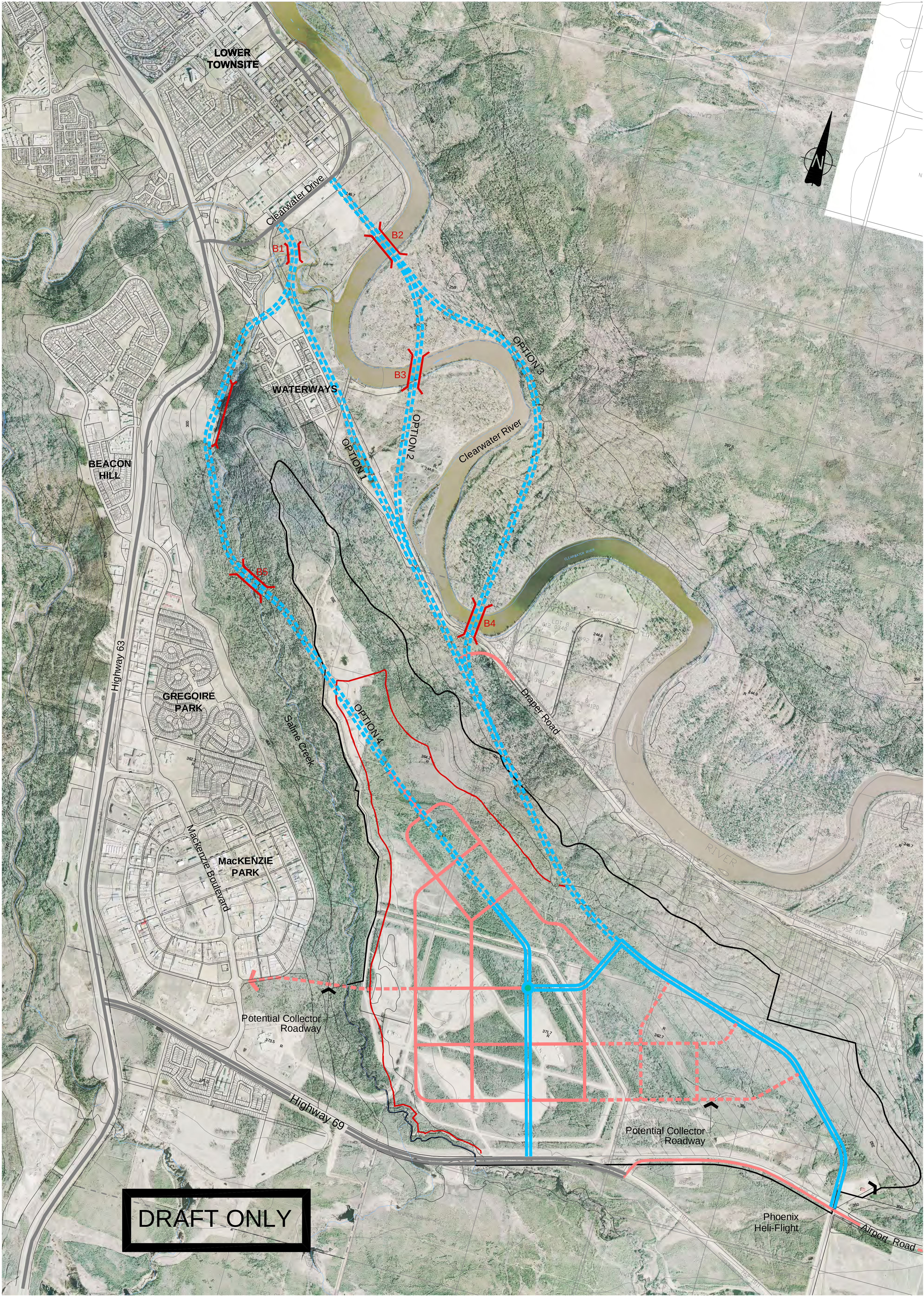
DATE	DESCRIPTION
March 16, 2007	Keyano College A. Adibi Planning and Development Manager received support from the Vice President of Keyano College on the development concept plan and the ASP as it goes to Regional council. Planning and Development is in agreement that their concerns regarding the impact of the development on college lands can be addressed at a detailed Outline Plan stage following the adoption of the ASP.
March 21, 2007	Meeting with Engineering L. Viarobo, N. Karanja, W. MacIntosh, S. Abushawashi, J. McIlveen, J. Ramjohn Engineering Department reviewed the ASP's transportation and development concepts. They support the general concept of the proposed Clearwater Parkway, however, they have asked that its specific alignment be subject to more detailed geotechnical reports and Transportation Impact Assessments. Planning and Development will work cooperatively to ensure that there is consistency of planning principles in the ASP and how it may impact Engineering projects, near or adjacent to, the proposed Clearwater Parkway. These include the Lower Townsite East End Loop and the Draper Road Pre-Design study. It was noted that a Community Impact Assessment is required to assess and address impacts on the Waterways/Draper community. There is also a need to begin the planning process for updating the Waterways Area Redevelopment Plan, By-Law No. 86/09.
April 10, 2007	Regional Council gave first reading to the proposed Saline Creek Plateau ASP bylaw.
April 18 th and 21 st , 2007	Planning and Development met with Sapræ Creek, Draper and Waterways residents regarding the propose ASP and the proposed arterial roadway.

Attachment 1

DATE	DESCRIPTION
April 24, 2007	At a public hearing conducted on April 24th, 2007, concern was raised about the proposed arterial roadway alignment linking Saline Creek Plateau to the Lower Townsite through Waterways area. During second reading, Regional Council under Resolution #07-176 referred the bylaw to Administration to identify alternative North/South transportation concepts. Bylaw No. 07/027, was passed by Regional Council to amend the Municipal Development Plan to include Saline Creek Plateau in the Urban Service Area boundary of Fort McMurray. The Government of Alberta was requested to amend Order in Council 817/94 to reflect new ward boundaries for the urban service area, as identified in Bylaw No. 07/027. Bylaw No. 07/028, to amend the Highway 69/Clearwater Valley Area Structure Plan to rescind references to Keyano College Heavy Equipment Campus lands and adjacent lands to the north and Rotary Park Campgrounds was also passed. These amendments were required to ensure consistency among all documents referencing Saline Creek Plateau lands.
May 7, 2007	Following Regional Council's referral of the Saline Creek Plateau Area Structure Plan, the Steering Committee met to deliberate on alternative transportation concepts. Four alternative transportation concepts were reviewed by the Committee. The Steering Committee identified a clear need for linking the Saline Creek Plateau development to the Lower Townsite as part of a larger transportation system for developing Fringe growth areas. The Committee recommended the Draper Road Upgrading alignment based on connectivity, cost, environmental impact and fulfillment of an alternate North/South transportation concept.

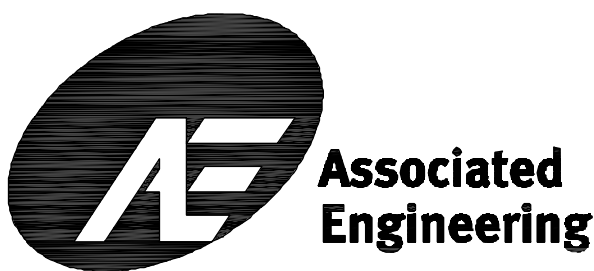
Attachment 1

DATE	DESCRIPTION
June 12, 2007	The aim of the June 12th, 2007 meeting was to present to Regional Council Administration's report on four alternative transportation concepts as requested at the April 28th, 2007 meeting. However, due to a lack of quorum the proposed Saline Creek Plateau ASP slated for third reading was removed from Regional Council's agenda. In order to avoid a repetition of a lack of quorum in future council meetings, the Mayor, Chief Administrative Officer and Chief Legislative Officer determined that a new bylaw for Saline Creek Plateau ASP should be introduced on June 26th with a hearing to be scheduled on July 10th, 2007.
June 26th, 2007	A new bylaw for Saline Creek Plateau ASP is scheduled for first reading.
July 10 th , 2007	The proposed new bylaw for Saline Creek Plateau ASP is scheduled for a Public Hearing and 2 nd & 3 rd reading.



Legend

- Highway
- Highway
- Future Arterial Roadway
- Possible Arterial Roadway Alignment
- Future Collector Roadway
- Potential Future Collector Roadway
- Future Firesmart Roadway
- Proposed Bridge Crossing
- Rivers
- 10m Contour
- 50m Contour
- ASP Boundary



CLIENT:

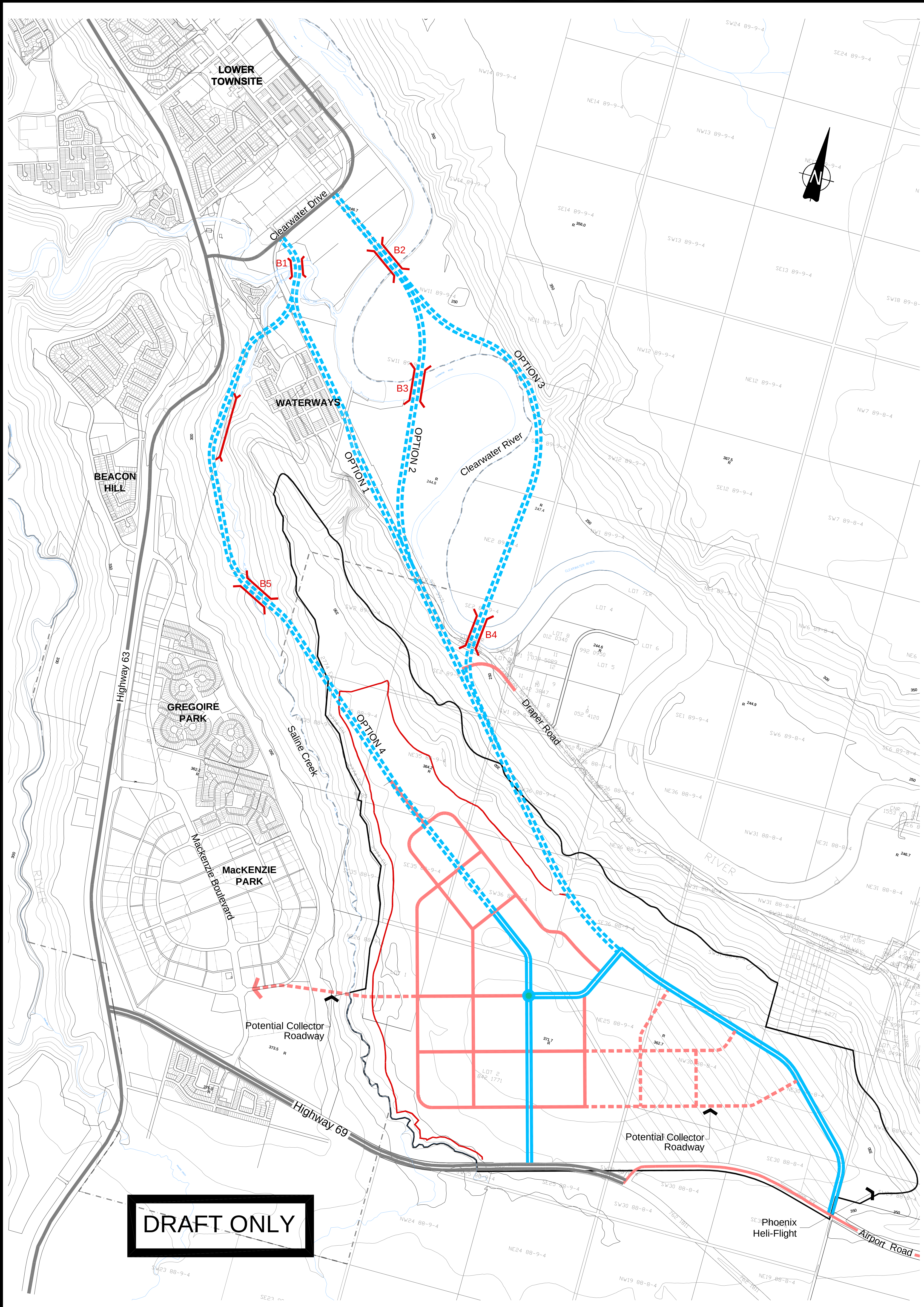


REGIONAL MUNICIPALITY OF WOOD BUFFALO
Saline Creek Plateau Area Structure Plan
Map 9 - Transportation

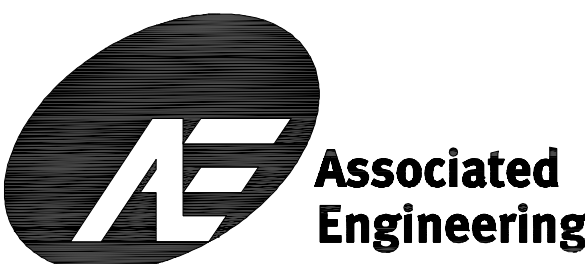
SCALE: 0 50 100 200 300 400 500

DATE: May 11, 2007

PROJECT NO. 053906



- Legend**
- Highway
 - Future Arterial Roadway
 - Possible Arterial Roadway Alignment
 - Future Collector Roadway
 - Potential Future Collector Roadway
 - Future Firesmart Roadway
 - Proposed Bridge Crossing
 - Rivers
 - 10m Contour
 - 50m Contour
 - ASP Boundary



CLIENT:



REGIONAL MUNICIPALITY OF WOOD BUFFALO
Saline Creek Plateau Area Structure Plan
Map 9 - Transportation

SCALE: 0 100 200 300 400 500

DATE: May 11, 2007

PROJECT NO. 053906

Saline Creek Plateau ASP

Evaluation Weighting Criteria Summary

Each alternative alignment's score was weighted on five criteria: 1) Cost; 2) Technical difficulty; 3) Environmental impact; 4) Public impact and 5) Transportation network impact. An alignment ranked "1" is most favorable while "4" is least favorable (see attached Evaluation Criteria Worksheet).

Option 1- Draper Road Upgrading, remains the most cost effective with minimal environmental, transportation or public impact. It ranked "1" in 3 out of 4 sensitivity evaluations. The estimated cost of building this roadway is \$13 million in 2007 dollars. This alignment is designed to serve 30% of the traffic generated from Saline Creek to the Lower Townsite. The proposed concept links Saline Creek Plateau to the Clearwater Drive East End Loop with a bridge over the Hangingstone River and an extension of Mills Avenue. The Draper Road Upgrading alignment is also proposed as a Future Lower Townsite Connector in the Draper Road Planning Design Report adopted by Council on April 24th, 2007.

Planning and Development with support of two major developers, Keyano College and Alberta Infrastructure and Transportation, recommend implementing the Draper Road Upgrading alignment and mitigating public concerns while addressing the necessity of an alternative route parallel to Highway 63. Mitigation strategies include flood protection, traffic calming measures, neighborhood improvements through landscaping and coordination between Waterways plans and ongoing Lower Townsite and Riverfront Master Plans.

Option 2- Franklin Avenue Extension over the Clearwater River is the second preferred concept. The estimated cost of this alignment is \$48 million in 2007 dollars. However, this concept requires the construction of two significant bridges, with high embankments to raise them to grade and for flood protection. This concept ranked "1" only when cost, technical difficulty and environmental impacts were not considered.

Option 3-Franklin Avenue Extension to Forest Heights, similar to Option 2 above, requires the construction of two significant bridges, with high embankments to raise them to grade and for flood protection. This concept, estimated to cost \$50 million in 2007 dollars, would potentially open up development of Forest Heights. However, this would be contrary to the staging of development reported in the Fringe Area Development Assessment. This concept ranked "1" only when cost, technical difficulty and environmental impacts were not considered.

Keyano College and Alberta Infrastructure and Transportation have raised concerns regarding the cost implications of the two alignments over the Clearwater River (Option 2 and 3) including infrastructure and maintenance costs over a 50-100 year cycle. In addition, the extensions of Franklin Avenue will directly impact Longboat Landing currently under construction. Administration must initiate immediate negotiations with the developer, Devonian Properties Inc. should Council support either of those two alternative alignments.

Option 4 – Saline Creek Valley Road presented at the public hearing by a local Waterways resident was also explored. It ranked “5”, “4” and “3” on all evaluations and is estimated to cost \$32 million in 2007 dollars. Challenges to this alignment include tree clearing and construction of a large culvert structure to contain approximately 500 meters of Saline Creek. This alignment will impact Waterways as it connects to Clearwater Drive East Loop Road by going through the existing ball diamonds. This concept, in addition to the others reviewed, have similar slope stability issues that have to be ascertained through further geotechnical assessments and functional planning studies.

Note:

The exact alignment and implementation of either of these options in the Saline Creek Area Structure Plan is subject to the following:

1. A Transportation Impact Assessment and Noise Assessment
2. Functional Planning Study & Geotechnical Analysis
3. Community Impact Assessment for Waterways/Draper communities
4. Public consultations with Waterways and surrounding communities to mitigate residents concerns. This includes:
 - a. Traffic calming measures
 - b. Flood mitigation strategies
 - c. Detailed landscaping plans
 - d. Pedestrian access points

Evaluation Based Proposed Weighting of Criteria

Option No.	Description	Cost		Technical Difficulty	Environmental Impact	Public Impact	Transportation Network Impact	Total Score	Ranking
		Weighting	35%						
1	Draper Road Upgrading	\$ 13,589,000	1	2	2	5	2	2.10	1
2	Franklin Avenue Extension	\$ 47,694,140	3	3	4	1	2	2.75	2
3	Franklin Avenue Extension to Forest Heights	\$ 49,338,410	4	3	4	1	2	3.10	3
4	Saline Creek Valley Road	\$ 31,881,250	2	5	5	3	3	3.35	4

Evaluation Based Proposed Weighting of Criteria

Option No.	Description	Cost		Technical Difficulty	Environmental Impact	Public Impact	Transportation Network Impact	Total Score	Ranking
		Weighting	20%						
1	Draper Road Upgrading	\$ 13,589,000	1	2	2	5	2	2.40	1
2	Franklin Avenue Extension	\$ 47,694,140	3	3	4	1	2	2.60	2
3	Franklin Avenue Extension to Forest Heights	\$ 49,338,410	4	3	4	1	2	2.80	3
4	Saline Creek Valley Road	\$ 31,881,250	2	5	5	3	3	3.60	4

Evaluation Based Public Impact and Transportation Network Weighting of Criteria

Option No.	Description	Cost		Technical Difficulty	Environmental Impact	Public Impact	Transportation Network Impact	Total Score	Ranking
		Weighting	0%						
1	Draper Road Upgrading	\$ 13,589,000	1	2	2	5	2	3.50	4
2	Franklin Avenue Extension	\$ 47,694,140	3	3	4	1	2	1.50	1
3	Franklin Avenue Extension to Forest Heights	\$ 49,338,410	4	3	4	1	2	1.50	1
4	Saline Creek Valley Road	\$ 31,881,250	2	5	5	3	3	3.00	3

Evaluation Based Cost, Technical Difficulty and Environmental Impact Weighting of Criteria

Option No.	Description	Cost		Technical Difficulty	Environmental Impact	Public Impact	Transportation Network Impact	Total Score	Ranking
		Weighting	50%						
1	Draper Road Upgrading	\$ 13,589,000	1	2	2	5	2	1.50	1
2	Franklin Avenue Extension	\$ 47,694,140	3	3	4	1	2	3.25	2
3	Franklin Avenue Extension to Forest Heights	\$ 49,338,410	4	3	4	1	2	3.75	4
4	Saline Creek Valley Road	\$ 31,881,250	2	5	5	3	3	3.50	3

COST ESTIMATE



Associated
Engineering

Client

Regional Municipality of Wood Buffalo

Project

Saline Creek Plateau Access Options

Subject

Option 1 - Draper Road Upgrading Cost

Proj. No. 2006-3906

Date 14-Jun-07

Item	Description	Unit	Quantity	Unit Price	
1.0	Total Length of Road Required	m	5,750.0		
	Length of Road on Slopes	m	5,650.0		
	Length of Road on Plateau	m	0.0		
	Length of Bridges	m	100.0		
1.1	Clearing and Grubbing	Ha	29	\$15,000.00	\$431,250
1.2	Organics Stripping and Stockpiling	m ³	172,500	\$7.00	\$1,207,500
1.3	Common Excavation				
1.3.1	Excavation on Slopes	m ³	36,725	\$20.00	\$734,500
1.3.2	Imported Borrow	m ³	0	\$20.00	\$0
1.4	Subgrade Preparation	m ²	67,800	\$2.00	\$135,600
1.5	Granular Base				
1.5.1	400mm of 20mm Nominal	m ³	23,504	\$45.00	\$1,057,680
1.6	Hot Mix Asphalt Paving	Tonne	10,905	\$120.00	\$1,308,540
1.7	Pavement Markings	lm	5,750	\$20.00	\$115,000
1.8	Landscaping				
1.8.1	Top Soil Placement	Ha	11	\$15,000.00	\$169,500
1.8.2	Seeding	Ha	11	\$1,100.00	\$12,430
2	Bridge Structures				
2.1	Hanging Stone River Crossing (B1)	m2	1100	\$4,800.00	\$5,280,000
3	Drainage Structures				
3.2	None				
	Sub - Total				\$10,452,000
	Contingency	20%			\$2,091,000
	Engineering	10%			\$1,046,000
	Total Road Cost				\$13,589,000

**Saline Creek Plateau Alternate Access Option 1
Evaluation**



Evaluation			Comments
Criteria	Weighting	\$	
Cost	35%	13,589,000	
		1	Costs are lower since the road is upgrading Draper Road to current Standards. See Draper Road Detail Planning Report (Associated Engineering May 2005)
Technical Difficulty	15%	2	Preliminary design is complete up to Waterways. Design should incorporate the flood protection elevation. Need to tie Hangingstone River Bridge to Mills Avenue. New Bridge will eliminate the need to replace Tolen Drive Bridge.
Environmental Impact	20%	2	Minor Environmental impact. Need to minimize impact on fish habitat at river crossing. Single span bridge will minimize risk
Public Impact	15%	5	The construction of the road through Waterways is unfavourable to the residents of Waterways.
Transportation Network Impact	15%	2	Provides an alternative route for public between Lower Townsite and Southeast area of USA including Airport, Hwy 69 Industrial area and Saline Creek Plateau. Also provide a secondary access into and out of Waterways and Draper.
Total Score		2.10	

COST ESTIMATE



Associated
Engineering

Client

Regional Municipality of Wood Buffalo

Project

Saline Creek Plateau Access Options

Subject

Option 2 - Franklin Avenue Extensiotn

Proj. No. 2006-3906

Date 14-Jun-07

Item	Description	Unit	Quantity	Unit Price	
1.0	Total Length of Road Required	m	6,100.0		
	Length of Road on Slopes	m	2,000.0		
	Length of Road on Plateau	m	3,700.0		
	Length of Bridges	m	400.0		
1.1	Clearing and Grubbing	Ha	31	\$15,000.00	\$457,500
1.2	Organics Stripping and Stockpiling	m ³	183,000	\$7.00	\$1,281,000
1.3	Common Excavation				
1.3.1	Excavation on Slopes	m ³	26,000	\$20.00	\$520,000
1.3.2	Imported Borrow	m ³	518,000	\$20.00	\$10,360,000
1.4	Subgrade Preparation	m ²	68,400	\$2.00	\$136,800
1.5	Granular Base				
1.5.1	400mm of 20mm Nominal	m ³	23,712	\$45.00	\$1,067,040
1.6	Hot Mix Aspahl Paving	Tonne	11,001	\$120.00	\$1,320,120
1.7	Pavement Markings	lm	6,100	\$20.00	\$122,000
1.8	Landscaping				
1.8.1	Top Soil Placement	Ha	19	\$15,000.00	\$282,000
1.8.2	Seeding	Ha	19	\$1,100.00	\$20,680
2	Bridge Structures				
2.1	Clearwater River (B2)	m2	2200	\$4,800.00	\$10,560,000
3.1	Clearwater River (B3)	m2	2200	\$4,800.00	\$10,560,000
3	Drainage Structures				
3.2	None				
	Sub - Total				\$36,687,140
	Contingency	20%			\$7,338,000
	Engineering	10%			\$3,669,000
	Total Road Cost				\$47,694,140

**Saline Creek Plateau Alternate Access Option 2
Evaluation**



Evaluation			Comments
Criteria	Weighting	\$ 47,694,140	
Cost	35%	3	Cost is high due to the cost of two bridges. Also the road embankment will be relatively high for flood protection and to meet grades at the bridges.
Technical Difficulty	15%	3	Required two significant structures. Must include design for an elevated intersection at Draper Road
Environmental Impact	20%	4	Two significant river crossings will required assessment of impact on aquatic and terrestrial wildlife.
Public Impact	15%	1	Very little impact on existing residential or commercial areas.
Transportation Network Impact	15%	2	Will provide alternate access directly to Lower Townsite and provide an alternative to Highway 63. Also provided a potential leaping point to Forest heights.
Total Score		2.75	

COST ESTIMATE



Associated
Engineering

Client

Regional Municipality of Wood Buffalo

Project

Saline Creek Plateau Access Options

Subject

Option 3 - Franklin Avenue Extension

Proj. No.

2006-3906

Date

14-Jun-07

Item	Description	Unit	Quantity	Unit Price	
1.0	Total Length of Road Required	m	6,450.0		
	Length of Road on Slopes	m	2,000.0		
	Length of Road on Plateau	m	4,050.0		
	Length of Bridges	m	400.0		
1.1	Clearing and Grubbing	Ha	32	\$15,000.00	\$483,750
1.2	Organics Stripping and Stockpiling	m ³	193,500	\$7.00	\$1,354,500
1.3	Common Excavation				
1.3.1	Excavation on Slopes	m ³	26,000	\$20.00	\$520,000
1.3.2	Imported Borrow	m ³	567,000	\$20.00	\$11,340,000
1.4	Subgrade Preparation	m ²	72,600	\$2.00	\$145,200
1.5	Granular Base				
1.5.1	400mm of 20mm Nominal	m ³	25,168	\$45.00	\$1,132,560
1.6	Hot Mix Asphalt Paving	Tonne	11,677	\$120.00	\$1,401,180
1.7	Pavement Markings	lm	6,450	\$20.00	\$129,000
1.8	Landscaping				
1.8.1	Top Soil Placement	Ha	20	\$15,000.00	\$303,000
1.8.2	Seeding	Ha	20	\$1,100.00	\$22,220
2	Bridge Structures				
2.1	Clearwater River (B2)	m2	2200	\$4,800.00	\$10,560,000
3.1	Clearwater River (B4)	m2	2200	\$4,800.00	\$10,560,000
3	Drainage Structures				
3.2	None				
	Sub - Total				\$37,951,410
	Contingency	20%			\$7,591,000
	Engineering	10%			\$3,796,000
	Total Road Cost				\$49,338,410

Saline Creek Plateau Alternate Access Option 3 Evaluation



Evaluation			Comments
Criteria	Weighting	\$	
Cost	35%	49,338,410 4	Cost is high due to the cost of two bridges. Also the road embankment will be relatively high for flood protection and to meet grades at the bridges.
Technical Difficulty	15%	3	Required two significant structures. Must include design for an elevated intersection at Draper Road. Slopes on the northside of Clearwater river are steep and potentially unstable.
Environmental Impact	20%	4	Two significant river crossings will required assessment of impact on aquatic and terrestrial wildlife.
Public Impact	15%	1	Very little impact on existing residential or commercial areas.
Transportation Network Impact	15%	2	Will provide alternate access directly to Lower Townsite and provide an alternative to Highway 63. Also provided a potential leaping point to Forest heights.
Total Score		3.10	

COST ESTIMATE



Associated
Engineering

Client

Regional Municipality of Wood Buffalo

Project

Saline Creek Plateau Access Options

Subject

Option 4 - Saline Creek Valley Road

Proj. No. 2006-3906

Date 14-Jun-07

Item	Description	Unit	Quantity	Unit Price	
1.0	Total Length of Road Required	m	5,750.0		
	Length of Road on Slopes	m	5,700.0		
	Length of Road on Plateau	m	0.0		
	Length of Bridges	m	50.0		
1.1	Clearing and Grubbing	Ha	29	\$15,000.00	\$431,250
1.2	Organics Stripping and Stockpiling	m ³	172,500	\$7.00	\$1,207,500
1.3	Common Excavation				
1.3.1	Excavation on Slopes	m ³	74,100	\$20.00	\$1,482,000
1.3.2	Imported Borrow	m ³	0	\$20.00	\$0
1.4	Subgrade Preparation	m ²	68,400	\$2.00	\$136,800
1.5	Granular Base				
1.5.1	400mm of 20mm Nominal	m ³	23,712	\$45.00	\$1,067,040
1.6	Hot Mix Asphalt Paving	Tonne	11,001	\$120.00	\$1,320,120
1.7	Pavement Markings	lm	5,750	\$20.00	\$115,000
1.8	Landscaping				
1.8.1	Top Soil Placement	Ha	11	\$15,000.00	\$171,000
1.8.2	Seeding	Ha	11	\$1,100.00	\$12,540
2	Bridge Structures				
2.1	Saline Creek Crossing (B5)	m2	550	\$6,000.00	\$3,300,000
2.2	Hanging Stone River Crossing (B1)	m2	1100	\$4,800.00	\$5,280,000
3	Drainage Structures				
3.2	Saline Creek Tunnel Extension	lm	400	\$25,000.00	\$10,000,000
	Sub - Total				\$24,523,250
	Contingency	20%			\$4,905,000
	Engineering	10%			\$2,453,000
	Total Road Cost				\$31,881,250

**Saline Creek Plateau Alternate Access Option 4
Evaluation**



Evaluation			Comments
Criteria	Weighting	\$	
Cost	35%	2	Costs are low but have significant unknowns due to slope instability and other geotechnical concerns
Technical Difficulty	15%	5	Design of the road will have to consider the slope instabilities. Must also design a river crossing as well as extending the existing tunnel for Saline Creek.
Environmental Impact	20%	5	Significant loss of fish habitat due to requirement to extend the Saline Creek Tunnel. Must consider the effect of erosion and sedimentation in the creek. May result in impact to terrestrial wildlife movements in and out of the Clearwater River Valley.
Public Impact	15%	3	There will be some impact to residents in the community of Waterways. The roads though the communities will require upgrading as well.
Transportation Network Impact	15%	3	Provides an alternative to Highway 63 for traffic between Saline Creek Plateau and Lower Townsite. However it will be a circuitous route and will be relatively slow.
Total Score		3.35	

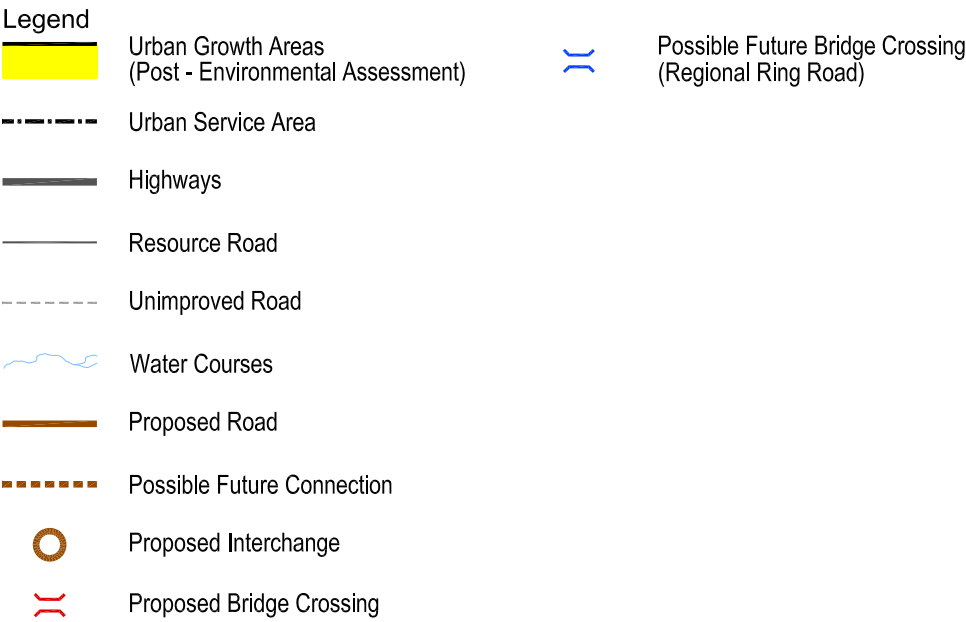
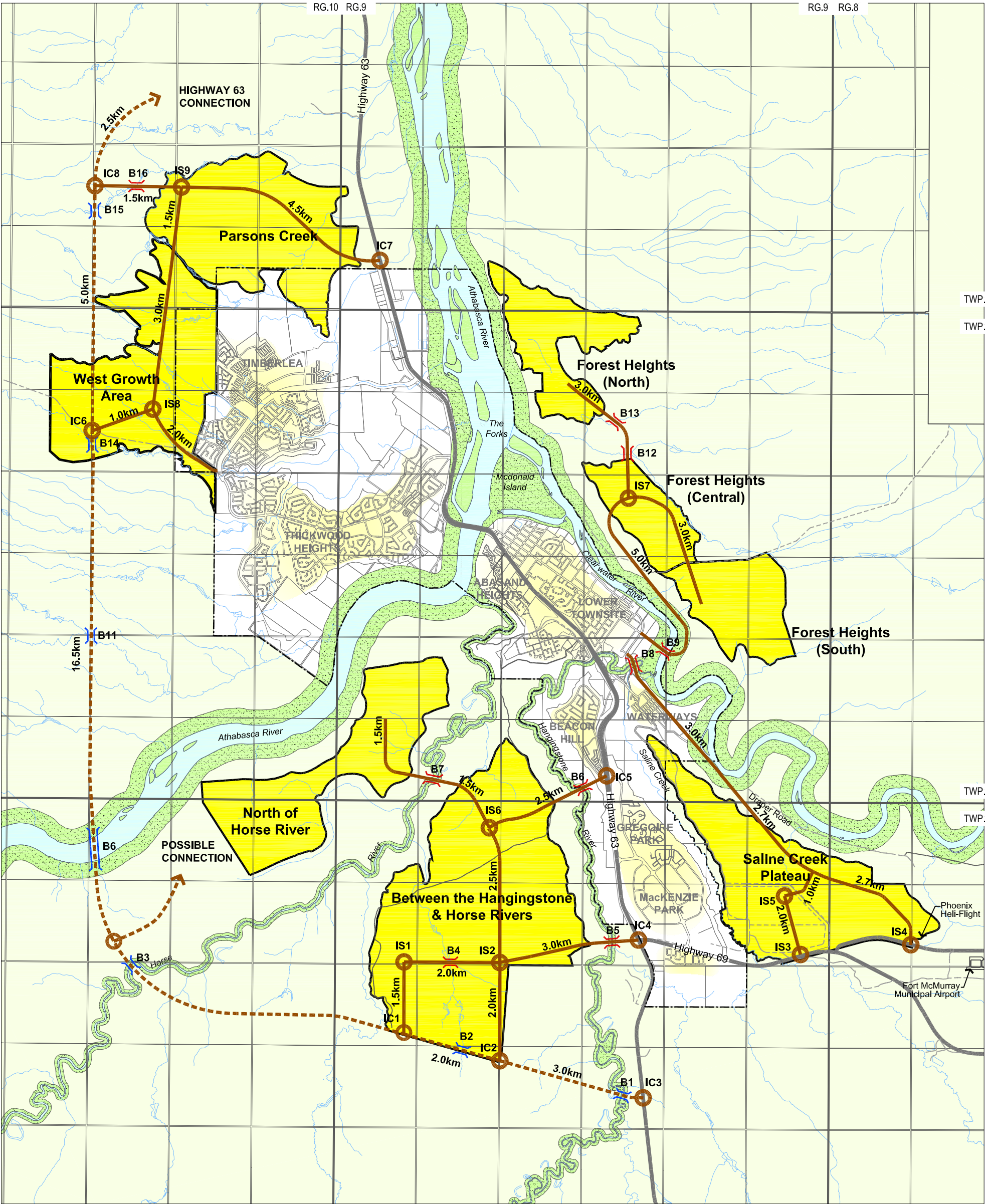
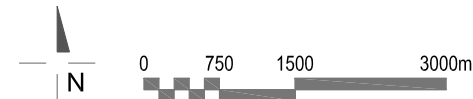


Figure 5-1
Transportation Concept



BYLAW NO. 07/058

**BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO TO
ADOPT THE SALINE CREEK PLATEAU 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. 07/058, being the Saline Creek Plateau Area Structure Plan, as set out in Schedule "A", is hereby adopted.
2. 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 _____, 2007.

READ a second time this _____ day of _____, 2007.

READ a third and final time this _____ day of _____, 2007.

SIGNED and PASSED this _____ day of _____, A.D. 2007.

CERTIFIED A TRUE COPY

MAYOR

CHIEF LEGISLATIVE OFFICER

CHIEF LEGISLATIVE OFFICER

REGIONAL MUNICIPALITY OF WOOD BUFFALO

Fort McMurray Anzac Conklin Fort Chipewyan Fort Fitzgerald Fort McKay
Gregoire Lake Estates Janvier Mariana Lake Saprae Creek Estates

Schedule “A ”

Bylaw No. 07/058



REGIONAL MUNICIPALITY
OF **WOOD BUFFALO**

SALINE CREEK PLATEAU AREA STRUCTURE PLAN



June 14, 2007

Saline Creek Plateau Area Structure Plan

Prepared for the



by

ARMIN A. PREIKSAITIS
& ASSOCIATES LTD.

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in association with



June 14, 2007

Acknowledgements

Regional Council

Mayor Melissa Blake
Councillor Sheldon Germain
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APPENDICES

Appendix A: Land Use and Population Statistics Saline Creek Plateau Area Structure Plan

Appendix B: Student Generation Saline Creek Plateau Area Structure Plan

1.0 INTRODUCTION

1.1 Purpose

The Saline Creek Plateau Area Structure Plan is a general planning framework that facilitates the orderly and efficient development of the Plan area by setting out the major land uses (residential, commercial, institutional and mixed use), population densities, transportation networks, infrastructure, parks, school sites, and greenways. Maps in this Area Structure Plan are conceptual and provide general descriptions and approximate locations of proposed future land uses. The specific locations and designs of these land uses are further refined at a more detailed Outline Plan stage to ensure implementation of the prescribed planning principles and objectives stated in this Area Structure Plan.

The specific objectives of the Saline Creek Plateau Area Structure Plan are to:

- Develop a general outline for the layout of residential development.
- Determine environmental/geotechnical constraints to development.
- Review servicing constraints and the cost of mitigating those constraints.
- Integrate land use with existing and future transportation, servicing and other infrastructure.
- Work cooperatively with Keyano College to develop integrated strategies and policies for future development.
- Assess the impact of development on parks and recreation.
- Identify significant environmental features for protection / preservation and to minimize impacts on terrestrial and aquatic habitats.
- Identify significant historical and archaeological resources for protection.

1.2 Vision for a Sustainable Community

The Saline Creek Plateau Area Structure Plan provides a unique opportunity to plan and develop a complete, mixed-use community that incorporates sustainable development principles. Sustainable development is defined as development that “*meets the needs of the present without compromising the ability of future generations to meet their own needs.*” (United Nations Brundtland Commission, 1987).

Sustainable communities enhance livability and sense of place through neighbourhood design. They incorporate a site's natural assets; make efficient use of land by promoting higher density development and alternative modes of transportation; and provide a range of housing choice, recreation, education and social opportunities for residents.

To ensure that sustainable development principles were incorporated into the development of the Saline Creek Plateau Area Structure Plan, a Sustainable Design Charette was held early in the planning process. The eleven planning principles and supporting objectives arising from the Design Charette are discussed in Section 4.1 of this Area Structure Plan.

1.3 Enabling Legislation

The Saline Creek Plateau Area Structure Plan has been prepared in accordance with Sections 633 of the *Municipal Government Act* (MGA) (Revised Statutes of Alberta, 2000, Chapter M-26). The Act enables municipalities to adopt area structure plans to provide a framework for future subdivision and development of an area. The MGA stipulates the following:

- An area structure plan must describe the sequence of development, land uses, population density and location of transportation routes and utilities proposed for the area.
- Property owners, businesses, interested members of the public and school boards must be given the opportunity to provide input in the planning process.
- An area structure plan must be adopted by bylaw, which requires a public hearing to be held on the proposed plan.
- An area structure plan must conform to a municipality's Municipal Development Plan.

The requirements of the MGA have been followed in the preparation of the Saline Creek Plateau Area Structure Plan.

1.4 Plan Area

The Area Structure Plan area is comprised of approximately 862 hectares (2,130 acres) of land southeast of the Urban Service Area. As shown on *Map 1 – Plan Area*, it is bounded on the north and east by the Clearwater River valley, to the south by Highway 69 / Airport Road and by Saline Creek to the west. The Fort McMurray Municipal Airport is located approximately one (1) kilometre southeast of the Saline Creek Plateau Area Structure Plan area.

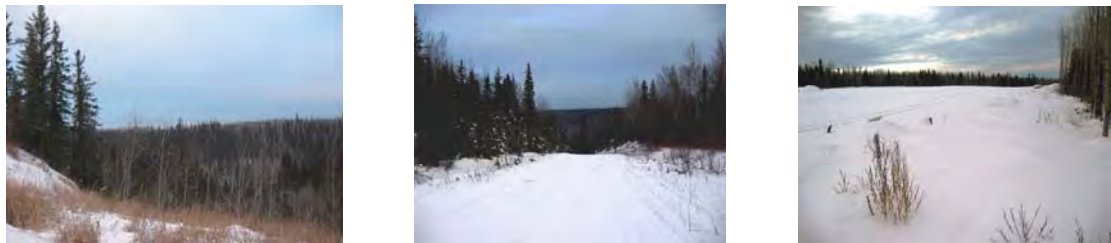


Figure 1-1: Site Photographs; west across Saline Creek, north across the Clearwater River, an existing cleared area

1.5 Land Disposition

Map 2 – Land Disposition shows land leases and ownership within the Area Structure Plan area. It was prepared with information provided by Alberta Sustainable Resource Development. Keyano College owns a 209 hectare (516 acre) parcel of land and the Rotary Club of Fort McMurray leases 159 hectares (393 acres) from the Province. At the time of the development of this Plan, most of the remaining developable land within the Plan area is Crown Land. The Regional Municipality of Wood Buffalo owns a small land parcel at the northern tip of the Area Structure Plan area. There are a few privately owned parcels within the Area Structure Plan area located predominantly within the side slopes of the Clearwater River valley.

1.6 Community Consultation

Community consultation was an important part of the planning process. The following summarizes the consultation activities undertaken during preparation of the Area Structure Plan.

Stakeholder and Public Notification

In October 2005, a Project Backgrounder and Map of Plan Area were prepared describing the purpose, scope and timelines for the Saline Creek Plateau Area Structure Plan. This accompanied a letter mailed in October 2005 to various stakeholders and land owners notifying them of the project start. A news release was also issued in November 2005 to ensure broader community awareness of the Area Structure Plan.

Design Charette

A three-day Sustainable Design Charette was held on February 14-17, 2006 in Fort McMurray. The purpose was to establish principles for community and sustainable design and to arrive at a consensus for a recommended development concept for the Area Structure Plan. In addition to the Regional Municipality of Wood Buffalo staff and the consulting team, over thirty individuals participated in the Design Charette. They included professionals from a variety of architectural disciplines, representatives from the Province of Alberta, Canada Mortgage and Housing Corporation, Keyano College, local community business groups and land developers. A full list of participants and details on the Charette process and outcomes is contained in the *Saline Creek Plateau Sustainable Community Design Charette Report* (March 20, 2006).

Open Houses

Two Open Houses were held over the course of the ASP to share information and to solicit public feedback. The first was held on March 27, 2006 at City Hall to share information and invite comments on the outcomes of the Sustainable Design Charette. The second Open House was held over two days from February 27-28, 2007 at the Stonebridge Hotel in Fort McMurray. The purpose was to present the draft Area Structure Plan and to solicit feedback on the land use development concept. Over seventy people in total attended and gave

feedback on the elements of the draft Plan that they most supported and those they thought should be changed. Generally, positive comments were made on the Plan's walkability and livability, its mixture of uses, density, location of school sites and recreation centre, and the multiple uses of roads. The main area of concern related to the proposed development of the Clearwater Parkway: its cost, geotechnical considerations and impact on the Waterways community. Other participants felt that more land was needed for commercial and industrial uses within the Plan area.

Public Hearing

A Public Hearing was held on July 10th, 2007.

2.0 STATUTORY PLAN AND POLICY CONTEXT

There are several Plans and Bylaws that address subdivision and development policies in or adjacent to the Saline Creek Area Structure Plan area. They are summarized as follows:

2.1 Regional Municipality of Wood Buffalo Municipal Development Plan, Bylaw 00/005

The Regional Municipality of Wood Buffalo adopted its Municipal Development Plan (MDP) in 2000. The MDP is the primary land use policy document that sets out the collective vision for the Municipality and the policy framework to guide future growth and development of the Region. An important goal of the MDP is to ensure efficient sustainable development that addresses diverse needs of the population. All other statutory planning documents, such as Area Structure Plans and Area Redevelopment Plans, are therefore developed to implement these policies and land use controls in greater detail.

Since the Municipal Government Act of the Province of Alberta requires that all statutory plans be consistent with one another, it is therefore important to understand the policy direction outlined in the Municipal Development Plan to ensure that the Saline Creek Area Structure Plan is in compliance.

The Municipal Development Plan notes that Area Structure Plans and the subdivision approval process should encourage sustainable neighbourhood design, including the preservation of environmental features, the provision of greenbelts and linkages, and the encouragement of a variety of residential densities. The Plan notes that the Municipality must take a leadership role in addressing housing needs of all residents in the Region. The Municipal Development Plan also outlines the requirements of Area Structure Plans for new residential neighbourhoods.

The Municipal Development Plan identifies a range of policy areas for long term intended use of lands within the Regional Municipality of Wood Buffalo. These policy areas are only illustrative and the densities and uses prescribed are to be further defined in Area Structure Plans and Area Redevelopment Plans.

Map 5 in the Plan outlines the development strategy for the Urban Service Area. The Saline Creek Plateau area (Keyano College Heavy Equipment Campus) is identified as a potential future residential subdivision that can meet the urban residential growth needs of the Municipality. This Area Structure Plan is consistent with the goals and policies of the Municipal Development Plan.

Therefore, as part of the implementation of this Area Structure Plan, an amendment to the Municipal Development Plan is needed to include the Saline Creek Plateau Area as part of the Urban Service Area of the Regional Municipality of Wood Buffalo.

2.2 Highway 69/Clearwater River Valley Area Structure Plan, Bylaw 99/058

The Highway 69/Clearwater River Valley Area Structure Plan, adopted in 1999, includes the lands in the Saline Creek Plateau Area Structure Plan. The Highway 69 / Clearwater River Valley Area Structure Plan, however, covers a broader area - approximately 58 square kilometres - and extends east to beyond Saprae Creek Estates. In part, the Highway 69/Clearwater River Valley Area Structure Plan determines future land uses for the area, reviews environmental and geotechnical constraints to development, and assesses the impact of development on parks, schools and other community services.

Map 6 of the Highway 69/Clearwater River Valley Area Structure Plan outlines a conceptual land use framework for the Area Structure Plan area. Future urban residential uses, parks and recreation and environmental protection lands are identified for the Saline Creek Plateau. This Map notes that areas have been generalized. The Saline Creek Plateau Area Structure Plan updates and refines this generalized land use pattern and sets out in greater detail the future land use concept for the area. In the Highway 69/Clearwater River Valley Area Structure Plan, the need for a more detailed area structure plan is identified for the Keyano site to address future land use, densities, servicing and other development issues. The Saline Creek Plateau Area Structure Plan has been developed in cooperation with Keyano College to create integrated strategies and policies for future development on the College lands.

Amendments to the Highway 69/Clearwater River Valley Area Structure Plan will be necessary to remove the portion of land covered by the Saline Creek Plateau Area Structure Plan from the Highway 69/Clearwater River Valley Area Structure Plan.

2.3 Fort McMurray Mineable Oil Sands Integrated Resource Management Plan

The Fort McMurray Mineable Oil Sands Integrated Resource Management Plan is a draft proposal of the Province's resource management policy for public lands and resources in the area. The draft Plan released in October 2005 identifies the Fort McMurray Fringe Resource Management Area and acknowledges increased demand for land uses near Fort McMurray. The Plan also notes that urban growth will continue to be concentrated in existing communities with an emphasis on the Urban Service Area of Fort McMurray. The intent of this Resource Management Area is to manage public lands and resources in recognition of the multiple uses required to service and enhance development in the area.

The draft Plan stipulates that resource management should take into consideration the needs of a growing urban area. The draft Plan acknowledges that in the long-term, the urban area may require room for expansion. These potential growth areas are currently being evaluated for land transfer for municipal urban use. The lands that are included in this Area Structure Plan are included in the Fringe Resource Management Area.

This Area Structure Plan is consistent with the general policy direction outlined in the draft Fort McMurray Mineable Oil Sands Integrated Resource Management Plan.

2.4 Fort McMurray Municipal Airport Area Structure Plan, Bylaw 03/062

The Fort McMurray Municipal Airport Area Structure Plan was adopted on January 13, 2004. The Airport Area Structure Plan outlines the vision, mission and development policies for the airport. Therefore, development of Airport lands including expansions, directly impact lands in the Saline Creek Plateau Area Structure Plan.

The Area Structure Plan identifies airport expansion plans such as the development of a waterdrome and a new crosswind runway. The new runway is designed to achieve a length of 6,000 feet and would be located on the west end of the airport. Maps in the Area Structure Plan identify the obstruction zoning and the noise contours from the airport.

The Airport Area Structure Plan develops a proposed land use plan for the Airport property and in doing so has considered what developable lands are available, the future airport infrastructure and demands of the community. Lands on the Airport are divided into four development areas and a list of appropriate land uses for each are developed. All of these uses are considered to be aviation related.

The impacts of the Airport expansions on this Area Structure Plan area are described in Section 3.5.1.

2.5 Regional Municipality of Wood Buffalo Parks and Outdoor Recreation Master Plan, 2004

The Regional Municipality of Wood Buffalo Parks and Outdoor Recreation Plan undertook a comprehensive assessment of community recreation needs and priorities in 2004. Recommendations relevant to the Saline Creek Plateau Area Structure Plan are:

- Park development in new residential communities should provide a range of open spaces for both passive and active recreation;
- Protect and incorporate significant natural features; and
- Facilitate the development of a comprehensive pathway and walkway system.

These recommendations are reflected on *Map 6 – Development Concept* and *Map 8 - Open Space System* of the Saline Creek Plateau Area Structure Plan.

Based on the Highway 63/Clearwater River Valley Area Structure Plan, the Parks and Recreation Outdoor Recreation Master Plan also recommends that the lands west of the Keyano Heavy Equipment Campus be considered for a future major athletic park development in the south sector of the city. During planning for the Saline Creek Plateau Area Structure Plan it was determined that athletic fields would be best located within the Village Centre as part of the joint public and separate high school sites and proposed community recreation centre. This provides a central location that is easily accessible on foot, bicycle or public transit thus reducing reliance on vehicular use.

The Parks and Recreation Master Plan also recommends that the Regional Municipality of Wood Buffalo pursue non-traditional funding strategies for parks and recreation facilities. During the planning process, ongoing discussions were held with the Rotary Club who is interested in developing play fields and a recreation complex on the Crown land they have a recreational lease on in the eastern portion of the Saline Creek Plateau Area Structure Plan area. Given the benefits of centrally locating these facilities to better serve the surrounding neighbourhood it has been suggested that the Rotary Club consider partnering with the Regional Municipality of Wood Buffalo to fund and operate the community recreation facility in the Village Centre.

2.6 Regional Municipality of Wood Buffalo Land Use Bylaw, 99/059

Land Use Bylaw 99/059 regulates the use and development of land and buildings in the Regional Municipality of Wood Buffalo. The Area Structure Plan area is designated Urban Expansion District in the Bylaw. The purpose of this District is to protect land in the Rural Service Area for future urban development and to limit premature subdivision and development. A limited range of uses may be permitted in this District and the subdivision of one lot from an unsubdivided quarter may also be permitted. The range of discretionary uses that may be permitted include: intensive agriculture, market gardens, temporary work camps, telecommunication towers, natural resource extraction and processing and waste management facilities.

3.0 SITE CONTEXT AND DEVELOPMENT CONSTRAINTS

3.1 Existing and Surrounding Land Uses

Refer to *Map 5 – Existing Zoning*.

The dominant land use of the Area Structure Plan area is the Keyano College Heavy Equipment Campus in the southwest area. This campus is currently used as training grounds for the operation of heavy equipment vehicles. Other uses in the area include gravel extraction and formal/informal recreation activities. The Rotary Club Campground is located adjacent to Airport Road at the south end of the Area Structure Plan area. Elsewhere, there is evidence of off-roading activities in some of the old pit areas. A large portion of the site consists of natural areas that have been used for informal hiking activities. Sites have been cleared for natural resource extraction adjacent to Airport Road and for the Phoenix Heli-flight site outside the Area Structure Plan area. Existing gravel roads provide access to portions of the Area Structure Plan area.

Draper Road and the Clearwater River Valley system border the Area Structure Plan area to the north and east. Saline Creek is the westerly boundary, separating the Area Structure Plan area from the MacKenzie Park industrial subdivision within the Urban Service Area. Natural areas and the airport lands are located to the south and southeast.

3.2 Topography and Natural Drainage

Refer to *Map 3 – Site Analysis*. The Area Structure Plan area is located southeast of the Fort McMurray Lower Townsite on the upper plateau between the Clearwater River, Saline Creek and Saprae Creek valleys. Primarily a gently undulating upland plain, part of the Area Structure Plan area east of the Keyano College lands is covered with muskeg terrain consisting of low lying, wet and flat poorly drained areas. Development of this area will require special attention.

As reported by Thurber Engineering Ltd. (February 2006), the site is relatively level with a slight slope towards the Clearwater River valley and Saline Creek valley, except for a shallow northwest to southeast trending trough that is located in the southeast quadrant of the area. The difference in elevation between the upper plateau and the Clearwater River valley flood plain is about 110 metres. All of the valley slopes surrounding the fringe area are inclined at an overall average angle of about eleven degrees.

3.3 Soils and Vegetation

The dominant glacial deposits are of glaciolacustrine origin, consisting of lacustrine clay and silt and ranging from loamy to silty clay. The anticipated subsurface soil conditions include organics, sand and/or gravel, overlying clay till containing random pockets of sand and gravel, and overlying clay shale bedrock. Below this clay shale, it is estimated that oilsands are present at an elevation of 300 to 304 metres.

Along the Clearwater River, fluvial erosion has occurred, accompanied by mass wasting of slopes by slumping, with deposition of alluvial terraces and flood plain deposits. Along the lower reaches of Saline Creek, minor erosional deposits, mainly colluvial material, are found. The Clearwater Formation consists of marine dark gray fossiliferous shale, laminated stone and thin beds of fine-grained cherty sandstone. The Formation's thickness varies from 34 to 107 metres (110 to 350 feet).

The valley slopes are all covered with mature forest consisting of a mixture of Spruce and aspen. Similar forest cover exists in the undeveloped areas of the plateau with the exception of the lower lying areas which are covered with more widely spaced shorter black spruce and willows.

3.4 Natural Constraints

3.4.1 Top of Bank Setbacks

Recommended development setback distances from the valley slopes of the Clearwater River and Saline Creek have been established for preliminary design purposes through a Preliminary Geotechnical Assessment, dated February 8, 2006. These setbacks are illustrated on *Map 3 – Site Analysis*. These setback distances are summarized as follows:

Table 3-1: Recommended Development Setbacks

Valley Slope	Preliminary Minimum Recommended Development Setback (metres)
Clearwater River	60 - 70
Saline Creek	30 - 80
Saprae Creek	30 - 115

In addition to the recommended development setbacks from the valley slopes, the Preliminary Geotechnical Assessment recommends a minimum development setback of 30 metres from all watercourses and water bodies. This setback is intended to reduce potential impacts of high water and groundwater effects on the proposed developments and associated impacts on environmentally sensitive creek areas.

No development, grading or tree clearing shall take place within these setback zones. Tree cover will reduce water infiltration into slopes while root systems will reinforce surface soils thus reducing weathering and erosion.

These setbacks are for conceptual planning purposes only. Detailed drilling investigations, site specific surveyed slope cross-sections and top-of-bank surveys are required at the Outline Plan stage to provide accurate setback distances for

subdivision design.

3.4.2 Poorly Drained Areas

The Area Structure Plan area is relatively level with a slight slope towards the Clearwater River valley and Saline Creek valley. A shallow trough, trending northwest to southeast is located in the southeast. Approximately 7 per cent of the area appears to be covered with terrain consisting of low lying, wet, flat poorly drained areas vegetated with willows and/or short sparsely spaced black spruce trees. These areas, illustrated on *Map 3 – Site Analysis*, may be underlain by peat and organic soil deposits and are possibly unfavorable for development. The thickness of peat and organic soil deposits could vary within this area and a field investigation must be undertaken at the Outline Plan stage to provide a suitable assessment.

3.4.3 Need for Fire Guard

The Area Structure Plan area is surrounded by tree covered lands. Therefore, provision of a fire guard to protect the area from the potential wildfire hazards has been considered in the layout of future land uses within the Area Structure Plan area. Refer to section 5.8.6 – 30 Metre Firesmart Firebreak.

3.5 Man Made Constraints

3.5.1 Fort McMurray Municipal Airport

Refer to *Map 4 – Existing Development Constraints*. The Fort McMurray Municipal Airport is located approximately one (1) kilometre south east of the Area Structure Plan area. Noise impacts and obstruction zoning requirements for development in proximity to the Airport apply to the Area Structure Plan area.

NAV Canada does not permit new residential development within the 30 Noise Exposure Forecast (NEF) contour. Transport Canada also recommends that residential development should not be located within the 25 NEF contour. Figure 13 in the Fort McMurray Municipal Airport Area Structure Plan, Bylaw 03/062 defines the contour for the planned western runway extension. With the westward extension of the runway, the 30 NEF contour will extend approximately 75 metres (250 feet) into the Area Structure Plan boundary. With the construction of the proposed cross-wind runway, a portion of land in the north east of the Area Structure Plan area will lie within the future 30 NEF contour. This area is planned for non-residential uses. Through consultation with the Fort McMurray Municipal Airport and NAV Canada, it has been determined that the land uses planned for the Area Structure Plan area will not be impacted by their proximity to the airport.

The outer surface is an imaginary surface located by a common plane elevation on of 45 metres above the airport reference point and extending 4,000 metres in every

direction from the airport runways. The Fort McMurray Municipal Airport reference is 1,205 feet above sea level. Development above this plane is not permitted and will not occur through the land uses planned in this Area Structure Plan.

The take off and approach surface includes areas off both ends of the runways, originating at the elevation of the runway and extending 15,000 metres at a two (2) per cent angle. Although the Area Structure Plan area lies partially within the approach surface for both the existing and future cross wind runways, the land uses planned will not be impacted by these surfaces.

The transitional surface extends in a plane from the edge of the runways, beginning at the elevation point, to the intersection with the outer surface. Development above this plane is not permitted and will not occur through the land uses planned as part of this Area Structure Plan.

3.5.2 Phoenix Heli-Flight

Phoenix Heli-Flight occupies a lease to the south east of the Area Structure Plan area. Constraints to development related to the proximity of this business are mitigated by locating land uses, including airport commercial and a golf course, in the south east portion of the Area Structure Plan Area. Refer to *Map 4 – Existing Development Constraints*.

3.5.3 Gravel Workings / Keyano College Excavations

Map 3 – Site Analysis shows parts of the Saline Creek Plateau Area Structure Plan area that are occupied by existing gravel pit locations or excavations carried out by operations of Keyano College's Heavy Machinery Campus. Detailed geotechnical studies must be conducted as part of the preparation of Outline Plans to identify the extent of surface and subsurface disturbance to determine where undisturbed grounds begin. In addition, the geotechnical investigations must identify reclamation or remedial works necessary to allow development in accordance with land uses proposed in the Saline Creek Plateau Area Structure Plan.

3.5.4 Telecommunications Towers

An existing transmitting facility, operated by OK Radio Group Ltd., is located in the north west of the Area Structure Plan area. A proposal to upgrade this facility with a new 150 metre (492 foot) tower, installation of a new antenna, and installation of new transmitters has been submitted for approval to Industry Canada and the Canadian Radio-television and Telecommunications Commission (CRTC). These upgrades will be accommodated within the existing Transmitting Site. When this upgrade is complete, the existing tower will be dismantled. For the location of the existing Transmission site, refer to *Map 4 – Existing Development Constraints*.

Two other telecommunications towers are located in the north west of the Area Structure Plan area. No development is planned for this area in this Area Structure Plan.

3.5.5 Pipelines

Refer to *Map 4 – Existing Development Constraints*. An existing ATCO Gas pipeline (right-of-way # 8621388) runs parallel to the southern boundary of the Area Structure Plan area, following the north side of the Highway 69 and Airport Road rights-of-way.

A South East Regional Water Supply Line runs parallel to the ATCO Gas pipeline, between the Fort McMurray Water Treatment Plant and the Hamlet of Anzac.

None of the land uses proposed in this Area Structure Plan will be unduly impacted by location of these pipelines and right-of-ways. These pipelines are located within the existing road right-of-ways or within the proposed 30 metre buffer strip on the north side of Highway 69/Airport Road.

3.5.6 Historical and Archaeological Resources

In the vicinity of the Saline Creek Plateau Area Structure Plan area, there is one site containing a historical resource with a value of “four” (4). Historical Resource Value is assigned by the Heritage Resource Management Branch, Alberta Community Development, as a number from one (1) to five (5), with one (1) being the most significant. This resource is located in Sec. 31-88-8 W4M, in legal subdivisions 1-16. A Historical Resource Impact Assessment must be conducted at the Outline Plan stage, if deemed necessary by Alberta Community Development.

Specific locations of historical resources are not illustrated. This information is withheld in order to prevent potential disturbances to unattended sites in remote locations. Refer to *Map 4 – Existing Development Constraints*.

4.0 PLANNING PRINCIPLES AND OBJECTIVES

The following eleven (11) key planning principles and objectives shape the future development concept for the Saline Creek Plateau Area Structure Plan.

4.1 Planning Principles and Objectives

Principle #1: Develop the Saline Creek Plateau Area Structure Plan area as a complete and integrated mixed-use community that provides opportunities to live, work, shop, play and learn.

Objectives:

- a. Develop three (3) compact, walkable neighbourhoods surrounding a mixed-use Village Centre.
- b. Provide for shopping and employment opportunities by allocating land for Mixed Use – Office / Commercial / Residential uses in the Area Structure Plan area.
- c. Arrange the mix of land uses so they function in a mutually supportive fashion to minimize land use conflicts while maximizing synergies amongst them e.g. locating higher density residential uses close to shopping areas, services, schools, parks and open space.
- d. Centrally locate schools, parks, and community facilities so they are easily accessible from each neighbourhood through a well-designed interconnected network of roads, pathways and open spaces.

Principle #2: Create a centrally located mixed-use Village Centre, linked to the Grand Boulevard, to serve as a focal point, gathering place and community service centre for the surrounding residential neighbourhoods.

Objectives:

- a. Incorporate a wide range of uses including a community centre, joint high school site with playfields, recreation complex, community health centre, daycare, neighbourhood commercial and services, emergency service facilities and residential uses to create a vibrant Village Centre.
 - b. Encourage the development of higher density residential uses within or near the Village Centre to provide housing for a range of household types, incomes, and ages.
 - c. Provide transit and vehicular access to the Village Centre, from the surrounding neighbourhoods and region.
 - d. Provide pedestrian access to the Village Centre through a system of interconnected multi-use pathways and sidewalks.
-

Principle #3: Take advantage of the site's natural systems and assets by preserving and, where possible, integrating natural features into the design of the community.

Objectives:

- a. Maintain the recommended top of the bank setbacks from the Clearwater River Valley and Saline Creek Ravine, as recommended in geotechnical studies.
- b. Integrate natural drainage courses, wetlands and low-lying areas into the stormwater management system where practical.
- c. Connect the 30 metre Firesmart Firebreak setback, riparian areas along the creek, and natural areas with pathways to provide a linked network of greenways.

Principle #4: Apply best practices in neighbourhood design that foster identity, livability, interaction, safety and a sense of place.

Objectives:

- a. Ensure that each neighbourhood is designed around a focal point such as park / school sites, neighbourhood commercial uses or community services uses to provide opportunities for interaction amongst residents.
 - b. Promote walkability by providing safe, interconnected, pedestrian friendly streets and pathways, including a central green space spine, to ensure that recreation opportunities, convenience goods and services, are provided within a 10 minute (800 metre) walking distance from residences.
 - c. Prepare and adopt, at the Outline Plan stage and subdivision, architectural design guidelines to ensure high quality buildings, streetscapes and park designs that create attractive and livable neighbourhoods.
 - d. Utilize Crime Prevention Through Environmental Design principles (CPTED), at the subdivision and site planning stages, to enhance public safety.
 - e. Require laned subdivisions with shallow front yards (i.e. 3 metre versus 6 metre setbacks) to have dwelling units with front doors located closer to the street encouraging "eyes on the street" and creating larger, useable backyard areas.
 - f. Locate services and amenities such as transit, schools, parks and shops centrally in each of the three neighbourhoods within a 400 metre radius, or five-minute walk of residences, to encourage walkability.
 - g. Locate mixed use office / commercial / residential along the Grand Boulevard and in the Village Centre to provide exposure and easy access from arterial roadway network.
 - h. Reinforce the unique character of each neighbourhood through "placemaking" by providing distinctive entrances, gateways, focal points, memorable parks, open spaces and legible neighbourhood centres and boundaries, while discouraging gated communities. These will be described in more detail at the Outline Plan and architectural design guideline stages.
-

- i. Utilize winter city design principles at the Outline Plan and subdivision stage to create a community that is functional and enjoyable year round.
- j. Provide for a landscaped buffer along Highway 69 and Airport Road for noise attenuation and visual screening, and to beautify the major entrance way from the airport to Fort McMurray.

Principle #5 *Apply the wildfire hazard mitigation measures from the Firesmart “Protecting Your Community from Wildfire” guide.*

Objectives:

- a. Provide a 30 metre Firesmart firebreak adjacent to natural open areas, such as the top of bank setback from the Clearwater River and Saline Creek valleys.
- b. Ensure a looped collector roadway network, where feasible, to facilitate emergency vehicle access and public evacuation.
- c. Ensure adequate municipal water servicing to the Area Structure Plan area for fire suppression purposes.

Principle #6: *Provide a range of housing choice to address the needs of various demographic and income groups for long-term community sustainability.*

Objectives:

- a. Ensure provisions for a wide range of housing choice, including apartments, rowhousing, single family detached, work / live accommodation, co-housing and secondary suites within the Area Structure Plan area.
- b. Allow for secondary suites in areas proposed for Low Density Residential uses, to provide alternative housing options as well as “mortgage helper” opportunities for the homeowner.
- c. Encourage an increased proportion of higher density housing products in comparison to the current housing mix in the Urban Service Area of Fort McMurray, including ground-oriented multiples (duplexes, rowhousing, stacked row-housing and apartments) to make better use of a limited land base.
- d. Encourage opportunities for locating aging in place seniors complexes in the Village Centre with easy access to shopping, recreation, community and support services.

Principle #7: *Conserve energy and natural resources through best practices of sustainability consistent with the Leadership in Energy and Environmental Design for Neighbourhood Developments (LEED-ND) Rating System (Preliminary Draft).*

Objectives

- a. Create complete, compact, mixed-use and walkable neighbourhoods within the Area Structure Plan area to promote public health. Also reduce air pollution, energy consumption, and greenhouse gas emissions through community design.
-

- b. Wherever possible, protect and integrate existing natural areas and wildlife habitats into the parks and open space system and development sites by minimizing clearing of vegetation and grading.
- c. Implement a stormwater management plan that utilizes existing wetlands and low-lying areas where feasible. Other stormwater management methods such as bioswales, engineered wetlands and other best practices will also be utilized to capture and treat stormwater runoff.
- d. Use untreated stormwater for irrigation and other uses to conserve water.
- e. Orient buildings to take advantage of solar energy relative to the sun, by maximizing the amount of south facing glass in relation to the building's thermal mass.
- f. Encourage the use of "green building technologies" such as energy efficient mechanical systems, geothermal heating and cooling, green roofs and low energy lighting, where physically and economically feasible, through the application of architectural design guidelines to be adopted at the Outline Plan stage.

Principle #8: Provide a balanced transportation network for the Area Structure Plan area, create a choice of transportation modes for future residents and encourage walkability.

Objectives

- a. Implement the principles of fused grid roadway system by creating pedestrian and vehicular connections that enhance mobility and circulation within the Area Structure Plan area.
 - b. Provide a hierarchy of roads including arterial, collector and local roadways to ensure efficient vehicular and public transit access within the Area Structure Plan area, directing traffic towards destinations, while discouraging short cutting through neighbourhoods.
 - c. Connect the Area Structure Plan area to the surrounding region and the Lower Townsite, by providing two access points to Highway 69, a roadway connection to Draper Road and, potentially, a roadway connection across Saline Creek to MacKenzie Park.
 - d. Manage parking through the use of lanes, encourage site design which avoids large parking areas and orients buildings towards the street, and take advantage of opportunities for shared parking facilities.
 - e. Provide a functional and attractive Grand Boulevard with mixed uses along it, as a central access to the Area Structure Plan area from Highway 69 to the Village Centre.
 - f. Undertake streetscape treatment of the Grand Boulevard as a means of enhancing the identity and character of the Area Structure Plan area.
 - g. Provide for roads with reduced cross sections, to minimize land consumed by road and to reduce the total area of hard surfacing. Seek alternative roadway design standards to accommodate streetscaping.
-

- h. Design arterial and collector roadways to accommodate both city transit and highway coaches, used for commuting workers to plant sites. Central pick-up and drop off locations for commuters will be designated in each neighbourhood at the Outline Plan stage.

Principle #9: Provide recreational uses, educational uses, and social gathering opportunities in the Area Structure Plan area, interconnected by a pathway network.

Objectives:

- a. Centrally locate opportunities for indoor and outdoor recreation such as parks, gathering spaces and social areas for special events and programming.
- b. Strategically site and link stormwater management facilities, parks, schools and associated playfields using multi-use pathway connections thus increasing their accessibility for community use and enhancing walkability.
- c. Utilize the 30 metre Firesmart Setback and 30 metre highway buffer to create a multi-purpose pathway connection around the perimeter of the Area Structure Plan area, with attractive connections to the Village Centre and individual neighbourhoods.

Principle #10: Provide a framework that will facilitate financial viability of future development through the orderly and economic extension of services and strategic allocation of land uses.

Objectives:

- a. Provide a phasing plan for the orderly, economic and efficient extension of roadways, and utility servicing.
- b. Ensure the full utilization of existing gravel deposits within the Area Structure Plan area prior to development for other uses.
- c. Provide for construction of a mix of land uses and residential densities in the each phase of development.

Principle #11: Foster the safety of residents to enhance livability.

Objectives:

- a. Consider 1st Generation (physical) Crime Prevention Through Environmental Design (CPTED) principles when evaluating development proposals.
- b. Consider 2nd Generation (social) Crime Prevention Through Environmental Design (CPTED) principles during the Outline Plan and subdivision approval process.

5.0 LAND USE CONCEPT

5.1 Overview of Land Use Concept

Refer to *Map 6 – Development Concept*. The Saline Creek Plateau Area Structure Plan area proposes a range of land uses to create a vibrant and diverse community. A Village Centre, comprised of a mix of office, commercial, and residential uses is centrally located and acts as a focal point for the social and economic interaction of residents in the area. In the Village Centre, a community recreation facility and a joint high school are proposed. East of the Village Centre, a joint junior high school is proposed.

Surrounding the Village Centre, three (3) neighbourhoods are planned. Each neighbourhood is generally contained within a ten minute walking distance of an elementary school site or park space and contains a mixture of residential, commercial, and public uses. Pedestrian and vehicular connectivity between the Village Centre and neighbourhoods is provided via a fused grid road network. A network of interconnected green spaces is proposed, linked by pathways and sidewalks. Refer to *Map 7 – Neighbourhood Units*.

Neighbourhood one (1) is bordered by the Grand Boulevard and Village Centre to the east, the Saline Creek valley to the west, Highway 69 to the south and the east – west collector roadway extending from the terminus of the Grand Boulevard to the north.

Neighbourhood two (2) is bordered by the east – west collector and arterial roadways extending from the terminus of the Grand Boulevard to the south, and the Clearwater River and Saline Creek valleys to the east and west, respectively.

Neighbourhood three (3) is bordered by the Grand Boulevard to the west, the Clearwater River valley to the east, Airport Road and Highway 69 to the south, and the east – west arterial roadway extending from the terminus of the Grand Boulevard to the north.

It must be recognized that the Rotary Club currently operates a campground within their recreational lease area. Given Council's policy on campgrounds within the Urban Service Area, this is viewed as an interim use that will be phased out with the future residential development planned for this portion of the Area Structure Plan area.

5.2 Need for Architectural Design Guidelines

Detailed architectural design guidelines need to be developed at the Outline Plan and subdivision stage to ensure detailed implementation of planning principles and objectives. These architectural design guidelines are important in implementing the sustainable development and urban design concepts promoted in this Area Structure Plan. These concepts include, but are not necessarily limited to, a fused grid roadway network, an integrated open space and pathway system, innovative housing forms, mixed use areas, location and configuration of parking, landscaping and architectural treatment of buildings. These design considerations will contribute to the attractiveness, livability and sustainability of the Area Structure Plan area.

5.3 Village Centre

Adjacent to the Grand Boulevard, a Village Centre is proposed as a central gathering place and focal point for residents of the Area Structure Plan area. Mixed use office, commercial, and residential uses are planned to create a “high street” style of development. These uses encourage round-the-clock use along the Grand Boulevard, thus creating a safe and attractive Village Centre.



Figure 5-1: Village Centre; examples of mixed use “high street” style of development

Uses that could be located in the Village Centre include fire and police services, medical services, and professional offices. The joint high school and community recreation uses planned directly east of the Grand Boulevard will further contribute to the development of a vibrant centre for the Area Structure Plan area.

5.4 Convenience Commercial

In the north west of the Area Structure Plan area, an approximately ± 0.4 hectare (± 1 acre) commercial site has been designated to serve day to day convenience commercial needs. This site is intended as a small commercial site for the northernmost neighbourhood. It is located adjacent to a proposed joint elementary school site and is within ten minute walking distance of residences.

5.5 Airport Commercial

Approximately ± 16 hectares (± 40 acres), or 3 per cent of the GDA, has been designated for airport commercial uses. Permitted uses may include office and light industrial uses such as gas stations, car rentals, car washes, and convenience commercial uses primarily targeted for patrons of the Fort McMurray Municipal Airport.

5.6 Mixed Use Office / Commercial / Residential

Mixed use office, commercial and residential uses are proposed for approximately ± 20 hectares (± 49 acres) of land, or 4 per cent of the Gross Developable Area (GDA), adjacent to the Grand Boulevard. Good visibility from Highway 69 and access from the Area Structure Plan area and the surrounding region are provided at this location. Residential uses,

professional offices, business support services, hotels and retail commercial uses could be developed in this area. This area may consist of residential units mixed vertically or horizontally, with commercial and/ or office uses.



Figure 5-2: Mixed Use; examples of vertically stacked mixed use development and large retail development incorporating a strong street edge

A “high street” style of development adjacent to the Grand Boulevard is envisioned as the focus of the Village Centre thereby creating a pedestrian friendly, street-oriented environment. Parking is to be provided in underground structured facilities or at the rear of buildings to create a strong street edge with active frontages along the Grand Boulevard.

5.7 Residential Uses

A total of approximately ± 234 hectares (± 578 acres), or 45 per cent of the GDA, are proposed for residential uses. A range of housing choice is proposed to meet the housing needs of a variety of age, income, and household types.

5.7.1 Low Density Residential

Low density residential uses are proposed for approximately ± 198 hectares (± 489 acres) of land, or 38 per cent of the GDA. Single family detached, semi-detached, duplex and modular home housing formats are proposed to accommodate both young and mature families and to provide opportunities for shared accommodation. Low density residential units comprise approximately 70 per cent of the total residential units planned for the Area Structure Plan area. Lot sizes will range from approximately 230 metres² to 270 metres² (2,454 feet² to 2,905 feet²). Street oriented, laned development will be utilized to provide sufficient vehicular access and parking while creating safe and attractive residential streets.



Figure 5-3: Low Density Residential; examples of secondary suites and street oriented low density residential development

Secondary suites may be considered in low density residential areas to provide additional housing without changing the character of the neighbourhood. This type of development functions as a “mortgage helper”, making home ownership more accessible. The allocation of secondary suites will be dependent on the servicing capacity of the Area Structure Plan area during implementation.

5.7.2 Medium Density Residential

Medium density residential uses are proposed for approximately ± 27 hectares (± 67 acres), or 5 per cent of the GDA. Multiplex residential development consisting of three (3) to six (6) unit “big house” style residential buildings and townhouses are proposed to accommodate young families, singles, empty nesters, and to provide for shared accommodation. Medium density residential units comprise approximately 18 per cent of the total residential units planned for the Area Structure Plan area. Lot sizes will vary in relation the format of medium density residential development, with a minimum lot area of ± 186 metres² ($\pm 1,997$ feet²). Buildings will be situated to address the street. Lanes and parking structures will be utilized to provide sufficient vehicular access including provisions for emergency and fire services accessibility to residential development.



Figure 5-4: Medium Density Residential; examples of multiplex and townhouse forms of medium density residential development

Medium density residential areas are located in proximity to collector roads in order to provide efficient vehicular access to the Area Structure Plan area, Highway 69, Airport Road, the Urban Service Area and the surrounding region. Proximity to schools, community services, mixed use development and amenity areas was considered when locating Medium density residential sites. A significant amount of medium density

residential area is located in proximity to the Grand Boulevard and Village Centre. This location is complimentary to mixed use development, parks and open space, and the community recreation site, thus providing a critical mass of future residents within walking distance of these uses. Additional medium density residential areas are located adjacent to the Clearwater River and Saline Creek valleys, providing excellent views and access to the proposed pathway network.

5.7.3 High Density Residential

High density residential uses are proposed for approximately ± 9 hectares (± 22 acres) of land, or 2 per cent of the GDA. High density residential development will consist of low and mid-rise apartments of four to six stories and will provide housing for singles, empty nesters and provide opportunities for shared accommodation. High density residential units will comprise approximately 12 per cent of all residential units in the Area Structure Plan area, with apartment sites averaging approximately ± 5 hectares (± 12 acres) in size. Parking should be primarily accommodated using underground structured facilities. Individual entrances should be provided to ground level units in order to create active street frontages and promote “eyes on the street” surveillance.



Figure 5-5: High Density Residential; examples of apartments with individual ground level entrances

High density residential areas are located in proximity to the Grand Boulevard in order to provide accessibility of services to future residents thus reducing vehicular traffic dependency and traffic congestion within the Area Structure Plan area.

5.8 Parks, Schools and Open Spaces

Refer to *Map 8 – Open Space System*. A total of approximately ± 95 hectares (± 312 acres), or 18 per cent of the GDA, is dedicated as parks, schools and other open spaces in the Area Structure Plan area.

A pathway system, interconnected to the roadway network is proposed for the plan area. This pathway system will provide pedestrian and non-motorized access to parks, schools, and open spaces within the Area Structure Plan area. On the top of bank perimeter surrounding the Area Structure Plan area, a pathway is proposed within the 30 metre firebreak, providing opportunities for pathway looping and connections to the regional pathway system. These

connections to the regional pathway network are planned to provide connections to the Urban Service Area and surrounding region and to enhance passive recreation opportunities for future residents.

The general sizes and locations of all school sites described in this Area Structure Plan are made in consultation with the Fort McMurray Public School District No. 2833. The specific numbers, locations, and sizes of school sites and the methodologies for student generation must be further assessed at a more detailed Outline Plan and subdivision stage with the participation of the Fort McMurray Public School District.

5.8.1 Public Elementary School

One (1), approximately ± 8 hectare (± 20 acre), site is identified for a public elementary school within the Area Structure Plan area. This school site is located centrally relative to the south east neighbourhood within the Area Structure Plan area. As previously discussed, the public elementary school site will be connected by pathways to the local and regional pathway system.

5.8.2 Joint Elementary School

One (1), approximately ± 8 hectare (± 20 acre), site is identified for a joint elementary school within the Area Structure Plan area. This school site is located centrally relative to the south west neighbourhood within the Area Structure Plan area. As previously discussed, the joint elementary school site will be connected by pathways to the local and regional pathway system.

5.8.3 Joint Junior High School

One (1), approximately ± 8 hectare (± 20 acre), site has been identified for a joint junior high school, east of the Village Centre and Grand Boulevard. As previously discussed, the joint junior high school site will be connected by pathways to the local and regional pathway system.

5.8.4 Joint High School

One (1), approximately ± 16 hectare (± 40 acres), site is identified for a joint high school within the Area Structure Plan area. This school is located in proximity to the Village Centre and community recreation facility. It is anticipated that this school will accommodate students from nearby Urban Growth Areas. At the Outline Plan stage the possibility of accommodating playfields in stormwater management “dry pond” facilities should be considered. As previously discussed, the joint high school site will be connected by pathways to the local and regional pathway system.

5.8.5 Park Space

One (1), approximately ± 8 hectare (± 20 acre), site is identified for a park space within the Area Structure Plan area. This school site centrally relative to the north west neighbourhood within the Area Structure Plan area. At the Outline Plan stage, in consultation with the Fort McMurray Public School District, this site could be utilized to accommodate an additional elementary school site if necessary.

5.8.6 Community Recreation Facility

A total of approximately ± 13 hectares (± 32 acres), or 3 per cent of the GDA, is proposed for a community recreation facility consisting of recreational and community service uses. This facility is intended to serve the residents of the Area Structure Plan area. Permitted services could include ice arenas, swimming pools, a library, a gymnasium, community agencies, meeting rooms, a food court, playfields and associated parking.

The community recreation facility is located centrally within the Area Structure Plan area adjacent to the Grand Boulevard. This location provides accessibility to residents of the Area Structure Plan area and adjacent neighbourhoods. The community recreation facility will be connected by multi-use pathways to the local and regional pathway system.

5.8.7 Other Open Spaces

Other open spaces comprise approximately ± 17 hectares (± 42 acres) of the Area Structure Plan area and are to remain undeveloped. These open spaces are located to the north west of the Area Structure Plan area, lands surrounding the existing transmission towers, and between the Clearwater Parkway and the environmental reserve located along the top of bank of the Clearwater River and Saline Creek valleys.

5.8.8 30 Metre Firesmart Firebreak

A 30 metre Firesmart Firebreak, adjacent to the top of bank setback established by the Preliminary Geotechnical Assessment, comprises approximately ± 29 hectares (± 72 acres) of land. A local road right of way will be located within the firebreak adjacent to residential uses. This local road will enhance the effectiveness of the firebreak by providing easy access for emergency vehicles. It also provides pedestrian access to the neighbourhoods with natural views of the top of bank.

5.8.9 30 Metre Landscaped Highway Buffer

A 30 metre landscaped highway buffer, parallel to the north side of the Highway 69 and Airport Road rights-of-way, provides attenuation of noise and nuisance effects

related to development in proximity to the Area Structure Plan area. In addition, this landscaped buffer will provide an opportunity to beautify the Highway 69 and Airport Road access as a major gateway to the Urban Service Area for visitors and residents arriving from the Fort McMurray Municipal Airport. A pathway connection is proposed within this buffer, connected to the local and regional pathway network.

5.9 Golf Course

Approximately ± 63 hectares (± 156 acres) of land are planned for the development of a golf course within Rotary Club's current recreational lease area. This development will provide a recreational amenity to residents of the Area Structure Plan area and the surrounding region. The golf course site is complimentary to proposed residential uses in adjacent lands. The development of a golf course in this area is an appropriate transitional use considering existing limitations to residential development due to the close proximity of the area to the Fort McMurray Municipal Airport.

6.0 TRANSPORTATION

6.1 Regional Transportation Network

Map 9 – Transportation, illustrates the recommended transportation network for the Area Structure Plan. The Area Structure Plan area is accessible from the Urban Service Area and surrounding region via Highway 69 that connects to Highway 63 west of the Area Structure Plan area. Highway 63 is the principle thoroughfare for the Regional Municipality of Wood Buffalo.

Currently, Highway 69 is a two lane provincial Highway carrying an average annual daily traffic (AADT) volume of 5100. Highway 69 provides the main access to the Fort McMurray Municipal Airport as well as other industrial and residential developments further east. Highway 69 will be the main connection for the Saline Creek Plateau Area Structure Plan area with two arterial road connections. These two proposed connections will provide access to an estimated 70 per cent of the traffic generated by the Area Structure Plan area. Therefore significant improvements to Highway 69 will be required. A Traffic Impact Assessment is required to assess impacts on the Highway 63 and Highway 69 intersection and to confirm the need for an interchange.

In addition to the connection to Highway 63, Highway 69 also provides access to other regional transportation modes including air travel through the Fort McMurray Municipal Airport and rail through the Lynton Siding rail yards. The Fort McMurray Municipal Airport services commercial and private air travel for Urban Service Area. Lynton Siding rail yard is being used as a major depot for logging to destinations south of the Urban Service Area.

6.2 Transportation Analysis

The Area Structure Plan area trip rates were developed from the Institute of Transportation Engineers' (ITE) Trip Generation manual, 7th Edition, based on proposed land uses and distribution. Based on these volumes, the size and number of arterial roadways were determined from the Regional Municipality of Wood Buffalo Engineering Servicing Standards.

6.2.1 Trip Generation

The Saline Creek Area Structure Plan area has a proposed gross developable area of ±517 hectares which will house an estimated 20,817 people. Table 6.1 summarizes the trip generation rates and the estimated number of residential units used to calculate the total number of trips generated for the Area Structure Plan area. The number of residential units, 6796, is taken from the Land use and Population Statistics and includes the Rotary Club Lease Area and Surface Material Lease Area. To estimate the number of each residence type, a factor is applied which represents an expected housing mix to accommodate the population in the low, medium and high densities.

Using the trip generation rates from the expected residential development a conservative estimate of the average annual daily traffic volume for the Area Structure Plan Area is provided. The average annual daily traffic volume is used to establish the required road network. This estimate assumes that the destination for trips generated within the Area Structure Plan area offsets the number of trips generated outside the Area Structure Plan area to employment and commercial destinations within the Area Structure Plan area. Given the development principles discussed earlier, some of the traffic generated will be internal only, and therefore trip origin and destination will be within the Area Structure Plan area.

Table 6-1: Trip Generation Rates

Land Use	Number of Units	Daily Trips per Unit	Estimated Number of trips (AADT)
Low Density Residential	4762	9.57	45,571
Medium Density Residential (Condominium/Townhouses)	1206	5.86	7,067
High Density Residential (Apartments)	828	6.72	5,564
Mixed Use – Residential (Condominium/Townhouses)	383	5.86	2,241
Total Estimated Number of Trips Generated			60,443

Based on potential 60,443 trips generated from the Saline Creek Area Structure Plan area, three arterial accesses are proposed for connection to the Area Structure Plan area. Assuming a relatively equivalent division of choice of accesses, it is assumed that 30 per cent (18,133 trips) will use the Draper Road connection, and 35 per cent (21,155 trips) will use each of the southern accesses to Highway 69 and Airport Road.

Using the Regional Municipality of Wood Buffalo Engineering and Servicing Standards, the capacity of an urban arterial divided road is 12,000 to 30,000 vehicles per day. For the southern accesses to Highway 69 and Airport Road, a site-specific cross-section is proposed in light of the development principles to be implemented. Parking along portions of the Grand Boulevard is proposed although this may result in a reduction in capacity of the roadway. However, provided that the parking lanes are of sufficient width and the through traffic is not interfered with, the proposed cross section should provide the required capacity.

Using the Regional Municipality of Wood Buffalo Engineering Servicing Standards, the capacity of an undivided arterial road is 5,000 to 12,000 vehicles per day. For the

Clearwater Parkway an urban arterial undivided may provide the necessary capacity without a significant drop in the level of service. The roadway will not have any on-street parking and is free of other accesses or intersections that cause traffic delays. Detailed design of the roadway may incorporate a raised center median, as a safety feature, should the horizontal geometry warrant the median.

6.3 External Roadway Circulation

A four lane arterial Grand Boulevard is proposed to provide access to the Area Structure Plan area, the Village Centre, and to Highway 69. A mix of land uses and streetscape treatments are planned for the Grand Boulevard, to create a functional and attractive access to the Area Structure Plan area and to establish a sense of place. With the future development of Rotary Club's recreational lease area, an additional access off Airport Road will be required. It is anticipated that a similar arterial road design will be used, with less emphasis on the entrance features to provide the required access capacity.

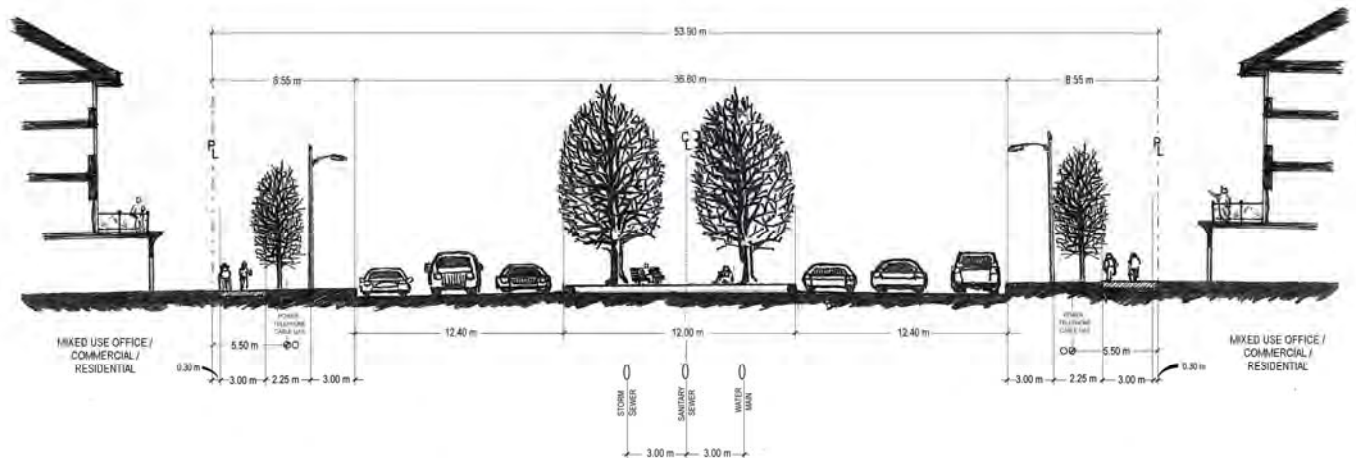


Figure 6-1: Cross section of Grand Boulevard; showing wide “park block” median

In addition to the proposed southern connections, an access to the northwest, connecting the Area Structure Plan area to Draper Road is also proposed. This access, referred to as the Clearwater Parkway, is estimated to carry approximately 30 per cent of the traffic generated within the Area Structure Plan area. The construction of the proposed Clearwater Parkway will require that Draper Road also be upgraded to accommodate the additional volume of traffic and to safely convey the traffic to the Lower Townsite. The Regional Municipality of Wood Buffalo is currently reviewing the improvements required to Draper Road and the connection to the Lower Townsite.

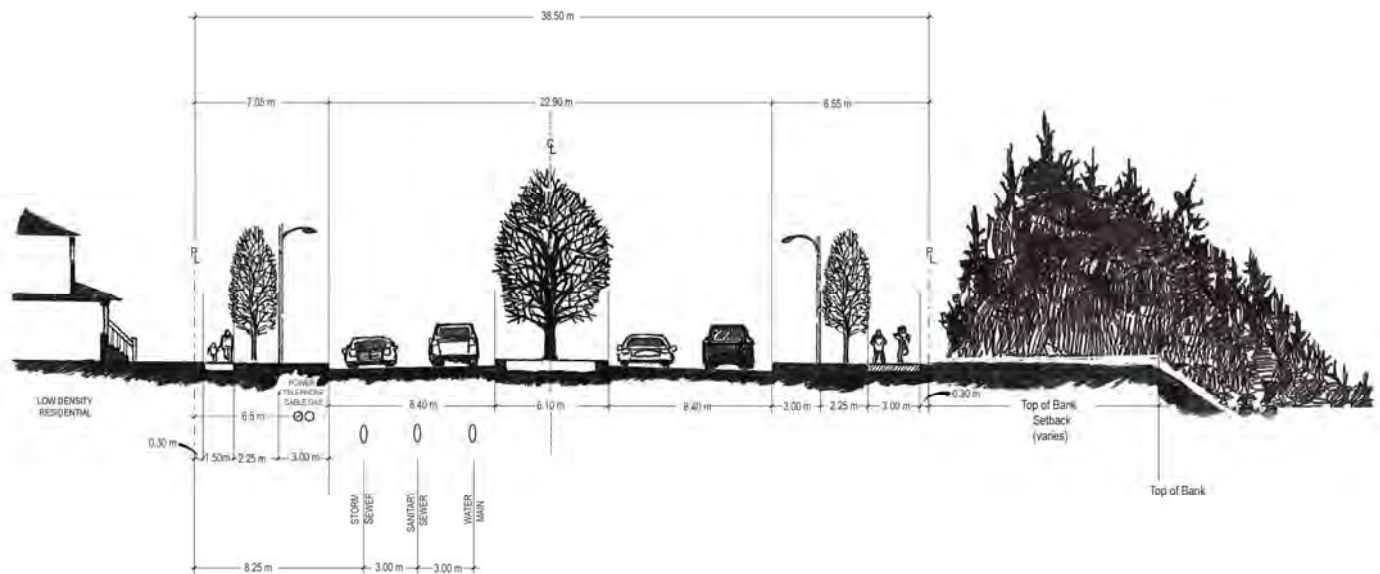


Figure 6-2: Cross section of Clearwater Parkway

The Draper Road Detailed Planning Report (Associated Engineering, May 2006) proposes an alignment that will have Draper Road extend past the community of Waterways connecting to the Lower Townsite East Loop Road (Clearwater Drive) on the north side of the Hangingstone River. Given the expected volume of traffic, the Clearwater Parkway will need to be classified as a minor arterial roadway. A detailed Traffic Impact Assessment is required to establish the road classification needed, as well as a Community Impact Assessment to address the impacts of the proposed alignment on the Waterways community. However, a four lane, minor arterial roadway connecting Airport Road to Draper Road is expected. The arterial road classification must also be carried through to Draper Road through Waterways to connect to the proposed Clearwater Drive. The connection point will be the extension of Mills Avenue in the Lower Townsite and will require a signalized intersection with channelized turning movements to provide an acceptable level of service.

The additional volume of traffic will impact the capacity of Clearwater Drive. The Traffic Impact Assessment must consider the directional split from Draper Road. It is expected that the traffic entering Clearwater Drive will be divided equally westbound (to Highway 63) and eastbound to (Franklin Avenue and Lower Townsite). The resulting increase in traffic may require additional lane capacity be added to Clearwater Drive. As such the Regional Municipality of Wood Buffalo must protect the land required for future widening. Updating the Lower Townsite Transportation Master Plan is recommended.

In addition to the roadway accesses proposed from Highway 69, Airport Road and Draper Road, a potential collector roadway connection across Saline Creek to MacKenzie Industrial

Park is shown. This potential access could connect to MacKenzie Boulevard through MacLennan Crescent. A more detailed Traffic Impact Assessment is required to confirm the merits of this connection. The purpose of this connection is to provide local access to Mackenzie Industrial Park, an area that could be a potential destination for local employment opportunities. The proposed connection will require a bridge structure crossing Saline Creek. This potential connector is not necessarily the main access to the Saline Creek Plateau Area Structure Plan area.

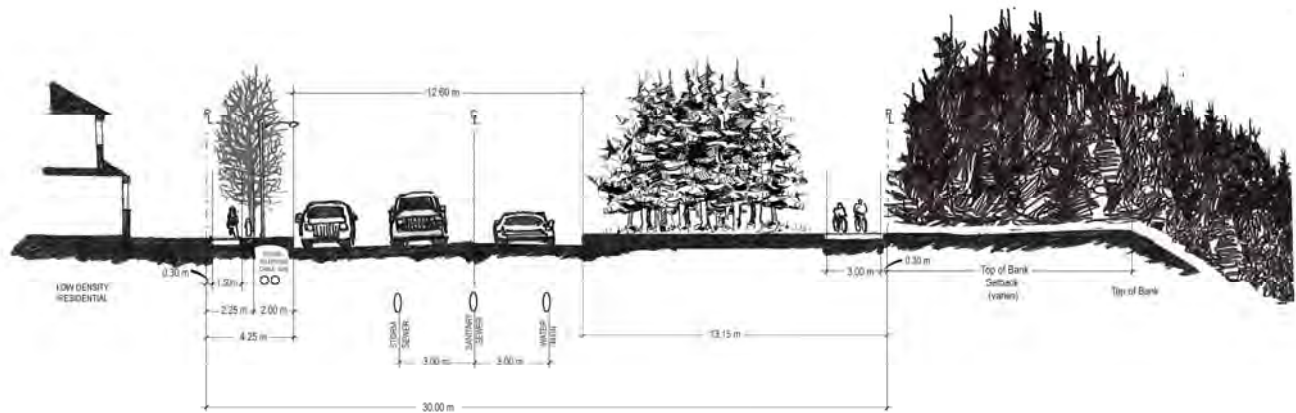


Figure 6-3: Cross section of Firebreak Road; showing pathway in wooded area

6.4 Internal Roadway Circulation

A system of collector and local roadways is proposed to provide a hierarchical vehicular circulation network and public transit access within the Area Structure Plan area. This network is based on the principle of fused grid design that enhances vehicular and pedestrian circulation. Parking is to be provided through the use of lanes where possible. Parking lots are to be dispersed and oriented towards the interiors of lots, wherever possible.

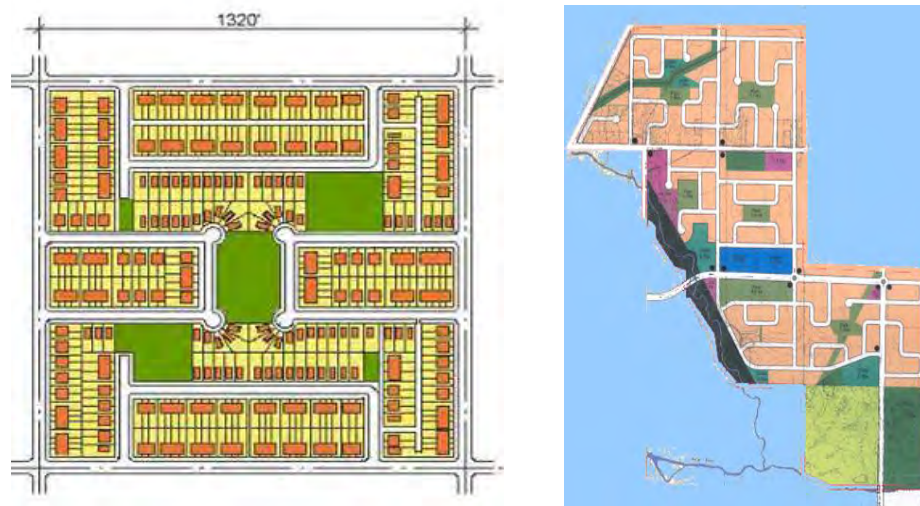


Figure 6-4: Fused Grid Design; examples of conceptual block and neighbourhood designs

Collector roads will be situated within the Area Structure Plan area to direct traffic to the arterial road network. Cross sections of the collector road will vary between neighbourhoods depending on the land use. Parking along collector roads will be dependent on adjacent land uses and development type. On-street parking may also be limited where heavier use of public transportation is expected such as schools and other public buildings.

Adjacent to the top-of-bank setbacks from the Clearwater River and Saline Creek valleys, a local road is proposed within the 30 metre Firesmart Firebreak. The road should not be a continuous loop, as this may encourage shortcutting through neighbourhoods to access the collector roads. Breaks at locations based on the fused grid principle are recommended. Continuation of pedestrian walkways is encouraged to provide alternate modes of transportation such as cycling, public transportation and walking.

6.5 Transit

Many of the oilsands sites are relatively far away from the Urban Service Area, which is the residential base for most of the population. Industry has responded to the travel requirements of its employees by providing busing for employees to each of the plant sites thus effectively creating a private busing system.

This creates a unique situation, where two public busing systems result in a higher number of buses entering the neighbourhoods. With the relatively higher population density proposed for the Area Structure Plan area, providing the necessary access to both busing systems is vital. Public transportation through the Area Structure Plan area will be provided along the collector roads. It is anticipated that routes from Saline Creek Plateau to Mackenzie Industrial Park and to the Lower Townsite will be the most heavily used. A public bus transfer station in Mackenzie Industrial Park or the Village Center planned for the Saline Creek Plateau Area Structure Plan area may also be warranted.

Buses going to the oilsands plant sites outside of the Urban Service Area should be directed to the highway connections. Using the principle of the fused grid system, non-vehicle oriented residential development is encouraged, and therefore access to the oilsands busing system must be accommodated. Buses routed along the collector roadways could be accommodated, provided the buses use established and marked stop locations. For convenience, the public busing system stops should be used. Stops along heavily traveled collector roads or along arterial roads should include off road pullouts. The pullouts provide the buses with a marked location for stops that can be design to accommodate the repeated loading with out interfering with traffic.

7.0 ENGINEERING SERVICES

7.1 Water Distribution

Potable water supply in the Urban Service Area is provided through a centralized water treatment plant on the shore of the Athabasca River. Currently, the existing water treatment plant has a capacity to service 85,000 people in the Urban Service Area. The Regional Municipality of Wood Buffalo is in the process of implementing improvements to the existing water treatment plant to supply potable water to a population of 100,000. Due to the topography of the Urban Service Area, distribution is divided into separate pressure zones.

The Regional Municipality of Wood Buffalo is currently reviewing the water distribution system to existing areas south of the Athabasca River. As part of this study the population proposed in the Saline Creek Plateau Area Structure Plan area will be accommodated. The proposed improvement includes dedicating an existing water supply line from the Water Treatment Plant (WTP) through the Lower Townsite to the Mackenzie Industrial Park Reservoir and Pumphouse.

To provide water service to Area Structure Plan area, a water supply main from the MacKenzie Industrial Park Reservoir is proposed. The supply line will provide water from the Mackenzie Reservoir and Pumphouse to a new reservoir and pumphouse within the Area Structure Plan area. The expansion of the Mackenzie Reservoir will provide the necessary storage for consumption and fire protection for the Area Structure Plan area. A second connection from a supply line servicing the Southeast Regional Water Supply and Highway 69 Corridor systems is also proposed to provide some redundancy and allow the Regional Municipality of Wood Buffalo flexibility in servicing the Area Structure Plan area. The size of the line along Highway 69 is under review.

Using the Regional Municipality of Wood Buffalo Engineering Servicing Standards, the Area Structure Plan area will have the following expected demands:

Table 7-1: Potable Water Supply

Population	Average Day Demand Per Capita (liters /capita/day)	Average Day Demand (liters/second)	Peak Day Demand (liters/second)
20,817	360	87	174

Refer to *Map 10 – Water Servicing* for the recommended pipeline alignment. The final sizing and detailed alignment of the water distribution system will be analyzed in the Outline Plan stage. The size of internal water mains will depend on the actual fire flow requirements for each Neighbourhood area. A 600 millimetre loop around the proposed Village Center is expected to provide the necessary capacity to reach the other neighbourhoods.

7.2 Sanitary Drainage

7.2.1 Offsite Collection and Disposal

Wastewater from the Urban Service Area is collected at a centralized Wastewater Reclamation Facility. The Wastewater Reclamation Facility is currently under construction. When operational it will have the capacity to service 133,000 people.

The Lower Townsite East End, Waterways, Beacon Hill, Gregoire and Abasand areas are currently connected to the East Sanitary Trunk. Several studies have reported that the existing sanitary sewer trunk is at its design capacity and during a wet weather event is likely to surcharge. Past inspections of the East Sanitary Trunk by the Regional Municipality of Wood Buffalo indicated that significant maintenance is required and the pipe is currently operating at a higher capacity than it is designed for, thus increasing the odds of surcharging and possible flood damage in the Lower Townsite.

Based on the design capacity and considering the current conditions, the East Sanitary Trunk cannot accept additional flows from new developments. A new lift station (LS1B) in the Lower Townsite is currently under construction connecting to the existing trunk sewer temporarily. A new forcemain will be required to bypass the existing gravity sewer and pump the wastewater directly to the Wastewater Reclamation Facility.

Sanitary Sewer Servicing for the Area Structure Plan area can be accommodated through a combination of gravity and siphon connections to Lift Station 1B. The Waterways community is currently serviced through a separate local collection system which flows to an existing lift station and forcemain, and discharges directly onto the East Trunk on Penhornwood Street.

7.2.2 Onsite Collection

Refer to *Map 11 – Sanitary Servicing*. Table 7.2: Sanitary Sewer Servicing summarizes the expected sanitary sewer flows using the Regional Municipality of Wood Buffalo Engineering Servicing Standards. Due to the elevation difference between the Area Structure Plan area and Waterways community, significant discharge pressures could cause surcharging in the existing Waterways system. Therefore, a combination of a 750 millimeter gravity trunk in the upper plateau, and a 600 millimeter siphon pipe directly to the new collection trunk on the Lower Townsite East End lands is proposed.

Table 7-2: Sanitary Sewer Contributions

Population	Average Day Contribution Per Capita (liters/cap/day)	Average Day Flow (liters/sec)	Peaking Factor	Area (ha)	Infiltration (liters/sec)	Total Flow (liters/sec)
20,817	360	87	2.6	245.1	69	297

7.3 Stormwater Drainage

Map 12 – Stormwater Management illustrates the proposed stormwater management concept for the Saline Creek Plateau Area Structure Plan area.

From the contour information available, there is a highpoint in the center of the Area Structure Plan area close to the southern boundary. Given the area's triangular shape and the bounding river and creek valleys, the area can be divided into three basic catchment areas: the southwest basin which naturally drains to the west to Saline Creek; the northwest catchment area which drains west and east; and the east basin which drains to the north and south.

Although the topography suggests that the Area Structure Plan area is well drained, the nature of the soil and the vegetation suggests that much of the rainfall is retained in the plateau. In the east catchment area, contours show a relatively low-lying area. Air photographs suggest the area is boggy and retains water. The tree cover and natural vegetation in the other catchments will also retain rainfall. Several drainage courses or ephemeral draws within the catchment to carry the run off to the bounding creeks.

The development of the Area Structure Plan area will increase run off. This increased run off will further aggravate the potential for slope instability. Therefore, it is recommended that stormwater management methods be implemented to reduce the impact of increased runoff. Generally, drainage outlets should be limited to existing drainage courses. Runoff water should be directed to the Saline Creek or other existing unnamed creeks.

The Water Act is the provincial legislation governing the management of water bodies. The Alberta Environment Code of Practice for Outfall Structures On Water Bodies provides the necessary guidance for the construction of new outfalls to water bodies. The classification of a river or creek specifies the restricted activity period and the special conditions for some water bodies. The restricted activity period is based on the potential risk to fish habitat to the water body.

Alberta Environment classifies the Clearwater River as a "Class C" water body with a restricted activity period from September 16 to July 15. Saline and Saprae Creek are classified as "Class C" water bodies with a restricted activity period of April 16 to July 15. Prior to development of the Area Structure Plan area, an Environmental Assessment of Saline Creek must be completed by a qualified aquatic environment specialist to establish the following:

- Existing flows in the creek.
- Capacity of the creek to accommodate additional flow.
- Fish habitat and wildlife sensitive areas.
- Geologically sensitive areas and areas at risk of erosion.
- Areas of high risk of slope failure.

From the results of the study above, the Regional Municipality of Wood Buffalo can establish the Saline Creek Plateau Area Structure Plan area post-development run-off release rate. The study will also confirm requirements for water quality management of run off. Solid removal through settlement ponds or mechanical traps will be required at each outfall. Wet ponds near the top of bank are not recommended if slope stability is a concern. Minimizing the number of outfalls to the Creek will also be important.

7.3.1 Southwest Catchment Area (1)

Refer to *Map 12 - Stormwater Management*.

The southwest catchment area (1) has a topography that slopes in a radial pattern to the south and the west. The natural runoff is to Saline Creek. The catchment area is ± 204 hectares. The anticipated pond area is estimated to be ± 5 hectares. A review of the contours available suggests that there is an existing low-lying area near the top of bank of the creek that will lend itself to construction of a wet pond. The actual size of the pond will be determined by the allowable runoff to Saline Creek.

It is recommended that the outlet of this pond be routed through pond 2A in Catchment 2. The outlet for these ponds should be combined and constructed to outlet to Saline Creek. Minimizing removal of vegetation on the slope and the disturbance to the natural slope is recommended. A piped outfall down the slope with provision for energy dissipaters is recommended.

7.3.2 Northwest Catchment Area (2)

The Northwest Catchment Area (2) naturally drains to the top of bank of the Saline Creek Valley on the west and the Clearwater River Valley on the north. The area is ± 264 hectares requiring ± 7 hectares of pond area for storage. The topography of the catchment area is relatively flat, and the shape linear, therefore two ponds are proposed to accommodate the stormwater.

Pond 2A should share the outfall with Pond 1. The outfall should be a piped outlet to the creek level with provisions for energy dissipation at the outlet to avoid erosion to the creek bed. Armoring the creek bed at the outlet may be required.

The outlet for Pond 2B should also be to Saline Creek. The impact of the runoff flow from the piped outlet, at creek level needs to be considered in the design of the outfall.

7.3.3 Southeast Catchment Area (3)

The southeast catchment area (3) drains from the outside in. The contours suggest there is a low-lying boggy area in the center of the catchment. Overflow from the boggy area appears to drain to the southwest then easterly along Highway 69 to a tributary of Sapræ Creek and through Sapræ Creek to the Clearwater River.

The catchment area is ± 284 hectares. The proposed Stormwater management facility required is estimated to be ± 7 hectares. The existing boggy area is the recommended location for the facility. However, as mentioned in Section 3.5, much of the southeast catchment area and the proposed location of the facility lie within the Fort McMurray Municipal Airport Vicinity Protection Area. Under Land Use Bylaw 99/059 Appendix D Section 3.2 proposed development that will attract birds will not be permitted in the Fort McMurray Municipal Airport Vicinity Protection Area. Therefore the stormwater management facility in this catchment must be designed as a dry pond.

The development concept proposed identifies the area surrounding the proposed location of dry pond 3A as a potential golf course. This land use lends itself to incorporating the design of the dry pond in the golf course. A suggested approach may be to distribute the required storage area within the boggy land.

7.3.4 Clearwater Parkway Drainage

The construction of the Clearwater Parkway will be challenging on the slopes of the Clearwater River Valley. One issue is the removal of vegetation that assists in maintaining slope stability. The other issue to be considered is exposing the slope to erosion from surface water runoff. Paving the road will significantly increase the volume of surface water runoff and may concentrate the runoff that accelerates erosion and therefore contributes to the instability of the slope.

Drainage of the surface of the Clearwater Parkway through a dedicated storm sewer within the road way is required. The outfall of the storm sewer will be at the bottom of the road to the Clearwater River. Catchment of the storm sewer must be limited to the roadway only to minimize the runoff. Stormwater quality can be managed either by a mechanical treatment at the outfall or by extending the storm sewer to the north and constructing an area in the flood plain to allow settlement of particles and to dissipate the energy from the grade.

7.4 Shallow Utilities

7.4.1 Natural Gas

ATCO Gas provides distribution servicing throughout the Urban Service Area. Currently the Area Structure Plan area is not serviced with gas. A high pressure Gas pipelines along Highway 69 may be able to provide the required supply from

Mackenzie Industrial Park. Since the Area Structure Plan area is outside the current Urban Service Area Limits, the Regional Municipality of Wood Buffalo should review the current agreement with ATCO Gas to include the Area Structure Plan area in ATCO's plans for expansion and gas distribution.

The Regional Municipality of Wood Buffalo is also considering alternative modes of heating to reduce natural gas consumption. The proposed development concept lends itself to connecting different buildings through centralized heating plants. For example, within the Village Center there is potential to use a central heating plant for several public buildings such as schools and the community recreation facility.

7.4.2 Power

ATCO Electric is the electrical service provider in the Urban Service Area. The franchise agreement should be reviewed to ensure that the Area Structure Plan area is included in ATCO's plans for expansion. Detailed servicing and extension of existing utilities must be reviewed at the Outline Plan stage.

7.4.3 Communications – Telephone and Cable TV

The existing telephone service provider for the Urban Service Area is TELUS. In addition to telephone service, supernet installations to the proposed school sites must also be considered to avoid future disruption to roadways.

Shaw Cable currently has a franchise agreement with the Regional Municipality of Wood Buffalo to provide television services in the Urban Service Area.

8.0 IMPLEMENTATION

The Saline Creek Plateau Area Structure Plan will be implemented through the following planning approvals.

8.1 Amendment to the Municipal Development Plan

An amendment will be required to the Municipal Development Plan Bylaw No. 00/005 to remove the Saline Creek Plateau Area Structure Plan area from the Rural Service Area and including it within the Urban Service Area boundary.

8.2 Amendment to Highway 69/Clearwater River Valley Area Structure Plan

An amendment would be required to the Highway 69/Clearwater River Valley Area Structure Plan Bylaw No. 99/058 removing the Saline Creek Plateau Area Structure Plan area from that Area Structure Plan Bylaw so as to avoid overlap of the two (2) Area Structure Plans.

8.3 Adoption of the Saline Creek Plateau Area Structure Plan

Adoption of the Saline Creek Plateau Area Structure Plan will provide the basis for the preparation of more detailed outline plans (Refer to Section 8.5), and amendments to the Land Use Bylaw establishing detailed zoning and plans of subdivision.

Other implementation actions include the following:

8.4 Development Staging

The staging of development within the Saline Creek Plateau Area Structure Plan area should proceed in a logical manner based upon the orderly, economic and efficient extension of roadways, and utility servicing. *Map 13 – Staging* illustrates a logical sequence for extending roadways and services. The construction of the Grand Boulevard will be required to provide areas from Highway 69 to the Keyano Lands as the first phase of development. Development staging will be from south to north and west to east. Development of lands within the Rotary Club Lease area requires the construction of the Clearwater Parkway. It is envisioned that these lands would be developed at a later stage.

The staging of development for the Saline Creek Area Structure Plan will be dependent on the timely construction and completion of several major off-site infrastructure projects in order to enable a full build out. These projects include some of the following: -

- A new sanitary sewer trunk line to the Wastewater Treatment Plant
 - Arterial road construction of the Lower Townsite East End Loop
 - Upgrades to the Draper Road
 - Bridges on the Hangingstone and Athabasca Rivers
-

- Linkages of the Plan area servicing requirements to Sewer, Water and Stormwater Master Plans

As discussed, the staging of the development of Saline Creek Area Structure Plan will be dependent on whether any development can occur, in advance of the completion of major offsite infrastructure projects.

8.5 Outline Plan Requirements

Outline plans will be required for each of the proposed neighbourhoods and village centre as an intermediate planning document to bridge the gap between the large-scale Saline Creek Plateau Area Structure Plan and individual plans of subdivision. All outline plans shall include:

- A statement of compliance with the Municipal Development Plan and this Area Structure Plan and an identification of amendment requirements, if applicable;
 - An examination of existing land uses and physical features including vegetation, watercourses and topographic information (1 metre contours);
 - A detailed geotechnical study to confirm the location of the top of the bank and required set-backs as well as addressing any other geotechnical limitations such as gravel pits and excavations on Keyano College Lands;
 - The identification of environmentally sensitive features and measures for their protection;
 - An Environmental Overview or Impact Assessment and/or Audit;
 - An Archeological / Historical Impact Overview and/or Assessment;
 - A detailed land use plan illustrating all residential, commercial, mixed use, and institutional areas by type, location, and area;
 - A summary of land use areas and population generation in tabular form;
 - Proposed land use districting, as provided under the Land Use Bylaw;
 - The location of all playgrounds, linear parks, and pathways, and their integration with Fort McMurray's overall regional pathway network;
 - Elementary, junior high, and high school site areas and locations;
 - Arterial, collector and local road alignments and sizes supported by a Transportation Impact Assessment (TIA);
 - Proposed transit routes;
 - Proposed sanitary sewer, storm drainage, and water distribution facilities, alignments and locations;
 - Surface drainage patterns, storm pond and outfall locations, and proposed trunk mains;
 - Public utility lots and easement locations;
-

- q. Ties to existing sanitary facilities, lift station and proposed trunk main locations;
- r. Ties to existing water supplies, proposed trunk main locations;
- s. How sustainable infrastructure practices and site designs have been effectively used to reduce the consumption of water, energy, and materials consistent with Leadership in Energy and Environmental Design for Neighbourhood Developments (LEEDS-ND Rating System – Preliminary Draft)
- t. Details of the landscaped buffer of proposed noise attenuation measures along Highway 69;
- u. Develop staging plans based on the logical extension of roadways infrastructure and proposed shallow utility networks; and
- v. Any other matters the Municipality deems necessary.

8.6 Supporting Technical Studies

At the time of land use redesignation (rezoning), subdivision or approvals, additional technical information may be required in order to confirm the technical feasibility and design of the proposed land uses in the Area Structure Plan.

8.7 Subdivision and Development

Ensure that any applications for subdivision and development are consistent with the approved Saline Creek Plateau Area Structure Plan.

8.8 Functional Planning Study for Clearwater Parkway

A functional planning study will also be required for the Clearwater Parkway to establish its alignment, address geotechnical issues and integration with the regional transportation network. This study may also evaluate the impacts of the proposed roadway alignment through local communities and recommended options for mitigation.

8.9 Development Servicing Agreements

Require on-site and off-site costs associated with new development of roadways and infrastructure be borne by the developers through development charges and levies in accordance with specific development agreements.

8.10 Provincial Land Release Strategy

Continue discussions with the Province of Alberta regarding the timely release of Crown Lands within the Saline Creek Plateau Area Structure Plan area including the establishment of a Land Trust (or Land Bank).

8.11 Plan Amendments

The Regional Municipality of Wood Buffalo will provide for an orderly amendment process that includes community consultation for any proposed amendments to this Area Structure Plan. Applicants applying to amend the Saline Creek Area Structure Plan must provide a supporting technical report so that the Regional Municipality of Wood Buffalo can properly evaluate the proposed changes. The technical report must consider the following:

- a. Justification for the amendment and, if applicable, why additional areas are needed for the proposed use;
- b. The extent to which existing areas for the proposed use are available for development;
- c. The cumulative effects the proposed amendment and related development will have on the natural environment and surrounding land uses;
- d. The cumulative effect the proposed use will have on the roads, water, sewer, and stormwater system; and
- e. Any other consideration the Regional Municipality of Wood Buffalo deems necessary.

8.12 Reviewing and Updating the Area Structure Plan

The Regional Municipality of Wood Buffalo will undertake to review and update, if necessary, the Area Structure Plan at five (5) year intervals from the date of adoption. This review should determine whether any changes are required to the current land use designations.

9.0 GLOSSARY OF TERMS

Adjacent	Refers to those lands that are next to the parcel of land in question and includes lands that would be next to the subject parcel if not for a river, stream, railway, road, utility right-of-way, or reserve land.
Area Structure Plan	An intermediate level statutory plan, adopted by bylaw, which details the intended land uses, road patterns, utilities and municipal services for subdivision and development of a specified area within the Municipality.
Building	Includes anything constructed or placed on, in, over or under land. This includes supporting structures of any type but does not include a highway or public roadway or a bridge forming part of a highway or public roadway.
Buffer	A natural or designed linear area of trees, shrubs, grass, earth berms, or fencing providing visual or physical separation and/or noise attenuation between water bodies, lots, roads, and other land uses.
Council	The Municipal Council of the Regional Municipality of Wood Buffalo.
Development	Development is defined in the <i>Municipal Government Act</i> specifically as: a) an excavation or stockpile and the creation of either of them; b) a building or an addition to or replacement or repair of a building and the construction or placing of any of them in, on, over, or under land; c) a change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building; or d) a change in the intensity of use of land or a building or an act done in relation to land or a building that changes or is likely to change the intensity of use of the land or building.
Dwelling Unit	A complete building or self-contained portion of a building used by a household, containing sleeping, kitchen and sanitary facilities intended as a permanent residence and having an independent entrance either directly from the outside of the building or through a common area inside the building.
Environmental Reserve (ER)	A lot created by a plan of subdivision, as required under the <i>Municipal Government Act</i> , which is not suitable for development because of slope instability, groundwater, steep valley banks, flooding, soil conditions, pollution concerns, etc. Environmental Reserve lots may consist of a swamp, gully, ravine, coulee or natural drainage course, or a strip of land abutting the bed and shore of any lake, river, stream or other body of water in order to provide public access. An environmental reserve lot is identified

by the “ER” suffix on the lot number in the legal description.

Environmentally Sensitive Area

An undisturbed or relatively undisturbed site that because of its natural features has value to society and ecosystems worth preserving but is susceptible to further disturbance.

Geotechnical

Pertaining to the condition of land and soils in an area, typically as it relates to use or potential use of the area for development.

Greenway

Open space linkages that include environment preservation areas, ravines, municipal and environmental reserves, farm trails, abandoned railways, wildlife habitats, and woodlands. Greenways connect various land uses throughout a community, thus serving as recreational destinations and transportation corridors.

Highway

A road that is designated as a primary highway or a secondary highway pursuant to the *Public Highways Development Act*.

Historical Resources Impact Assessment

An analysis of the potential impacts of development on archaeological and/or historical resources as defined in the *Historic Resources Act*.

Infrastructure

Systems and facilities (e.g. roads, sanitary sewers, water treatment and distribution networks, power lines, and telephone and cable TV systems) that service development.

Land Use District

An area of the Municipality established as a land use district by the Land Use Bylaw.

Lot

- a) A quarter section;
- b) a river lot shown on an official plan, as defined in the Surveys Act, that is filed or lodged in a land titles office;
- c) a settlement lot shown on an official plan, as defined in the Surveys Act, that is filed in a land titles office;
- d) a part of a parcel of land described in a certificate of title if the boundaries of the part are described in the certificate of title other than by reference to a legal subdivision; or
- e) a part of a parcel of land described in a certificate of title if the boundaries of the part are described in a certificate of title by reference to a plan of subdivision.

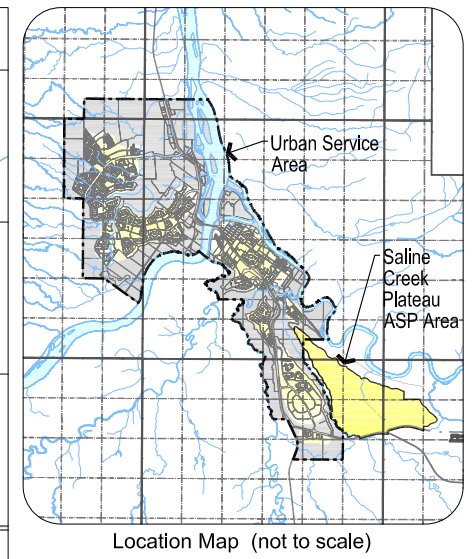
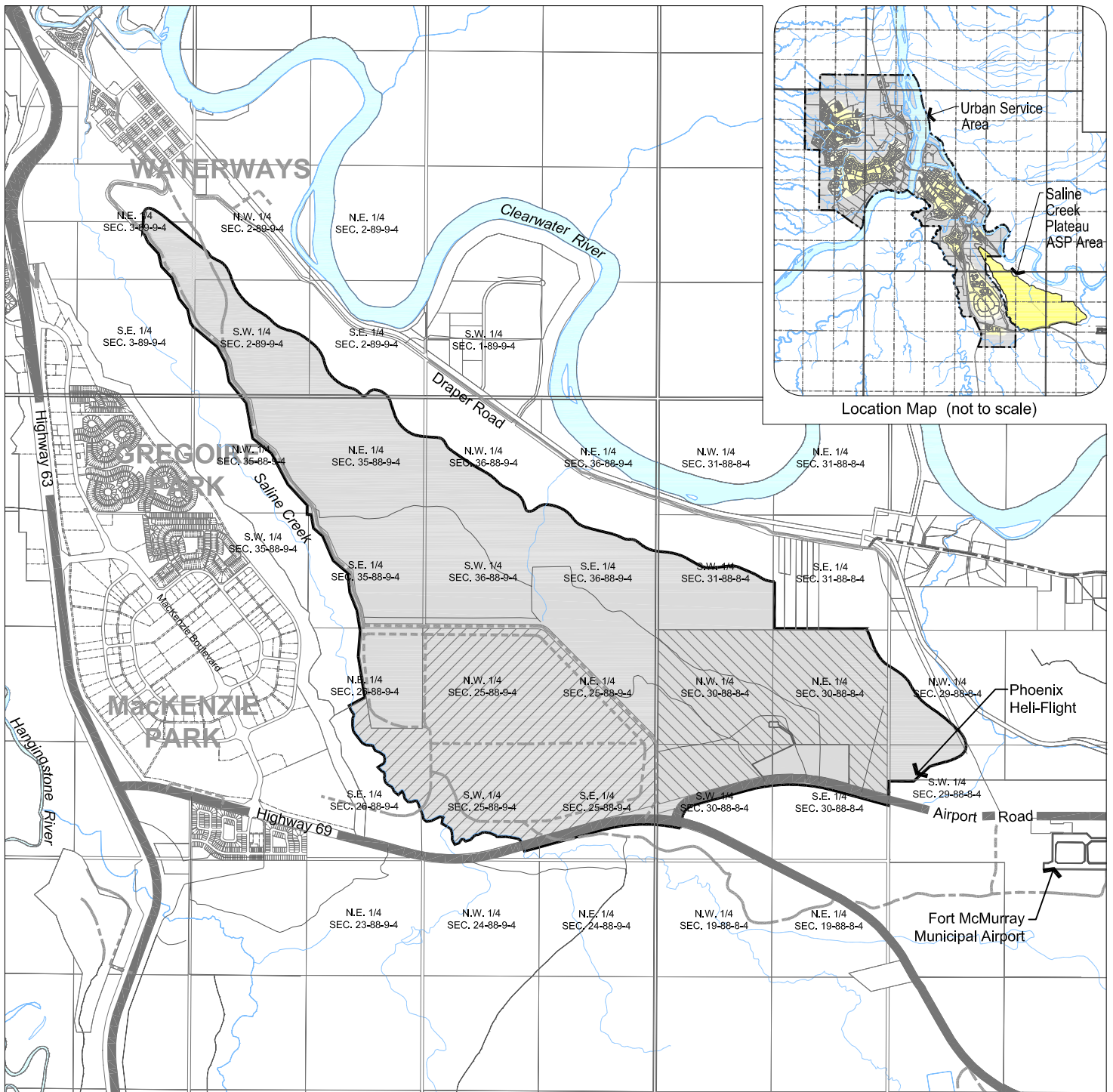
Municipal Development Plan

A statutory plan adopted by Municipal Council under the authority of Section 632 of the *Municipal Government Act*. A Municipal Development Plan outlines direction and scope of future development, the provision of required transportation systems and municipal services, the coordination of municipal services and programs, environmental matters, and economic development with a given region. It is intended to provide direction for land

	use decisions that would satisfy the present and future needs of residents of the Municipality.
Municipal Government Act	The Statutes of Alberta, 1994, Chapter M-26.1, as amended, which govern the operation of a municipality in Alberta.
Muskeg	Waterlogged, spongy ground, consisting primarily of mosses, containing acidic, decaying vegetation that may develop into peat. Muskeg is generally unfit for intensive development.
Natural Features	Includes landscapes that are found in their natural state and may be remnant, undisturbed, diverse or contain unique environmental characteristics.
Objective	Directional statements that are usually phrased in measurable terms for given time frames.
Outline Plan	An intermediate planning document, required in specific circumstance, in order to bridge the gap between a large scale Area Structure Plan and an individual plan of subdivision.
Policy	A statement identifying a specific course of action for achieving objectives.
Rural Service Area	Lands whose boundaries are described by Order in Council and are generally regarded as those lands not identified as part of the Urban Services Area- Fort McMurray.
Stakeholder	Any group or individual who has a stake in what happens including those who will be directly and indirectly affected by a project.
Statutory Plans	A Municipal Development Plan, Area Structure Plan, Area Redevelopment Plan, or Intermunicipal Development Plan adopted by Municipal Council pursuant to the <i>Municipal Government Act</i> .
Subdivision	The division of a parcel of land into one or more smaller parcels by a plan of subdivision or other instrument.
Sustainable Development	Development that meets the economic, social, environmental and physical need of residents today without compromising the ability of future generations to meet their own needs. This means that a community needs to sustain its own quality of life, yet ensure that future growth does not impede the economic, social, environmental and physical resources of future generations.
Technical Report	A summary of background information relevant to the Area Structure Plan. A Technical Report is used to inform the Area Structure Plan but is not adopted as part of the Area Structure Plan bylaw.

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Legend

- Keyano College Lands
- Rotary Club Lease Area
- Highway
- Resource Road
- Unimproved Road
- Cutline
- Water Courses
- ASP Area

Map 1 Plan Area



Saline Creek Plateau Area Structure Plan

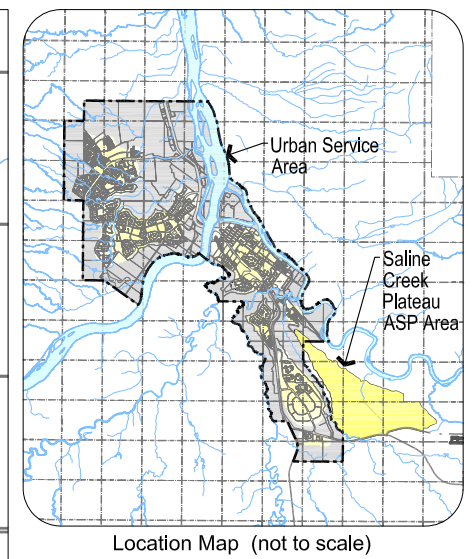
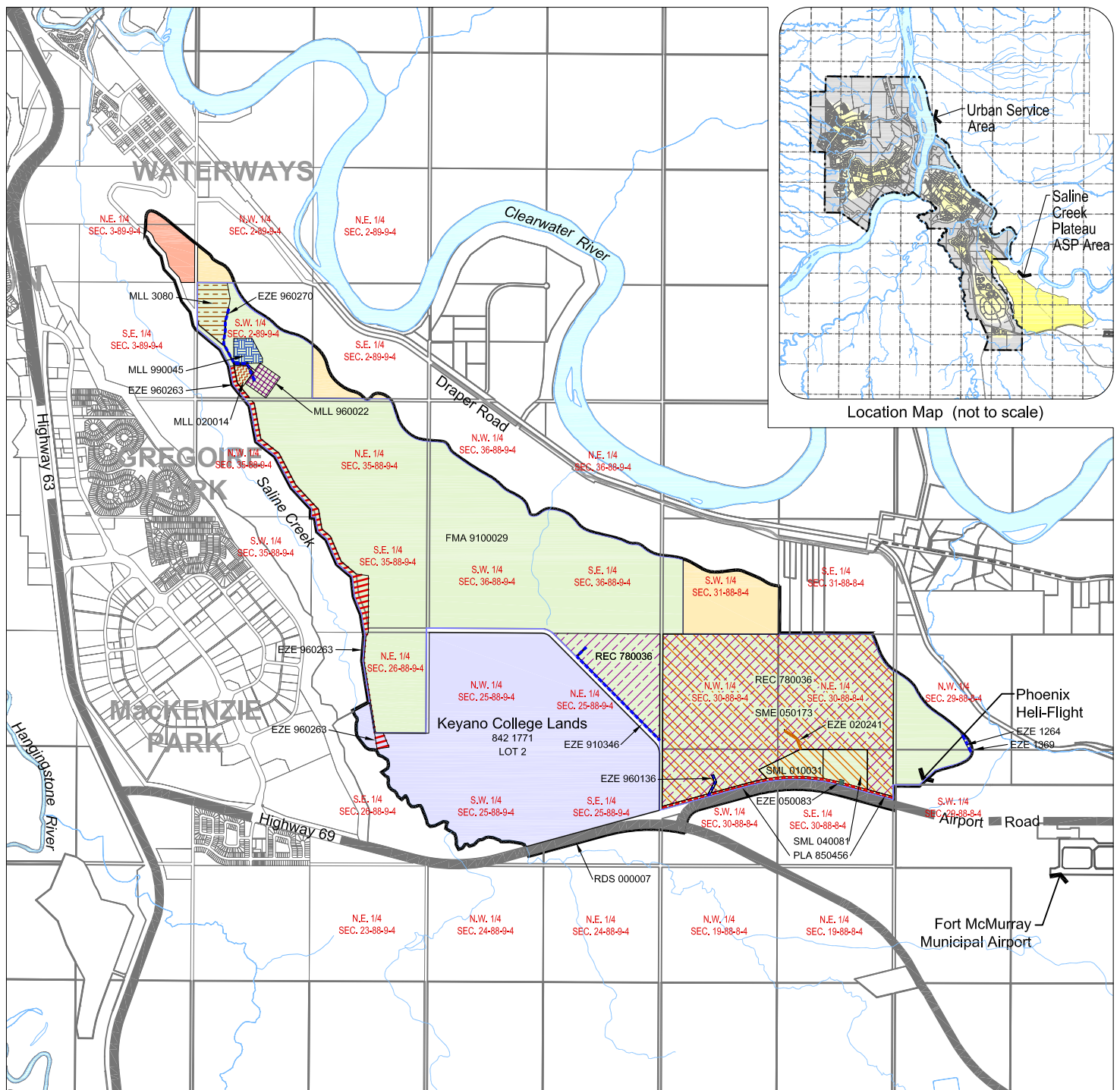


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in association with:





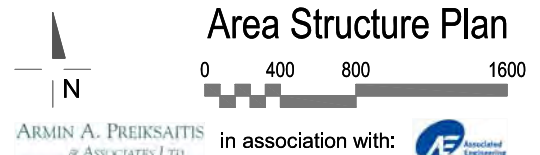
Legend

	Keyano College Lands		Tele-Mobility Co. Lease
	Forest Management Agreement		OK Radio Group Lease
	Regional Municipality of Wood Buffalo		Power Antenna Mfg. Lease
	Other (Freehold and other Dept.)		Atco Electric Ltd. Easement
	Rotary Club of Fort McMurray Lease		Atco Gas and Pipelines Ltd. Pipeline Agreement
	H. Wilson Industries Ltd. Lease		H. Wilson Industries Ltd. Easement
	Telus Comm. Inc. Easement		ASP Boundary
	Rogers Wireless Inc. Lease		

Map 2 Land Disposition



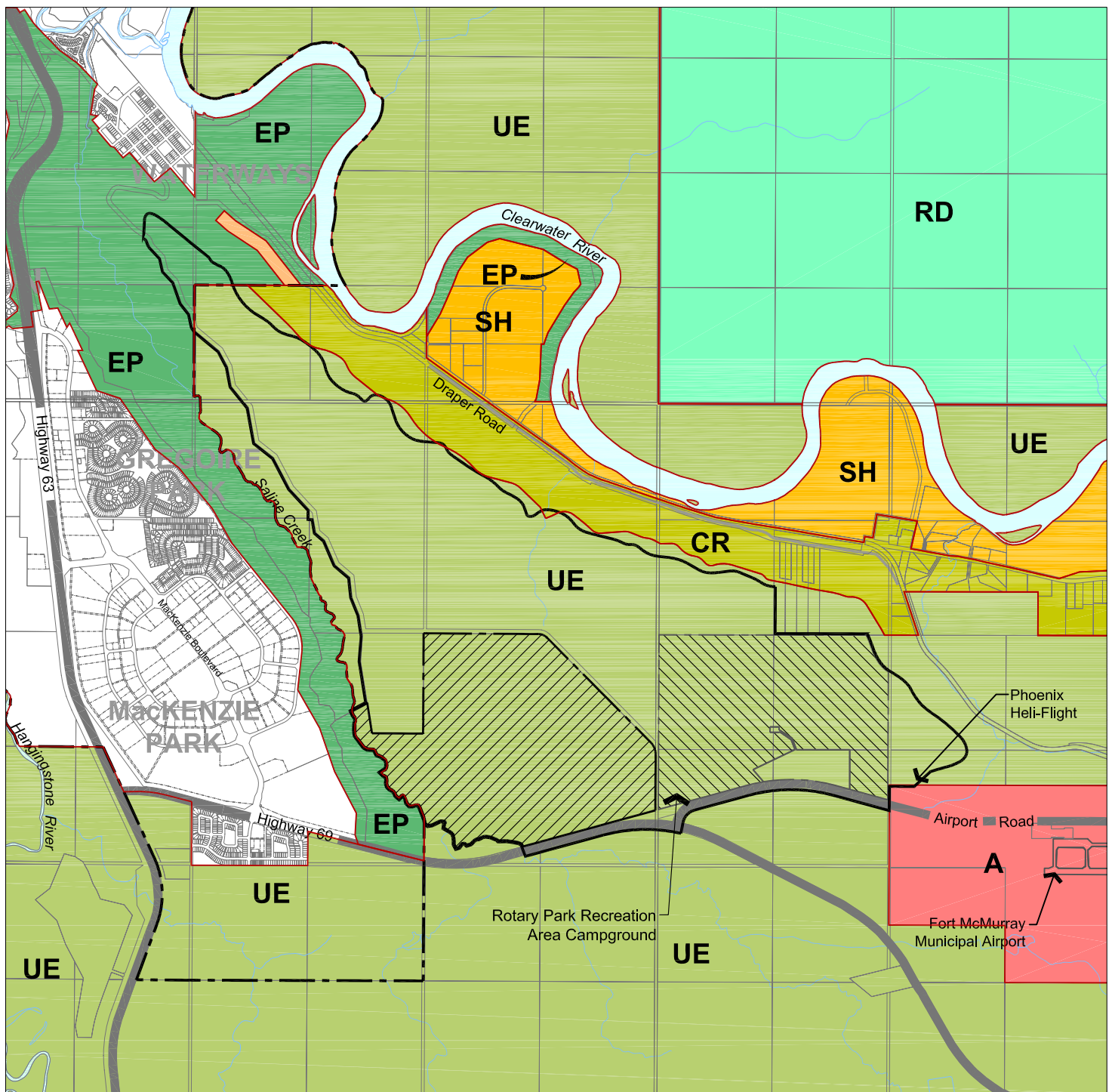
Saline Creek Plateau Area Structure Plan



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Legend

	Keyano College Lands		DC-UER - Direct Control (Urban Estate Residential)
	Rotary Club Lease Area		Rivers
	RD - Rural District		Highways
	UE - Urban Expansion		Urban Service Area
	A - Airport District		ASP Boundary
	EP - Environmental Protection		
	CR - Country Residential		
	SH - Small Holdings		

Map 3 Existing Zoning



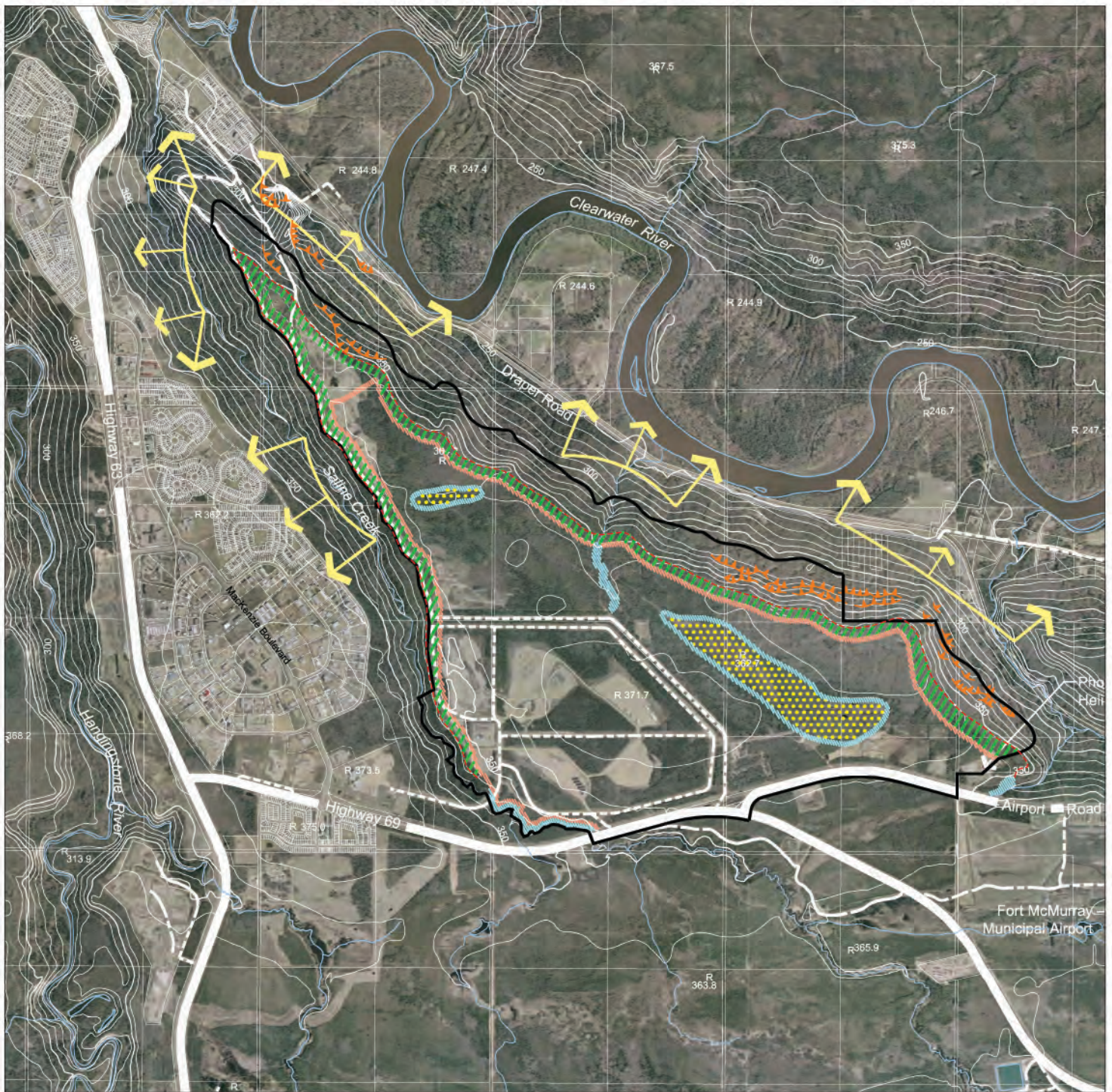
Saline Creek Plateau Area Structure Plan



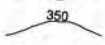
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in association with:





Legend

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|--|--------------------------------|---|----------------------------|
|  | 10m Contour Interval |  | Highway |
|  | 30m Fire Break |  | Resource / Unimproved Road |
|  | Possible Unfavorable Areas |  | Water Courses |
|  | Setback From Water / Wet Areas |  | ASP Boundary |
|  | Visible Slope Failures | | |
|  | Top of Bank Setback | | |
|  | Existing Views | | |
|  | Top of Bank | | |

Map 4 Site Analysis



Saline Creek Plateau Area Structure Plan

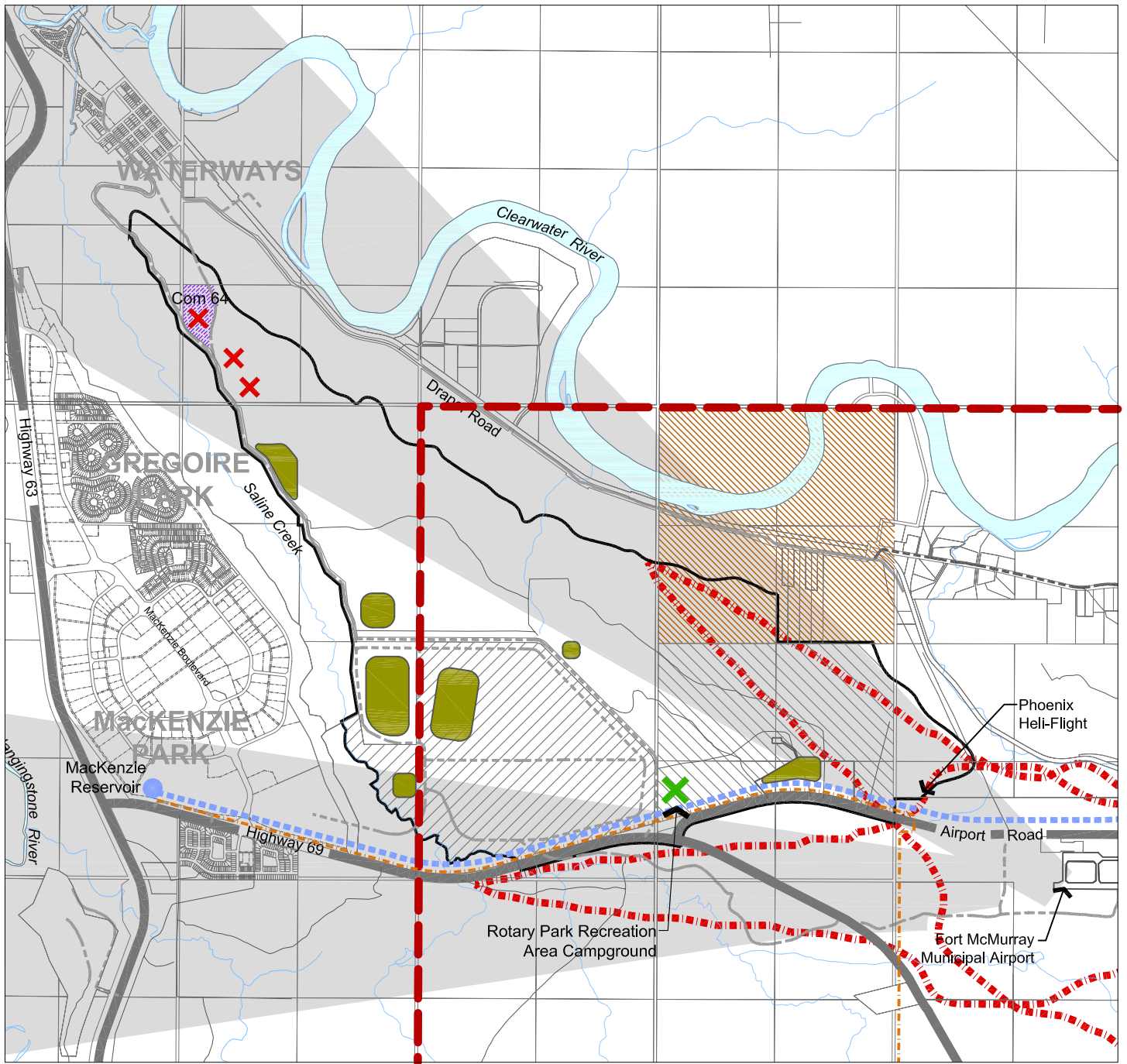


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Legend

- | | | | |
|--|--|--|-------------------------------|
| | Keyano College Lands | | Existing Water Pipeline |
| | Rotary Club Lease Area | | Existing ATCO Gas Pipeline |
| | Highways | | Historical Resource Site |
| | Resource Road | | Transmission Tower Site |
| | Unimproved Road | | Gravel Workings / Excavations |
| | Cutline | | Existing Transmission Tower |
| | Noise Exposure Forecast Contour (2020) | | Existing Campground |
| | Airport Approach Surface | | ASP Boundary |
| | Airport Outer Surface | | |

Map 5 Existing Development Constraints



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Saline Creek Plateau Area Structure Plan



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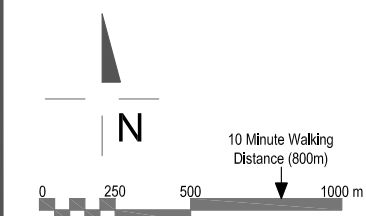
Legend

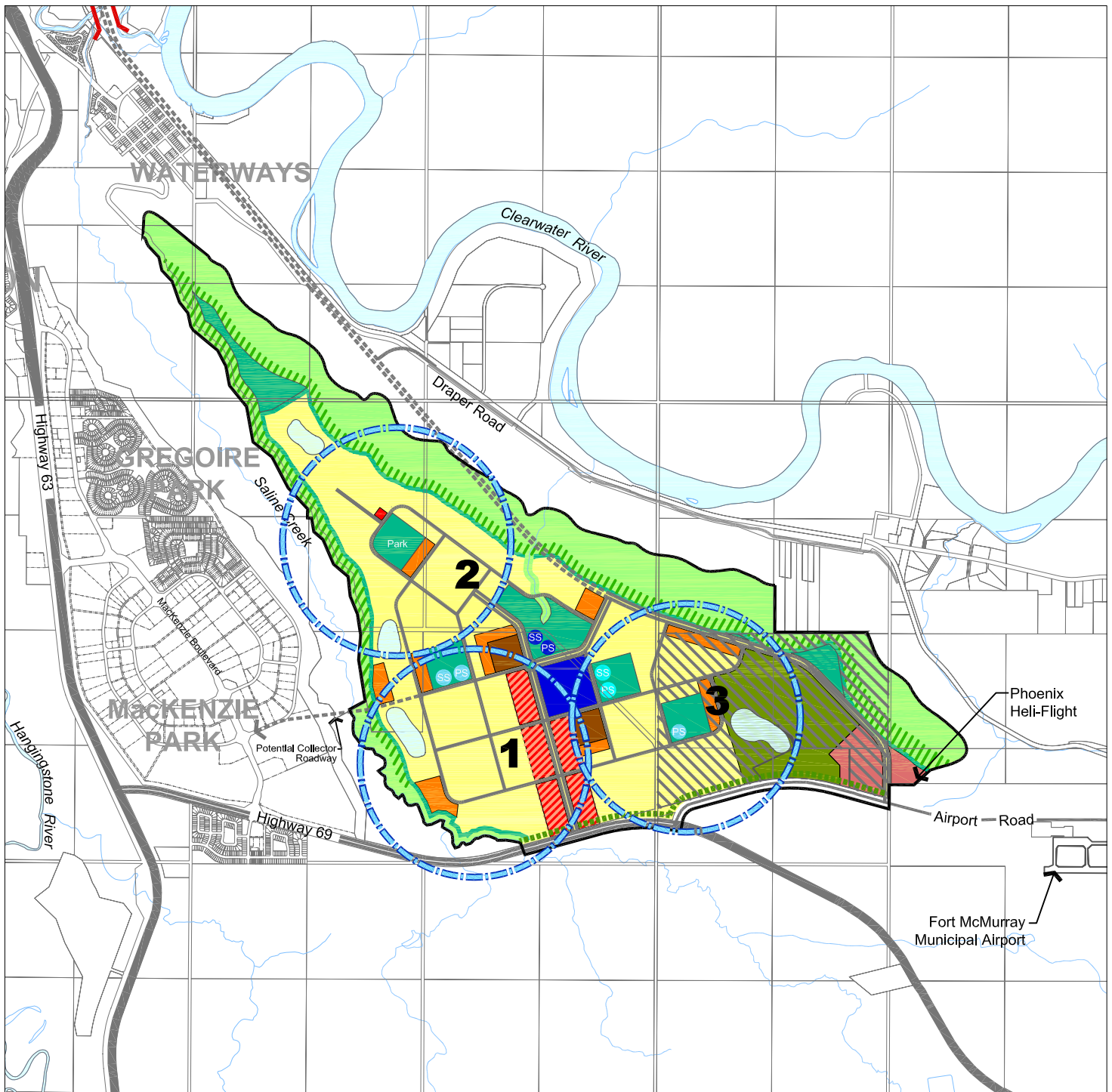
- NOTE:** All roadway locations are approximate and intended to be used for presentation purposes only.

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Date: April, 2007





Legend

-  Rotary Club Lease Area
- 1** Neighbourhood Cell Number
-  10 Minute Walking Distance (800m)
-  Highway
-  Arterial Roadway
-  Possible Arterial Roadway Alignment
-  Collector Roadway
-  Potential Collector Roadway

-  Rivers
-  ASP Boundary

NOTE: See Figure 6 - Development Concept for the complete future land use legend.

Map 7 Neighbourhood Units



Saline Creek Plateau Area Structure Plan

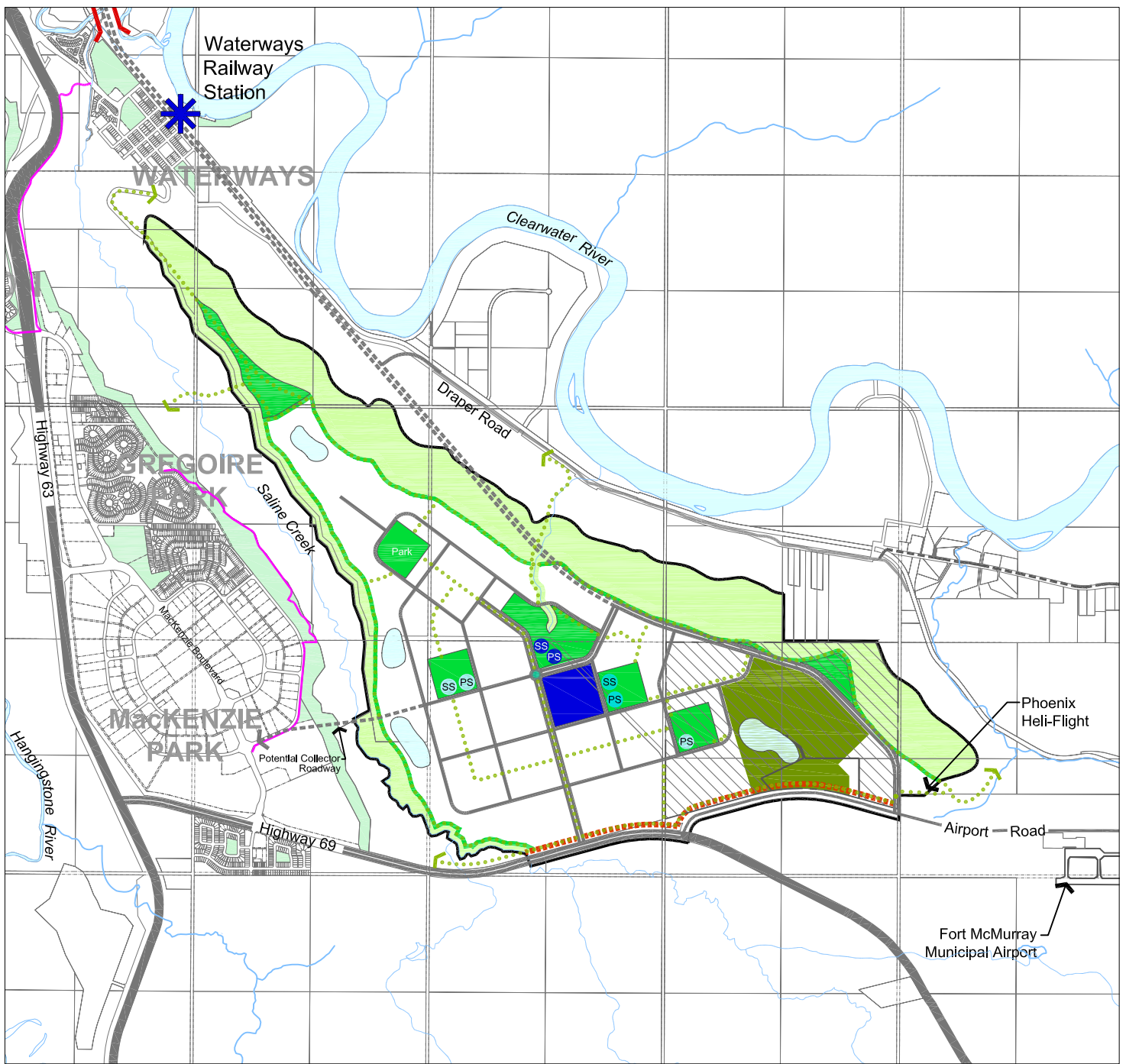


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Legend

- | | | | |
|--|--------------------------------|--|-------------------------------------|
| | Rotary Club Lease Area | | 30m Landscaped Highway Buffer |
| | Existing Open Space | | Highway |
| | Environmental Reserve | | Arterial Roadway |
| | Parks / Schools / Open Spaces | | Possible Arterial Roadway Alignment |
| | Community Recreation | | Collector Roadway |
| | Stormwater Management Facility | | Potential Collector Roadway |
| | Golf Course | | Rivers |
| | Urban Connectors | | ASP Boundary |
| | Potential Pathways | | |

Map 8 Open Space System



Saline Creek Plateau Area Structure Plan

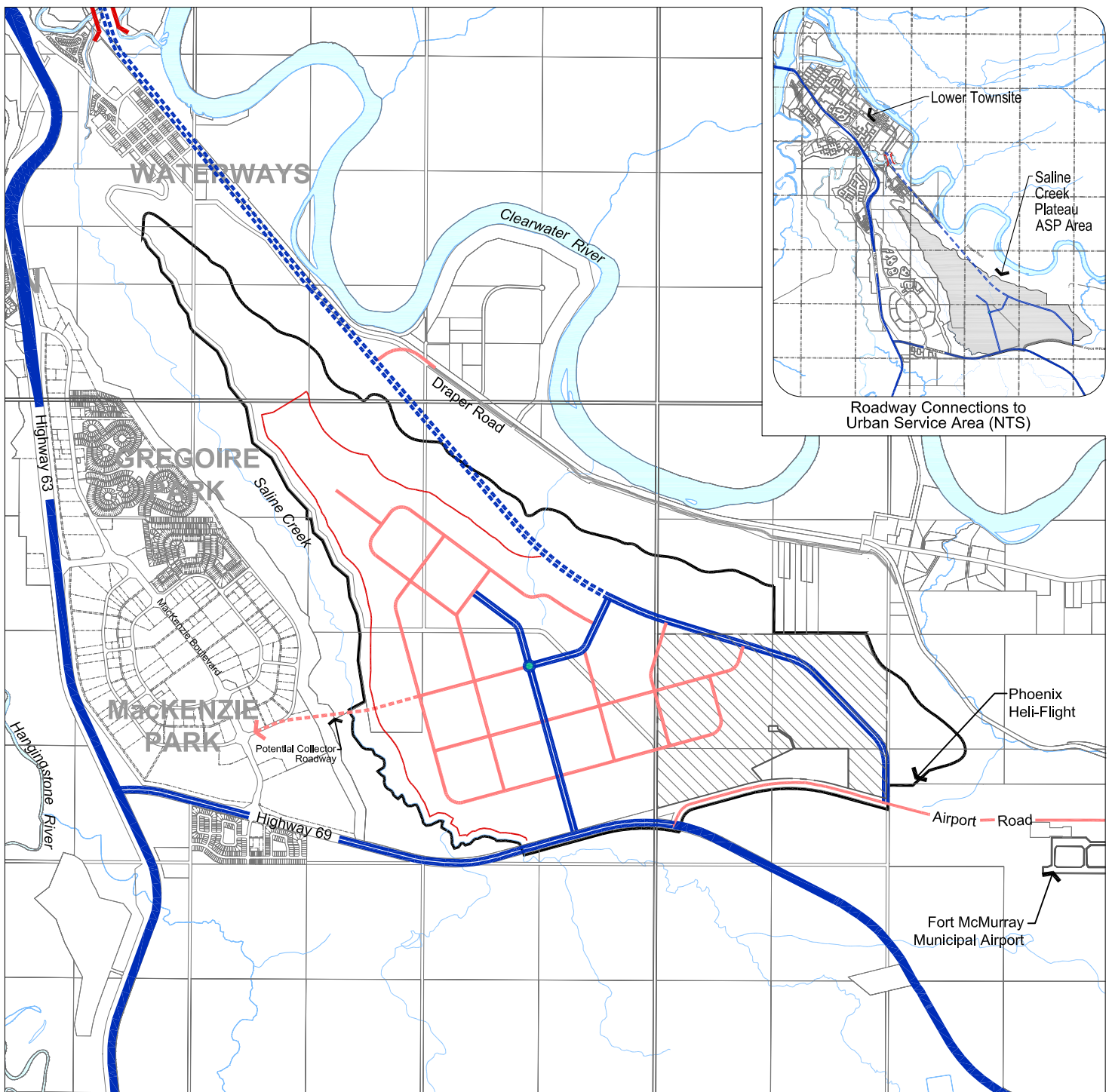


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Legend

- | | | | |
|--|-------------------------------------|---|--------------|
|  | Rotary Club Lease Area |  | Rivers |
|  | Highway |  | ASP Boundary |
|  | Future Arterial Roadway | | |
|  | Possible Arterial Roadway Alignment | | |
|  | Future Collector Roadway | | |
|  | Potential Future Collector Roadway | | |
|  | Future Firesmart Roadway | | |
|  | Proposed Bridge Crossing | | |

Map 9 Transportation



Saline Creek Plateau Area Structure Plan

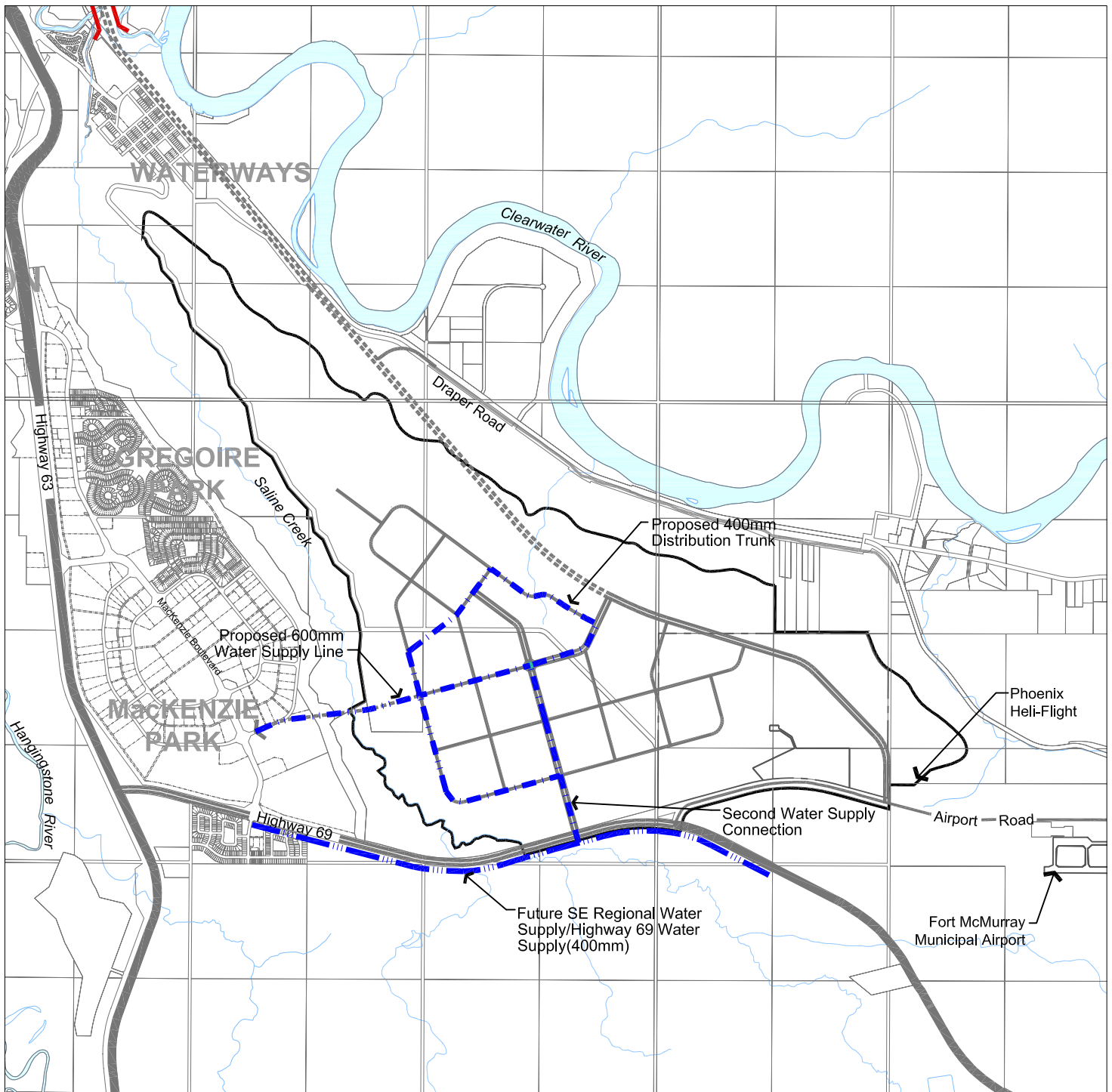


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Legend

- - - - - Proposed 400mm Watermains
- - - - - Proposed 500mm or 600mm Watermains
- - - - - Future SE Regional Water Supply
- Highway
- Arterial Roadway
- - - - - Possible Arterial Roadway Alignment
- - - - - Collector Roadway
- Potential Collector Roadway

- ~~~~~ Rivers
- ASP Boundary

Map 10 Water Servicing



Saline Creek Plateau Area Structure Plan

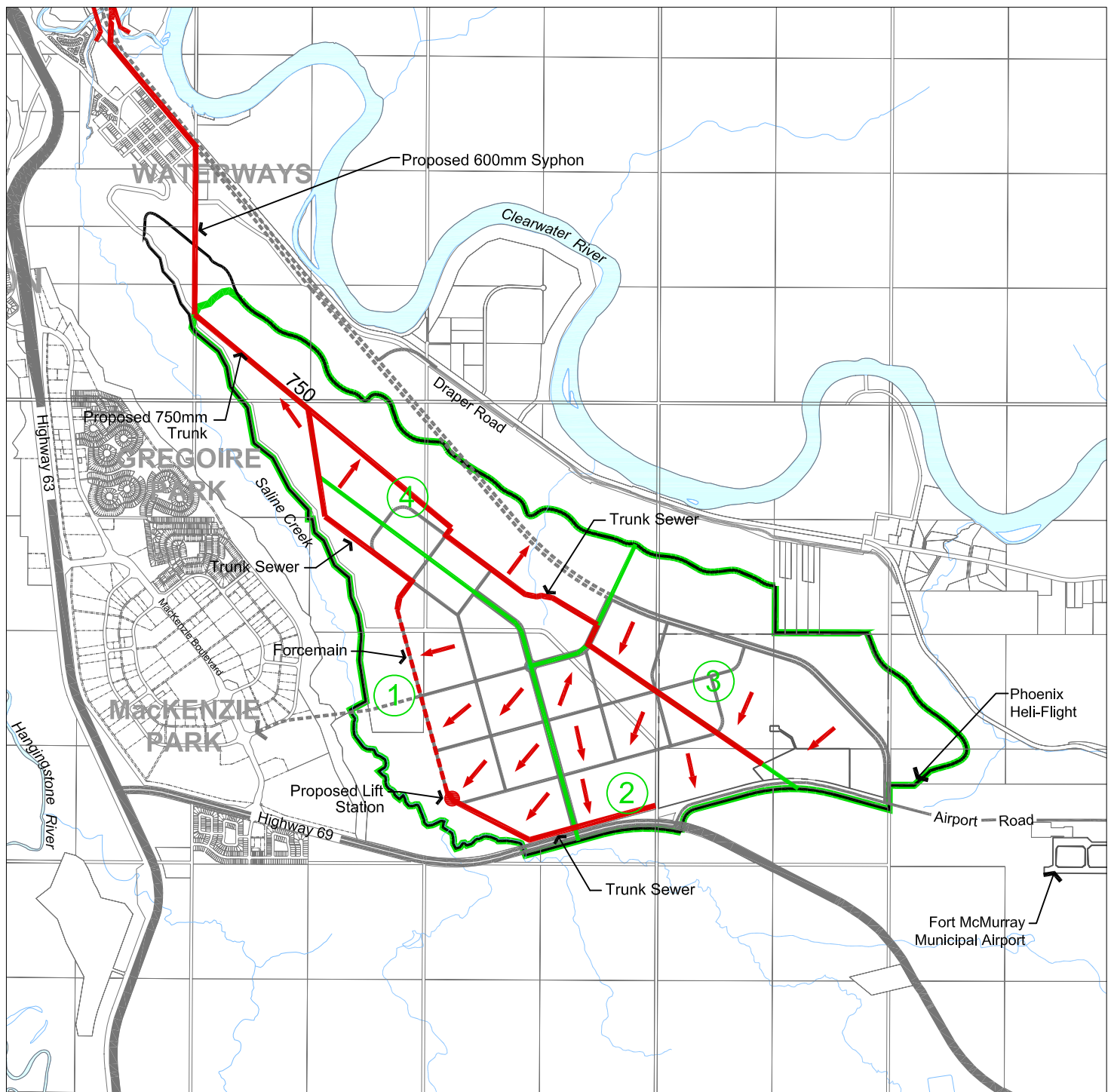


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Legend

- | | | | |
|--|-------------------------------------|--|-----------------------------|
| | Proposed Sanitary Trunk Sewer | | Collector Roadway |
| | Proposed Sanitary Forcemain | | Potential Collector Roadway |
| | Catchment Number | | Rivers |
| | Catchment Area Boundary | | ASP Boundary |
| | Drainage Pattern | | |
| | Highway | | |
| | Arterial Roadway | | |
| | Possible Arterial Roadway Alignment | | |

Map 11 Sanitary Servicing



Saline Creek Plateau Area Structure Plan

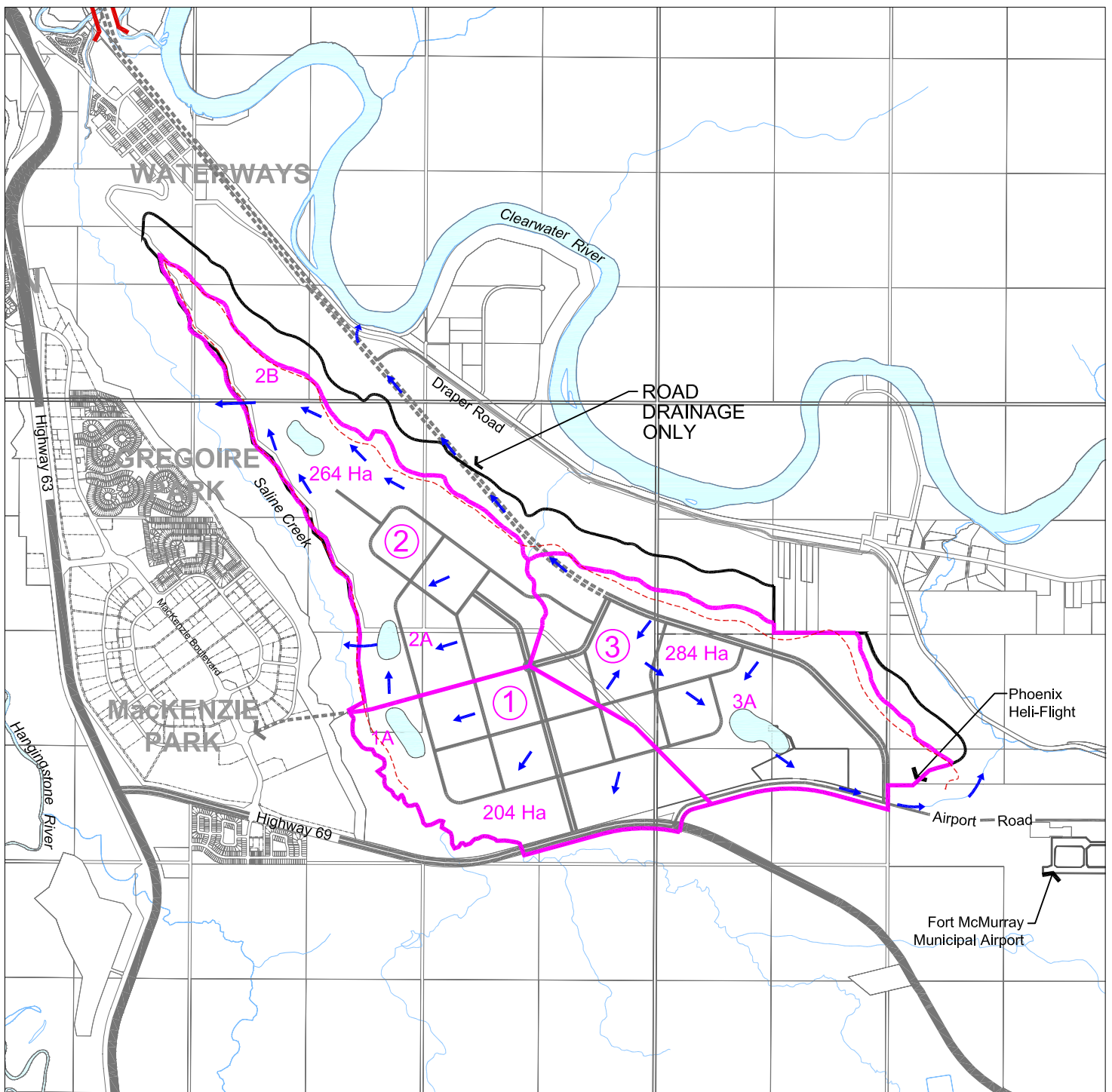


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Legend

	Stormwater Management Facility		Possible Arterial Roadway Alignment
	Catchment Number		Collector Roadway
	Catchment Area Boundary		Potential Collector Roadway
	Stormwater Management Flow Connection		Rivers
	Overland Flow Direction		ASP Boundary
	Top of Bank		
	Highway		
	Arterial Roadway		

Map 12 Stormwater Management



Saline Creek Plateau Area Structure Plan

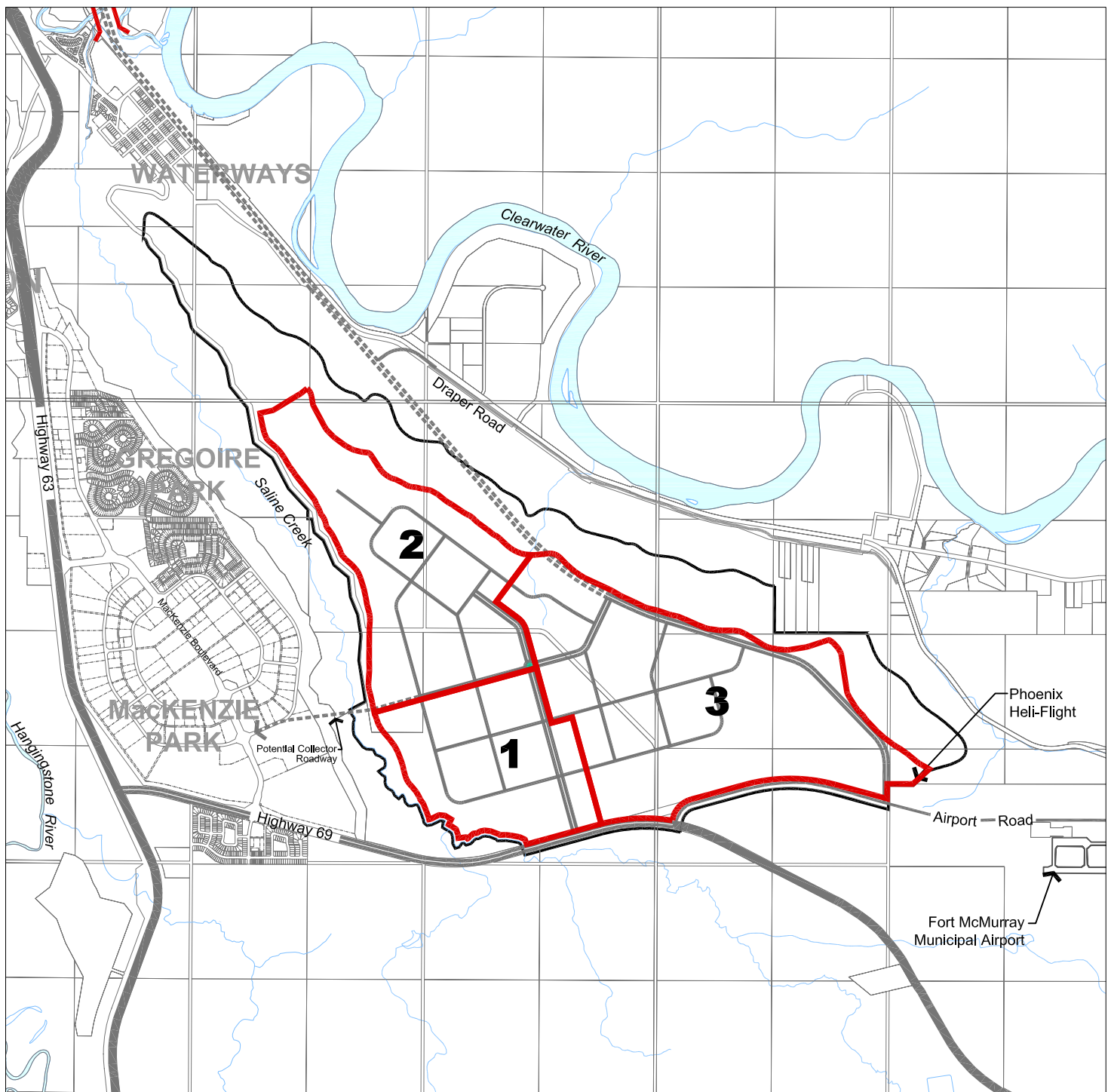


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Legend

- Staging Boundary
- ASP Boundary
- 2** Stage Number
- Highway
- Arterial Roadway
- Possible Arterial Roadway Alignment
- Collector Roadway
- Potential Collector Roadway
- ~ Rivers

Map 13 Staging



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Saline Creek Plateau Area Structure Plan



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APPENDIX A: LAND USE AND POPULATION STATISTICS
SALINE CREEK PLATEAU AREA STRUCTURE PLAN

	Area (ha)	% of GDA
GROSS AREA	862.3	
Arterial Roadways	31.5	
Highway 69	16.4	
Environmental Reserve		
<i>Slope</i>	155.7	
<i>Slope Setback</i>	75.3	
<i>Stream Buffer</i>	3.1	
	234.1	
Recreational Uses		
<i>Golf Course</i>	63.3	
	63.3	
GROSS DEVELOPABLE AREA	517.0	100.00%
Non-Residential Uses		
Circulation (22% GDA)	113.7	22.00%
Stormwater Management	25.9	5.00%
Public Service		
<i>Open Space*</i>	17.3	
<i>30m Firesmart Fire Break**</i>	29.4	
	46.7	
Park / School		
<i>Joint Elementary School Site</i>	8.1	
<i>Public Elementary School Site</i>	8.1	
<i>Joint Jr. High School Site</i>	8.1	
<i>Joint High School Site</i>	16.2	
<i>Park</i>	8.1	
	48.6	9.40%
Community Recreation	12.6	2.44%
Convenience Commercial	0.4	0.08%
Airport Commercial	16.0	3.09%
Mixed Use - Office / Commercial	19.7	3.81%
	282.6	54.66%
Residential Developable Area	234.4	45.34%

RESIDENTIAL LAND USE ANALYSIS

	Area (ha)	Density (units/ ha)	Units	Persons/ Unit	Population
Low Density Residential	198.4	24	4762	2.9	13809
Medium Density Residential	26.8	45	1206	2.9	3497
High Density Residential	9.2	90	828	2.9	2401
Mixed Use - Residential	8.5	45	383	2.9	1109
TOTAL	234.4		6796		20817

Note to Reader:

The Land Use Statistics summary does not form part of the Area Structure Plan Bylaw and may be subject to change over time. (March, 2007)

Due to municipal servicing constraints, population for this Potential Growth Area is capped at 20,000 people.

* Open Space areas are to remain undeveloped for public use and are not parks spaces.

** A local road right-of-way shall be located to within the 30m Firesmart firebreaks where feasible.

APPENDIX B: STUDENT GENERATION SALINE CREEK PLATEAU AREA STRUCTURE PLAN

Total Population	Student Generation					
	Public			Separate		
	K-6	7-9	10-12	K-6	7-9	10-12
20,000	895	402	530	597	268	353

Public School Student Generation:

913 students per	10,000	people =	1,826
	K-6	49%	895 students
	7-9	22%	402 students
	10-12	29%	530 students

Separate School Student Generation:

609 students per	10,000	people =	1,218
	K-6	49%	597 students
	7-9	22%	268 students
	10-12	29%	353 students

Total Student Generation:

	K-6	49%	1,492 students
	7-9	22%	670 students
	10-12	29%	883 students