



## Council Meeting

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

Tuesday, September 11, 2007  
6:00 p.m.

## Agenda

### Call to Order

### Opening Prayer

### Adoption of Agenda

### Minutes of Previous Meetings

- A. Regular Meeting – August 28, 2007
- B. Public Hearing – August 28, 2007

### Delegations

- A. Mr. Thom Stubbs, Integrated Environments Ltd. re: Update to the Community Plan on Homelessness & Affordable Housing

- Report: Community Plan on Homelessness and Affordable Housing

*(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

- A. Public Hearing re: Bylaw No. 07/049 – Municipal Development Plan Amendment; Bylaw No. 07/050 – Highway 63/881 Corridor Area Structure Plan; and Bylaw No. 07/051- Hamlet of Anzac Area Structure Plan Amendment  
**\*\*This item to be deferred to September 25, 2007\*\***
- B. Public Hearing re: Bylaw No. 07/061 - Timberlea Area Structure Plan Amendment – Part of Lot 1, Block 17, Plan 052 3653; and Bylaw No. 07/062 – Land Use Bylaw Amendment – Part of Lot 1, Block 17, Plan 052 3653 – Phase 8 – Timberlea North Central Subdivision
- C. Public Hearing re: Bylaw No. 07/063 - Land Use Bylaw Amendment – Sections 35 & 36, Part of Sections 25 & 26 within Township 88, Range 8, W4M (Saprae Creek)
- D. Public Hearing re: Bylaw No. 07/064 – Land Use Bylaw Amendment - General Text Amendments

### Updates

- A. Reporting of Councillors on Boards and Committees  
*(Councillors Clarkson, Flett, Germain, Meagher and Rebus)*
- B. Mayor's Update



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## Reports

- A. Integrated Community Sustainability Plan – Terms of Reference
- B. AUMA/AAMD&C Resolution – Intervenor Cost Reimbursement - EUB Hearings
- C. Proposed Development and Street Names

## Bylaws

- A. Highway 63/881 Corridor Area Structure Plan
  - Bylaw No. 07/049 – Municipal Development Plan Amendment (*2<sup>nd</sup> & 3<sup>rd</sup> readings*)
  - Bylaw No. 07/050 – Highway 63/881 Corridor Area Structure Plan (*2<sup>nd</sup> & 3<sup>rd</sup> readings*)
  - Bylaw No. 07/051 – Hamlet of Anzac Area Structure Plan Amendment (*2<sup>nd</sup> & 3<sup>rd</sup> readings*)

***\*\*This item to be deferred to September 25, 2007\*\****
- B. Bylaw No. 07/061 - Timberlea Area Structure Plan Amendment – Part of Lot 1, Block 17, Plan 052 3653 (*2<sup>nd</sup> & 3<sup>rd</sup> readings*)
- C. Bylaw No. 07/062 – Bylaw No. 07/062 - Land Use Bylaw Amendment – Part of Lot 1, Block 17, Plan 052 3653 – Phase 8 – Timberlea North Central Subdivision (*2<sup>nd</sup> & 3<sup>rd</sup> readings*)
- D. Bylaw No. 07/063 - Land Use Bylaw Amendment – Sections 35 & 36, Part of Sections 25 & 26 within Township 88, Range 8, W4M (Saprae Creek) (*2<sup>nd</sup> & 3<sup>rd</sup> readings*)
- E. Bylaw No. 07/064 – Land Use Bylaw Amendment - General Text Amendments (*2<sup>nd</sup> & 3<sup>rd</sup> readings*)
- F. Bylaw No. 07/060 – Assessment and Taxation Fees Bylaw (*2<sup>nd</sup> & 3<sup>rd</sup> readings*)

## New and Unfinished Business

## Adjournment



# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor & Council
From:	Community Services Department
Date:	September 11, 2007
Subject:	Community Plan on Homelessness and Affordable Housing

## **ISSUE:**

A new community plan on homelessness and affordable housing was required to identify the community's priorities and provide strategic directions on future decisions regarding the allocation of Federal and Provincial funding and resources for the next three years 2007 - 2010.

## **REFERENCES**

1. Human Resources and Skills Development Canada Contribution Agreement – Community Entity Model
2. Alberta Municipal Affairs and Housing Conditional Grant Agreement

## **HISTORY:**

For the past seven years, the Regional Municipality of Wood Buffalo has served as the Community Based Organization for the National Homelessness Initiative (NHI), Phase 1 and Phase 2. In this role, Community Services have assumed the responsibility of allocating and managing the funds received from the Federal and Provincial Governments to address issues of homelessness. In each Phase of the NHI, a new Community plan was written that highlighted the community's priorities and needs at the time. The last Community Plan on Homelessness and Affordable Housing 2004-2006 was also used for the extension year 2006/07. The National Homelessness Initiative ended March 31, 2007.

The new Federal Initiative, the National Homelessness Partnership Strategy, began April 1, 2007. The focus of this Initiative is a population based approach which focuses on the change in housing circumstance for subsections of homeless populations.

The attached community plan on homelessness and affordable housing highlights the community's current priorities.

## **ALTERNATIVES:**

1. Adopt the Community Plan on Homelessness and Affordable Housing Report as a guiding document.
2. Do not adopt the Community Plan on Homelessness and Affordable Housing Report as a guiding document.



**ANALYSIS:**

Accepting the report would provide direction in planning and allocation of resources during the implementation of the Homelessness Partnership Strategy in the Regional Municipality of Wood Buffalo. This document provides the essence of a substantiated business case to secure funding through ongoing discussions with the Province of Alberta and the Federal Government of Canada. It's future orientation is closely aligned with other initiatives of the RMWB and exemplifies the application of strategic thinking in community and governmental partnerships.

Not accepting the Community Plan Update – Homelessness Partnership Strategy report would create uncertainty regarding the future planning, identification of priorities, and allocation of provincial and Federal funding.

**ATTACHMENTS:**

1. Executive Summary – 2007-2010 Community Plan on Homelessness and Affordable Housing

**ADMINISTRATIVE RECOMMENDATION:**

THAT the Community Plan on Homelessness and Affordable Housing Report, dated August 24, 2007, be adopted and used as a guiding document for the future planning and allocation of the homelessness partnership strategy funding and resources for the Regional Municipality of Wood Buffalo.



# Executive Summary and Recommendations

## Purpose

This 2007 – 2010 Homelessness and Affordable Housing Plan has been drafted as a three year plan to address the assets, gaps and set out priorities for the Regional Municipality of Wood Buffalo (RMWB) in consultation with its Homelessness Initiative Steering Committee (HISC) partners. The Plan will be used to guide funding from and to various partners and become a component of the National Homelessness Partnership Strategy. The Plan was developed in consultation with the HISC partners and opportunity was made for broader public input.

This Plan was developed with three main phases. An initial issue identification phase was undertaken in order to interview and consult with key housing experts and officials. During this phase an outline of the Situation Analysis was undertaken along with a mapping of existing housing assets and identification of gaps.

The work from the issue identification phase was brought forward into a Housing Forum on August 2<sup>nd</sup> in Fort McMurray. The Forum served to review the current situation, identify the existing housing assets (and gaps) in the Continuum of Housing Supports model, and identify priorities and partnerships. The results of the Forum were used to draft this Plan along with a detailed review of the housing environment, interviews with key officials and experts and follow-up reviews with many Forum participants (see Appendix Three).

The Plan aims to implement the current vision of an inclusive community with opportunities for everyone to have a healthy, safe place to live. To guide the Plan's implementation, three principles and seven objectives were developed:

## Principles

- Ensure the safety and security of individuals and families (food, clothing, warmth, safety from harm);
- Provide a continuum of care approach for those seeking shelter; and
- Work together to achieve common objectives and achieve partnerships between sectors and/or agencies.

## Objectives

1. Prevention of homelessness;
2. Reduction of homelessness/ transition to housing stability;
3. Social integration of persons who are homeless or are at risk of homelessness;
4. Improvements to service quality, service capacity and coordination;
5. Opportunities for a place to live;
6. Developing an inclusive community; and
7. Planned and coordinated approach.



The Plan took a more detailed look at the situational challenges (see Section 2.0) than the previous two plans. Most factors addressed in the previous Plans have trended to the negative and include: housing conditions, homelessness, affordability and organizational capacity which have all become more challenging despite the efforts of many committed agencies.

The objectives, priorities and implementation roles identified in the Plan (see Section 1.0) require stronger partnerships and more commitments to redirect existing trends to the positive. The following recommendations point to both bricks and mortar and planning and organizational approaches to address the challenge.

### **Recommendations**

1. That the RMWB adopt the 2007 – 2010 Homelessness and Affordable Housing Plan to guide funding and partnership decisions;
2. That the RMWB work with Wood Buffalo Housing & Development Corporation (WBHDC) to enhance and/or develop community partnerships to increase community capacity in addressing the priorities identified by this Plan;
3. That the RMWB call for stronger local participation and involvement of the federal and provincial government in the planning and implementation of housing and homelessness challenges in the region;
4. That the RMWB collaborate with WBHDC and community partners to adopt the Implementation Plan outlined in the 2007 – 2010 Homelessness and Affordable Housing Plan; and
5. That the Homelessness Initiative Steering Committee conduct a review of its structure which should include:
  - Consideration of an executive committee with a smaller membership to replace the current HISC structure. This committee will guide the implementation of the priorities of the community plan while considering the housing issues as a whole region; and
  - Consideration of the appropriateness of the Community Plan Project Coordinator position being housed at the RMWB and options to house the position externally.

This Report on the 2007 – 2010 RMWB Community Plan on Homelessness and Affordable Housing is laid out with the following sections:

- 1.0 Situation Analysis
- 2.0 Map of Housing Assets
- 3.0 Housing Plan 2007 - 2010
- 4.0 Appendices





## Public Hearing

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

Tuesday, September 11, 2007 - 6:00 p.m.

### Agenda

1. **Call To Order**
  
2. **Public Hearing re: Bylaw No. 07/049 – Municipal Development Plan Amendment; Bylaw No. 07/050 – Highway 63/881 Corridor Area Structure Plan; and Bylaw No. 07/051 – Hamlet of Anzac Area Structure Plan Amendment**
  - A. Opening Statement
    - Ms. Beth Sanders, General Manager, Planning & Development
  - B. Written Presentations (*None received*)
  - C. Verbal Presentations
    - Mr. Matthew Eisentraut (opposing)
    - Mr. Jim Rogers (opposing)
    - Mr. Jack Tobin (opposing)
    - Mr. David Platt (opposing)
  - D. Other Verbal Presentations (*Time Permitting and with Consent of Council*)
  - E. Questions of Council
  - F. Closing Statement
  
3. **Public Hearing re: Bylaw No. 07/061 - Timberlea Area Structure Plan Amendment – Part of Lot 1, Block 17, Plan 052 3653; and Bylaw No. 07/062 –Land Use Bylaw Amendment – Part of Lot 1, Block 17, Plan 052 3653 – Phase 8 – Timberlea North Central Subdivision**
  - A. Opening Statement
    - Mr. Dennis Peck, Manager, Current Planning
  - B. Written Presentations (*None received*)
  - C. Verbal Presentations (*No requests received*)
  - D. Other Verbal Presentations (*Time Permitting and with Consent of Council*)
  - E. Questions of Council
  - F. Closing Statement



4. **Public Hearing re: Bylaw No. 07/063 - Land Use Bylaw Amendment – Sections 35 & 36, Part of Sections 25 & 26 within Township 88, Range 8, W4M (Saprae Creek)**
  - A. Opening Statement
    - Mr. Dennis Peck, Manager, Current Planning
  - B. Written Presentations
    - Mr. Kevin Grogan, Vista Ridge (supporting)
  - C. Verbal Presentations (*No requests received*)
  - D. Other Verbal Presentations (*Time Permitting and with Consent of Council*)
  - E. Questions of Council
  - F. Closing Statement
  
5. **Public Hearing re: Bylaw No. 07/064 – Land Use Bylaw Amendment - General Text Amendments**
  - A. Opening Statement
    - Mr. Dennis Peck, Manager, Current Planning
  - B. Written Presentations (*None received*)
  - C. Verbal Presentations
    - Mr. Jim Rogers (opposing)
  - D. Other Verbal Presentations (*Time Permitting and with Consent of Council*)
  - E. Questions of Council
  - F. Closing Statement
  
6. **Closure of Public Hearing**



**From:** Vista Ridge [vistaridge@shaw.ca]  
**Sent:** Tuesday, September 04, 2007 12:22 PM  
**To:** Audrey Rogers  
**Subject:** Support of bylaw amendments  
To whom it may concern,

Vista Ridge is strongly in favour of the bylaw amendments.

The rezoning from UE to RD will allow us to continue with site developments that can include other summer activities.

The second amendment that included "staff accommodations" for resort facilities in RD areas is critical for the future of Vista Ridge. Without on site accommodations we could not staff the area and provide a safe level of service to the region. Loss of staff accommodations would almost certainly mean the area would have to close.

Thank you for making these changes and your continued support of Vista Ridge.

Kevin Grogan

Vista Ridge  
P.O. Box 5252  
Fort McMurray, Alberta  
T9H 3G3  
780 743 8651 phone  
780 743 6280 fax



# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	September 11, 2007
Subject:	Integrated Community Sustainability Plan – Terms of Reference

## **ISSUE:**

Explosive industrial development and population growth driven by the Athabasca oil sands has dated the Municipal Development Plan (MDP). A Terms of Reference has been prepared for the development of an Integrated Community Sustainability Plan (ICSP) to replace the document.

## **REFERENCE:**

1. Chapter M-26 – Municipal Government Act
2. Bylaw No. 00/005 – Municipal Development Plan
3. Integrated Community Sustainability Planning – A Background Paper
4. Alberta Urban Municipalities Association – A Guide to Sustainability Plans

## **HISTORY:**

The Municipality has experienced substantial growth, which the 2006 Census established at 79,810 persons. All areas and sectors of the Municipality are experiencing development pressures. Population growth, land constraints, infrastructure deficits, a housing shortage, and an ever-increasing shadow population continue to present unique challenges which the current MDP does not address appropriately.

The current MDP was approved in January, 2000. The Plan sets a Vision and future land use patterns to accommodate a regional population forecasted to reach 52,077 by year 2021. However, over the past 8 years the Region's population has reached close to 80,000 residents. At present time an outdated document is being used to guide community development with no clear direction on what the Municipality is striving to achieve.

## **ALTERNATIVES:**

1. Accept the ICSP Terms of Reference as information.
2. Do not accept the ICSP Terms of Reference as information.

## **ANALYSIS:**

1. Accepting the ICSP Terms of Reference would put in place a roadmap to:
  - Affectively plan for a regional population forecasted to reach 250,000 residents by 2030,



- Coordinate and deliver appropriate services through the Municipality and from a diversity of Partners,
  - Manage Municipal assets and resources,
  - Address priorities,
  - Begin discussions with local and regional partners to work together to improve quality of life within the Municipality,
  - Advance the Municipality’s planning and decision-making toward a more long-term, coherent and participatory approach, and
  - Provide future land use patterns within an integrated framework encompassing the governance, economic, environmental, social and cultural dimensions of community sustainability.
2. Not accepting the ICSP Terms of Reference will force the Municipality to continue to plan for the future growth and development of the Region in isolation and through the use of information not reflective of the current and forecasted situation (i.e., population growth). Without such a Plan the future health, safety, and vitality of the Region will continue to be developed through dated policies and reactive (rather than proactive) Municipal service delivery.

**ATTACHMENTS:**

1. ICSP Terms of Reference.

**ADMINISTRATIVE RECOMMENDATION:**

THAT the “Integrated Community Sustainability Plan – Terms of Reference” be accepted as information.



# Integrated Community Sustainability Plan (ICSP)

Project Terms of Reference

The Regional Municipality of Wood Buffalo

**September 11 2007**



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## 1.0 PROJECT OVERVIEW

In a region featuring explosive economic growth, coupled with unprecedented population growth, accurately gauging the future progression of the Regional Municipality of Wood Buffalo (RMWB) is a challenge complicated by many variables including land availability, economic diversity, cost of living, oil sands development, migration patterns and an ever-increasing, difficult to quantify shadow population. What is clearly understood, is that the municipality is intended for further population growth in the near future, driven by oil sands projects and associated growth in the service support sectors. As a result of unprecedented growth, there is a necessity to develop a forward looking strategy which sets out a framework to,

- Plan effectively for a regional population forecasted to reach 250,000 residents by 2030,
- Deliver appropriate and timely services through the Municipality and from a diversity of local and regional partners,
- Manage Municipal assets and resources,
- Address priorities, and
- Provide future land use patterns within an integrated framework encompassing the governance, economic, environmental, social and cultural dimensions of community sustainability.

Without such a strategy the future health, safety, and vitality of the Region will continue to be developed through reactive (rather than proactive) Municipal service delivery.

The *Integrated Community Sustainability Plan (ICSP)* project is a corporate initiative led by the Manager of the Planning and Development Department of the Regional Municipality of Wood Buffalo. The intent is to create an integrated and comprehensive Plan which will,

- Be informed by Regional Council's Corporate Strategic Plan,
- Have a vision of 20+ years,
- Replace Municipal Development Plan 00/005,
- Meet Alberta Municipal Government Act requirements as outlined in Section 632(1),
- Meet the content requirements for an Integrated Community Sustainability Plan (ICSP) as outlined by the Federal Government as part of the provincial gas tax agreement through the New Deal for Cities and Communities grant program,
- Define sustainability principles for adherence by the Municipality for the future growth and development of the Region,
- Be based on Best Management Practices for community development,
- Advance the region's planning and decision-making toward a more long-term, coherent and participatory approach to achieve sustainable communities,
- Guide the Municipality in addressing the *governance, social, economic, environmental, and cultural* issues and conditions pertinent to improving and sustaining the overall quality of life within the Region,
- Assist in the procurement of grant funding,
- Be hosted and maintained on the internet as an interactive website, and





- Provide an annual progress report card to the public on specific and broad sustainability initiatives underway throughout the Region.

## 2.0 PROJECT OBJECTIVE

The ICSP will be a “living” document which will capture the imagination and dreams of the local communities whilst meeting the business needs of Regional Council, Municipal Administration and various partners (Refer to Figure 1.0, p. 3 to view the ICSP Ideas to Action process).

The ICSP project is intended to assist Regional Council to:

- Become a world-class leader in the development and operation sustainable communities,
- Make decisions from a “Holistic” or “Systems” Perspective,
- Improve the appropriation of municipal funds,
- Understand cumulative impacts of decisions,
- Approve policy to reconcile competing pressures (e.g., rural economic development versus environmental protection, cultural expressions versus equitable society), and
- Create regional links to address issues that extend beyond community border and political boundaries of the Municipality.

The ICSP project is intended to assist Municipal Administration to:

- Create one decision-making framework for all administration covering the myriad of development related programs that the Municipality is or will be involved in,
- Build capacity to meet community needs,
- Improve upon the sequencing and coordination of projects and initiatives,
- Assess development decisions and financial commitments through established monitoring mechanisms (e.g., sustainable community indicators),
- Pursue creative solutions and manage change to meet desired outcomes,
- Capitalize on inter- and intra-organizational partnerships,
- Work towards creating cohesive communities through inclusive community planning processes, and
- Develop innovative local and regional collaborative community planning efforts to lead to benefits in specific areas.

The ICSP project is intended to assist local and regional partners to:

- Understand how the Municipality will develop physically, socio-economically and culturally into the future,
- Develop actions plans to meet the needs of residents of the Municipality as identified through this project,
- Build working partnerships with the Municipality, and
- Build capacity not only within their organizational structure but also within those they serve.



**Figure 1.0, ICSP Ideas to Action Process**



### 3.0 SCOPE

The ICSP project will cover the Municipality as a whole, and the following communities:

- Fort Fitzgerald
- Fort Chipewyan
- Fort MacKay
- Fort McMurray
- Draper
- Saprae Creek
- Anzac
- Gregoire Lake Estates
- Janvier
- Conklin
- Mariana Lake

### 4.0 CONCURRENT PLANS AND INITIATIVES

While the ICSP is a tool intended to assist the Municipality in making key decisions on future land use and service delivery, it must be acknowledged that several other Municipal and non-Municipal plans and initiatives are currently in various stages of completion. The ICSP will move along in concurrence and make links where feasible without duplication of effort and materials. For example, a “link” may include joint public consultation forums. Key plans or initiatives currently underway include, but are not limited to:



## ICSP Terms of Reference

Community Image	Corporate Strategic Plan
Community Plan Assessment	Water Master Plan
Municipal Area Structure Plans	Transit Master Plan
Water Conservation Campaign	Riverfront Master Plan
Community Placemaking initiative	Cemetery Master Plan
Municipal Area Redevelopment Plans	Wastewater Master Plan
Housing Needs and Analysis Reports	Transportation Master Plan
Recycling Education and Awareness Campaign	Solid Waste Services Master Plan
Mayor's Advisory Committee on Youth (MACOY)	Off Highway Vehicle Master Plan
Fringe Area Development Assessment – Urban Service Area	Information Technology Master Plan
Aboriginal Relations & Rural Service Delivery Policy Development	Parks & Outdoor Recreation Master Plan
Saline Creek Plateau Alternative Servicing & Energy Supply Analysis	Recreation, Arts and Leisure Master Plan

### 5.0 INFLUENCE

Who will be influenced by the ICSP?

The ICSP must influence decision makers and implementation programs of both the public and private sectors. To achieve measurable results, influence will be directed towards internal and external partners.

Internal partners include:

- The Regional Municipality of Wood Buffalo
  - Regional Council
  - Senior administration
  - All Municipal staff

External partners include, but are not limited to:

- Community members
- First Nations
- Metis Associations
- Health Authorities
- School Boards
- Airport Authority
- Keyano College
- Historical society
- Fort McMurray Tourism
- Macdonald Island Corporation
- Professional & Para Professional Social/Helping Agencies
- Wood Buffalo Housing and Development Corporation
- Northeastern Alberta Aboriginal Business Association
- Provincial and National "Think Tanks" Federal and Provincial Departments and Agencies (e.g., DIAND, ASRD, Parks Canada)
- Oil sands companies
- Regional Issues Working Group (RIWG)
- Transportation groups
- Chamber of Commerce
- Community Associations
- Recreational Associations



- Non-government organizations
- Commercial and Industrial companies
- Builders and Construction Associations
- City Centre Business Revitalization Zone
- Faith and diversity associations and societies

## 6.0 OPPORTUNITIES AND CONSTRAINTS

Opportunities created by this approach to develop the ICSP include those that occur within and beyond the Municipal Corporation.

Opportunities within the Municipal Corporation include:

- Making long term decisions based on a comprehensive and integrated framework,
- Creating a cohesive Municipal Vision,
- Developing a framework for a participatory and transparent community planning process,
- Developing a synthesized-departmental approach to managing growth in the Region,
- Creating a system for “opportunity-cost” analysis, and
- Contingency planning.

Opportunities beyond the Municipal Corporation include,

- Developing and sustaining an economy where all residents can realize their full potential,
- Minimizing the ecological footprint of residents, non-residents (i.e., shadow population), and industry,
- Attracting and retaining skilled people, and encouraging creativity and entrepreneurship,
- Having buildings and public spaces that are aesthetically pleasing and accessible,
- Developing communities where residents can live, work, learn and play,
- Building education and awareness programs and facilities to enhance and showcase human, cultural, historical, and natural characteristics of the Region,
- Creating places where people take personal responsibility for the success, and
- Developing a Plan which can be used as a tool for discussion and negotiations at all levels of government.

Constraints created by this approach to develop the ICSP include those that occur within and beyond the Municipal Corporation.

Constraints within the Municipal Corporation include,

- Financial capabilities,
- Staff resources and capacity,
- Competing interests,
- Resistance to change, and
- Fear of loss of decision making powers by Department Manager's.



Constraints beyond the Municipal Corporation include,

- Resistance to change by the general public and partners,
- Resistance to change by industry (i.e. Oil sands companies),
- Global or regional shift in the current supply versus demand chain for oil production, and
- Reduced (financial and otherwise) support from Provincial and Federal Governments in helping realize a long term vision.

## 7.0 PROJECT DELIVERABLES

The ICSP project will be completed by carrying out five (5) main phases – project organization, community based issues analysis, visioning and action planning, policy development and growth scenarios, and monitoring and reporting (refer to Figure 2.0, p.8 to view a schematic of the plan process, phased deliverables and timeline). Through completion of the phases, three (3) main documents will be delivered. Documents include,

- **Document 1, Community Based Issues Analysis**

This document will provide an inventory and assessment of current community assets (and deficits) within the Regional Municipality of Wood Buffalo (RMWB). Issues and opportunities identified within the report will assist in stream-lining action plans and implementation strategies required to meet the visions and goals identified in each community (Refer to Appendix A, p.10 for more information on document contents).

- **Document 2**

This document will serve as the replacement to the existing Municipal Development Plan for the Municipality. Community visions and goals, sustainability principles, guiding policies, sustainability indicators, and future land use concepts for each community will be included.

- **Document 3**

This document will be based on the outcomes of Document 1 and 2 and will provide the framework and organization necessary to implement change within communities in order to work towards achieving their respective visions.

Information collected during various phases of the ICSP process will also be used to simultaneously initiate development of other statutory (and non-statutory) plans that require updating or replacement. Examples include outdated Municipal Area Structure Plans (ASP's) and Area Redevelopment Plans (ARP's).

## 8.0 FINANCIAL SUMMARY

The ICSP will be financed through a combination of the Planning and Development Department annual budget and Federal and Provincial sustainability project grants and



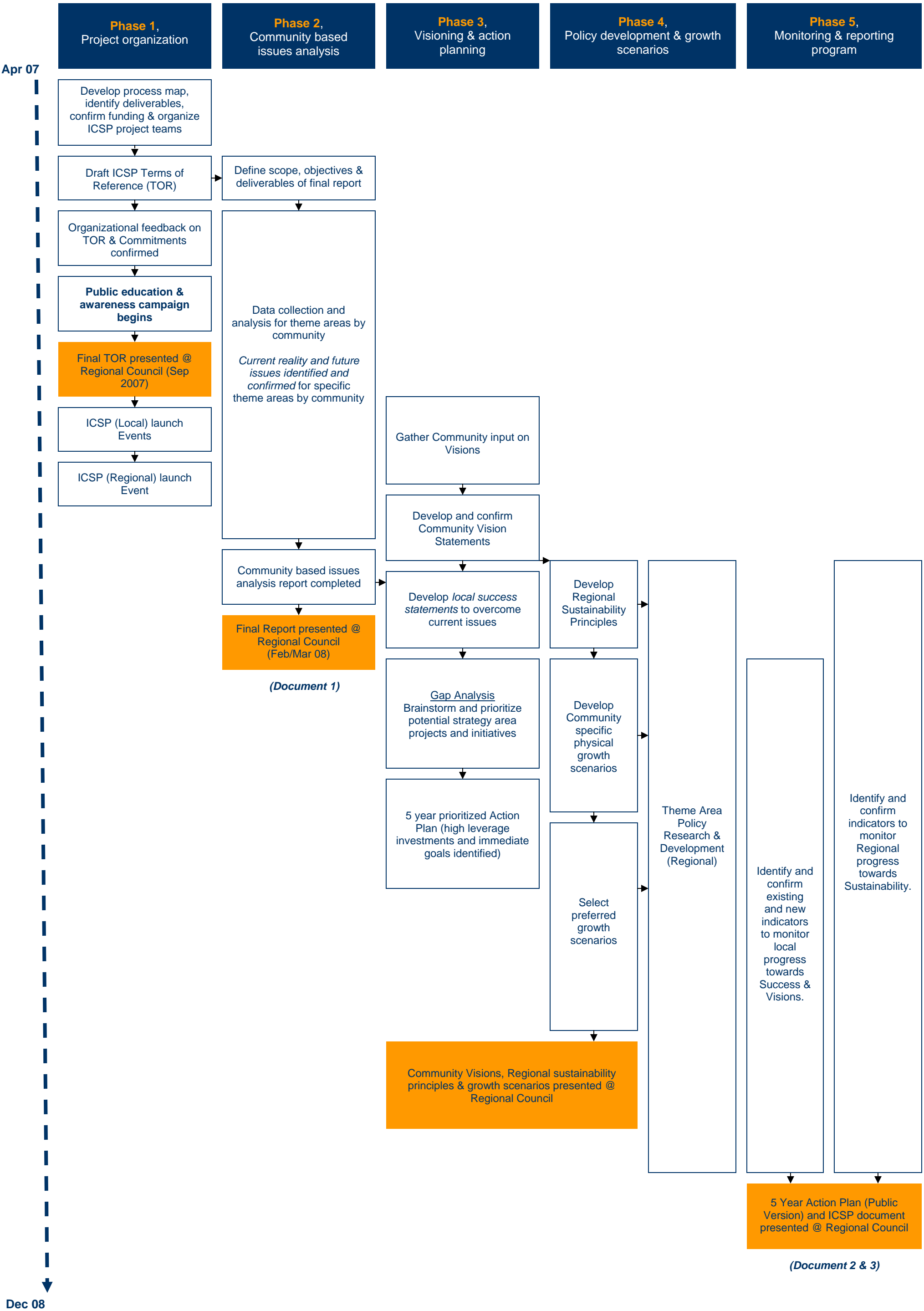
special allotments. Too adequately track full costs, both MUNICIPAL staff time and consultant fees and expenses will be accounted. This will allow the Municipality to more accurately determine levels of grant aid required (Refer to Figure 3.0, p.9 for information on project costing and grant funding).

This project initiative will be led by the ICSP Project Team assisted by various consultants specializing in: community sustainability planning, market research, professional writing, graphic design, and public facilitation and consultation.

As a part of project implementation and monitoring, specific Municipal staff will be dedicated to the ICSP project after completion of the initial plan phases in order to ensure the strategies remain current, the public remains informed, partners remain committed to their action plans, and the Municipality continues to strive towards its sustainability vision.

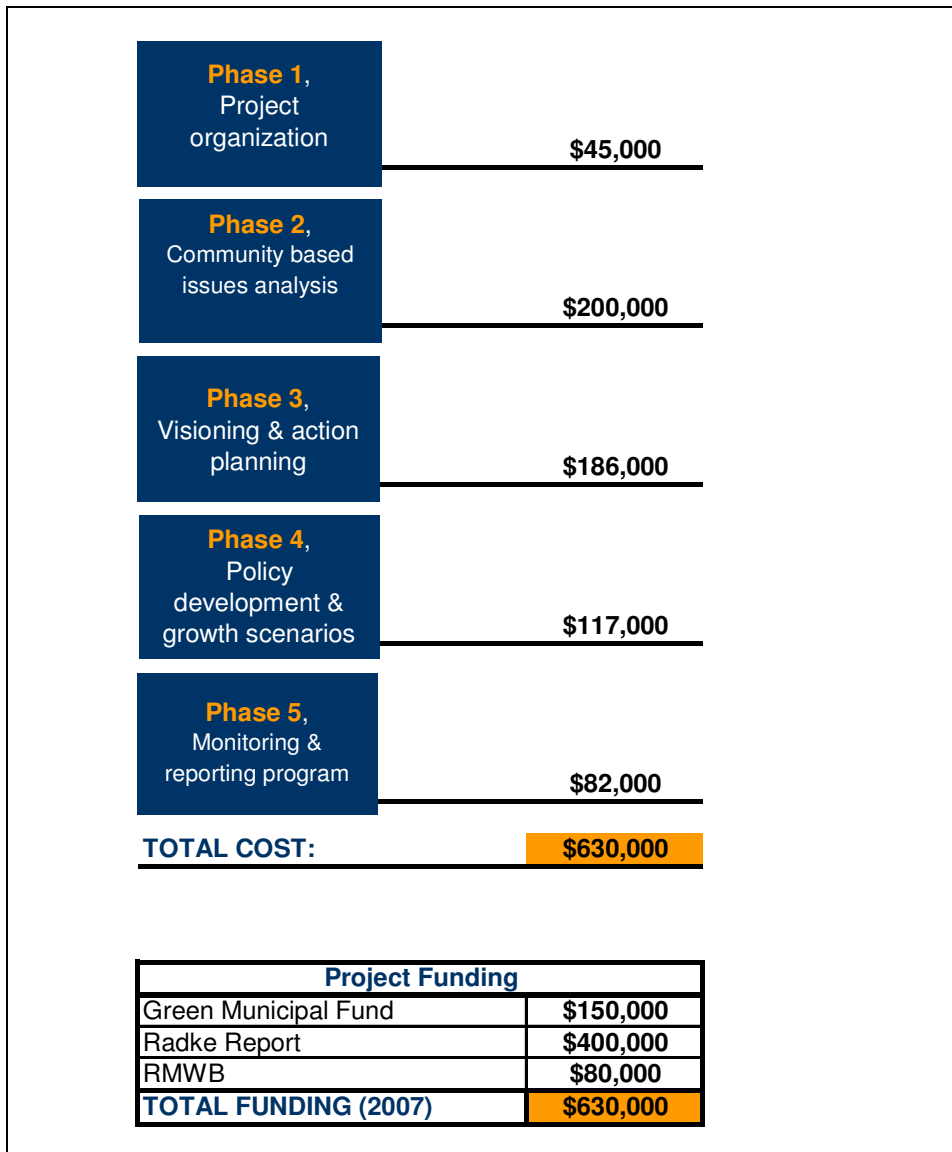


Figure 2.0, Plan process, phased deliverables and timeline





**Figure 3.0, ICSP Financial Summary**





## **APPENDIX A**

### **Community Based Issues Analysis Document**

#### **Purpose**

This document will provide an inventory and assessment of current community assets (and deficits) within the Municipality. Issues and opportunities identified within the report will assist in stream-lining action plans and implementation strategies required to meet the visions and goals identified in the ICSP.

#### **Objective**

This document will provide:

- A detailed historical assessment of the Region (i.e., How did we get to where we are now?)
- An inventory of Municipal and non-Municipal plans, policies, and initiatives completed, currently underway, or scheduled to be undertaken in 2007/2008 which may influence the actions, strategies, and timelines the ICSP,
- A current community resources inventory and assessment for each community of the Municipality organized by main Theme Areas (i.e., Where are we now? Where are we going over the next couple of years?) and supported by an extensive graphical component (sub-theme areas to be identified through public participation program),
- An opportunity for local residents to assist in data collection and partake in public participation sessions to confirm key issues and opportunities related to their community,
- A brief summary of findings and key issues and opportunities organized by Theme Area and community, and
- Information necessary to fulfill Municipal Government Act (MGA) requirements for Area Structure Plans and Area Redevelopment Plans (as stated in Sections 633-636, MGA).

#### **Scope**

This document will:

- Contain a historical assessment for the Municipality as a whole. Information reported will include, but is not limited to, historical growth patterns, regional land ownership, First Nations Reserves, and oil and gas infrastructure and development.
- Include an inventory of influential plans, policies, and initiatives completed, currently underway, or scheduled to be undertaken by the Municipality and various partners.
- Cover the Municipality as a whole and its 11 communities.



## **Methodology, simplified**

The historical assessment and inventory will be completed by members of the ICSP Project Team through background research and analysis and meetings with specific Municipal staff members as required. A similar process will be used to gather information regarding select non-Municipal organizations.

In order to complete the programs inventory, information on departmental business plans may be required from each Municipal department, or specifics (i.e., Project name, project purpose, objective and scope, regional vs. local influence, and completion timeline) on projects which may influence the outcomes of the ICSP.

A community assets inventory and assessment will be conducted for each community organized by Theme Areas. Theme Areas include,

- |   |                                 |
|---|---------------------------------|
| - Communication and Technology                  | - Health and Safety             |
| - Economy, Employment, and Tourism              | - Housing                       |
| - Education                                     | - Infrastructure                |
| - Natural Areas                                 | - Finance                       |
| - Government and Partnerships                   | - Recreation, Parks and Culture |
| - Land Use Pattern, Design & Sustainable Energy | - Regional Transportation       |

Refer to Appendix B, p. 16 for more information on Theme Areas.

Information collected and analyzed as part of the issues analysis document will be confirmed through consultation with community members, Municipal Resource Team members, Wood Buffalo Sustainable Development Forum (WBSDF), select Expert Panel members, and senior municipal administration (Refer to Appendix C, p. 19 for more information on project organizational structure and descriptions).

In association with on-the-ground and satellite research and analysis, the ICSP Project Team members will liaise with local Rural Municipal Contact offices and Community Associations to schedule and carry-out public consultation sessions. These sessions will be used to generate support and assistance from local residents for the completion of the ICSP as a whole and its component parts.

Overall, information collected during the inventory and assessment phase and public participation sessions will be synthesized among the Theme Areas to identify key issues and opportunities within each community. This synthesis will assist in developing a portion of the action plans and implementation strategies as part of the latter phases of the ICSP process.

Information to be collected and questions to be answered in the issues analysis document include, but are not limited to,

- Regional Overview: How did we get to where we are now?
  - The creation of the Regional Municipality of Wood Buffalo
  - Regional growth patterns, influences and land ownership
  - Population growth, distribution patterns, and land ownership
  - First Nations Reserves and traditional lands
  - Natural areas inventory



- Natural resource development inventory (historical, current, and forecasted)
  - Oil Sands and Supporting Infrastructure, Gravel and Limestone and forestry
  - Project Accommodation Inventory (historical, current, and forecasted)
  - Fort McMurray Regional Airport expansion plans and private airstrips MOU
- Inventory of influential plans, policies, and initiatives
  - Municipal Government
  - Non-Municipal Organizations
- Community assets inventory and analysis: Where are we now? Where are we going over the next couple of years?
- **Communication and Technology**
  - Communication mechanisms inventory
  - Telephone and internet capabilities and access
  - Description of current reality and issues
- **Economy, Employment and Tourism**
  - Current employers by sector. Sectors include,
    - Management,
    - Business, Finance, and Administration,
    - Natural and Applied Sciences and Related
    - Health
    - Social Science, Education, Government Service and Religion
    - Art, Culture, Recreation, and Sport
    - Sales and Service
    - Trades, Transport and Equipment Operators, and Related
    - Occupations Unique to primary Industry
    - Processing, manufacturing, and utilities
  - Employment population by sector (historical, present and forecasted)
  - Labour needs by sector (Supply vs. Demand)
  - Unemployment rate (historical, present and forecasted)
  - Business prospects Inventory
  - Inventory of existing tourism opportunities
  - Description of current reality and issues
- **Education**
  - School sites enrolment, community college enrolment, English-as-second language enrolment, Student-Teacher ratio (historical, current, & forecasted; supply vs. demand),
  - Standardized testing historical and current results, and comparison (Grade 3 & 12)
  - Library Usage (historical and present trends)
  - Description of current reality and issues



- **Finance**
  - Municipal funding sources inventory and breakdown by Grant type (including grant timelines and prerequisites)
  - Chronology of special funding allotments and Municipal requirements
  - Property tax generation and local improvement plans funding
  - Funding requirements and challenges for current situation to accommodate 20 years population growth forecast
  - Description of current reality and issues
- **Government and Partnerships**
  - Existing partnerships with government, industry, and institutions
  - Analysis of province of Alberta land release strategy
  - Chronology of population growth, housing requirements, and land release
  - Description of current reality and issues
- **Health and Safety**
  - Absolute and at-risk homeless Inventory (Historical, current, forecasted)
  - Health care capacity and growth needs inventory
  - Health care availability and challenges for current situation to accommodate 20 years population growth forecast
  - Brief description of current reality and issues
  - Royal Canadian Mounted Police (RCMP)
    - Staffing (historical, present and forecasted) to 20 year population growth comparison, and Operating Stations
    - Response procedures
  - Fire Department
    - Staffing (historical, present and forecasted) to 20 year population growth comparison, Equipment resources inventory and operating stations
    - Response times and standards
    - Emergency Management (Inventory of Disaster Preparedness procedures and plans)
    - Description of current reality and issues
- **Housing**
  - Housing Affordability for ownership and rental dwelling units (historical, current, & forecasted)
  - Cost of living (Place to Place Price Comparison)
  - Population growth (historical, current, & forecasted), dwelling unit requirements (Supply vs. Demand), and housing mix
  - Vacancy rates (bachelor, 1-, 2-, and 3 bedroom units) (historical, current, & forecasted)
  - Wood Buffalo Housing & Development Corporation Inventory (historical, current, & forecasted)
  - Temporary (i.e., work camps, extended stay suites) versus permanent housing inventory
  - Description of current reality and issues



- **Natural Areas**
  - Natural areas (and environmental issues) inventory
  - Historical, archaeological, and paleontological resources inventory
  - Environmental disturbances inventory (or footprint) (current and forecasted)
  - Traditional land use areas inventory
  - Affects of weather conditions on winter road development (historical, current and forecasted)
  - Existing Environmental Management Systems and policies
  - Brief description of current reality
- **Infrastructure**
  - Infrastructure funding sources, status and shortfalls (Waste water, potable water, and landfills)
  - Waste water, storm water, potable water infrastructure inventory
  - Existing approved capacity, potential expansion capacity and costs for expansion (Waste water, storm water, and potable water)
  - Land fill capacity and life cycle (proposed vs. actual)
  - Existing waste diversion initiatives
  - Waste diversion rates (historical, current, & forecasted)
  - Public transit inventory and ridership rates (historical, current, and forecasted)
  - Analysis of growth constraints based on infrastructure and magnitude of capacity increases needed relative to 20 year growth scenarios
  - Description of current reality and issues
- **Regional Transportation**
  - funding sources, status and shortfalls (transportation)
  - transportation (e.g., km/municipal road, paved and unpaved) inventory
  - Public transit inventory and ridership rates (historical, current, and forecasted)
  - Analysis of growth constraints based on infrastructure and magnitude of capacity increases needed relative to 20 year growth scenarios
  - Description of current reality and issues
- **Recreation, Parks and Culture**
  - Parks, trails, and open space inventory and comparison
  - Recreational facilities inventory and comparison
  - Recreation and leisure programs inventory
  - Compare current facility capacity and park space standards to projected populations based on approved land supply
  - Arts, culture and heritage organizations and facilities Inventory (e.g., Fine arts, music, dance, and theatre)
  - Existing and future issues and vision
  - Description of current reality and issues
- **Land use pattern, Design and Sustainable Energy**
  - Population and demographic trends (historical, current, and forecasted)
  - Physical growth patterns (historical, current, and proposed) (urban morphology)



- Existing land uses by type and size (ha), and per capita comparisons
  - Bare land inventory, development potential, and ownership status
  - Bare land costs by land use (commercial, residential, business industrial, institutional)
  - Population growth forecast and residential, commercial, industrial, and institutional land requirements (supply vs. demand)
  - Fringe area developments and influences (e.g., oil sands development)
  - Greenfield development opportunities
  - Intensification and Redevelopment opportunities
  - Future Growth Concepts and infrastructure alignments (including - analysis of existing land use concepts – ASP's)
  - Preferred Growth Concept
  - Existing Urban/Rural Design Standards and Conformity
  - Existing or planned eco-friendly developments
  - Options for Urban/Rural Design Standards and eco-friendly design
  - Existing and proposed green projects
  - Description of current reality and issues
- **Summary**
    - Synthesis of Key issues and opportunities for the Region, communities, and all other areas outside of established boundaries.
  - **Conclusion**



## APPENDIX B

### Theme Area Descriptions

The following twelve (12) theme areas have been developed to organize and guide the Municipality and its respective communities towards their shared visions and community sustainability. Below are descriptions for each theme area and a listing of theme areas which may influence its outcomes,

- **Communication and Technology**

The communication and technology theme is concerned with developing policies and identifying strategies to enhance the image of the Municipality on all levels, enhance customer service standards, and improve municipal staff, business and citizen access to services and information using technology. Providing the appropriate tools and staff required to deliver enhanced service and access will also be explored.

Influenced by: **Economy, Employment and Tourism; Health and Safety.**

- **Economy, Employment and Tourism**

The economy, employment and tourism theme area is concerned with developing policies and identifying strategies to develop and maintain thriving, resilient businesses that help move toward success and sustainability. Developing a strong, diversified, and synergistic tourism economy within the context of the regional economy and meeting employee training needs will also be explored.

Influenced by: **Finance; Economy, Employment and Tourism.**

- **Education**

The education theme area addresses resident, visitor, and mobile worker needs for informal and formal lifelong learning opportunities. School programs, distance education, classes for new arrivals, and self-fulfillment learning will be explored.

Influenced by: **Government and Partnerships.**

- **Finance**

The finance theme area is concerned with developing financial policies and identifying strategies for achieving the vision of success and sustainability. It includes both uses and sources of funds, including revenue and expenditure management, sharing and leveraging of resources among departments and partners, and identifying appropriate new funding sources and financial tools.

Influenced by: **Government and Partnerships; Infrastructure; Regional Transportation; Land Use Pattern, Design and Sustainable Energy.**

- **Government and Partnerships**

The government and partnerships theme area is concerned with developing policies and identifying strategies to improve the communication, organization and collaboration in decision-making and implementation to achieve the visions identified in the ICSP and the complimentary objectives of its partners. Ensuring that the necessary partnerships are identified and put in place will also be explored.

Influenced by: **Housing; Infrastructure; Regional Transportation.**



- **Health and Safety**

The health and safety theme area is concerned with developing policies and identifying strategies to meet resident, visitor, and mobile worker health and social needs through formal and informal services (i.e., social infrastructure) and partnerships. Mental, social, spiritual health and social determinants of health will be explored in this theme.

This theme is also concerned with developing policies and identifying strategies to provide appropriate emergency services and information to residents, visitors, and mobile workers to minimize threats to life safety.

Influenced by: **Land Use Pattern, Design and Sustainable Energy.**

- **Housing**

The housing theme area is concerned with developing policies and identifying strategies to meet the housing needs of diverse permanent residents and mobile workers in an affordable and sustainable manner.

Influenced by: **Economy, Employment and Tourism; Finance; Infrastructure; Regional Transportation.**

- **Infrastructure**

The infrastructure theme area is concerned with developing policies and identifying strategies for the movement of waste water, storm water, and potable water to, from and within residential, commercial, industrial, and institutional areas of the Municipality. Waste diversion and management (i.e., reduce, reuse, and recycle) systems as well as the sustainable procurement and use of materials are also covered.

Influenced by: **Government and Partnerships.**

- **Regional Transportation**

The regional transportation theme area is concerned with developing policies and identifying strategies for the movement of residents, visitors, and materials to, from and within the Municipality in a sustainable manner. It includes all modes of local, regional, national, and international transportation.

Influenced by: **Government and Partnerships; Land Use Pattern, Design and Sustainable Energy**

- **Natural Areas**

The natural areas theme is concerned with developing policies and identifying strategies for the protection, enhancement, and conservation management of natural ecosystems. Preservation of natural wildlife, aquatic habitats, environmentally sensitive areas and significant natural features will also be explored, as well as education and awareness initiatives, and policies for disturbed sites remediation requirements.

Influenced by: **Economy, Employment and Tourism; Finance; Infrastructure; Regional Transportation; Land Use Pattern, Design and Sustainable Energy.**

- **Recreation, Parks and Culture**

The recreation, parks, and culture theme area is concerned with developing policies and identifying strategies for the development, delivery, and management of all forms of recreation and leisure. Ensuring that the necessary partnerships are identified and put in place to provide a comprehensive list of activities will also be explored.



This theme area is also concerned with developing policies and identifying strategies in order to support and enhance arts, culture, and heritage opportunities. Aboriginal heritage will play an integral part of this theme.

Influenced by: **Health and Safety; Education.**

○ **Land Use Pattern, Design and Sustainable Energy**

The land use pattern, design and sustainable energy theme area is concerned with developing policies and identifying strategies for the appropriate allotment, and strategic and timely release of land to proactively meet population growth forecasts. Future physical growth concepts, interface management, infrastructure alignments, and Greenfield, densification, and redevelopment opportunities will also be explored.

This theme area is also concerned with developing policies and identifying strategies for creating, enhancing and maintaining the physical characteristics of new and existing neighbourhoods. It includes residential, commercial, institutional, and industrial buildings, as well as their surrounding landscape. Strategies for implementing eco-friendly buildings will also be explored.

This theme will also develop policies and identifying strategies to meet energy needs in an efficient, affordable, sustainable and reliable manner while minimizing greenhouse gas emissions and impacts to air quality. Focus will be on municipal operations and infrastructure and the built environment.

Influenced by: **Economy, Employment and Tourism; Housing; Natural Areas.**

Figure 4.0 below, Sustainability Checklist, verifies that the theme areas to be addressed in the ICSP cover one or more of the sustainability dimensions (governance, social, environmental, economic, and cultural) pertinent to improving quality of life within the Municipality.

**Figure 4.0, ICSP Sustainability Checklist**

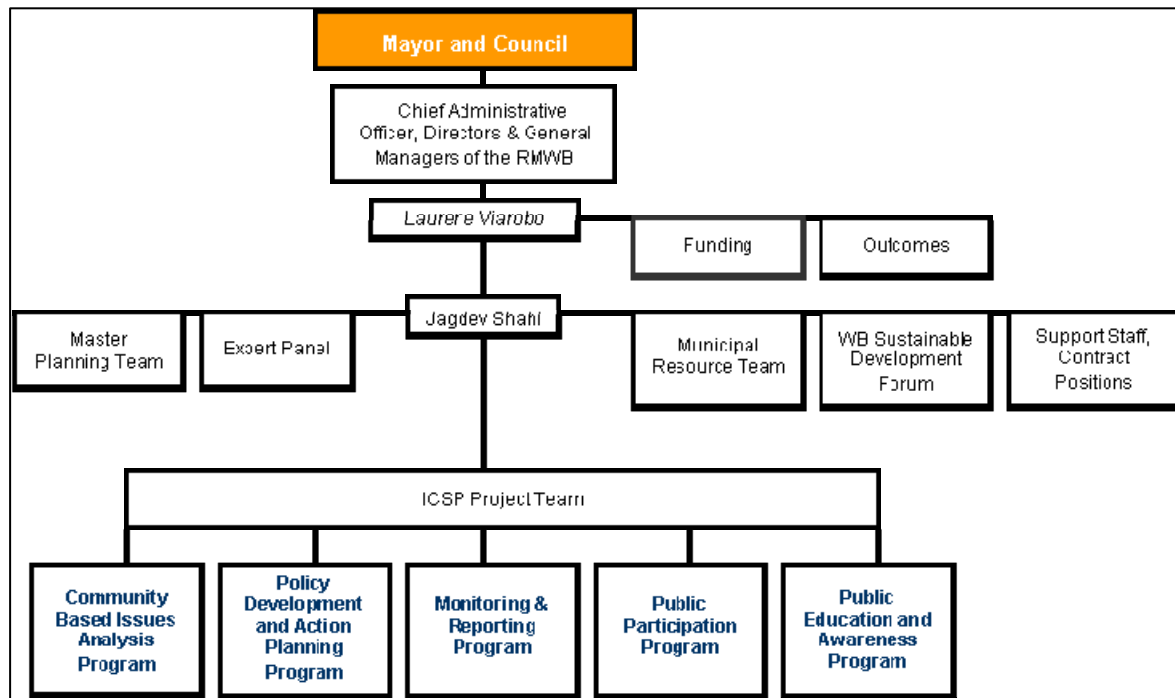
ICSP THEME AREAS	Sustainability Dimensions			
	Social	Economic	Environment	Culture
	Governance			
Communication and Technology	√			√
Economy, Employment and Tourism		√		√
Education	√			√
Natural Areas			√	√
Government and Partnerships	√	√		
Health and Safety	√		√	
Housing	√	√		
Infrastructure		√	√	
Finance	√	√		
Recreation, Parks and Culture	√		√	
Regional Transportation		√	√	



## APPENDIX C

### Project Organizational Structure and Descriptions

**Figure 5.0, Project Organizational Structure**



### Project Organization Descriptions

Below is a brief description of the scope of work for each component of the organizational structure.

#### Project Champions - Mayor and Council

The support and leadership of Regional Council is critical to the success of this community planning initiative. Regional Council must commit to developing the ICSP, finalize its scope, and *provide the necessary financial and staffing resources to ensure its continued support and success*. Ultimately, Regional Council is the approving body for the ICSP. In addition, Regional Council will:

- Communicate the Vision for the effort to the general public of the Regional Municipality of Wood Buffalo (RMWB) and the Municipal Corporation, and *certify the project Terms of Reference and the deliverables of the plan process*.
- Regional Council will be involved in the plan process through participation in the various forms of community and partnership engagement programs.



**Project Sponsors** – Senior Administration (Chief Administrative Officer, Directors and General Managers)

Senior administration will:

- Respect, understand, and commit to the need for and value of embarking on a long-term, strategic business plan such as the ICSP,
- Provide the necessary staffing resources to carry-out the planning initiative,
- Conduct Plan reviews and assist in prioritizing goals and implementation strategies, and
- Examine and amend departmental business plans and budgets to align with action plans and priorities set in the ICSP Action Plans.

**Process Manager** - Laurene Viarobo, Manager, Strategic Planning and Policy Branch

Process Manager will:

- Ensure that Regional Council and senior administration respect, understand, and commit to the need for and value of embarking on a long-term, strategic business plan such as the ICSP,
- Act as the fiscal trustee for the project and deem it worthy of the required expenditure of finances and time. The Process Manager plays an active role throughout the project ensuring that needed resources have been committed to the project and remain available,
- Manage the Funding and Outcomes process groups,
- Provide strategic advice to the Project Director throughout the process and ensure support is available from various levels of administration when required,
- Provide frequent plan updates to Regional Council and senior administration, resolve conflicts, ensure continued support, and recruit the necessary people (e.g., content professionals) to the process,
- Ensure the completion of, or re-assignment of, action items identified by the Project Manager,
- Co-Chair the Municipal Resource Team meetings, and
- Act as a direct resource in the development, implementation, and management of the ICSP outcomes.

**Project Director** - Jagdev Shahi, Planner II, Strategic Planning and Policy Branch

Project Director will:

- Initiate, develop, implement, and manage the overall planning initiative, ensure that actions items are identified, assigned, and completed, and timelines and mileposts set within the process are met,
- Assist the Process Manager in developing support for the ICSP from senior administration and partners,
- Supervise consultant contracts (or assign designate contract supervisors),
- Chair the Municipal Resource Team, Expert Panel, and Master Planning Team meetings,
- Establish and supervise the ICSP Process Group leaders,
- Be in attendance at all or most public engagement sessions,



- Provide monthly updates on the community planning initiative, including a prioritized action item list that needs to be completed by the Process Manager and Process Group leaders,
- Establish, maintain, and enhance the pathways of communication between Regional Council, senior administration, Process Manager, and Process Group leaders,
- Develop Requests for Proposals, review submissions and hire consultant staff as required to complete specific processes,
- Assist the Process Manager in the recruitment of content professionals in order to guide and provide the necessary support throughout the community planning initiative, and
- Develop scopes of work for all process group leaders and specific decision-making bodies within the ICSP organizational structure.

### **Outcomes Group**

The outcomes leader will:

- Supervise the receipt of deliverables for the ICSP, and
- Carry-out cataloguing and data inventory of collected information for concurrent or future projects.

### **Funding Group**

The funding leader will:

- Seek external funding sources for the ICSP and its components parts, including funding of initiatives and projects identified for immediate implementation in phase 3, and
- Complete and submit, on behalf of the Municipality, grant applications.

### **Expert Panel Group**

The Expert Panel members will:

- Individually or as a collective, act as a knowledge base and “sounding board” to the Process Manager, Project Director, Process Group leaders, and senior administration as required in order to develop and overcome plan process challenges.

### **Wood Buffalo Sustainable Development Forum (WBSDF)**

At present time the WBSDF will act in a similar capacity as the Expert Panel except only to the Project Director and select members of senior administration.

The WBSDF will:

- Participate as an expert panel or resource in the theme groups related to their profession, and
- Assist in the implementation of the action plans from phases 3-4.



### **Municipal Resource Team**

The Municipal Resource Team consists of representatives from each department of the Municipality. Each member will be the eyes and ears and 'go to' person for their respective department in order to ensure that the policies and strategies developed throughout the ICSP process are supported across all facets of municipal service delivery.

Members of the Municipal Resource Team will -

- Act as content experts in their area of expertise and provide guidance and support as needed to the Project Director throughout the ICSP process,
- Provide updates, requests for information and feedback to their respective department and branch's, and
- Assist in policy development, action planning and implementation.

### **Master Planning Team**

The Master Planning Team consists of representatives from departments of the Municipality involved in the development and supervision of a Master Planning document.

Members of the Master Planning Team will -

- Provide project updates to other members,
- Ensure that their respective Master Plan outcomes support and align with ICSP community visions and policy.

### **ICSP Project Team**

The ICSP Project Team will consist of municipal and contracted staff. Select members of the team will be assigned to lead each process group described below.

The ICSP Project Team leaders will:

- Report to the Project Director for project tasks and are accountable for the completion of their assigned work,
- Manage project team members allocated to them for completion of their tasks, and
- Will arrange for or request additional resources from the Project Director (e.g., content expert) to assist in the completion of their tasks within the defined timeline.

### **Process Groups**

The Process Groups as a whole are responsible for the development, implementation, and completion of the processes, including phased deliverables, required in phases 2-5. The process groups reside directly below the Project Director in the organizational hierarchy. The leaders of each process group report to the Project Director and are responsible for the completion of their assigned tasks within given timeframes.



**Public Education and Awareness Group will:**

- Through assistance from Corporate Communications, develop and carry-out the communications strategy,
- Act as the documents gatekeeper,
- Organize, plan and implement an ICSP project launch event (at the local and regional level),
- Organize, plan and implement community capacity building and educational events in parallel with the community engagement program,
- Development of educational material (e.g., school curriculum),
- Contract supervision of project website and related materials to ensure its successful completion, and
- Project website content development.

**Monitoring and Reporting Group will:**

- Through research and analysis, verify new community indicators for validity and availability of data and modify existing indicators,
- Develop community indicators methodology to monitor general movement towards regional sustainability (i.e., regional indicators) and completion of local level outcomes (i.e., local indicators) from the ICSP,

**Public Participation Group will:**

- Develop and carry-out the community consultation and facilitation framework for phases 2-5, and
- Work with the public education and awareness group to ensure information on upcoming processes and outcomes are communicated at various levels.

**Policy Development and Action Planning Group will:**

- Conduct research and analysis for regional policy development,
- Work with the Monitoring and Reporting group to integrate regional and local sustainable community Indicators,
- Working with the Outcomes Group, develop the new Municipal Development Plan document,
- Develop the Action Planning document,
- Assist in the transition from planning phases to on-the-ground implementation of projects and initiatives, and
- Assist in the amendments to the departmental business plans and budgets in order to align with the outcomes of the ICSP.

**Community Based Issues Analysis Group will:**

- Coordinate and carrying out research, analysis, data synthesis, and content writing as required to complete the issue based analysis document,
- Ensure that meetings are scheduled and carried out with key municipal staff and partner organizations in order to gather or exchange necessary information for completion of the document. Refer to Appendix A, p.10 for more information on the issues document.



# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor & Council
From:	Planning & Development
Date:	August 28, 2007
Subject:	AUMA/AAMD&C Resolution – Intervenor Cost Reimbursement – EUB Hearings

## **ISSUE:**

A change in legislation is required to allow the MUSH sector (municipalities, universities, schools and hospitals) to be eligible for reimbursement of intervenor costs.

## **REFERENCE:**

- Suncor / Voyageur Project – Submission of the Regional Municipality of Wood Buffalo
- Albion Sands Energy Inc. Muskeg River Mine Expansion – Submission of the Regional Municipality of Wood Buffalo
- Imperial Oil Ventures Resources Ltd. Kearl Oilsands Project – Submission of the Regional Municipality of Wood Buffalo
- Investing in our Future, Responding to the Rapid Growth of Oilsands Development, Government of Alberta (Radke Report)
- Oilsands Consultations Multi-stakeholder Final Report, June 30th, 2007, Government of Alberta

## **HISTORY:**

Regional Council approved an intervention motion June 6<sup>th</sup>, 2006 which resulted in three Alberta Energy and Utilities Board intervention appearances to date.

- Suncor/Voyageur Project
- Albion Sands Energy Inc. Muskeg River Mine Expansion Project
- Imperial Oil Ventures Resources Ltd, Kearl Oilsands Project

Post hearing cost submissions to the Alberta Energy Utilities Board were denied on the basis that the Regional Municipality of Wood Buffalo interventions undertaken were consistent with its mandate to defend and advance the collective interests of the residents. The Alberta Energy & Utility Board stated these representations are not the kind of intervention that the Legislature intended it to compensate with an award of local intervenor costs. However, the decisions expressly stated that the participation provided significant and valuable assistance in relation to the regional socioeconomic issues.



**ALTERNATIVES:**

1. Submit a Resolution to AUMA and AAMD&C requesting the province to change the cost recovery policy interpretation on administering Intervenor Costs, to allow the municipalities to negotiate funding eligibility during EUB hearings.
2. Do nothing.

**ANALYSIS:**

An excess of two billion dollars is still required to address regional critical infrastructure needs. Funds will still be needed to actively participate in the Alberta Energy & Utilities Board Intervenor processes. Without these funds, the Municipality cannot effectively represent its constituency. Limited evidence in this process would limit the ability of Alberta Energy & Utilities Board to make decisions in the best public interest.

**ATTACHMENTS:**

1. Resolution – Funding Support for Alberta Energy & Utility Board Hearings.

**ADMINISTRATIVE RECOMMENDATION:**

THAT the Resolution entitled Funding Support for Alberta Energy & Utility Board Hearings be sent to the Alberta Urban Municipalities Association (AUMA) and Alberta Association of Municipal Districts & Counties (AAMD&C) for consideration at their respective conventions; and

THAT the Mayor forward a letter to the Honourable Minister Guy Boutilier, MLA for Fort McMurray – Wood Buffalo requesting his support for the resolution and that a copy of the correspondence also be forwarded to the Minister of Municipal Affairs and Housing.



## AUMA RESOLUTION

### REGIONAL MUNICIPALITY OF WOOD BUFFALO INTERVENOR COST REIMBURSEMENT – EUB HEARINGS

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**WHEREAS** the Alberta Energy and Utilities Board (“EUB”) is the regulatory body responsible for ensuring that the discovery, development, and delivery of Alberta’s energy resources take place in a manner that is fair, responsible, and in the public interest;

**AND WHEREAS** the EUB, in this role, conducts hearings, inquiries and other investigations in respect of proposed energy resource projects;

**AND WHEREAS** section 3 of the *Energy Resources Conservation Act*, R.S.A. 2000, c. E-10 requires the EUB to give consideration to whether the project is in the public interest, having regard to the social and economic effects of the project and the effects of the project on the environment;

**AND WHEREAS** parties whose rights may be directly and adversely affected by a decision of the EUB may intervene in a proceeding before it;

**AND WHEREAS** section 28(2) of the *Energy Resources Conservation Act* provides that the EUB may make an award of costs to a “local intervenor” (defined as a person or group or association of persons who, in the opinion of the Board, has an interest in or is in actual occupation of or is entitled to occupy land that is or may be directly and adversely affected by a decision of the EUB or as a result of a proceeding before it).

**AND WHEREAS** it would be to the benefit of all MUSH sector (municipalities, universities, schools and hospitals) groups in Alberta to have access to funding to participate as intervenors in proceedings before the EUB in respect of proposed energy resource projects which may impact them.

**NOW THEREFORE BE IT RESOLVED THAT** the Alberta Urban Municipalities Association request the Government of Alberta to provide financial assistance to the MUSH sector (municipalities, universities, schools and hospitals) in Alberta to intervene in proceedings before the EUB in respect of proposed energy resource projects which may impact them, either through special grant funding or through changes to the cost recovery provisions of the relevant legislation.

## BACKGROUND

In June, 2006, faced with the tremendous growth of the oil sands industry in the region and the realization that it was falling behind in its struggle to keep pace with that growth, the Regional Municipality of Wood Buffalo (RMWB) Council passed a unanimous



resolution to intervene in EUB hearings for applications for energy resource projects expected to have an impact on the region.

Starting in July, 2006, the RMWB intervened in three consecutive EUB hearings for proposed oil sands projects. At each of those hearings, the RMWB presented extensive evidence of the potential social and economic impacts of those proposed projects, in order to assist the EUB in determining whether it would be in the public interest to issue approvals at that time. The evidence presented was that the nature and rate of energy resource development in the region had placed tremendous pressure on the RMWB to provide and maintain the municipal infrastructure and services required to support a healthy, vibrant and sustainable community. If the RMWB had not intervened in the hearing, there would have been very little evidence before the EUB with respect to the social and economic impacts of the proposed projects, aside from that put forth by the proponents themselves.

The EUB approved each of those projects, subject to a number of conditions. However, in its decisions, it also acknowledged that investment in public infrastructure and services in the region had not kept pace with the level of development and made strongly-worded recommendations to the provincial and federal governments, including that it was the responsibility of the government to ensure that the necessary public infrastructure is in place to accommodate growth.

The RMWB submitted cost claims to the EUB for its participation in these hearings, which were significant. The EUB denied the cost applications of the RMWB on the basis that the RMWB's interventions were undertaken consistent with its mandate to defend and advance the collective interests of the residents that the RMWB represents and that this is not the kind of intervention that the Legislature intended the EUB to compensate with an award of local intervenor costs. However, the EUB expressly stated in its decisions that the participation of the RMWB provided significant and valuable assistance in relation to the regional socioeconomic issues.

The intervention of the RMWB in EUB hearings has increased public awareness of the socio-economic impacts of energy resource development on municipalities in Alberta and has resulted in the EUB commenting that additional investment in infrastructure is needed.

In order for the EUB to determine whether a proposed energy resource project (whether it is a gas well, pipeline or oil sands mine) is in the public interest, it must have regard to the social and economic effects of the project. The municipality in which each energy resource project is located is in the best position to present evidence of the social and economic impacts of that project. The policy of the EUB in denying the payment of local intervenor costs to municipalities has the potential to create a chilling effect on the participation of municipalities in future EUB hearings, particularly given the relatively high cost of intervening and the responsibilities of municipalities for the public purse. This limited participation would, in turn, limit the evidence available to the EUB in making its public interest decision.



# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Community Identification Committee
Date:	September 11, 2007
Subject:	Proposed Development and Street Names

## **ISSUE:**

Naming of streets within three new subdivisions.

## **REFERENCE:**

1. Community Identification System Policy No. PRL 040-2006
2. Community Identification Committee Minutes of Aug 27<sup>th</sup>, 2007 (Attachment #1)

## **HISTORY:**

On August 27<sup>th</sup>, 2007 the Community Identification Committee met to review submissions from Developers for the naming of street within three new subdivisions. Recommendations were made with regards these submissions.

The first recommendation is for the street naming for Phase 2 of Eagle Ridge (attachment #2). In keeping with the theme used in the first stage, the proposed street names are birds seen in the area.

The second recommendation is for Phase 8 of North Central Timberlea. This is the last phase of the development and will continue to use trees found in Alberta as in Phase 3 of North Central Timberlea.

The last recommendation is for street names in Long Boat Landing in the East End Lower Town-Site. There are two names required for the long Boat Landing Development. Since the Lower Town-Site is mainly named using founders of the community it was decided to use two names that are connected to the East-End Lower Town-site.

## **OPTIONS**

1. Refuse the recommended street names and return the issue to the Committee to recommend new names.
2. Approve the recommended names.



## **ANALYSIS**

Returning the names to the Committee alternative will cause a delay in the occupation of some of the areas. The franchise utilities require a municipal address for utilities hook-up prior to occupancy of living units.

## **ATTACHMENTS**

1. Community Identification Committee Minutes of Aug 27, 2007
2. Proposed Eagle Ridge Street Names
3. Proposed street names for North Central Timberlea Phase 8.
4. Proposed Street names for Long Boat landing.

## **COMMITTEE RECOMMENDATION:**

THAT roadways within Eagle Ridge Stage 2 be named: Falcon Drive, SparrowHawk, Loutit Road, Eagle Ridge Boulevard, Falcon Green, WaxWing, Pintail, Cormorant, Killdeer, Snowy Owl, Grebe, Sandhill, Merganser, Widgeon, Heron, and Crane;

THAT roadways within North Central Timberlea phase 8 be named: Walnut, Chestnut, Huckleberry, Elderberry, Hawthorn, Crab-apple, Honeysuckle, and Chokecherry;

THAT roadways within Long Boat Landing be named: Denholm and Fontaine.





REGIONAL MUNICIPALITY  
OF **WOOD BUFFALO**

**Minutes of Meeting**  
**COMMUNITY IDENTIFICATION COMMITTEE AGENDA**

**Time: 3:00pm**

**Date: Monday Aug 27, 2007**

**Location: 5<sup>th</sup> Floor Boardroom Jubilee Center**

**Committee Members Present**

Councillor Clarkson – Chair Person  
Mr. Gerry Bussieres  
Mr. Tom Weber

Councillor Meagher  
Ms. Grace Frey  
Ms. Margaret Malcolm

**Staff Present**

Ed Salmon, manager, Land Services

**1. Approval of Agenda**

Moved: Councillor Clarkson  
Seconded: Ms. Malcom

**2. Eagle Ridge Stage 2 Street names: (Attachment #2)**

The second Stage of Eagle Ridge was brought forward to the Community Identification Committee. In keeping with the previous theme in Stage 1 the names proposed are Birds of the area.

**MOVED by Councillor Clarkson and seconded by Ms. Malcom that the following street names be used:**

Falcon Drive	SparrowHawk
Loutit Road	Eagle Ridge Boulevard
Falcon Green	Wax Wing
Pintail	Cormorant
Killdeer	Snowy Owl
Grebe	Sandhill
Merganser	Widgeon
Heron	Crane



### 3. North Central Timberlea Phase 8 Street names (Attachment #3)

The Timberlea Consortium has applied for the final phase of the Development and requires street names. The previous names used in the subdivision have been flowers and trees common in the Fort McMurray area:

**MOVED by Councillor Clarkson and seconded by Ms. Malcom that the following street names be used:**

Walnut	Chestnut
Huckleberry	Elderberry
Crab-apple	Chokecherry
Honeysuckle	Hawthorn

#### (b) Lower Town-Site Loop Road (Attachment #4)

The proposed loop road through the Lower Town-Site requires a name: Subject to Council approval the road could occupy lands with a named road on it. The matter was referred back to Administration for farther research as to possible names.

#### (c) Long Boat Landing Street names (Attachment #5)

There are two names required for the long Boat Landing Development in the East End Lower Town-Site. Since the lower town-site is mainly named using founders of the community it was decided to use two names that are connected to the East-End Lower Town-site.

- **Russell Denholm**

Russell Denholm was a ships carpenter who owned Denholm Boat Works that operated out of the Prairie Area of the Lower Town-site.(Area within the East-End Lower Town-site).

- **Laurier Fontaine**

Laurier Fontaine moved to Fort McMurray in 1929 at the age of 13 years old with his parents, Arzelie & Joseph Fontaine, from Lac La Biche. Married Mildred McDonald in 1940 and settled in the Prairie to raise ten (10) children. Laurier worked at the Hudson Bay Company for 10 years before moving on to work for the Northern Alberta Railway Limited for 25 years. After leaving the railway, he worked for Keyano College for 12 years before retiring. Laurier and Mildred had a very large vegetable garden and would ship vegetables by boat to northern villages for many years. Laurier would also cut many cords of wood, some of which he would sell and the rest would be retained for heating the homestead.



**MOVED by Mr. Weber and seconded by Ms. Malcolm that the following street names be used:**

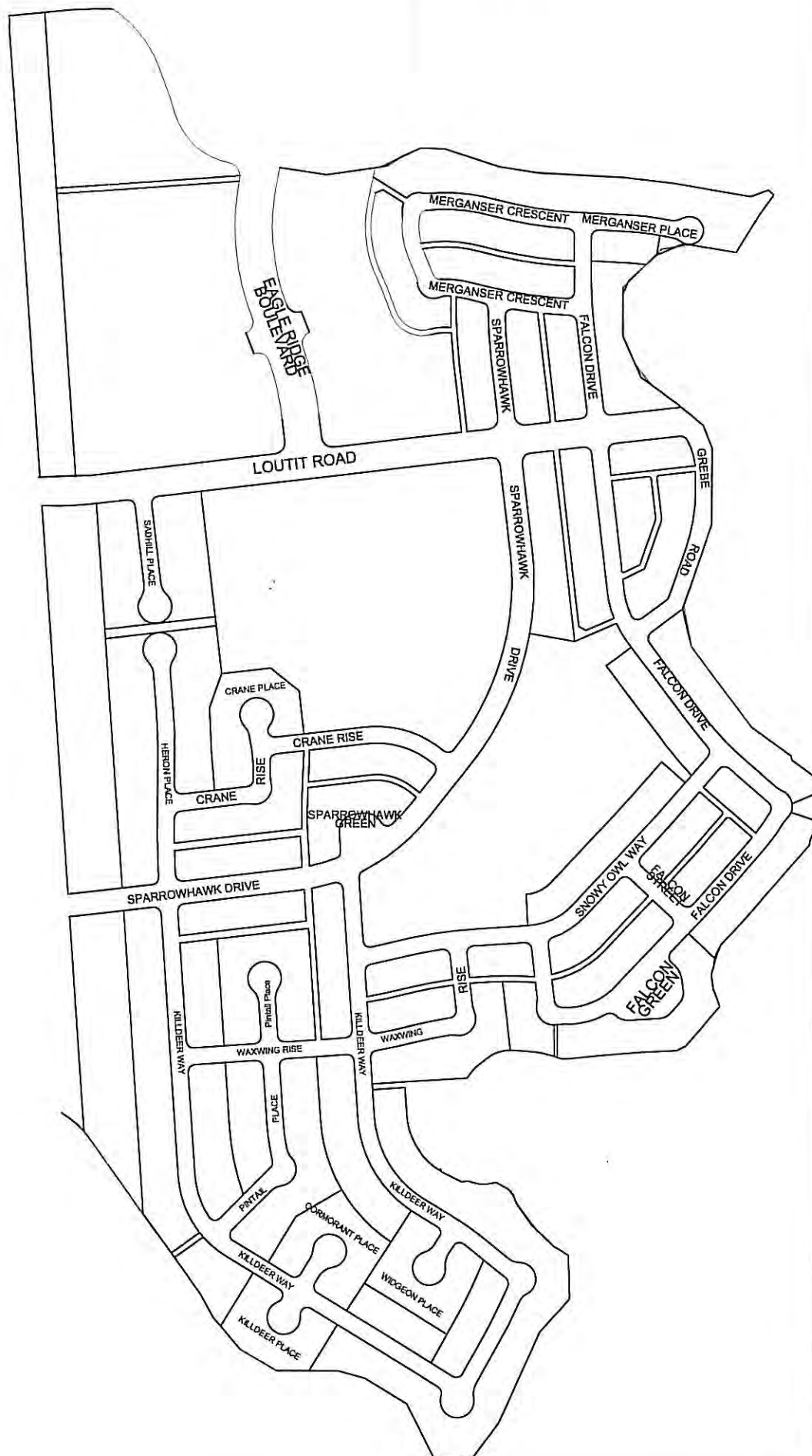
**Denholm  
Fontaine**

**(d) Naming of Parks**

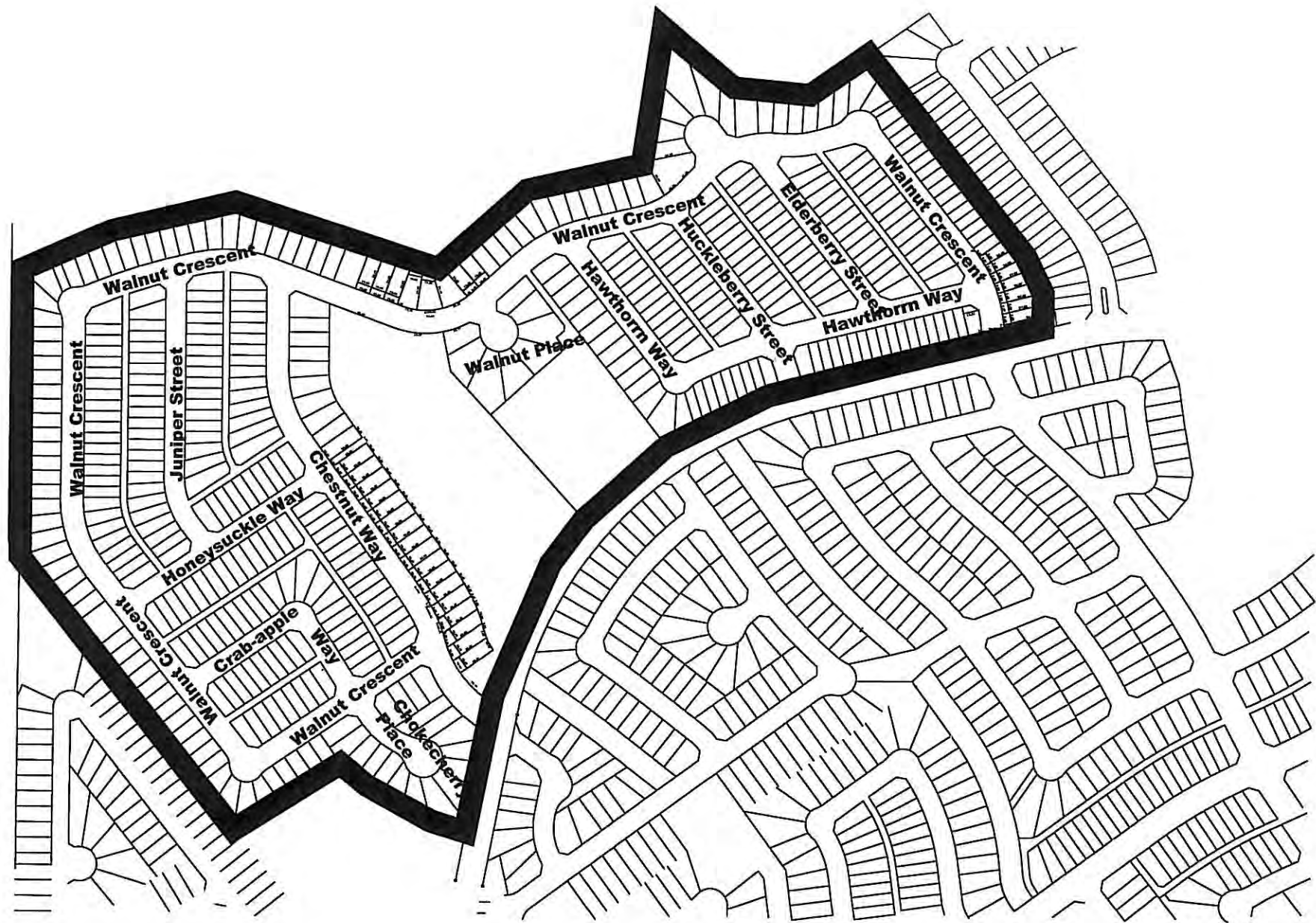
A number of parks throughout the Municipality require naming. It was decided that these parks should be named after the local subdivision the park is in as an easy identifier. The Committee will name 5 parks at each meeting. Administration is to research each park to determine if any “informal” name is already in use that can be officially used.

**6. Adjournment**

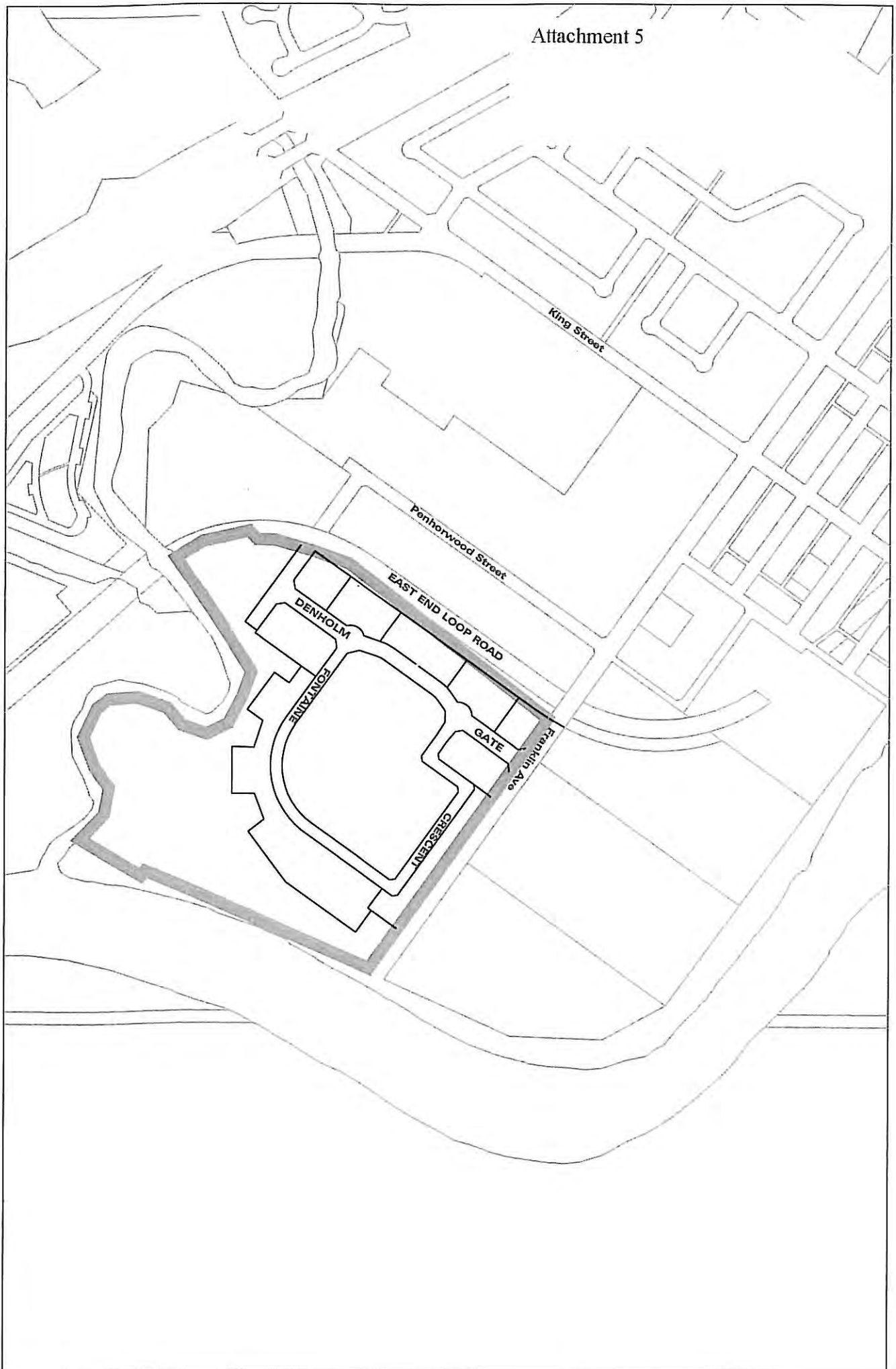














# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development Department
Date:	September 11, 2007
Subject:	Highway 63/881 Corridor Area Structure Plan <ul style="list-style-type: none"><li>- Bylaw No. 07/049 - Amendment of Municipal Development Plan</li><li>- Bylaw No. 07/050 - Highway 63 / 881 Corridor Area Structure Plan</li><li>- Bylaw No. 07/051 - Amendment to Hamlet of Anzac Area Structure Plan</li></ul>

## **ISSUE:**

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

## **REFERENCE:**

- Municipal Government Act
- Bylaw 00/005 – Municipal Development Plan
- Bylaw 99/059 - Land Use Bylaw
- Bylaw 02/060 - Hamlet of Anzac Area Structure Plan
- Bylaw 02/061 - Hamlet of Conklin Area Structure Plan
- 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, First Nations reserve lands and the plan area for the Gregoire Lake Area Structure Plan (1991).

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.



### **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:**

A public hearing was held on July 10, 2007, following which the Area Structure Plan was referred back to Administration to address a number of issues. Administration presented its recommendations at the August 28<sup>th</sup> Council meeting, and amendments were subsequently adopted, which included the potential development of the Old Peat Pit site for business industrial use, potential changes to the Rural Policy Area regulations, and the extension of proposed commercial land on the north side of Highway 881. Additionally, changes were made to exclude the Gregoire Lake Area Structure Plan (1991) plan area from the current Highway 63/881 plan area.

Adopting the Highway 63/881 Corridor Area Structure Plan, as amended, 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.

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 RECOMMENDATIONS:**

#### **Bylaw No. 07/049 – Municipal Development Plan Amendment**

1. THAT Bylaw No. 07/049, being a Municipal Development Plan Amendment, be read a second time;
2. THAT Bylaw No. 07/049 be read a third and final time.



**Bylaw No. 07/050 – Highway 63/881 Corridor Area Structure Plan**

1. THAT Bylaw No. 07/050, being the Highway 63/881 Corridor Area Structure Plan, as amended, be read a second time.
2. THAT Bylaw No. 07/050 be read a third and final time.

**Bylaw No. 07/051 – Hamlet of Anzac Area Structure Plan Amendment**

1. THAT Bylaw No. 07/051, being a Hamlet of Anzac Area Structure Plan Amendment, be read a second time;
2. THAT Bylaw No. 07/051 be read a third and final time.



**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 26<sup>th</sup> day of June, A.D. 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

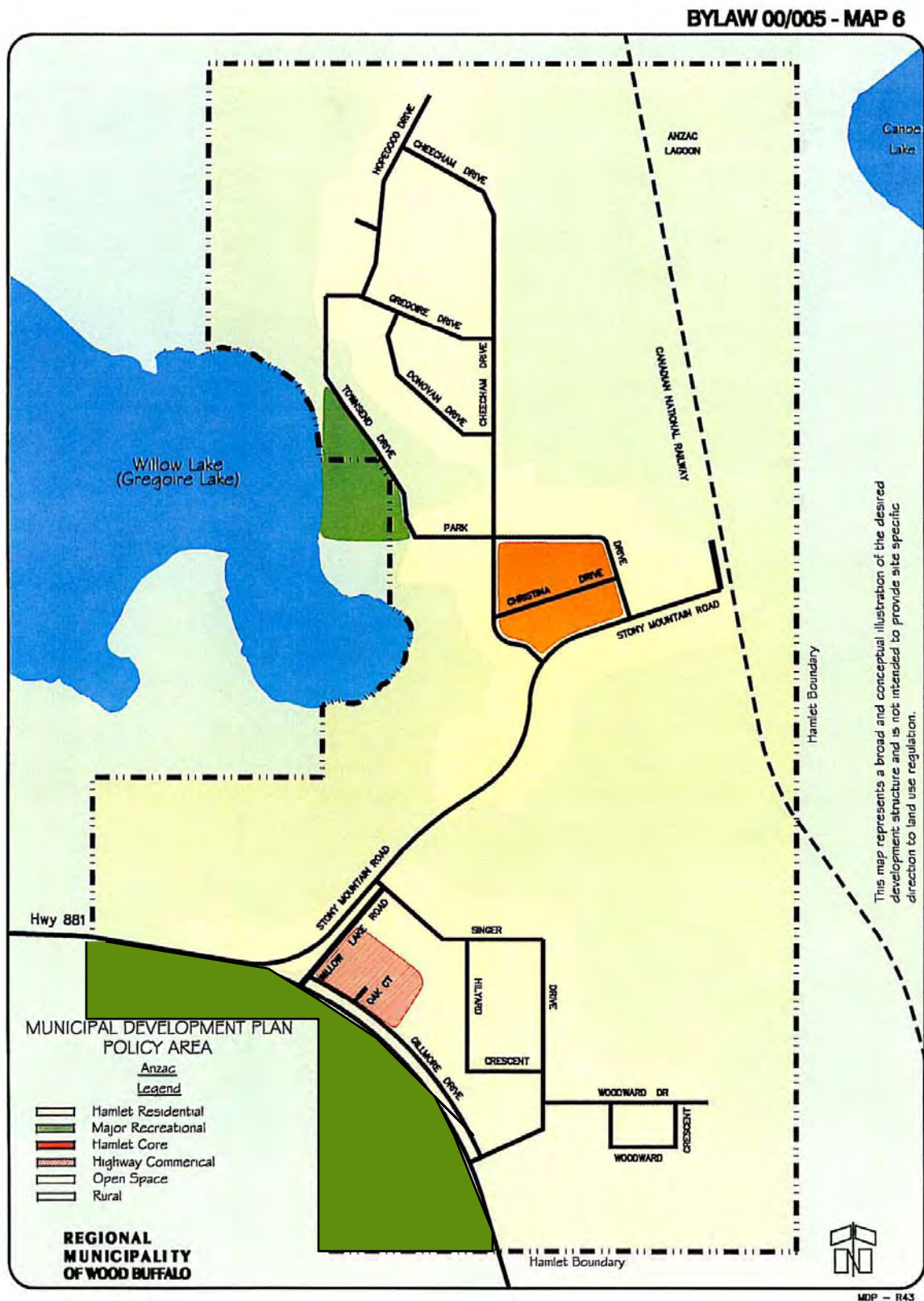
\_\_\_\_\_  
CHIEF LEGISLATIVE OFFICER

\_\_\_\_\_  
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 26<sup>th</sup> day of June, A.D. 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.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
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  
Councillor Sheldon Germain  
Councillor Phil Meagher  
Councillor Sharon Clarkson  
Councillor John Vyboh  
Councillor Carolyn Slade  
Councillor Jim Carbery  
Councillor John Chadi  
Councillor Sonny Flett  
Councillor Renee Rebus  
Councillor Lorne Wiltzen

## Steering Committee Members

Beth Sanders, Manager, Planning & Development, RMWB  
Martin Frigo, Planner, Strategic Planning & Policy Division, RMWB  
Laurene Viarobo, Superintendent, Strategic Planning & Policy Division, RMWB  
Arjen de Klerk, Supervisor, Development Control and Permitting Branch, RMWB  
Alanna McDonagh, Planner, Development Control and Permitting Branch, RMWB  
Salem Abushawashi, Superintendent, Engineering Services Division, RMWB  
Allan Grandison, Rural Supervisor, Community Services Department, RMWB  
Steve Cook, Superintendent, Land Management Division, RMWB  
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Ken Ball, Supervisor, Parkland Design & Development, RMWB  
Howard Peterson, Operations Services Coordinator, North Central Region, AIT  
Elizabeth Grilo, Senior Forester, Public Lands and Forest Division, ASRD  
Dave Lind, Land Management Specialist, ASRD

## Consultants: Principal

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Mary-Jane Laviolette, Associate  
Greg MacKenzie, Associate  
Jamie Kitlarchuk, Planning Technologist

### *Associated Engineering Alberta Ltd.*

Herb Kuehne, P.Eng., Vice President  
Bryan Petzold, P.Eng., Group Manager  
Subbu Gopalakrishnan, P.Eng., Senior Transportation Engineer  
Nelson Dos Santos, P.Eng., Infrastructure Engineer

## Consultants: Third Party Reviewer

### *Dillon Consulting Limited*

Jamal Ramjohn ACP, MCIP – Associate  
Alex Taylor – Planner  
Tara Steell – Planner



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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, First Nation Reserve Lands, and the Plan Area identified in Ministerial Order No. 477/91 Gregoire Lake Area Structure Plan. 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 Quikley 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

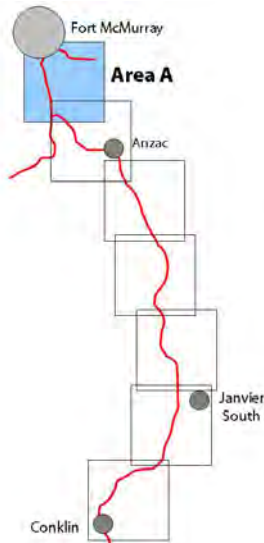
As the Plan area is large and has a linear shape, it has been divided into seven (7) parts (shown on *Map 2 (a-g)*). This section examines and identifies the specific issues and opportunities facing each area, elaborating on the general issues and opportunities that have been described in the preceding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

### 2.1 Area A Issues and Opportunities



#### *Old peat pit site*

A future business / industrial site has been identified south of the Urban Service Area boundary at the old peat pit site on the east side of Highway 63. Development of this site could include light industrial uses such as storage of vehicles and materials. (Refer to Map 2a Future Land Use Concept).



- 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. This location indicates that a strong local market to support the development of this area will exist within the 2 - 5 year timeframe.
- The current site has been previously disturbed and has the potential for future development.
- The Prairie Creek Subdivision lies approximately 1.5 kilometres to the north of the potential developable area. Appropriate measures must be taken to minimize nuisances arising for excessive dust, noise and light that may affect residents.
- Appropriate setbacks and screening from Highway 63 will be required. Setbacks and screening will be developed to the satisfaction of the Development Authority.
- On-site water and sanitary services would be required to service this site.
- Current site access is unsafe. Future development will require a more safe access to the site. Site access must be designed to the standards and satisfaction of Alberta Infrastructure and Transportation.
- 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 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

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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.

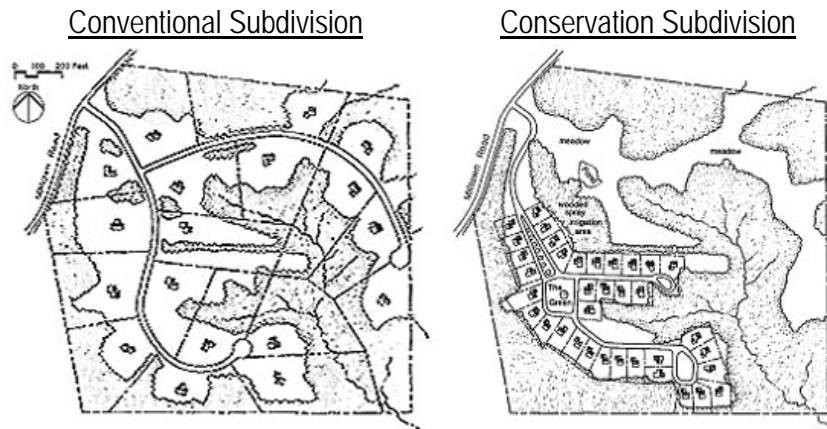
The Hamlet of Anzac has the best prospects for population and housing growth given its close proximity to Fort McMurray, recent extension of the Southeast Regional Water Supply Line; and proximity to a number of oil sands projects. Based upon recent census, the current population of the Hamlet of Anzac 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:

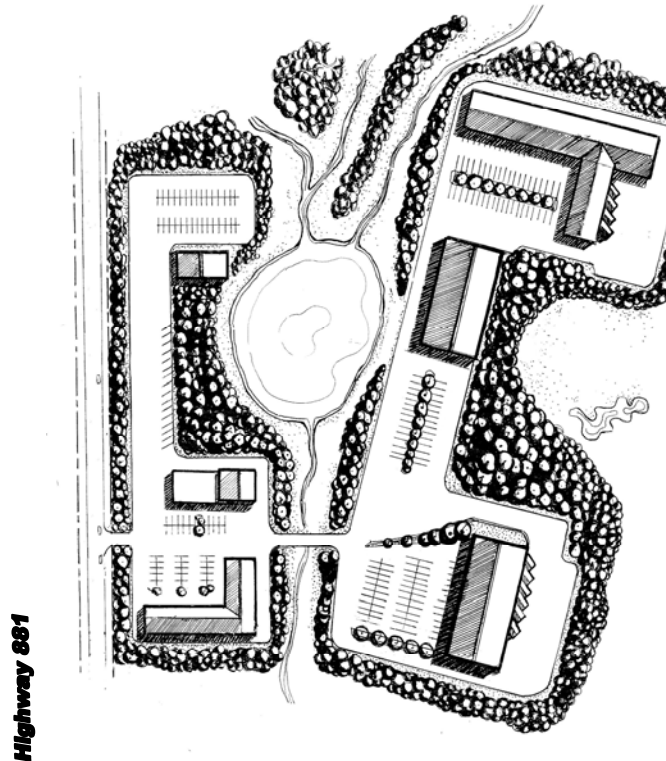
- a) proximity to resource development requiring complementary industrial uses;
- b) proximity to suppliers, service providers and urban centres;
- c) proximity to labour market;
- d) suitable separation distance / buffer from residential land uses to avoid conflict; and

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.

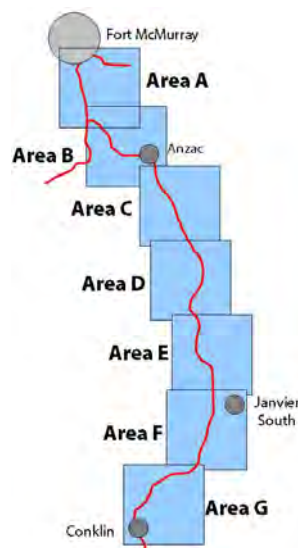
A developing trend is *green tourism*, a term commonly used to describe forms of tourism considered to be more environmentally friendly than traditional, mass tourism. Also called 'alternative', 'responsible', 'soft', 'good' or 'new' tourism, green tourism is an approach to tourism development that seeks 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 be permitted within the Rural Policy Area, subject to the meeting of all policies as outlined in the Highway 63/881 Corridor Area Structure Plan.
- 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.

development review process.

## 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:

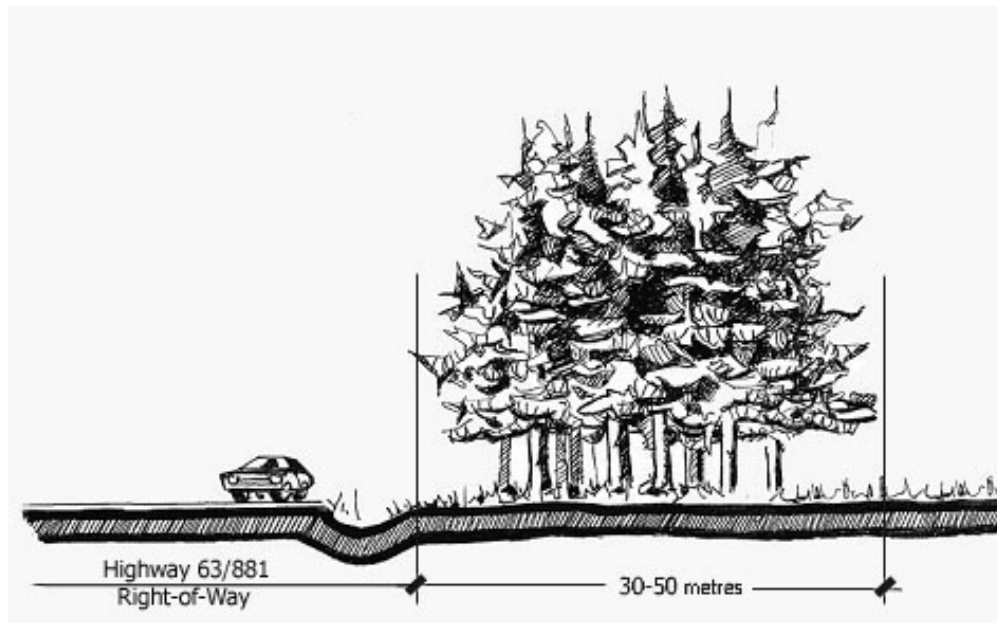
- Promote and require a high standard of design and aesthetics on public and private lands adjacent to Highway 63 and Highway 881.
- Make improvements to landscaping, community gateway features, signage, and lighting to emphasize the importance of the highways as gateways to the Regional Municipality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



traffic. Signage can include a combination of sign elements found in Figure 4. Proposed signage shall meet to the satisfaction Alberta Infrastructure and Transportation and the Regional Municipality of Wood Buffalo.

- 1.9.7 The Municipality shall develop in cooperation with Alberta Community Development, Alberta Economic Development, Lakeland County, Fort McMurray Tourism, Chamber of Commerce and other affected private and public stakeholders a branding and tourism development strategy for the Highway 63 / 881 Corridor (examples of similar initiatives exist such as the Cowboy Trail in Alberta, Red Coat Trail in Saskatchewan and Cabot Trail in Nova Scotia).

*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.

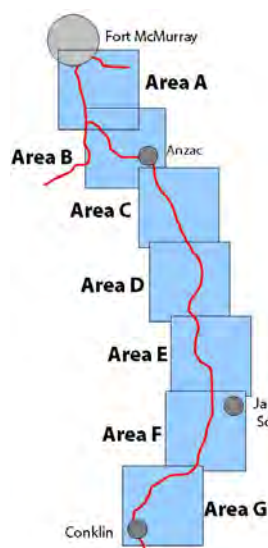


## 1.10 Transportation

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

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### 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

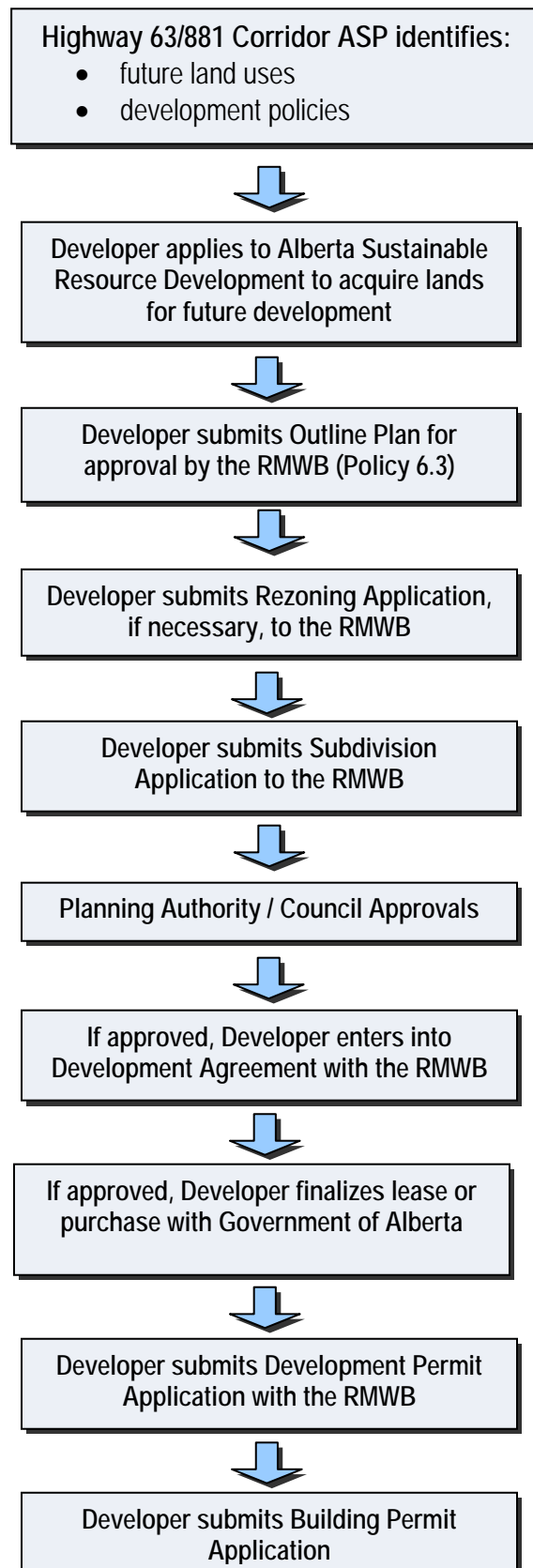
Objectives regarding the implementation of the Highway 63 / 881 Corridor Area Structure Plan include:

- 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*

NOTE: Policies and procedures of the RMWB Planning & Development Department are subject to change.









### 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

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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

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<b>Accredited Professional</b>	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.
<b>Adjacent</b>	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.
<b>Area Structure Plan</b>	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.
<b>Building</b>	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.
<b>Buffer</b>	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.
<b>Council</b>	The Municipal Council of the Regional Municipality of Wood Buffalo.
<b>Development</b>	Development is defined in the <i>Municipal Government Act</i> specifically as: <ul style="list-style-type: none"><li>a) an excavation or stockpile and the creation of either of them;</li><li>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;</li><li>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</li><li>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.</li></ul>
<b>Development Authority</b>	The Development Officer or Municipal Planning Commission of the Regional Municipality of Wood Buffalo, or both, as the case may be.
<b>Development Permit</b>	A document authorizing the commencement of a development pursuant to the provisions of the Land Use Bylaw.
<b>Dwelling Unit</b>	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.

<b>Environmental Reserve (ER)</b>	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.
<b>Environmentally Sensitive Area</b>	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.
<b>Flood Plain</b>	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.
<b>Focus Group</b>	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.
<b>Geotechnical</b>	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.
<b>Goal</b>	An idealized end towards which planned action is directed, and which provides an indication of what is to be achieved.
<b>Greenway</b>	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.
<b>Hamlet</b>	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> .
<b>Hamlet Commercial</b>	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)



<b>Hamlet Residential</b>	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.
<b>Hazard Lands</b>	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.
<b>Highway</b>	A road that is designated as a primary highway or a secondary highway pursuant to the <i>Public Highways Development Act</i> .
<b>Highway Commercial Area</b>	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.
<b>Historical Resources Impact Assessment</b>	An analysis of the potential impacts of development on archaeological and/or historical resources as defined in the <i>Historic Resources Act</i> .
<b>Infill</b>	The development of vacant parcels of land within otherwise built-up or mature areas.
<b>Infrastructure</b>	Systems and facilities (e.g. roads, sanitary sewers, water treatment and distribution networks, power lines, and telephone and cable TV systems) that service development.
<b>Landscaping</b>	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.
<b>Land Use District</b>	An area of the Municipality established as a land use district by the Land Use Bylaw.
<b>Lot</b>	<ul style="list-style-type: none"> <li>a) A quarter section;</li> <li>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;</li> <li>c) a settlement lot shown on an official plan, as defined in the Surveys Act, that is filed in a land titles office;</li> <li>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</li> <li>e) a part of a parcel of land described in a certificate of title if the</li> </ul>



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

<b>Municipal Development Plan</b>	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.
<b>Municipal Government Act</b>	The Statutes of Alberta, 1994, Chapter M-26.1, as amended, which govern the operation of a municipality in Alberta.
<b>Municipal Reserve</b>	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.
<b>Muskeg</b>	Waterlogged, spongy ground, consisting primarily of mosses, containing acidic, decaying vegetation that may develop into peat. Muskeg is generally unfit for intensive development.
<b>Natural Features</b>	Includes landscapes that are found in their natural state and may be remnant, undisturbed, diverse or contain unique environmental characteristics.
<b>Node</b>	A focus point along a (highway) corridor where development is concentrated within specific geographic area.
<b>Objective</b>	Directional statements that are usually phrased in measurable terms for given time frames.
<b>Outline Plan</b>	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.
<b>Policy</b>	A statement identifying a specific course of action for achieving objectives.
<b>Recreation, Active</b>	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.
<b>Recreation, Passive</b>	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.

<b>Recreation Use</b>	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.
<b>Roundtable</b>	A discussion or forum among several parties or groups who all take part on equal terms.
<b>Rural Service Area</b>	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.
<b>Stakeholder</b>	Any group or individual who has a stake in what happens including those who will be directly and indirectly affected by a project.
<b>Statutory Plans</b>	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> .
<b>Subdivision</b>	The division of a parcel of land into one or more smaller parcels by a plan of subdivision or other instrument.
<b>Sustainable Development</b>	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.
<b>Technical Report</b>	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.
<b>Project Accommodation</b>	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
-  Outline

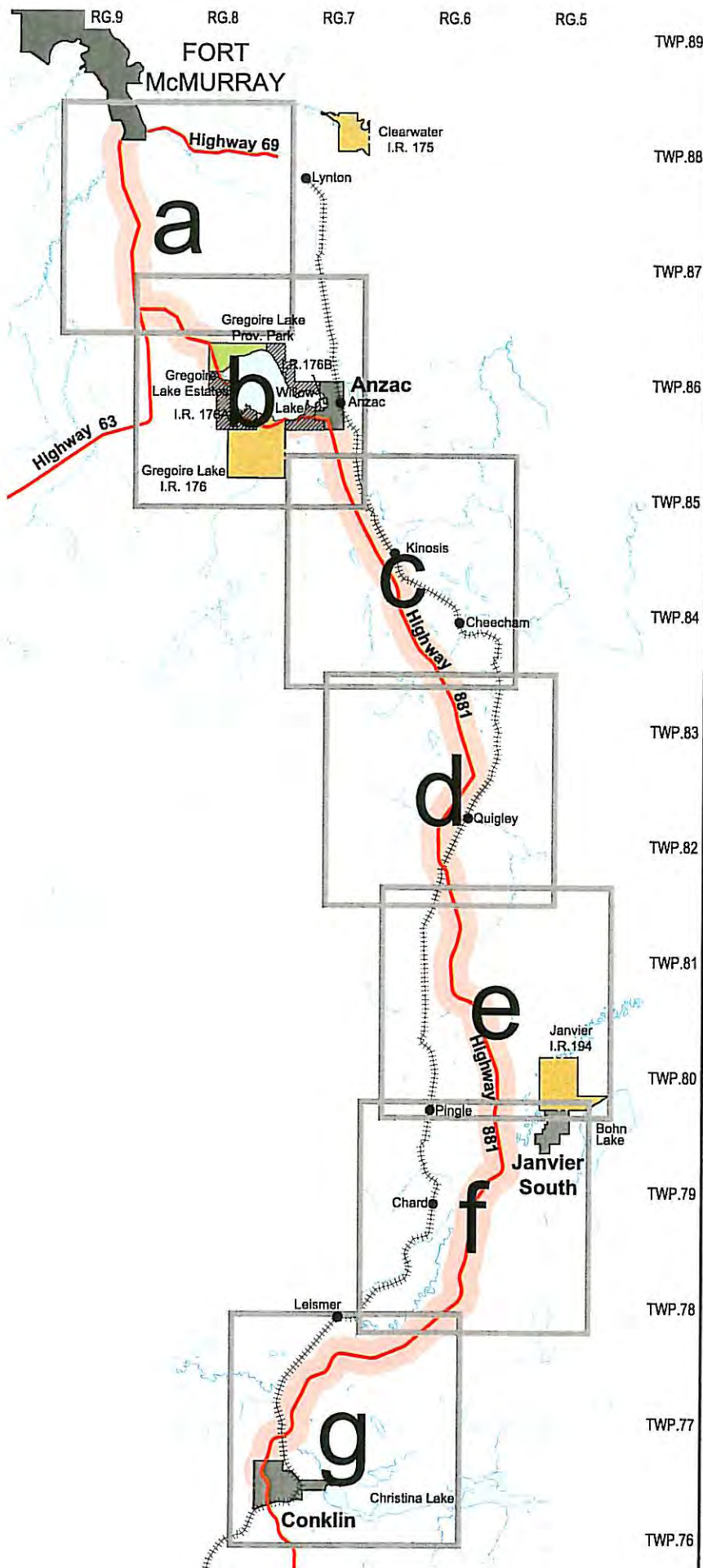
#### Existing Land Use

-  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
- Gregoire Lake ASP Plan Area (1991)  
(Includes Provincial Park)  
(Corridor plan does not include Gregoire Lake Plan Area)

## Map 1 Plan Area



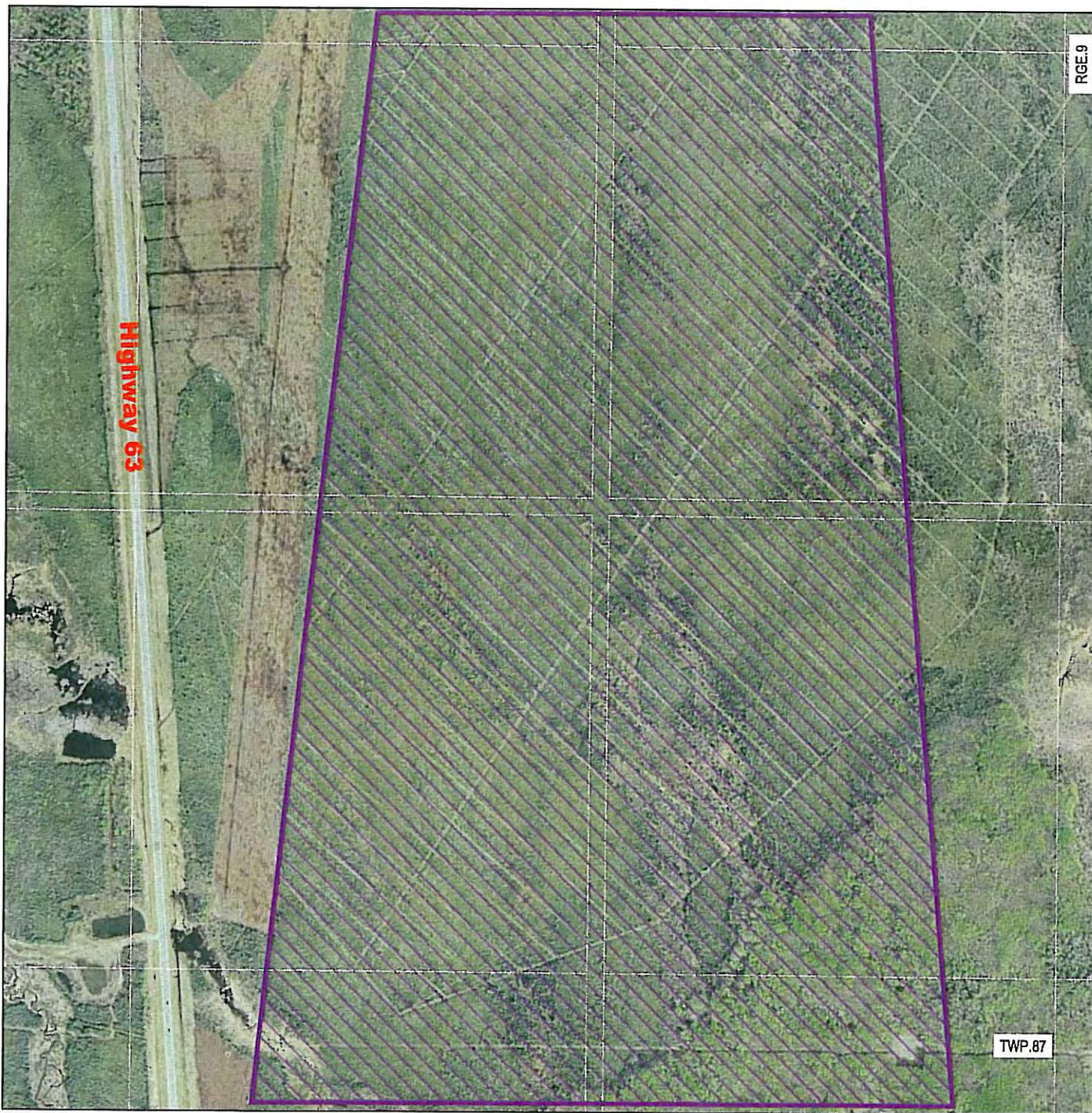
REGIONAL MUNICIPALITY  
OF WOOD BUFFALO



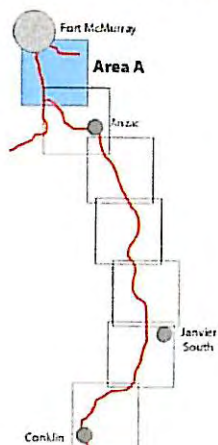









NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



### Legend

 881 / 63 Business / Industrial

## Map 2a-1 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

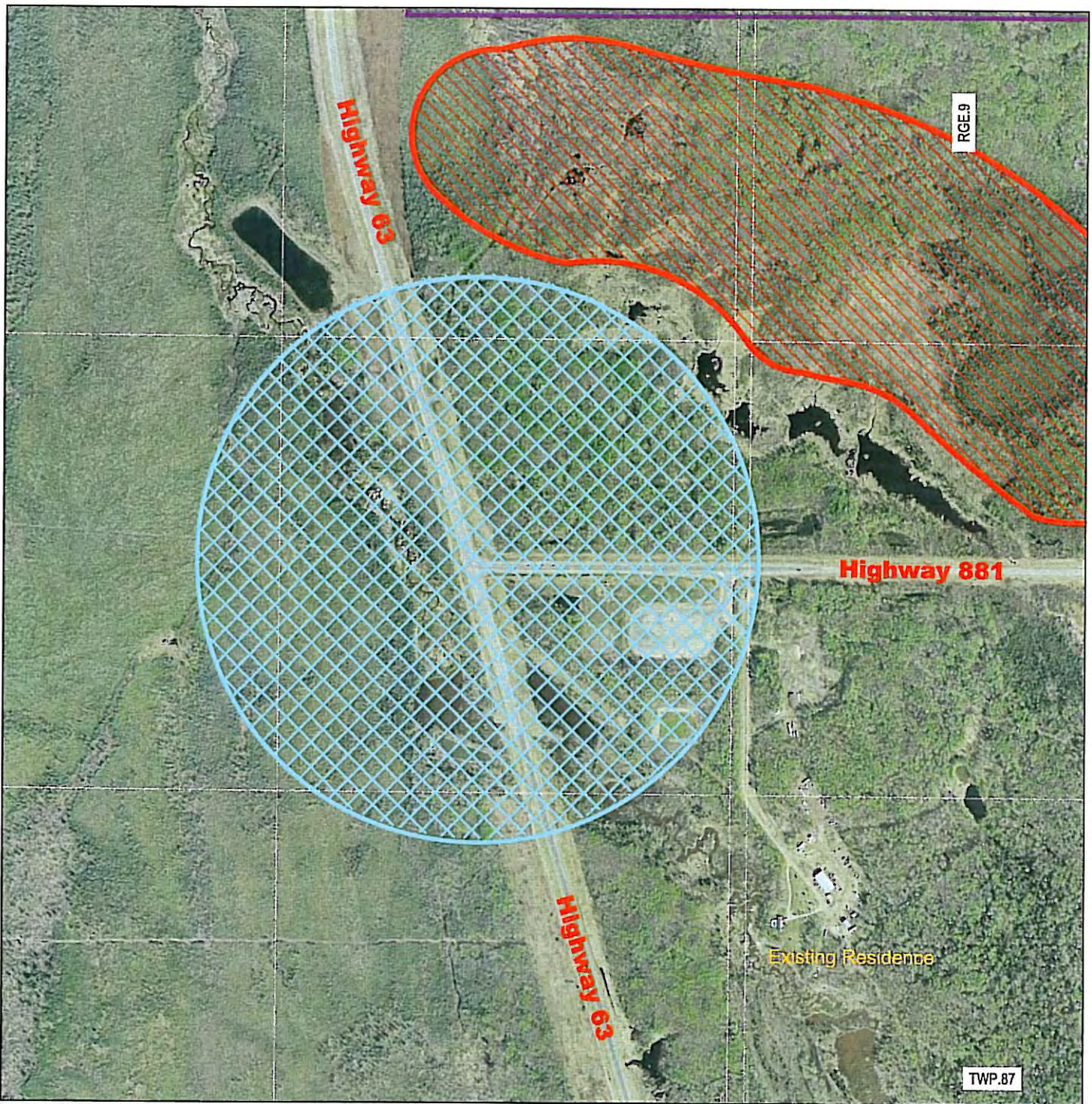


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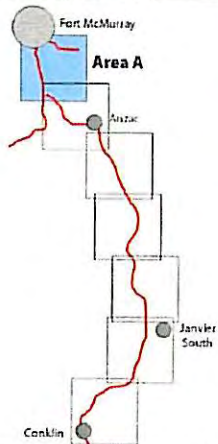
Photography Acquired May 2006

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

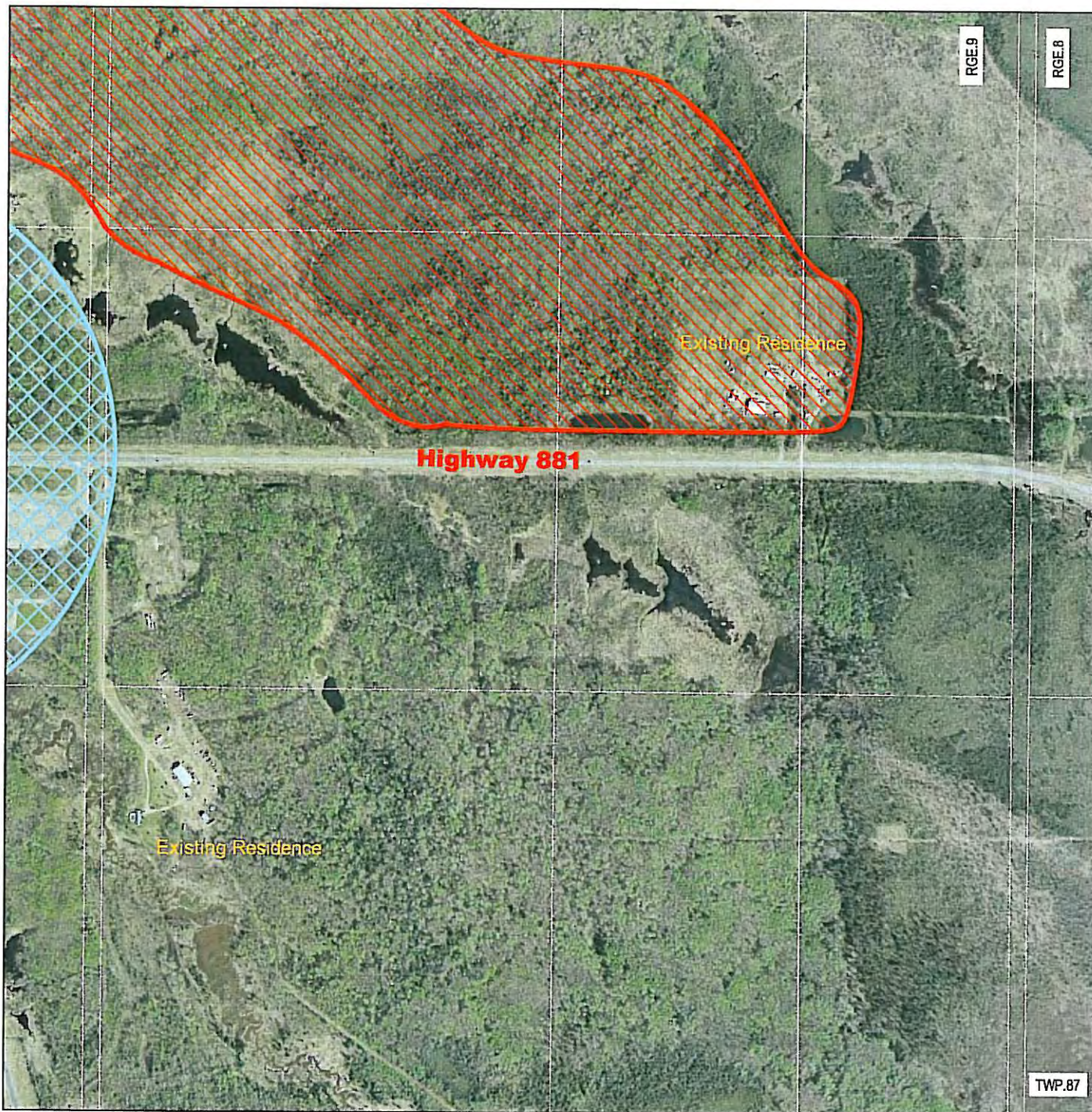


Scale: 1:10000

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

 881 / 63 Commercial Crossroads

 Future Intersection Upgrade

## Map 2a-3 Future Land Use Concept

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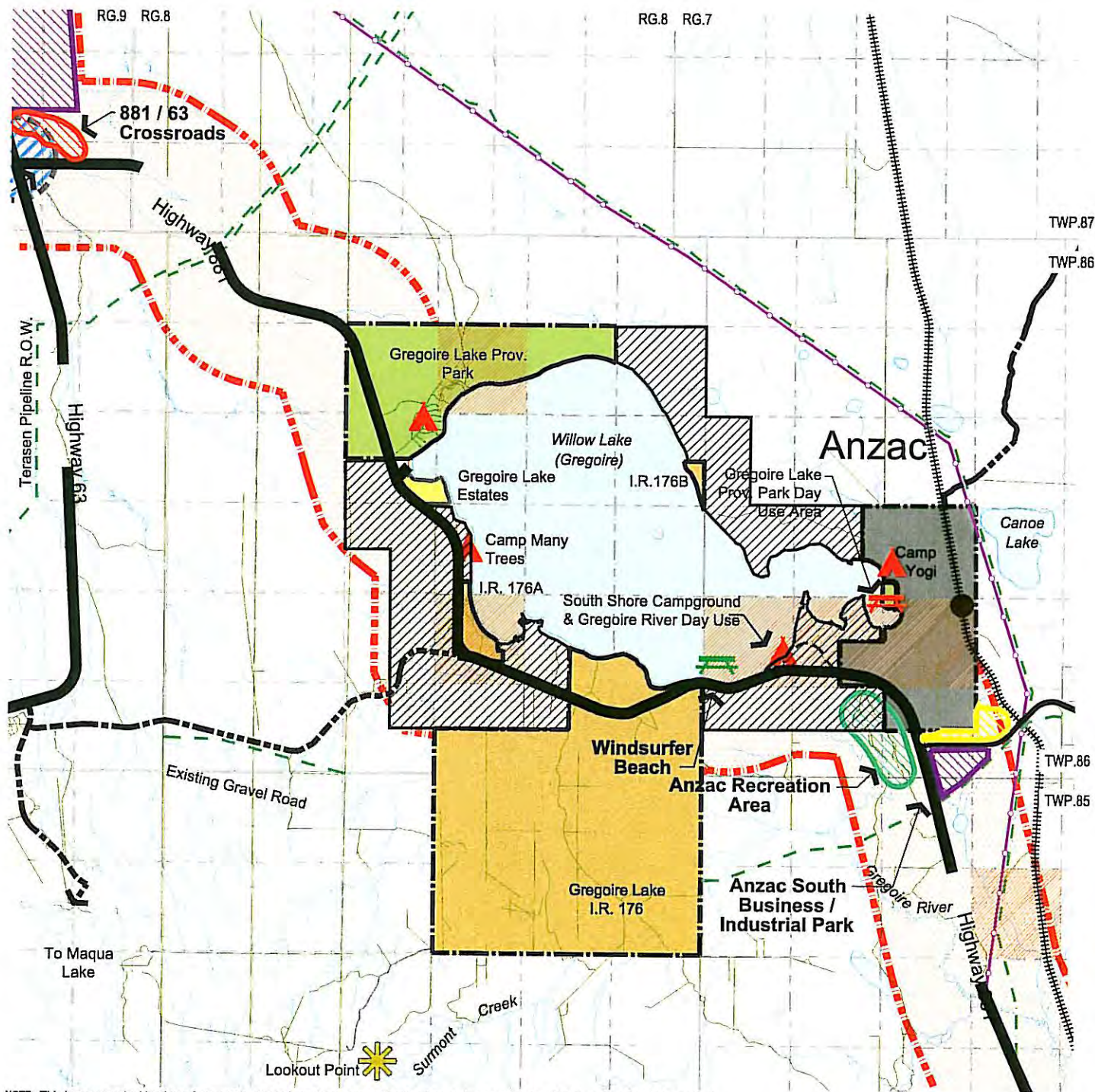
### Highway 63/881 Corridor Area Structure Plan



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   |  | Tourism / Recreation                   |
|  | Hamlet   |  | Rural Policy Area                      |
|  | Indian Reserve   |  | Historic / Archeological Resource Site |
|  | Commercial   |  | Provincial Highway                     |
|  | Business / Industrial  |  | Future Intersection Upgrade            |
|  | Residential (Anzac Area Structure Plan 2002)   |  | Proposed Day Use Area                  |
|  | Gregoire Lake ASP Plan Area (1991) (Includes Provincial Park) (Corridor Plan does not include Gregoire Lake Plan Area) |  |  |

## Map 2b Future Land Use Concept

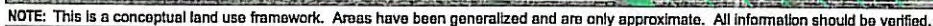
### Highway 63/881 Corridor Area Structure Plan



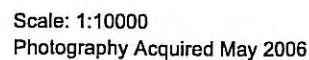
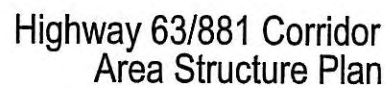
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NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.



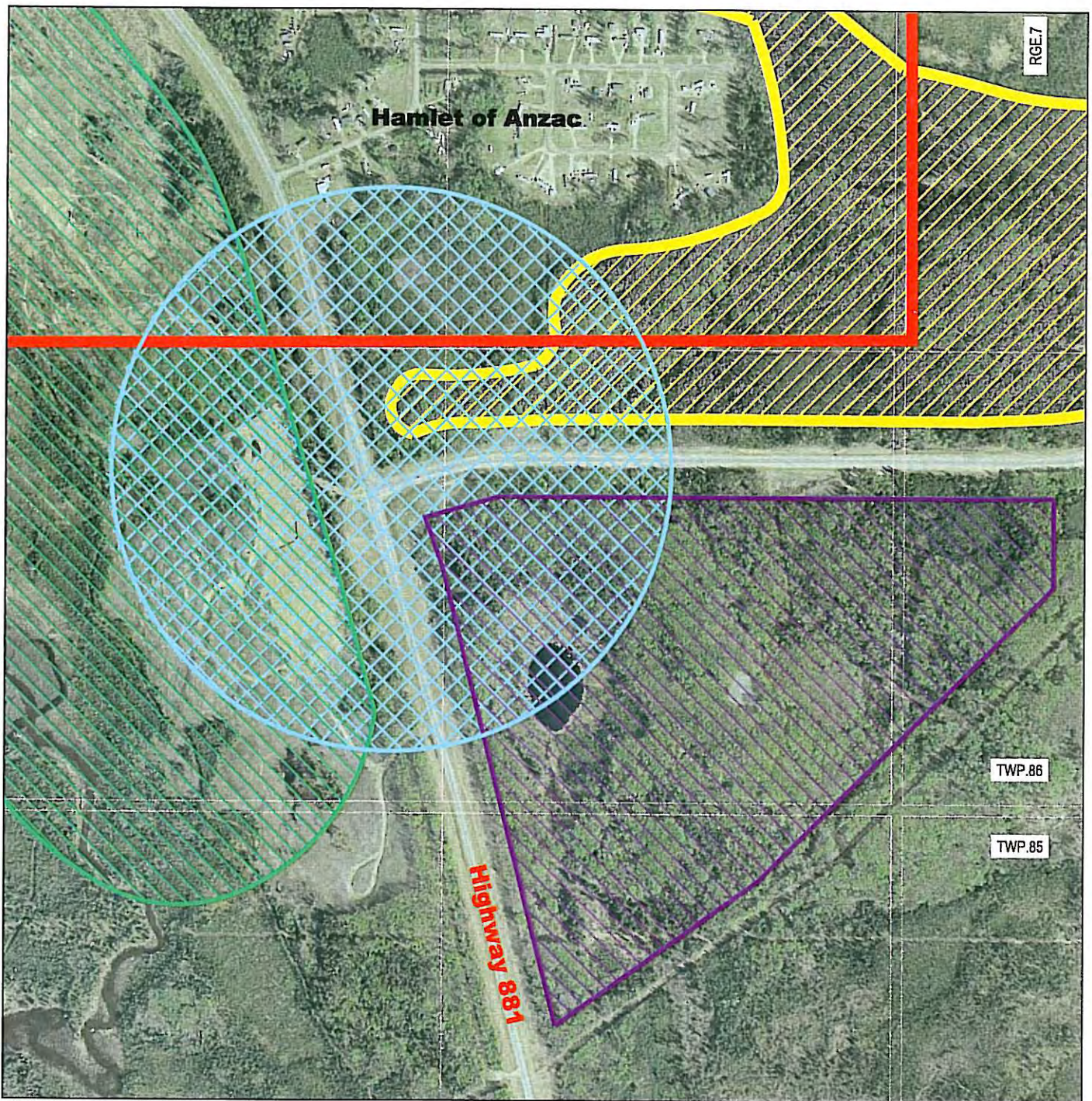


- Map 2b-1**  
**Future Land Use Concept**



**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

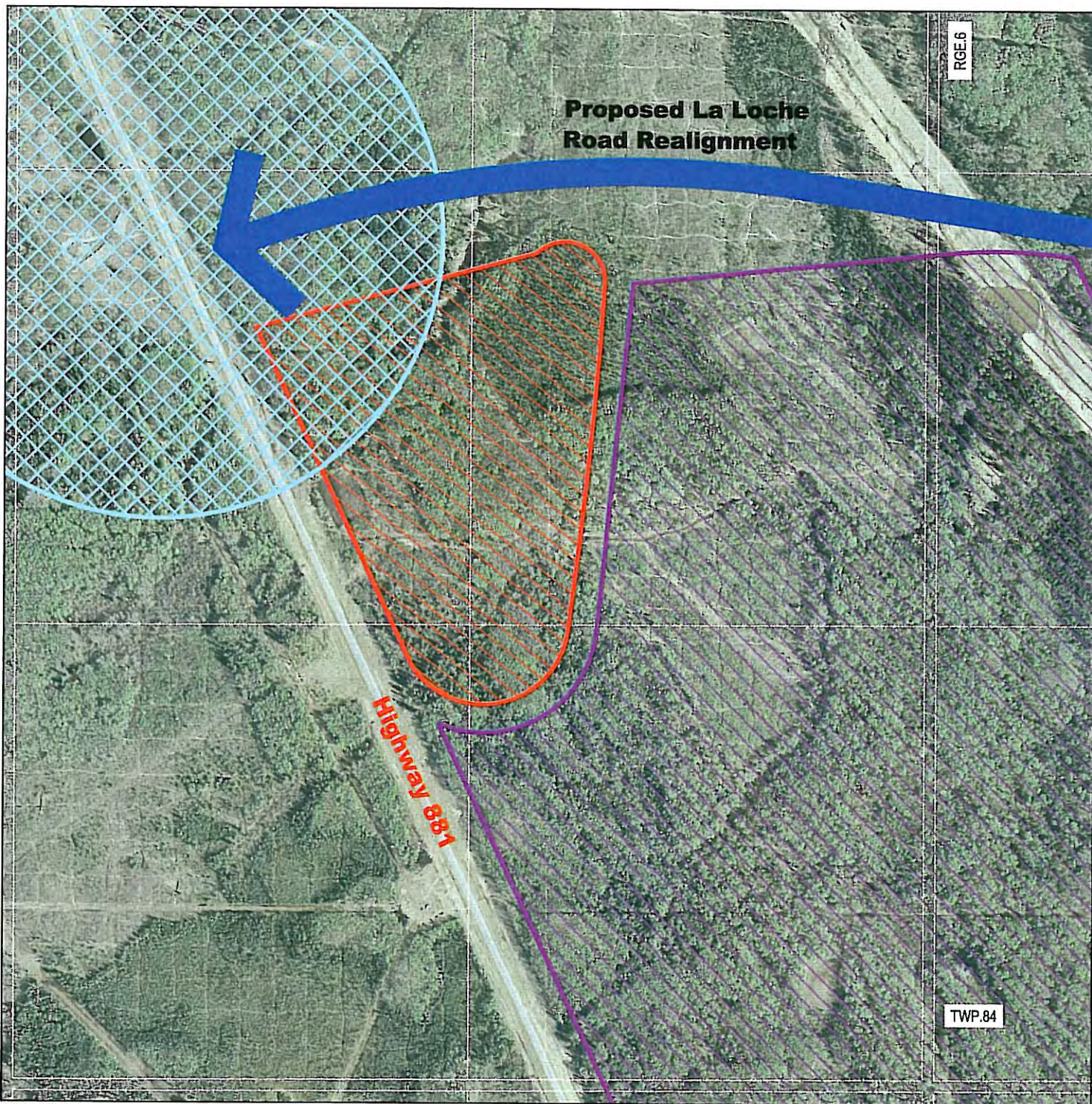
Photography Acquired May 2006

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

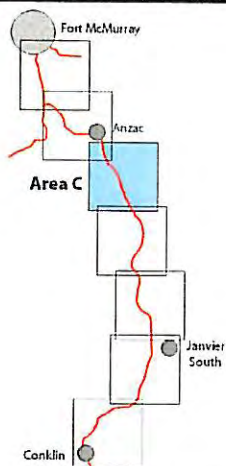











NOTE: This is a conceptual land use framework. Areas have been generalized and are only approximate. All information should be verified.



### Legend

-  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

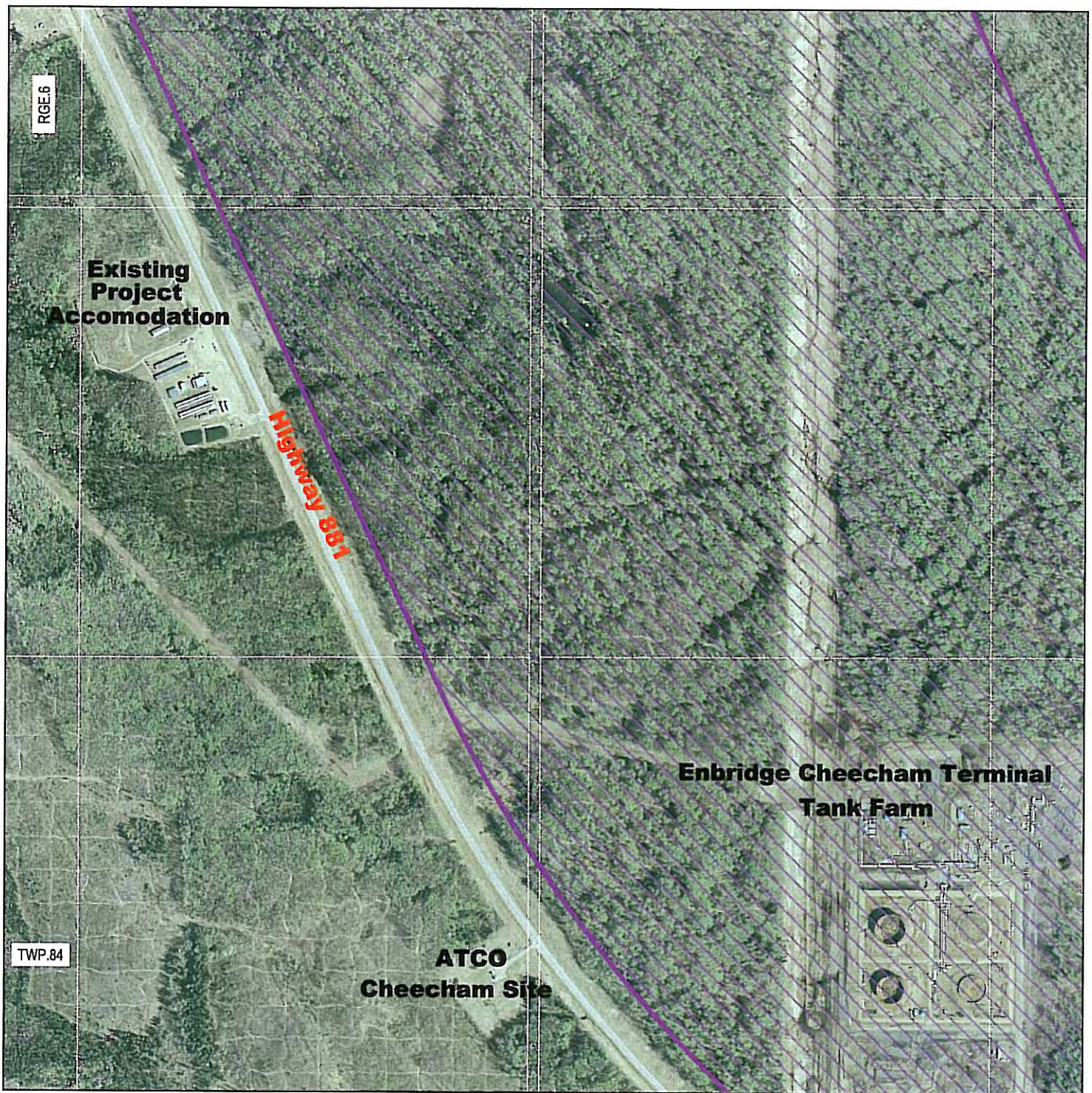


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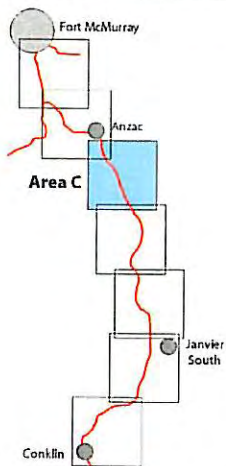
Photography Acquired May 2006

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

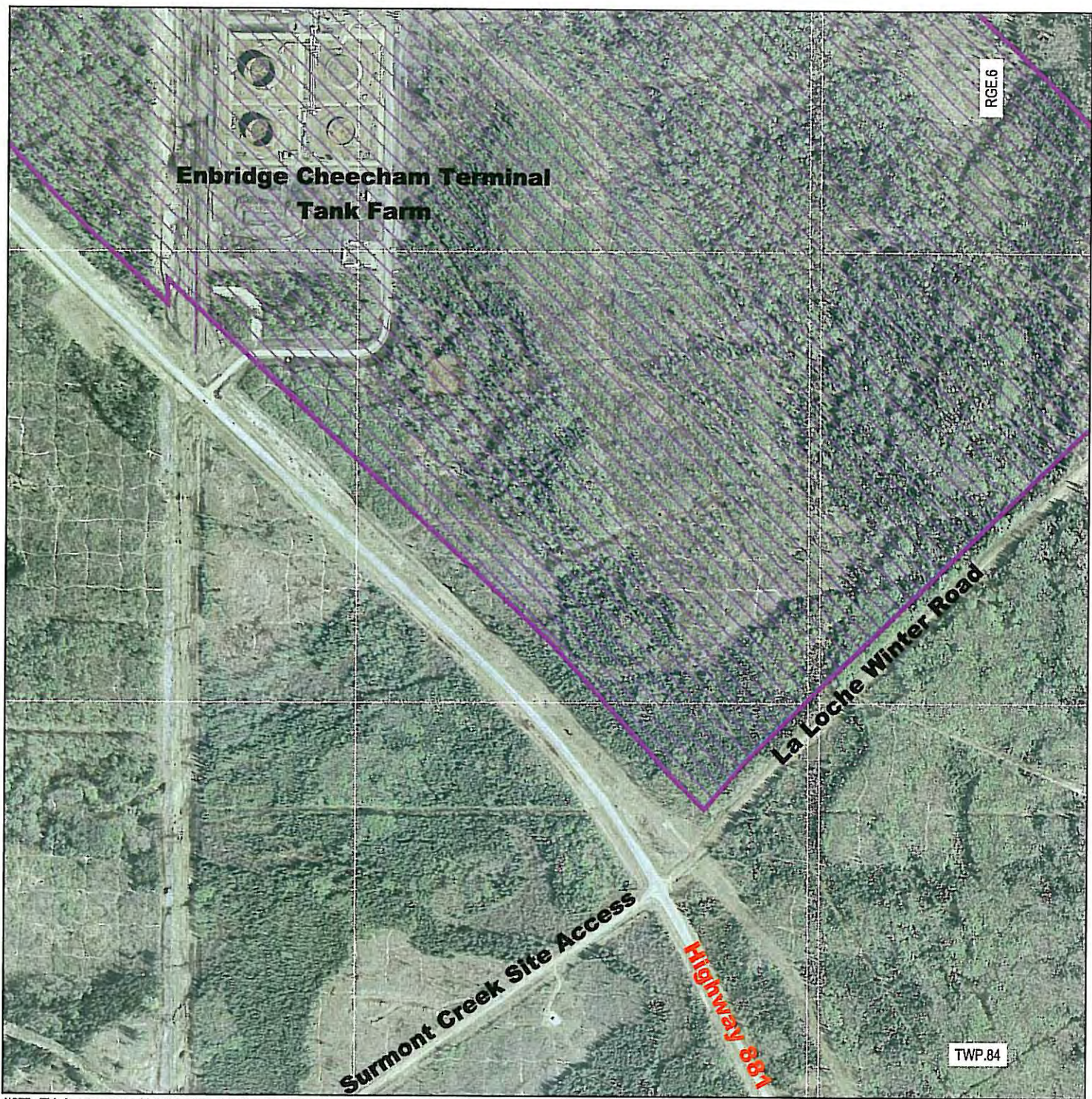


Scale: 1:10000

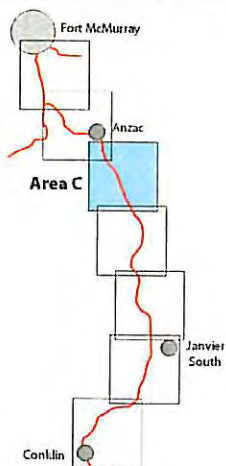
Photography Acquired May 2006

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

 La Loche Business / Industrial Park

## Map 2c-3 Future Land Use Concept



REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

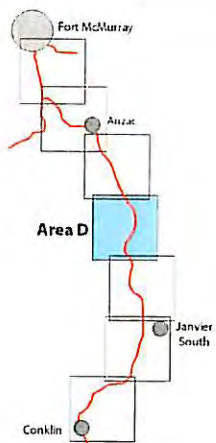
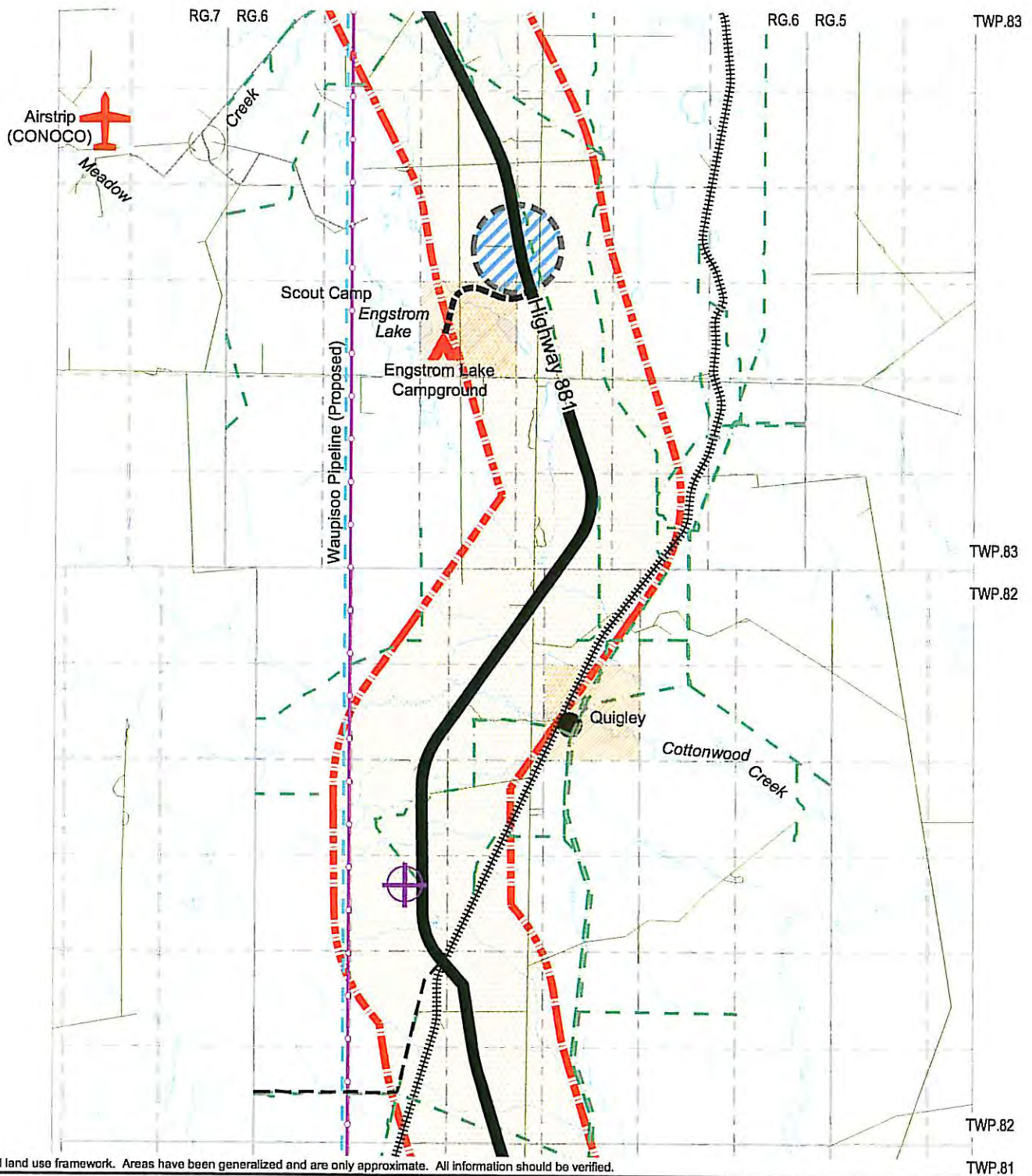


Scale: 1:10000

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



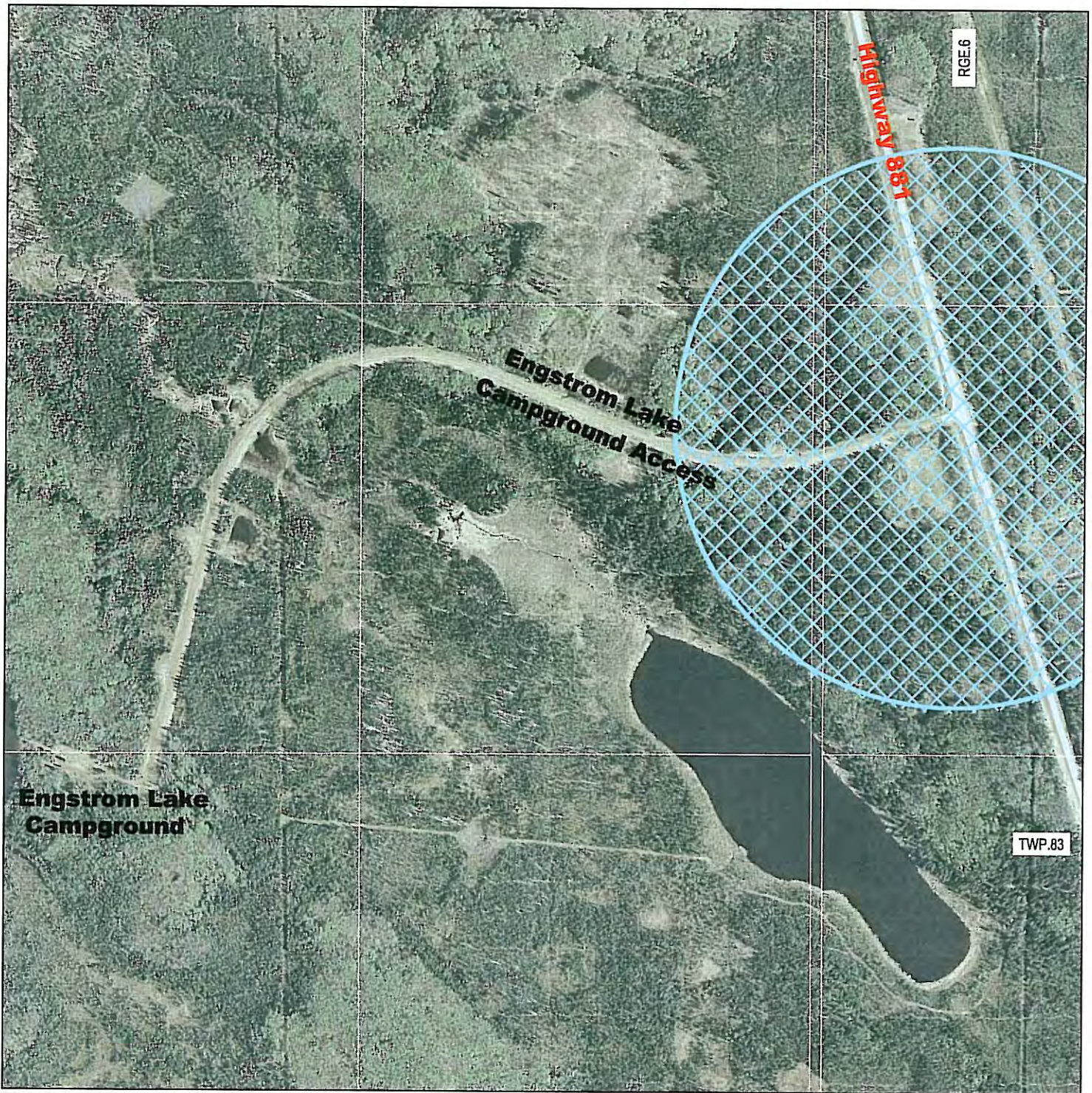
REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### Highway 63/881 Corridor Area Structure Plan

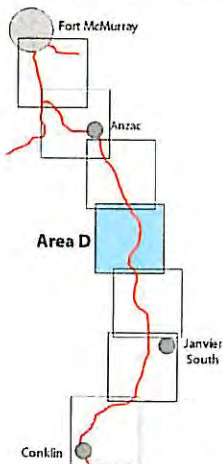


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.






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

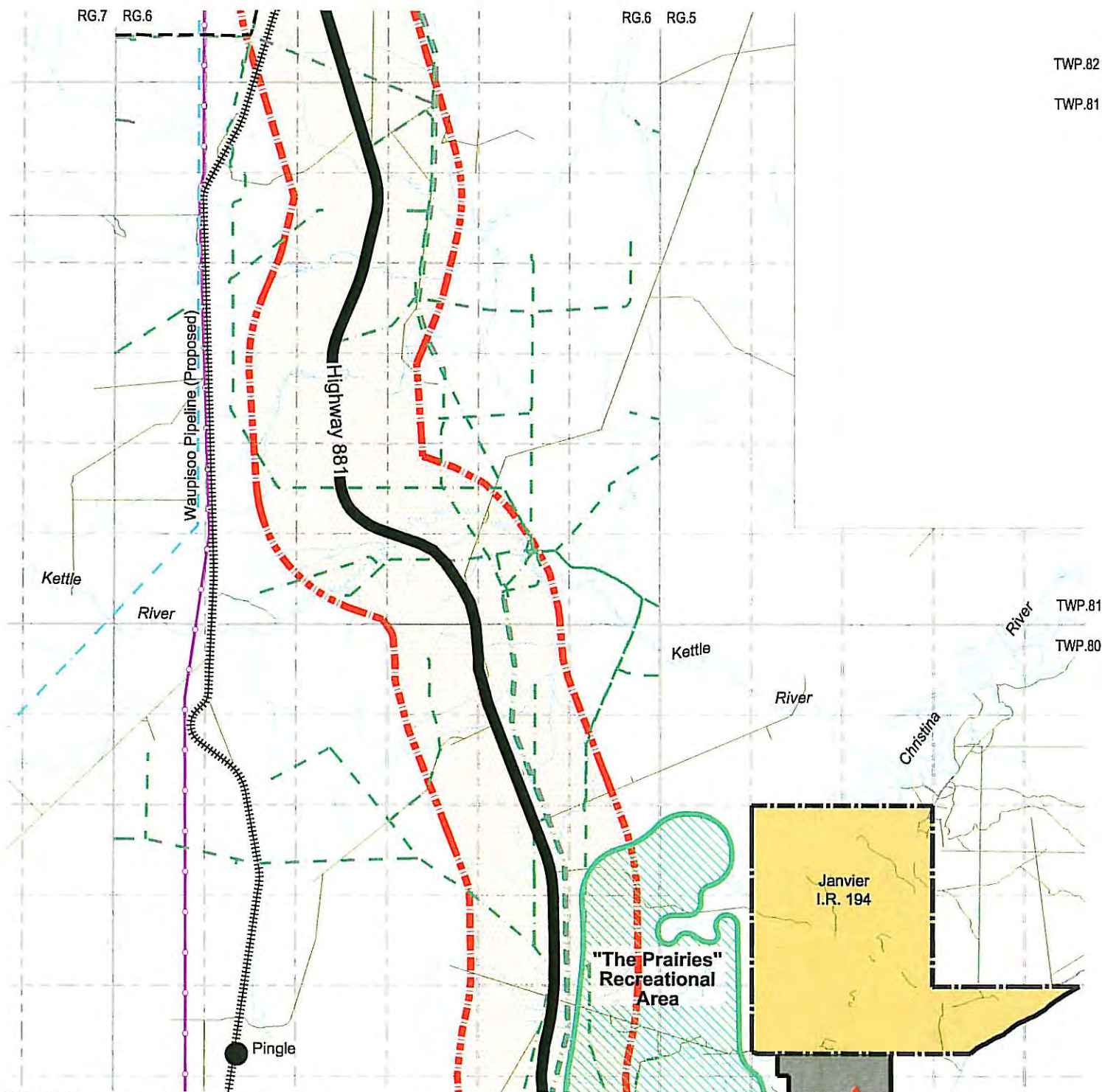


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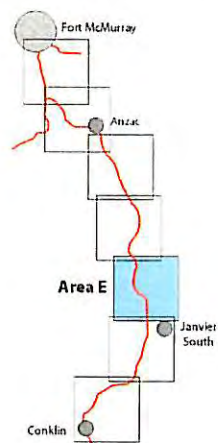
Photography Acquired May 2006

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

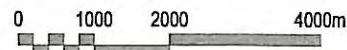
- ASP Boundary
- Hamlet
- Indian Reserve
- Tourism / Recreation
- Rural Policy Area
- Historic / Archeological Resource Site
- Provincial Highway

## Map 2e Future Land Use Concept



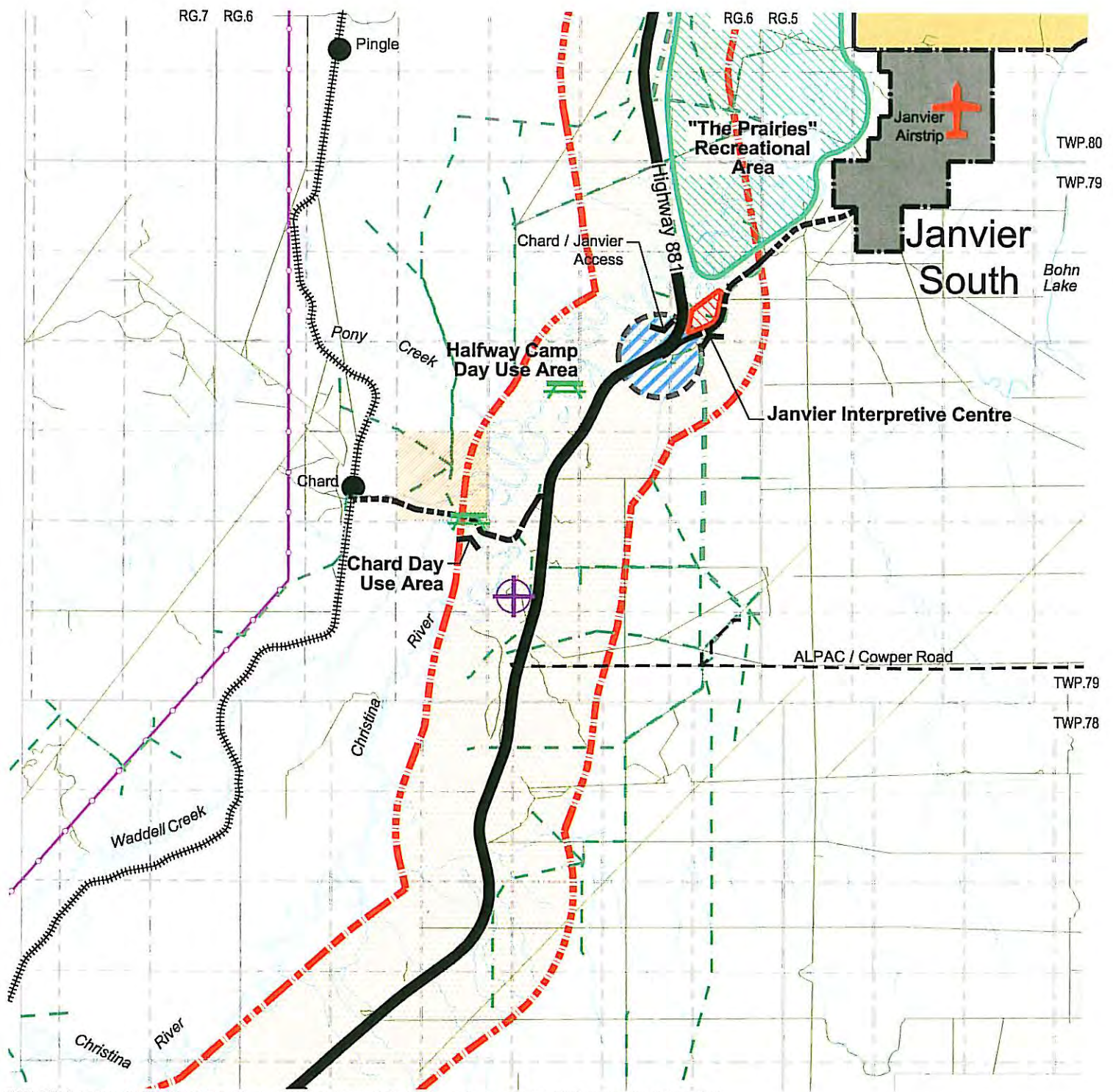
REGIONAL MUNICIPALITY  
OF WOOD BUFFALO

### 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.



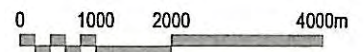


## Map 2f Future Land Use Concept



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

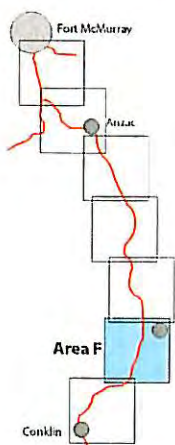
Rural Policy Area

Historic / Archeological  
Resource Site

Provincial Highway

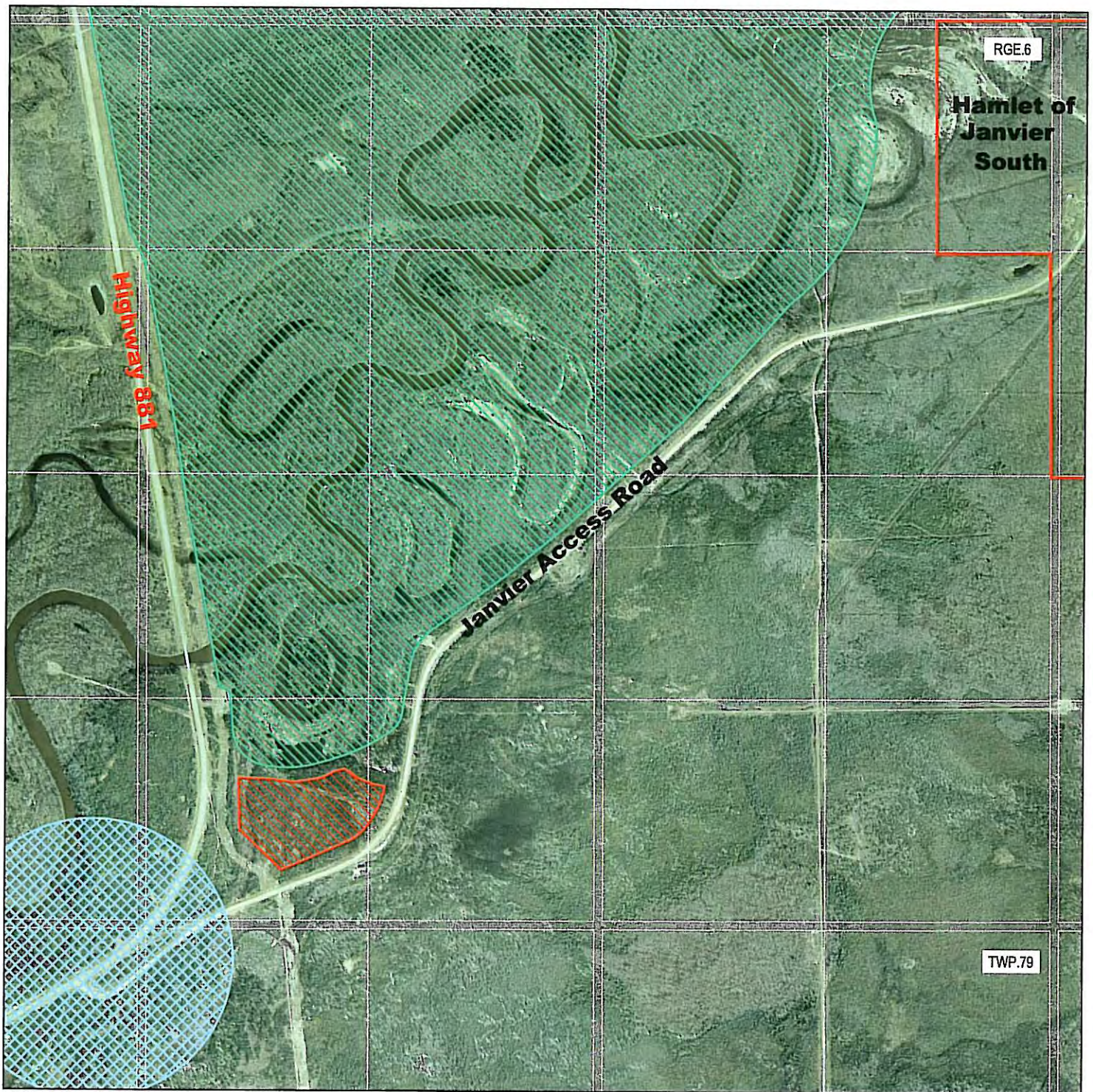
Future Intersection Upgrade

Existing Project  
Accommodation

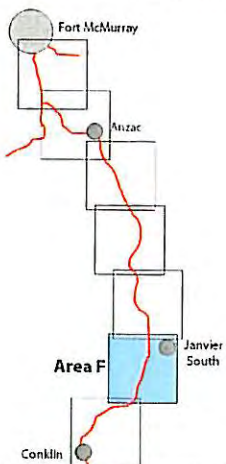


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.








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



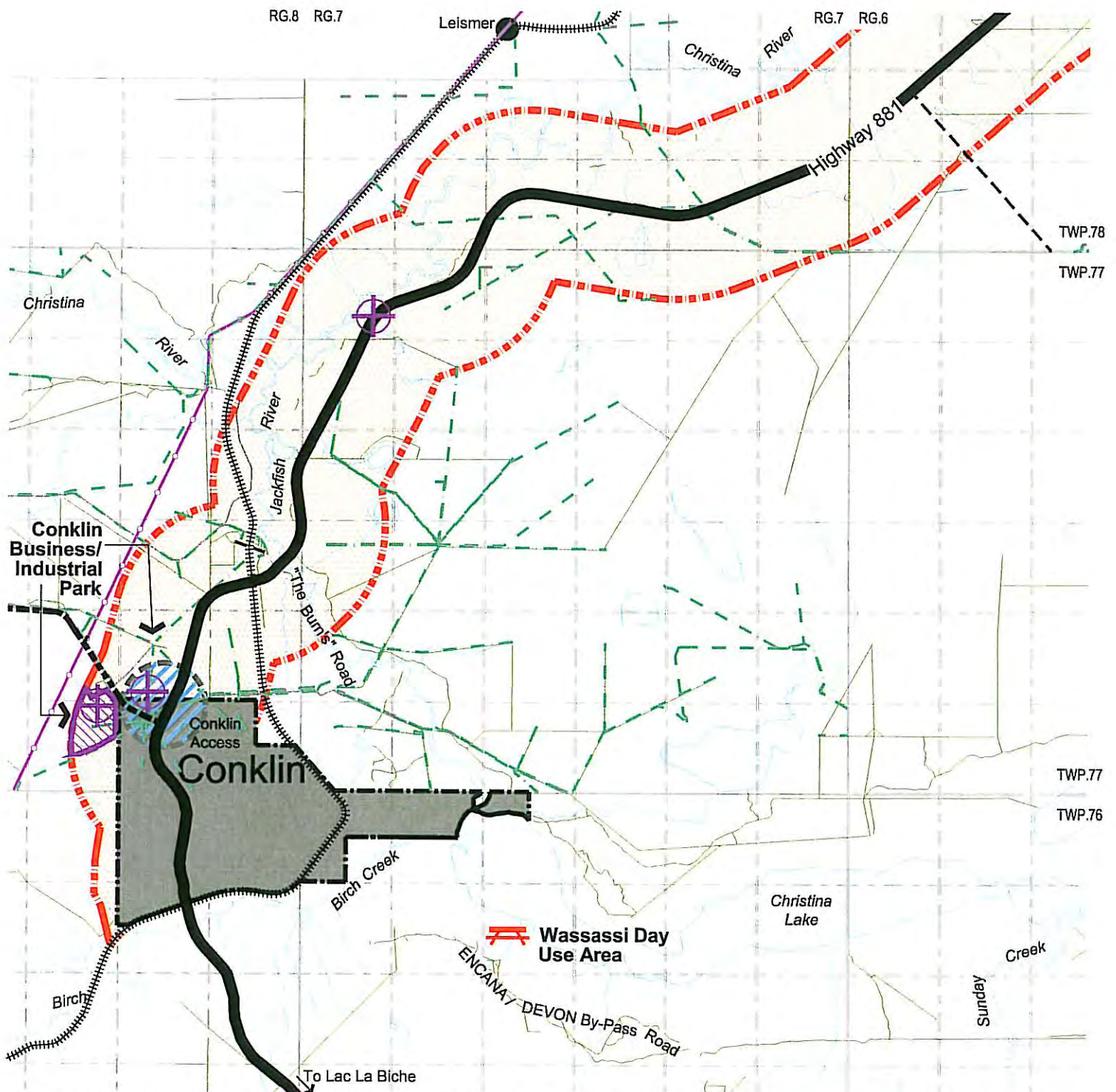
### Highway 63/881 Corridor Area Structure Plan



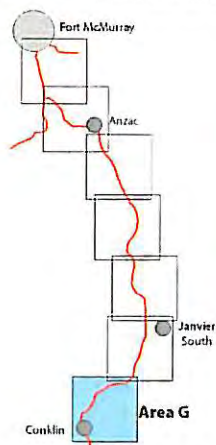
Scale: 1:20000  
Photography Acquired May 2006

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

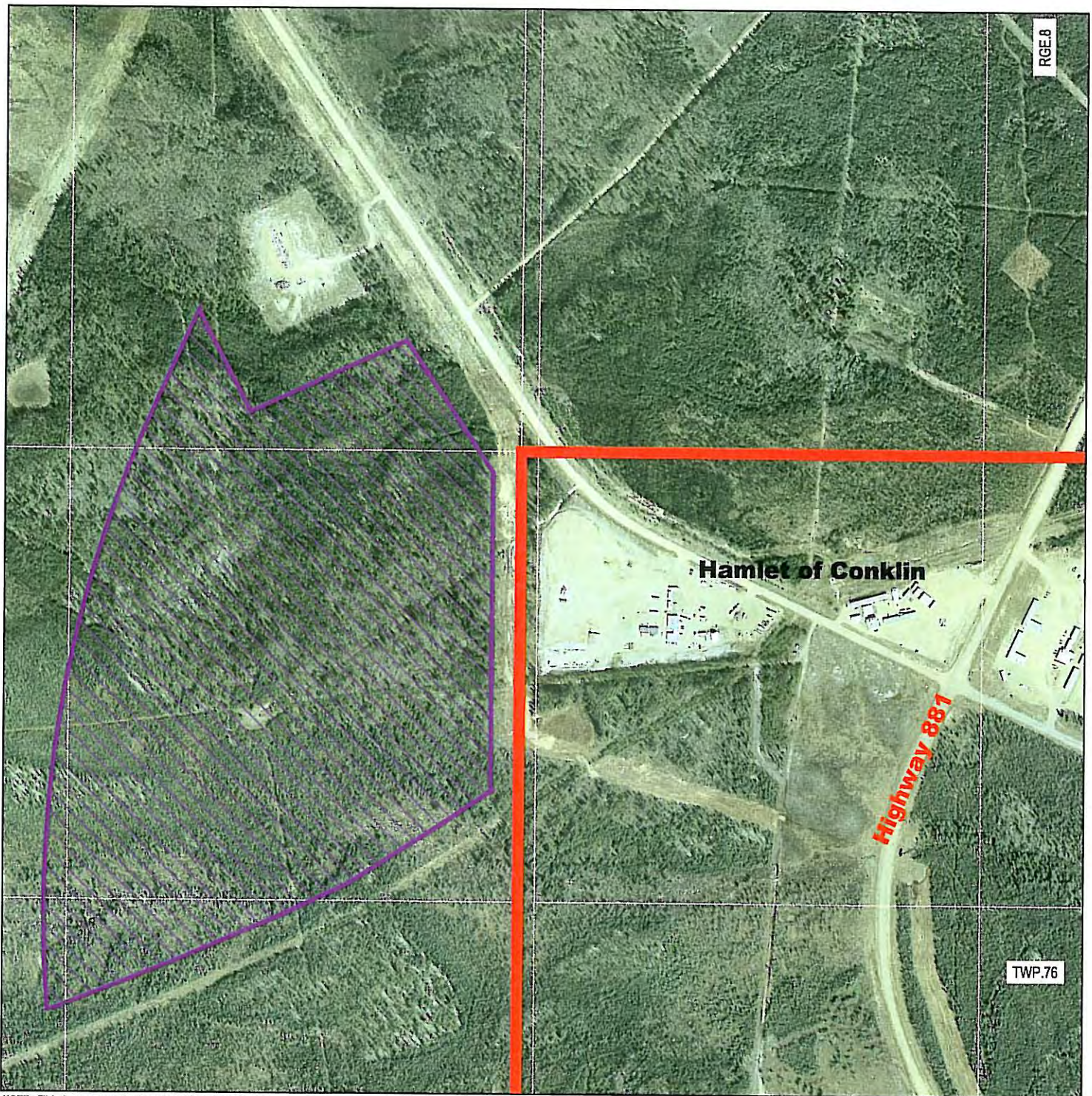


### Highway 63/881 Corridor Area Structure Plan

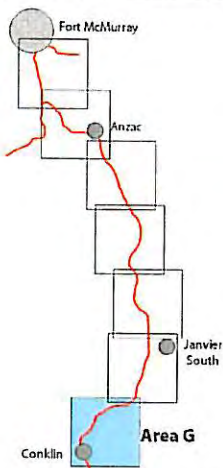


NOTE: For a complete description of the symbols identified on this map refer to the Consolidated Legend page provided.





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 26<sup>th</sup> day of June, A.D. 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

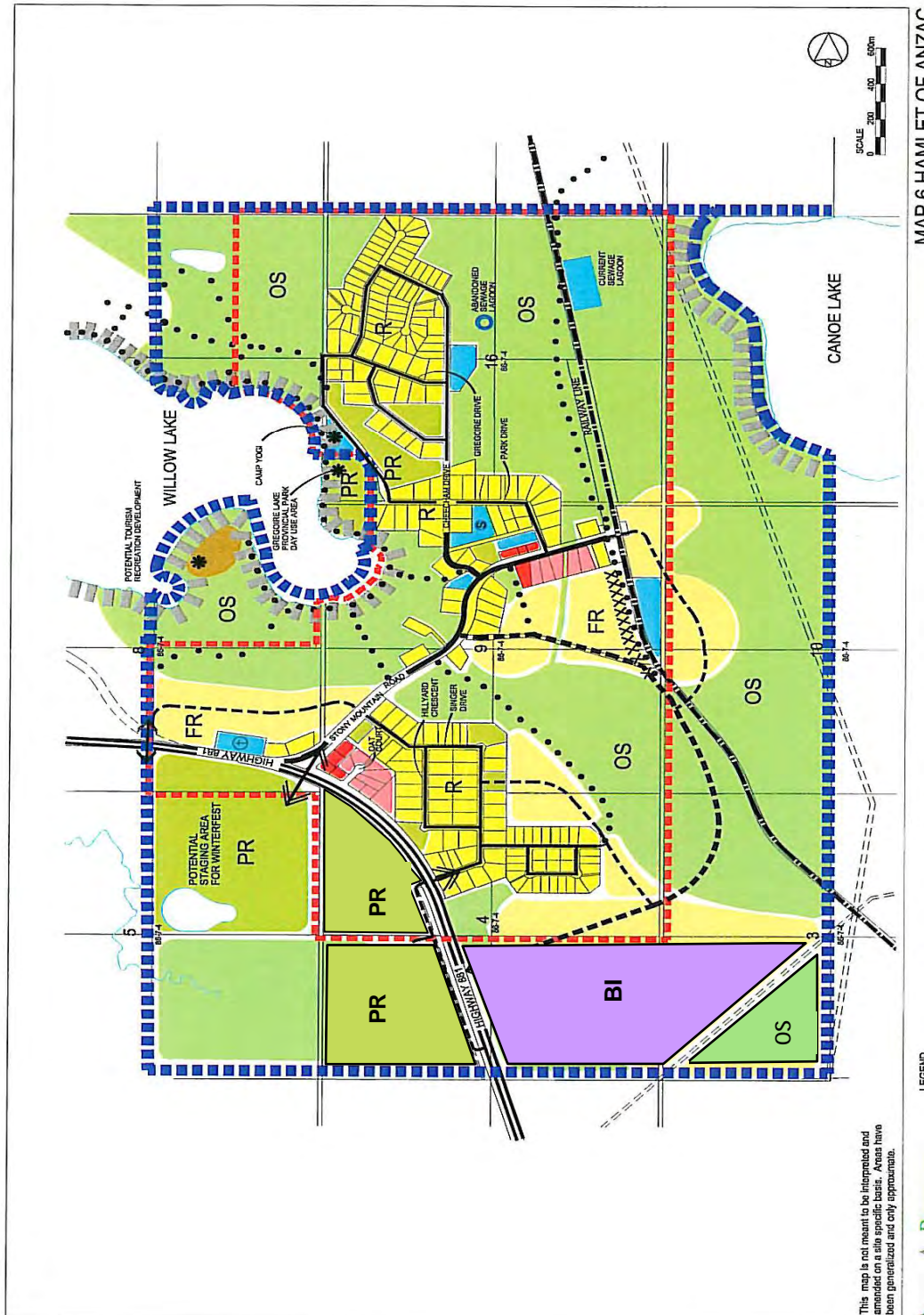
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF LEGISLATIVE OFFICER

\_\_\_\_\_  
CHIEF LEGISLATIVE OFFICER



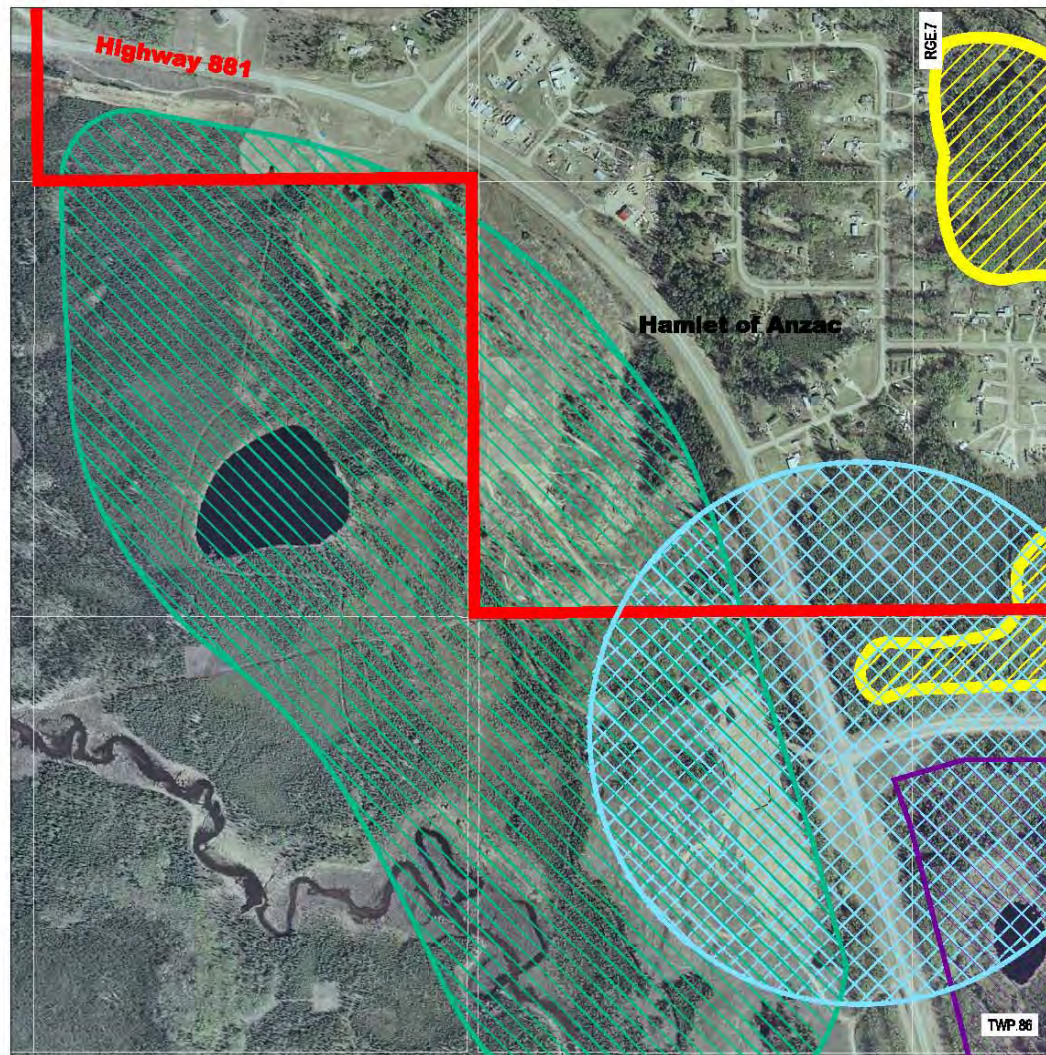
# Schedule "A" Hamlet of Anzac Area Structure Plan – Future Development Concept





**Schedule "B"**





**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
-  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-1**  
**Future Land Use Concept**



**Highway 63/881 Corridor**  
**Area Structure Plan**

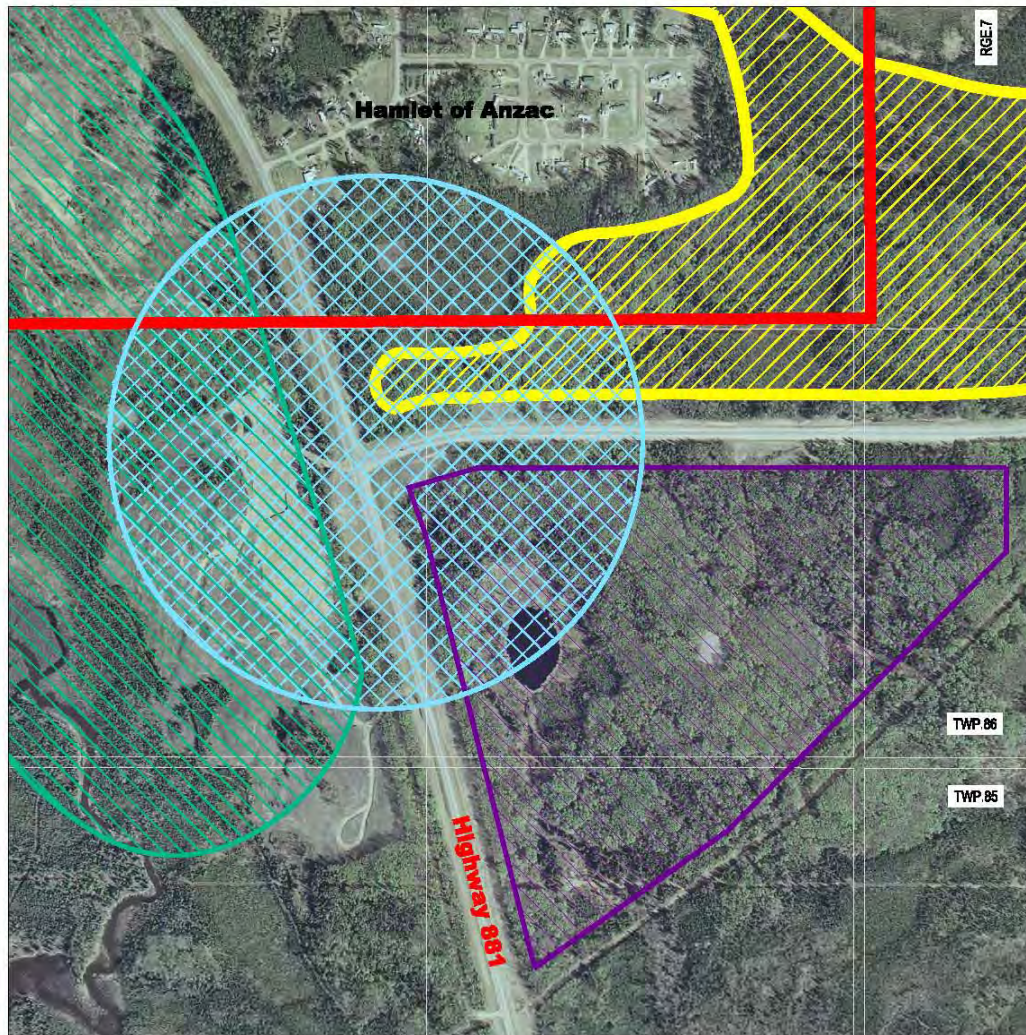
N

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:	September 11, 2007
Subject:	Bylaw No. 07/061 - 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.

Following first reading, further review of the proposed Bylaw was undertaken and it was determined that Schedules A and B must be modified since First Reading to reflect the removal of a residential lot near the eastern boundary of the proposed development that will provide improved access to a residential laneway. This is reflected in mapping changes and revised tables comprising exhibits in Schedule B. As such, it is requested that Council amend the bylaw accordingly when considering Second Reading.

### **ATTACHMENTS:**

1. Bylaw 07/061
2. Schedule A, dated September 2007 (revised)
3. Schedule B, dated August 2007 (revised)

### **ADMINISTRATIVE RECOMMENDATION:**

1. THAT Bylaw No. 07/061, being a Timberlea Area Structure Plan Amendment - Part of Lot 1, Block 17, Plan 052 3653, be read a second time.
2. THAT Bylaw No. 07/061 be amended by:
  - a) In Section 3(a), striking out 1383, and inserting 1367.
  - b) In Section 3(b), striking out 820, and inserting 833.
  - c) Deleting the existing Schedules A and B in their entirety and replacing them with Schedules A and B hereto attached.
3. THAT Bylaw No. 07/061 be read a third and final time.



**BYLAW NO. 07/061**

**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 28<sup>th</sup> day of August, A.D. 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.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF LEGISLATIVE OFFICER





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



# TIMBERLEA AREA STRUCTURE PLAN AMENDMENT - LAND USE CONCEPT



Schedule B – Bylaw No. 07/061

## TIMBERLEA AREA STRUCTURE PLAN AMENDMENT

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## 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.

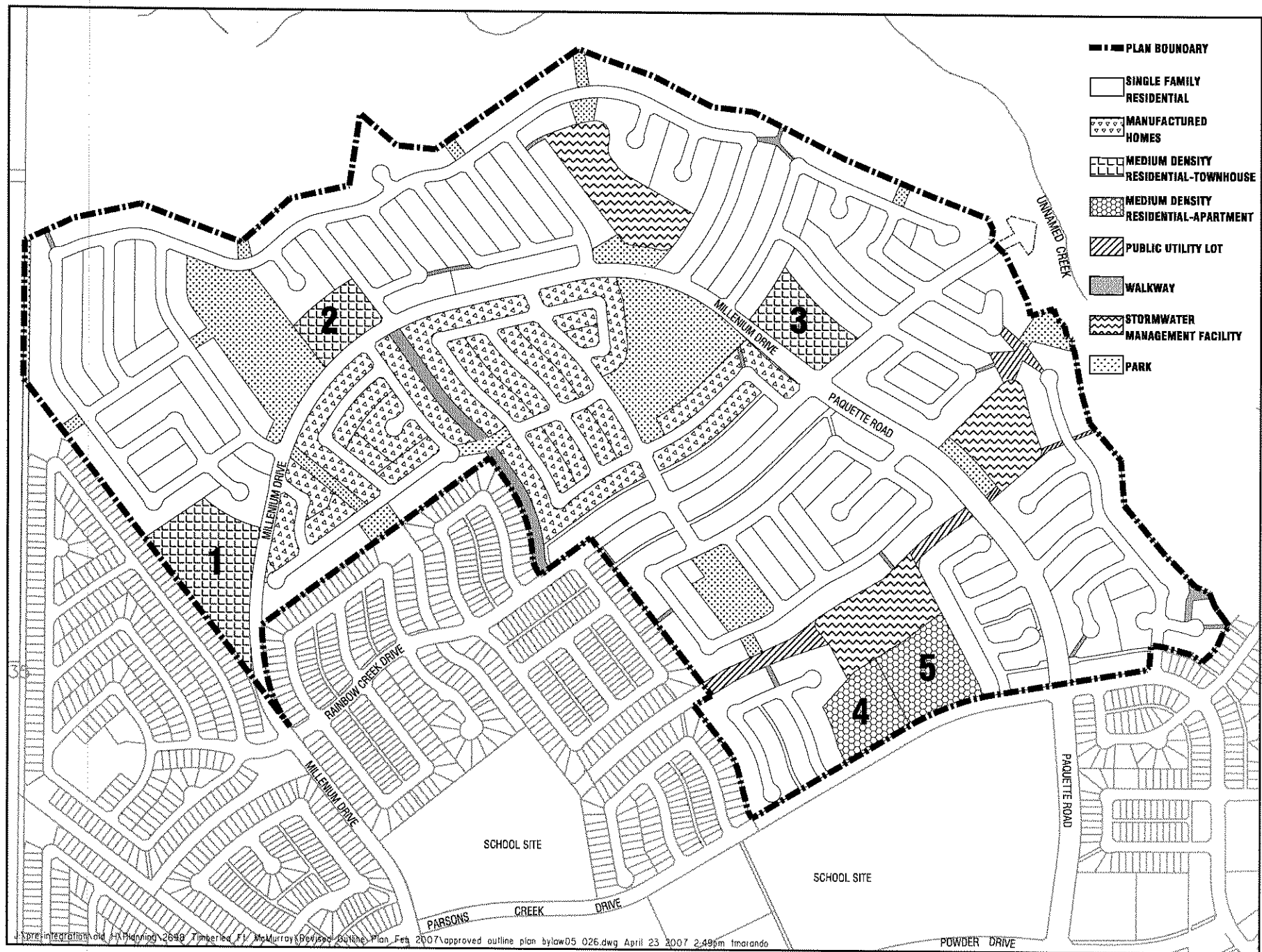
The lands included in this Amendment are legally described as Plan 0523653, Block 17, Lot 1.

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.





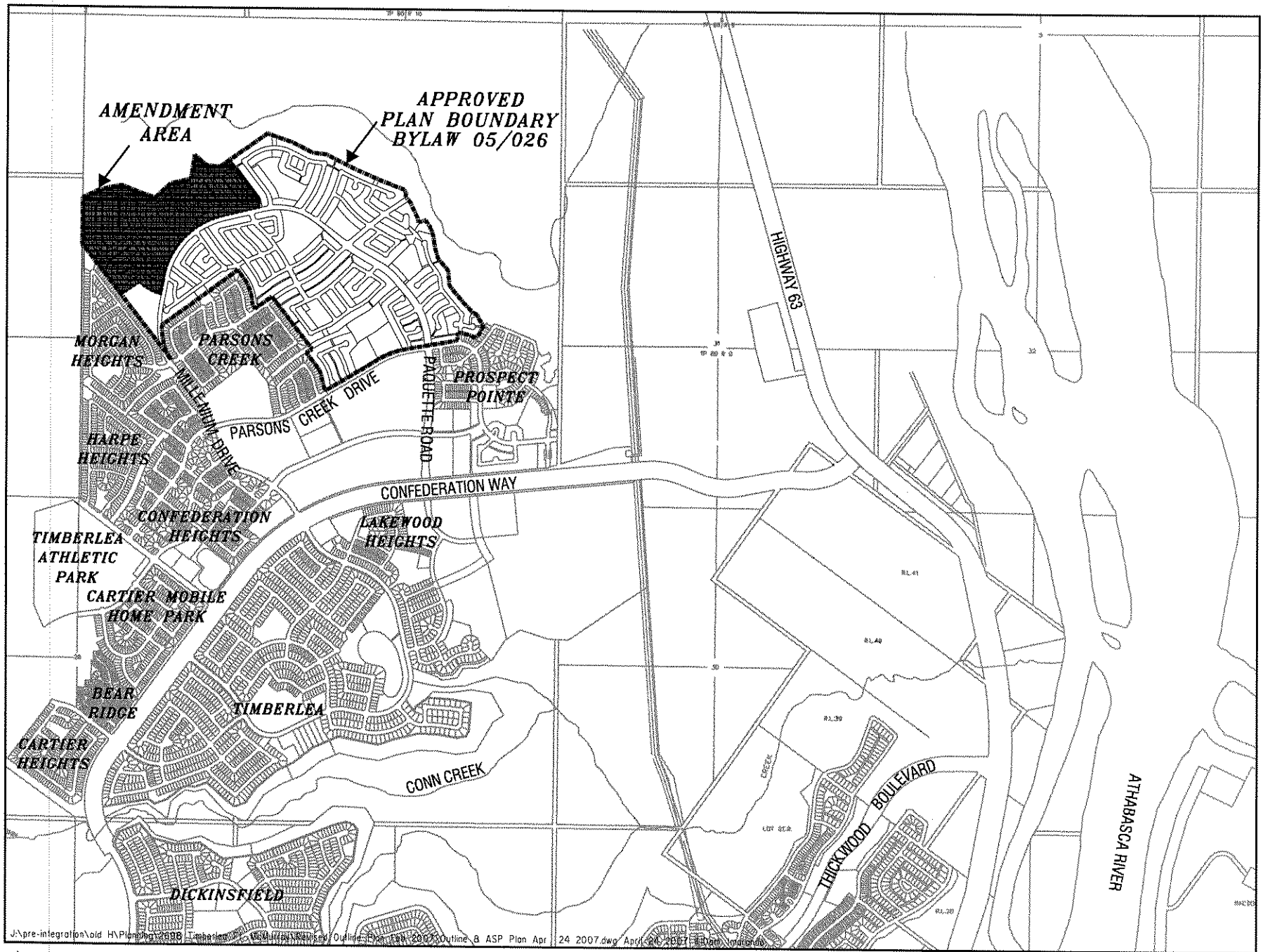
APRIL 2007

# 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.

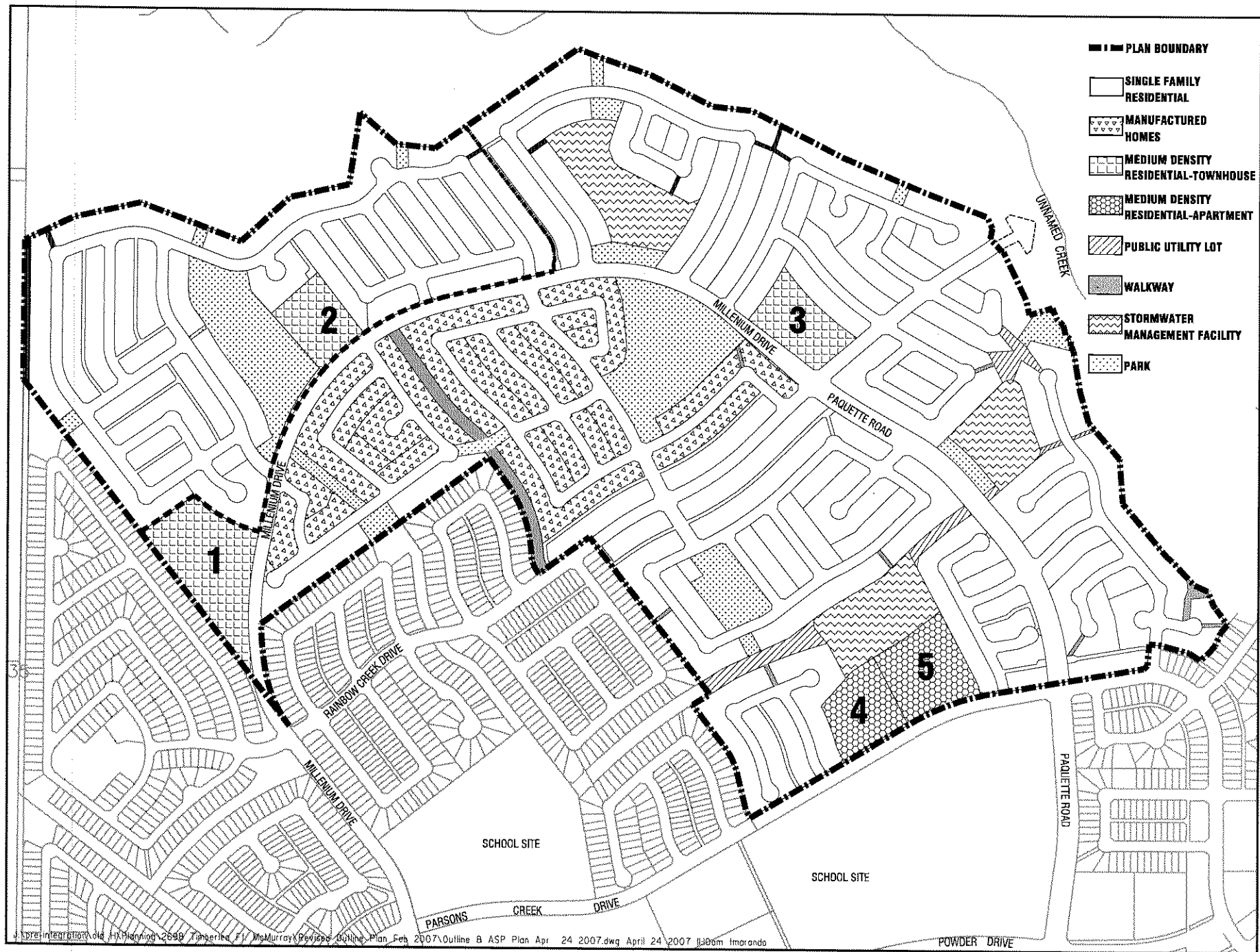
## **4.0 DEVELOPMENT CONCEPT**

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





APRIL 2007

## AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 3 - LAND USE CONCEPT





## 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
<b>Total</b>	<b>2,276</b>	<b>141.30</b>	<b>100.0</b>

\* 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
<b>Total</b>	<b>2,276</b>	<b>7,636</b>	<b>100</b>

#### 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
<b>Total</b>	<b>2,264</b>	<b>141.30</b>	<b>100.0</b>

\* 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
<b>Total</b>	<b>2,264</b>	<b>7,543</b>	<b>100</b>

#### 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
<b>Total</b>	<b>537</b>	<b>32.900</b>	<b>100.0</b>

\* 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%
<b>Total</b>	<b>537</b>	<b>1,820</b>	<b>100.0%</b>

#### 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).

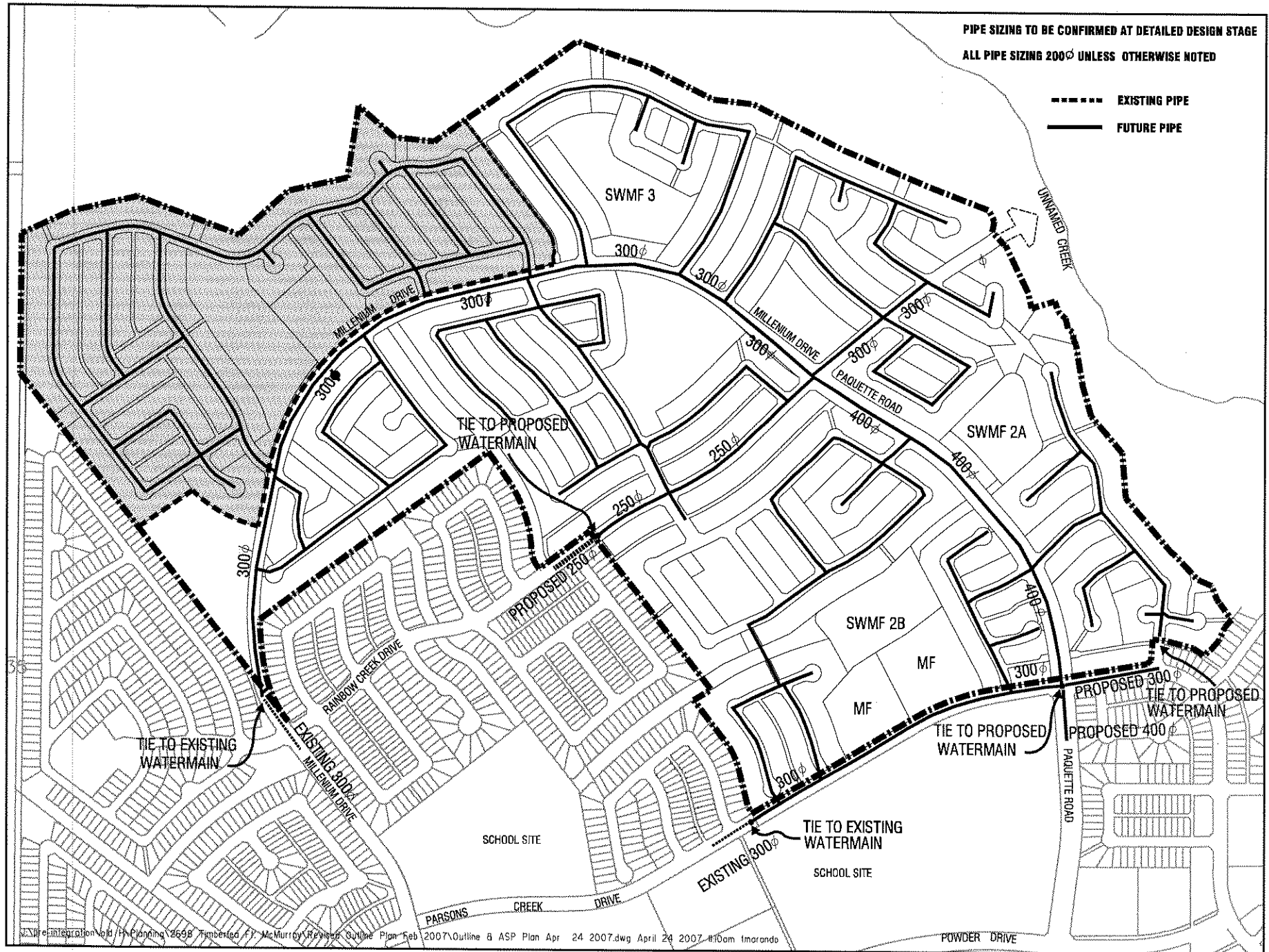
#### Development Density:

55.32 ppgdha



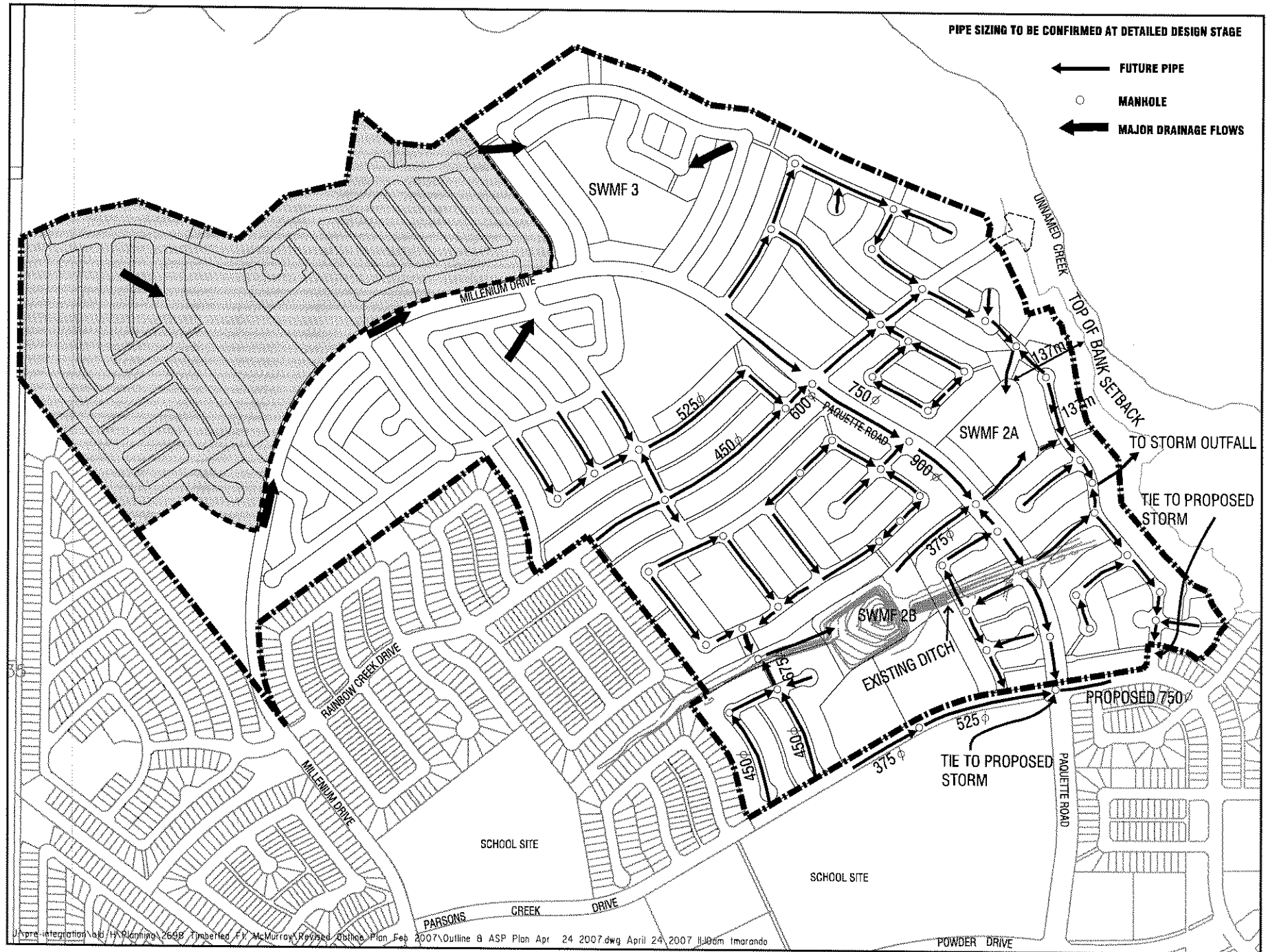
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ALL PIPE SIZING 200" UNLESS OTHERWISE NOTED

----- EXISTING PIPE  
———— FUTURE PIPE



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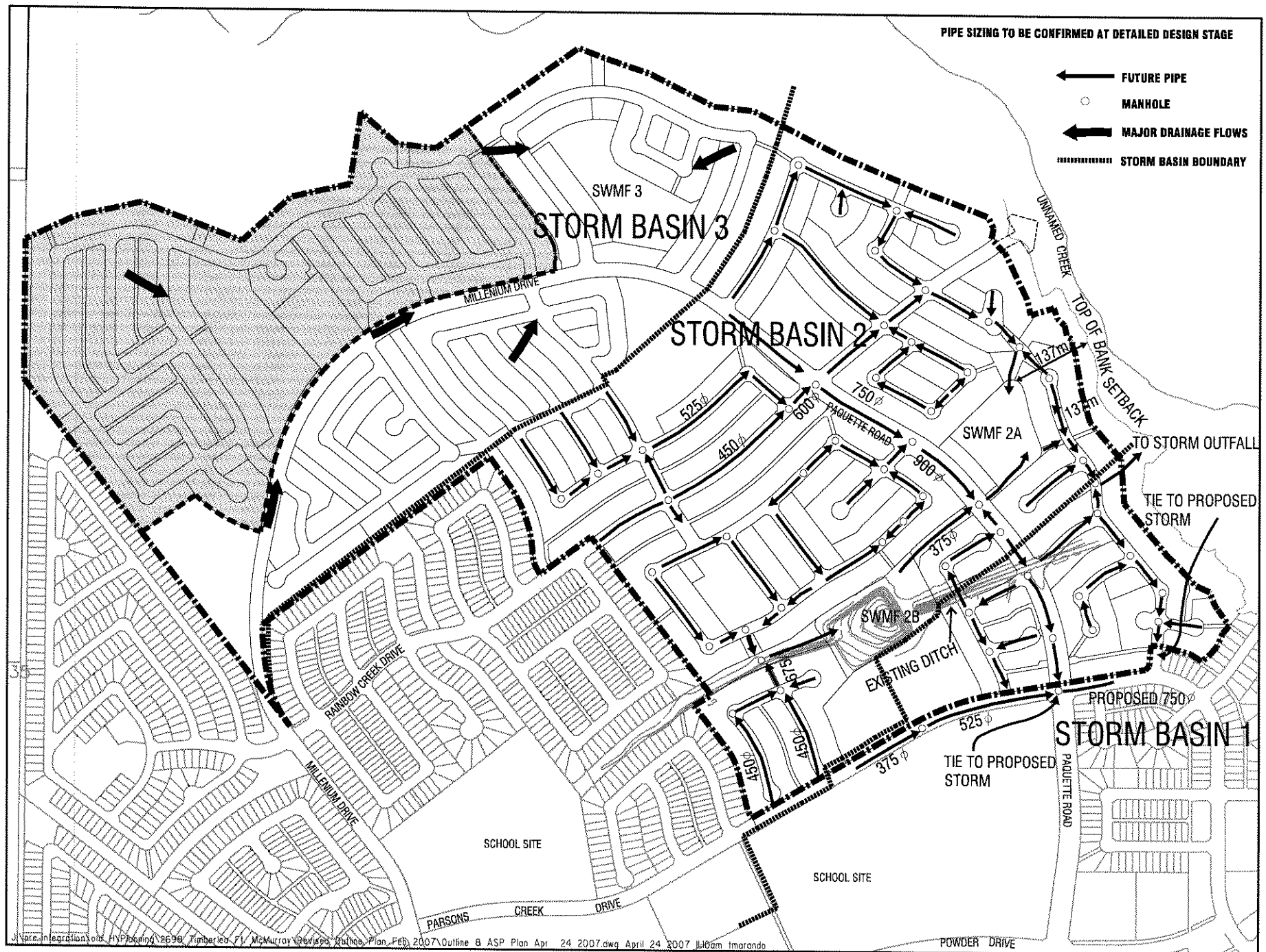
APRIL 2007

# AREA STRUCTURE PLAN AMENDMENT

## EXHIBIT 8 STORMWATER MANAGEMENT SYSTEM



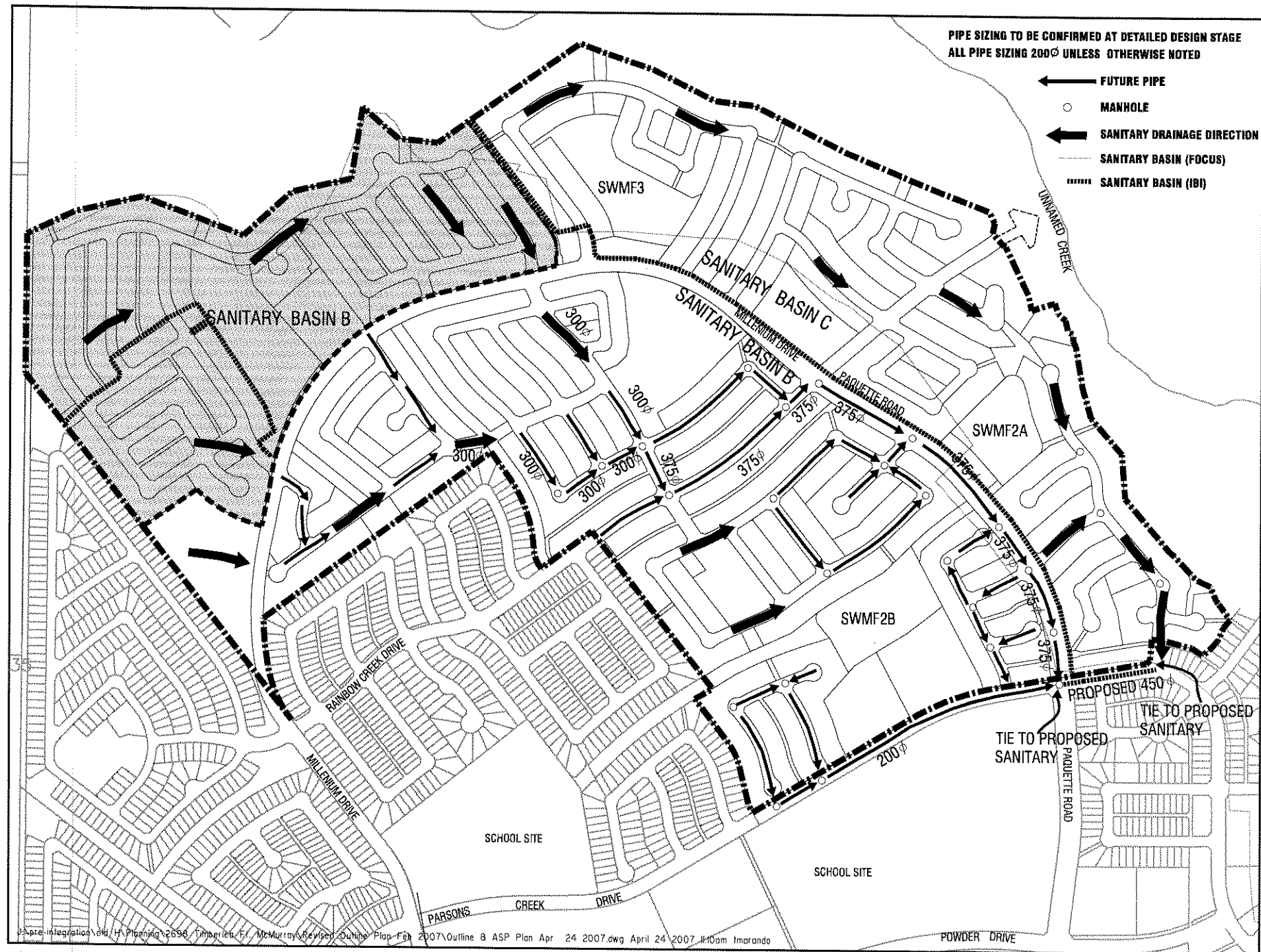


**APRIL 2007**

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





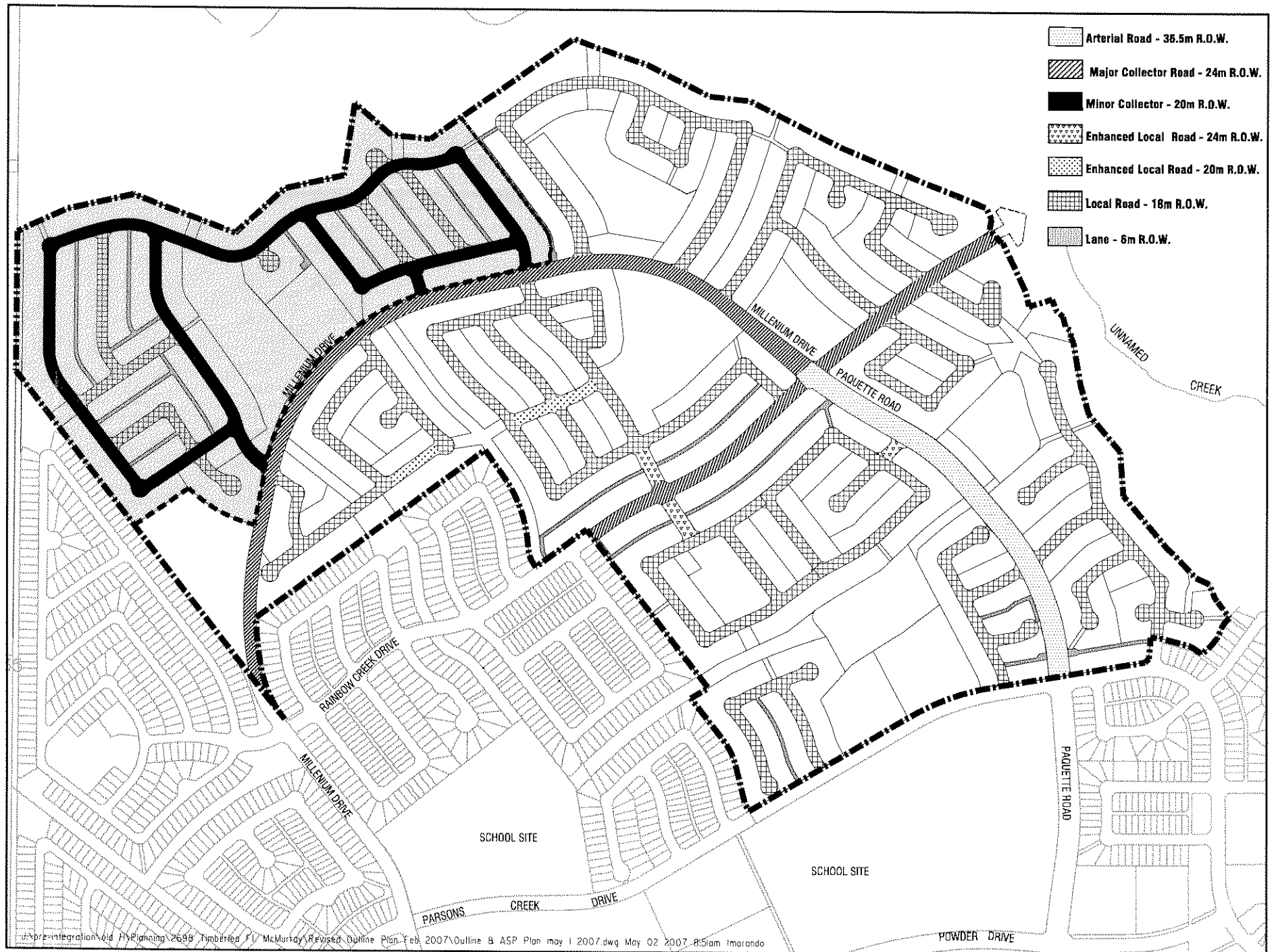


APRIL 2007

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







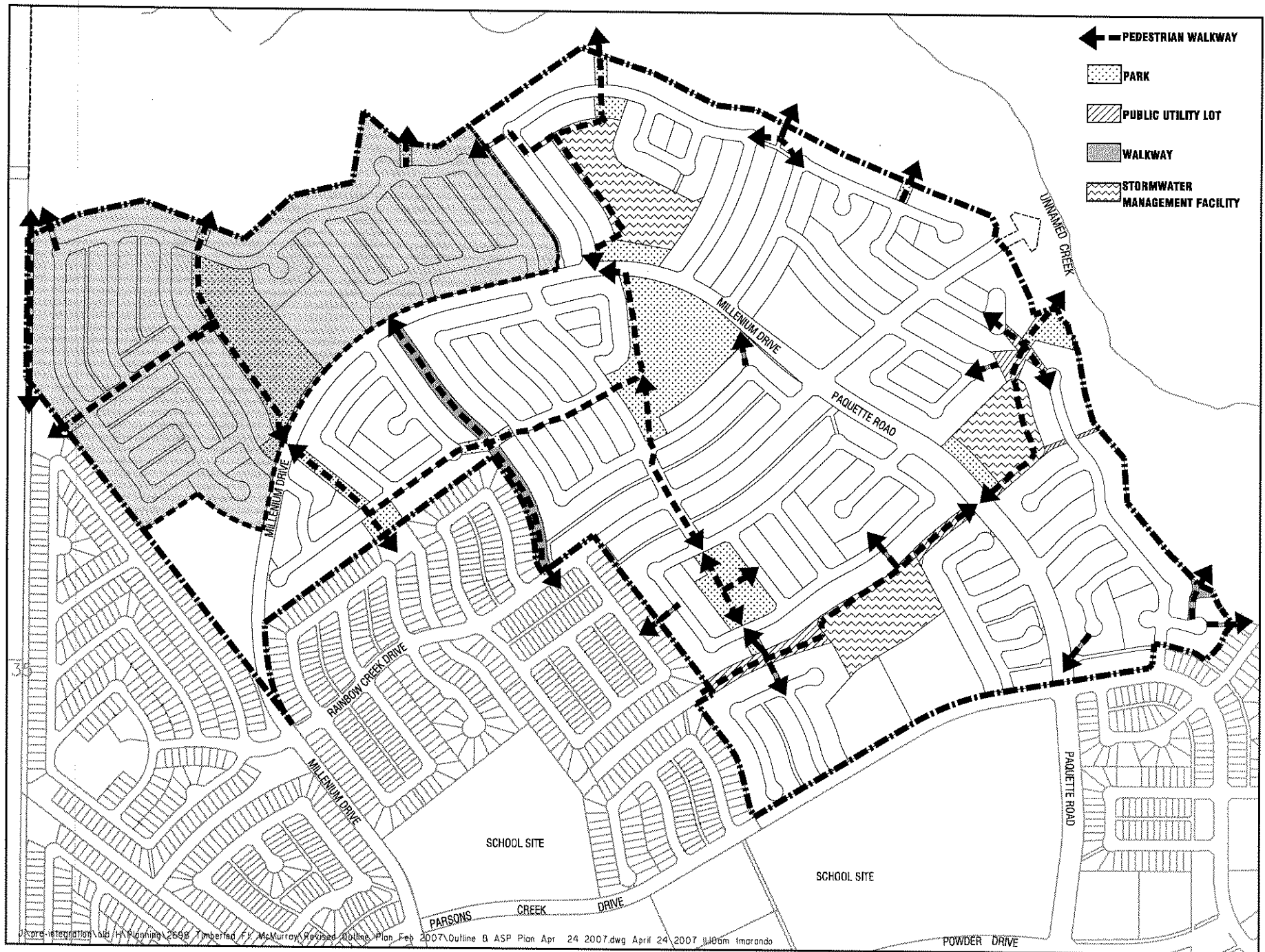
APRIL 2007

# AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 11 - ROAD NETWORK







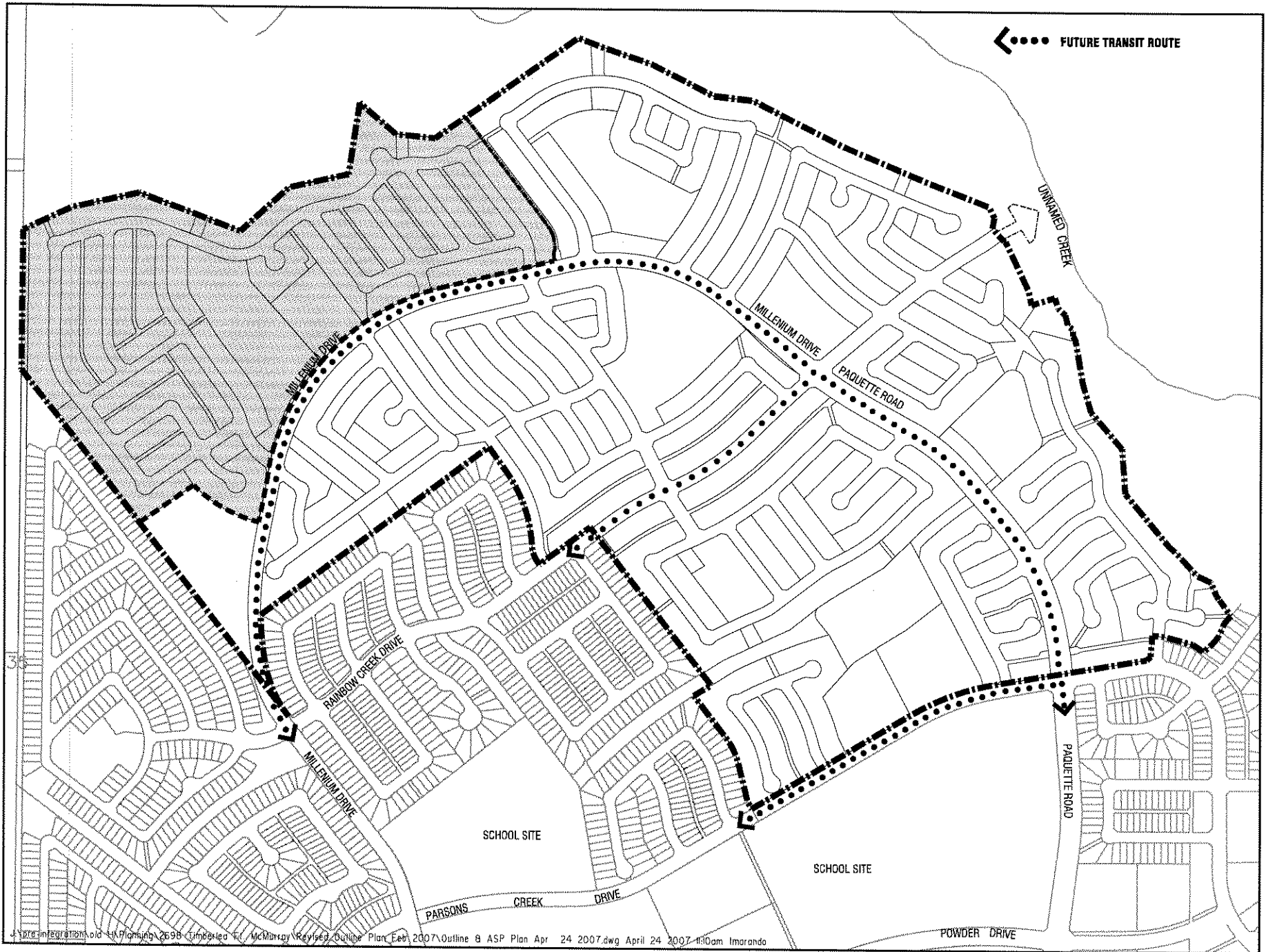
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# AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 12 - PEDESTRIAN NETWORK







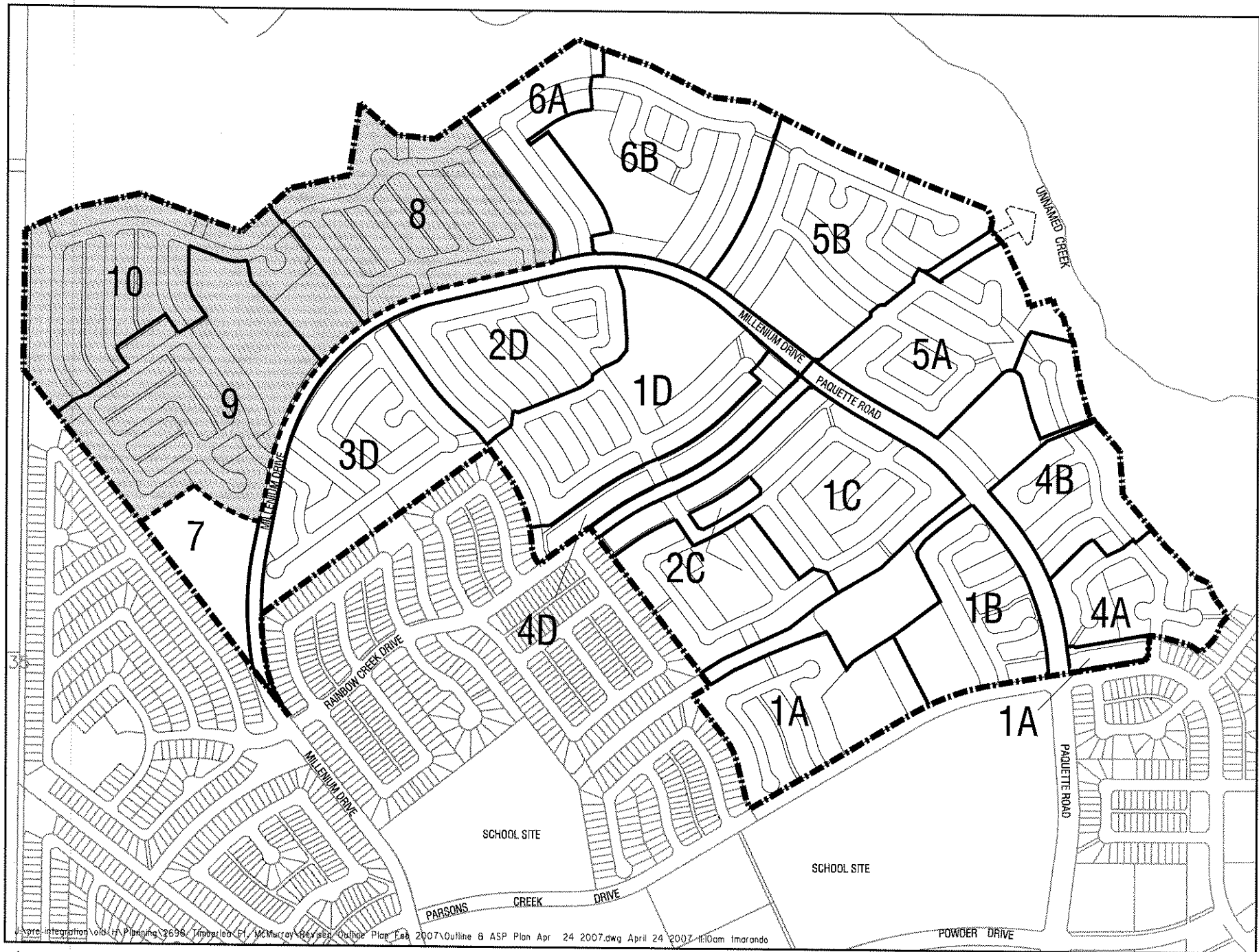
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## AREA STRUCTURE PLAN AMENDMENT

EXHIBIT 13 - TRANSIT ACCESS







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

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### 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.  
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
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Legend

-  PLAN BOUNDARY
-  MEDIUM DENSITY RESIDENTIAL - TOWNHOUSE
-  WALKWAY
-  PARK
-  LOW DENSITY RESIDENTIAL



CONTEXT PLAN



# TIMBERLEA AREA STRUCTURE PLAN AMENDMENT LAND USE CONCEPT



**"Schedule B – By-law 07/061"**

**Timberlea Consortium Inc.**

## **TIMBERLEA AREA STRUCTURE PLAN AMENDMENT**

---

**AUGUST 2007**





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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

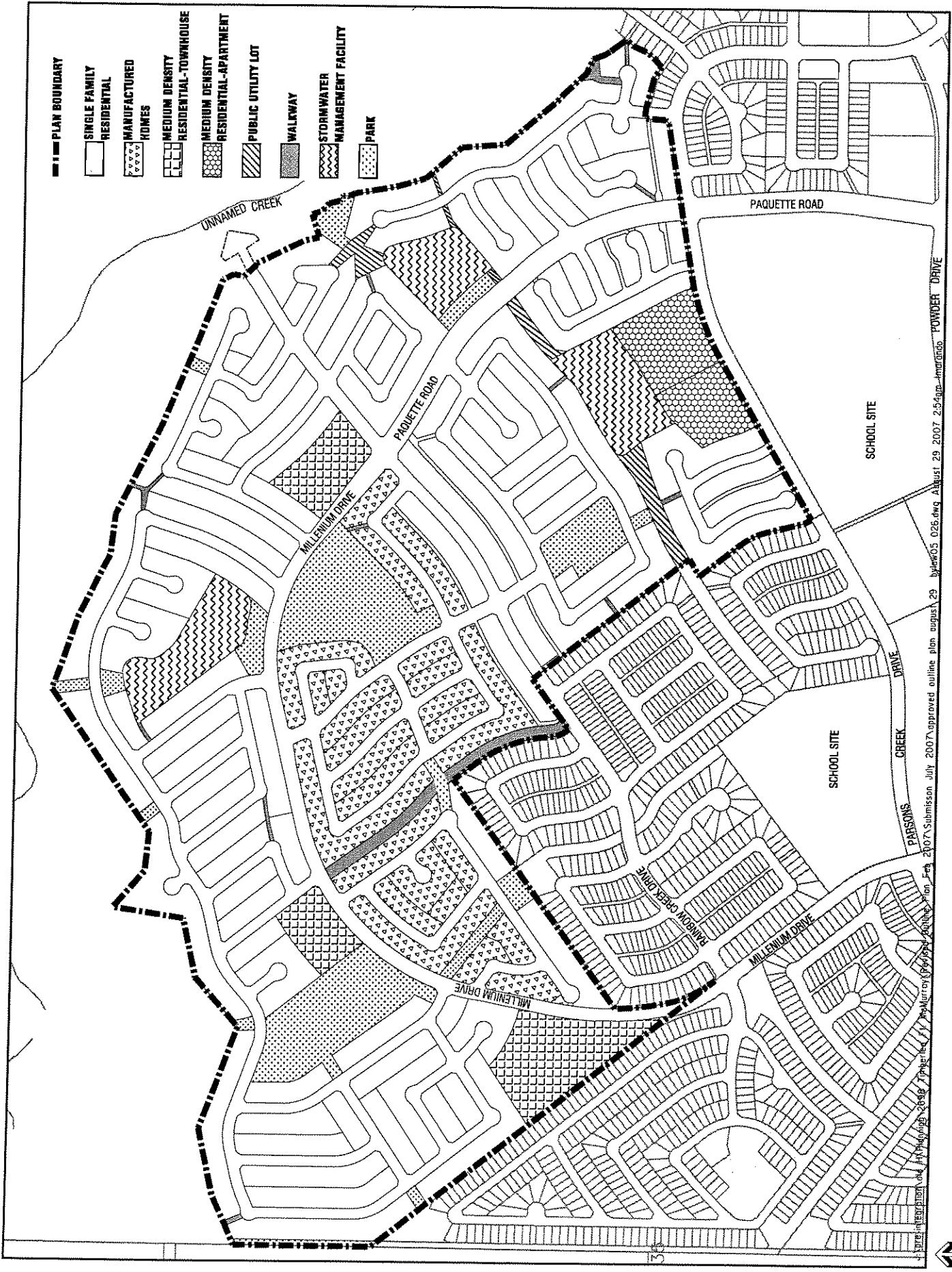
As identified by the Athabasca Regional Issues Working Group, the Urban Service area of Fort McMurray is experiencing urban growth pressures as a result of the influx of population due to current economic conditions. In particular, the demand for housing continues to be as significant as the population 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.



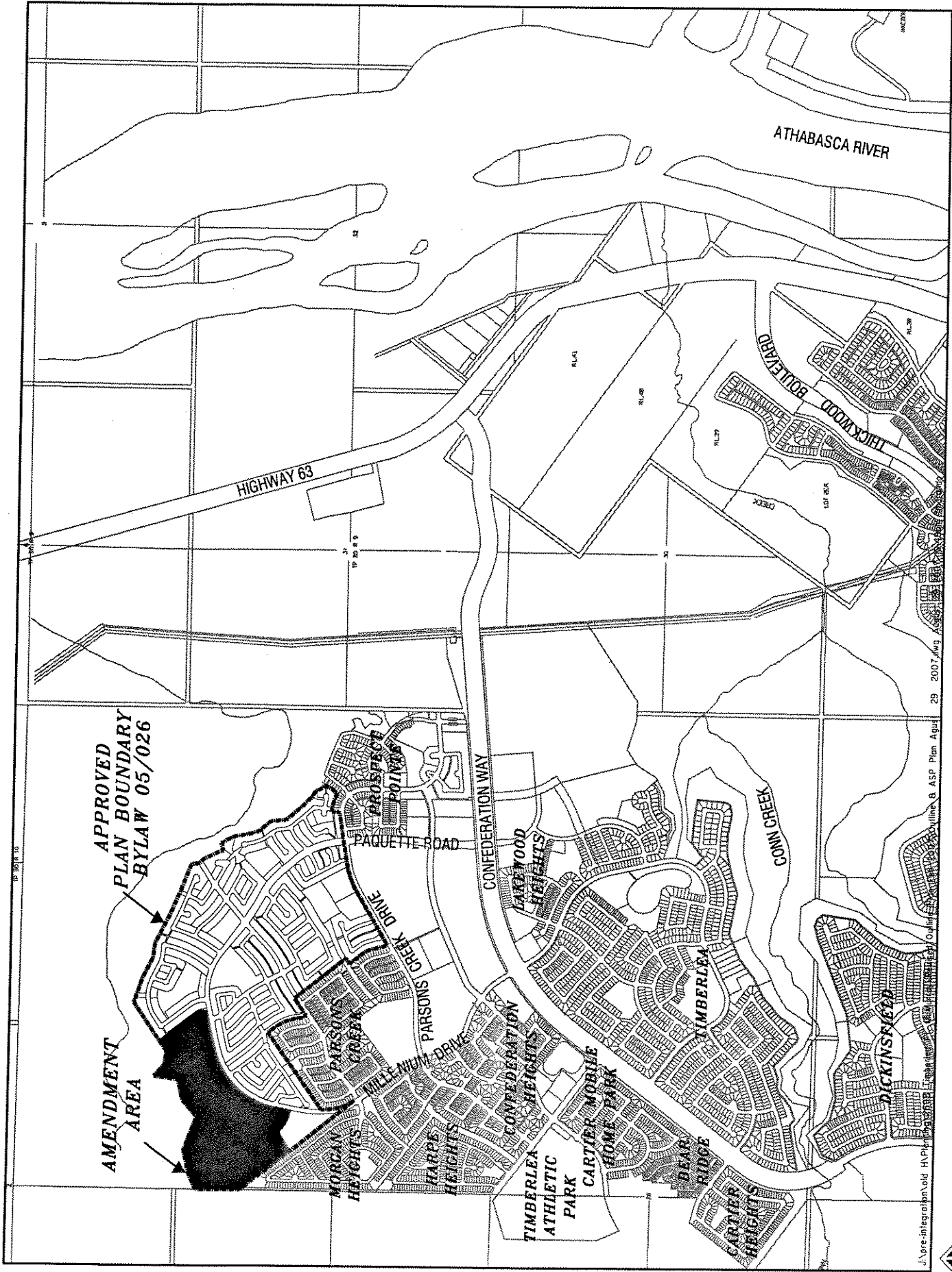


BYLAW 05/026  
EXHIBIT 1 - LAND USE CONCEPT

AUGUST 2007 AREA STRUCTURE PLAN AMENDMENT









## **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



## 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 minor reconfiguration of the park fronting on Millenium Drive and the local road along the west boundary of the park. The reconfiguration will delete frontage from the local road, through the narrowing of a walkway accessing the park from the west local road. The change is favourable because it addresses 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. Through discussions with the Municipality in cost recapturing these additional expenses, the Consortium owners have agreed with the Municipality that as part of the resolution of the recovery of these costs, 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.

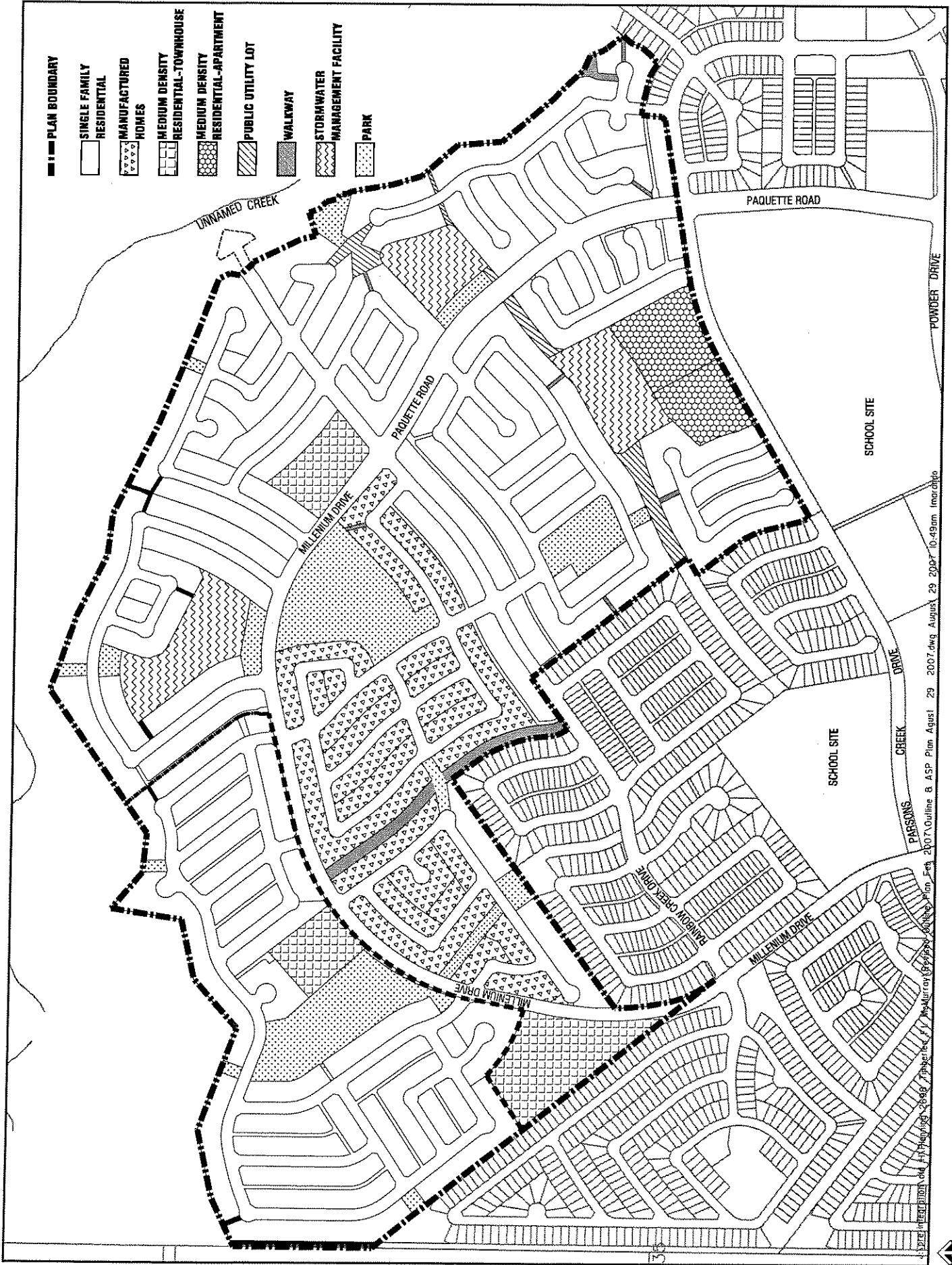
The MR obligations of Timberlea Consortium Inc. by Deferred Reserve Caveat total 10.413 ha. Cumulative MR dedications up to and including Timberlea Consortium Inc.'s Timberlea Phase 6 amount to 6.88 ha, leaving a residual MR obligation of 3.533 ha to the lands subject to this ASP Amendment. The proposed 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.





STATE OF CALIFORNIA, COUNTY OF SAN JOSE, OFFICE OF THE PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT  
 AUGUST 29, 2007  
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#### 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 ADDITION OF LANEWAY

A laneway extends along the east boundary of the ASP Amendment area. As a result of a concern expressed by the Municipality on the length of this laneway, which terminates at Millenium Drive in the south, a laneway has been extended west between the residential lots to the local road to provide a secondary access to this laneway. In order to accommodate this laneway connection, a residential lot has been lost.

#### 4.2.7 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 has been provided on the water table issues referenced within the "Timberlea 366 Acre Subdivision Geotechnical Investigation, January 10, 2005" prepared 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.

The insertion of 7 residential lots into the park has been offset by the loss of a residential lot required for laneway purposes (Section 4.2.6). The net result of an additional 6 lots has no negative impact on the water network for the Timberlea Area.



**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
<b>Total</b>	<b>2,276</b>	<b>141.30</b>	<b>100.0</b>

\* 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
<b>Total</b>	<b>2,276</b>	<b>7,636</b>	<b>100</b>

**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)	1,367	65.15	46.1%
Low Density Residential (R2)	28	0.90	0.6%
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	10.38	7.3%
Roads	N/A	32.38	22.9%
Walkways	N/A	1.34	0.9%
Lanes	N/A	1.89	1.3%
Public Utility Lots	N/A	1.28	0.9%
Stormwater Retention Facilities	N/A	6.04	4.3%
<b>Total</b>	<b>2,276</b>	<b>141.40</b>	<b>100.0%</b>

\* 90 units/ha

\*\* 45 units/ha

Description	Units	Population	Unit %
Single Family Residential (R1S/R1)	1,367	4,785	60.1%
Low Density Residential (R2)	28	98	1.2%
Manufactured Homes Residential	296	1,036	13.0%
Medium Density Residential (Apartment)	346	830	15.2%
Medium Density Residential (Townhouse)	239	837	10.5%
<b>Total</b>	<b>2,276</b>	<b>7,585</b>	<b>100.0%</b>

#### 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:

53.64 ppgdha



## Exhibit 6

### Proposed Land Use & Population Statistics

Description	Units	Area (ha)	Area %
Single Family Residential (R1)	165	8.770	26.7
Single Family Residential (R1S)	272	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
<b>Total</b>	<b>519</b>	<b>32.900</b>	<b>100.0</b>

\* 45 units/ha

Description	Units	Population	Unit %
Single Family Residential (R1)	165	578	31.8%
Single Family Residential (R1S)	272	952	52.4%
Low Density Residential (R2)	28	98	5.4%
Medium Density Residential (R2-1)**	54	130	10.4%
<b>Total</b>	<b>519</b>	<b>1,757</b>	<b>100.0%</b>

#### 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

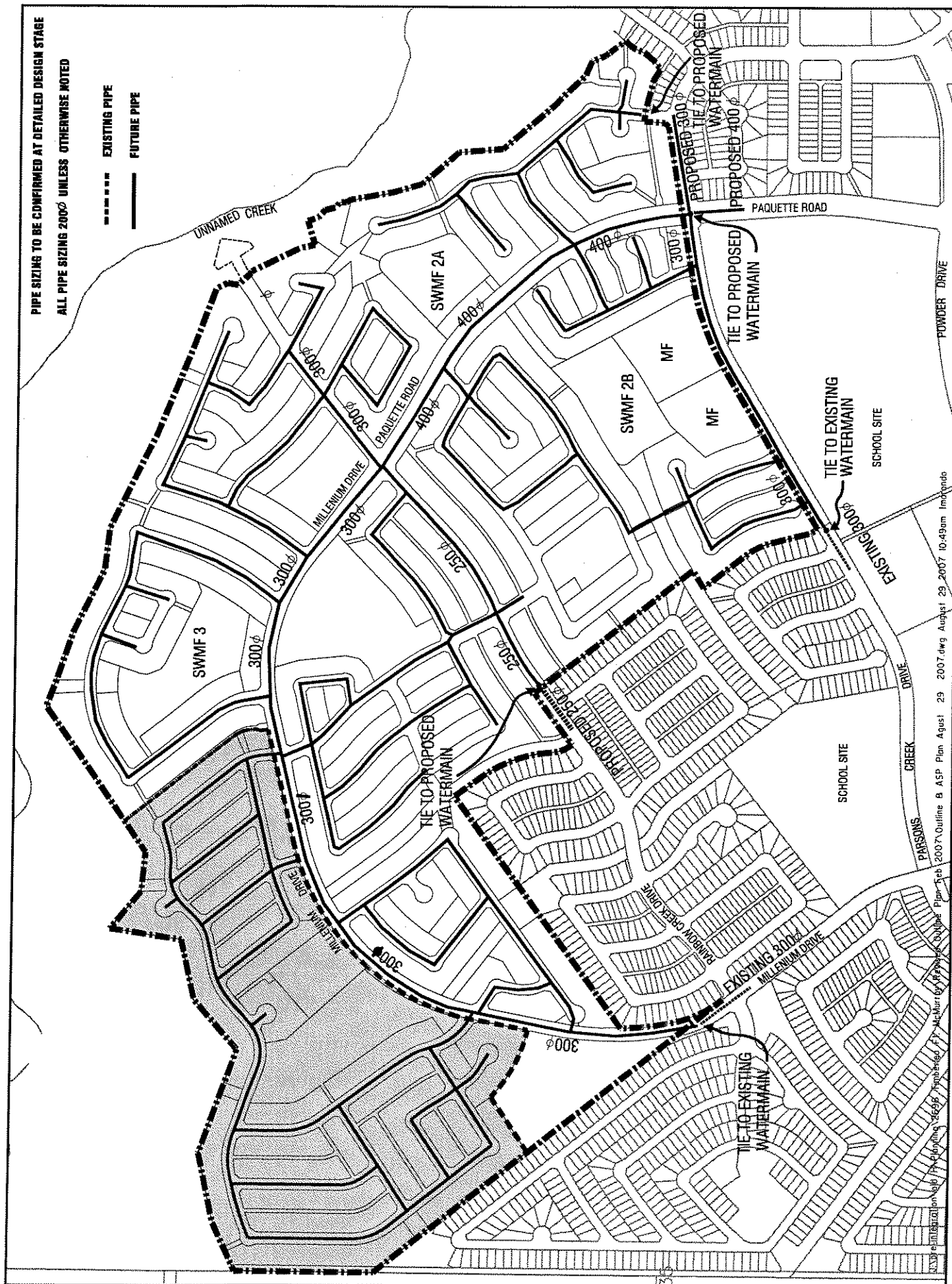
Single Family Residential units are actual units  
based on registered plans, subdivision  
approvals and subdivision application Phase 8  
& 9 (to be submitted).

#### Development Density:

53.40 ppgdha



EXISTING PIPE	FUTURE PIPE



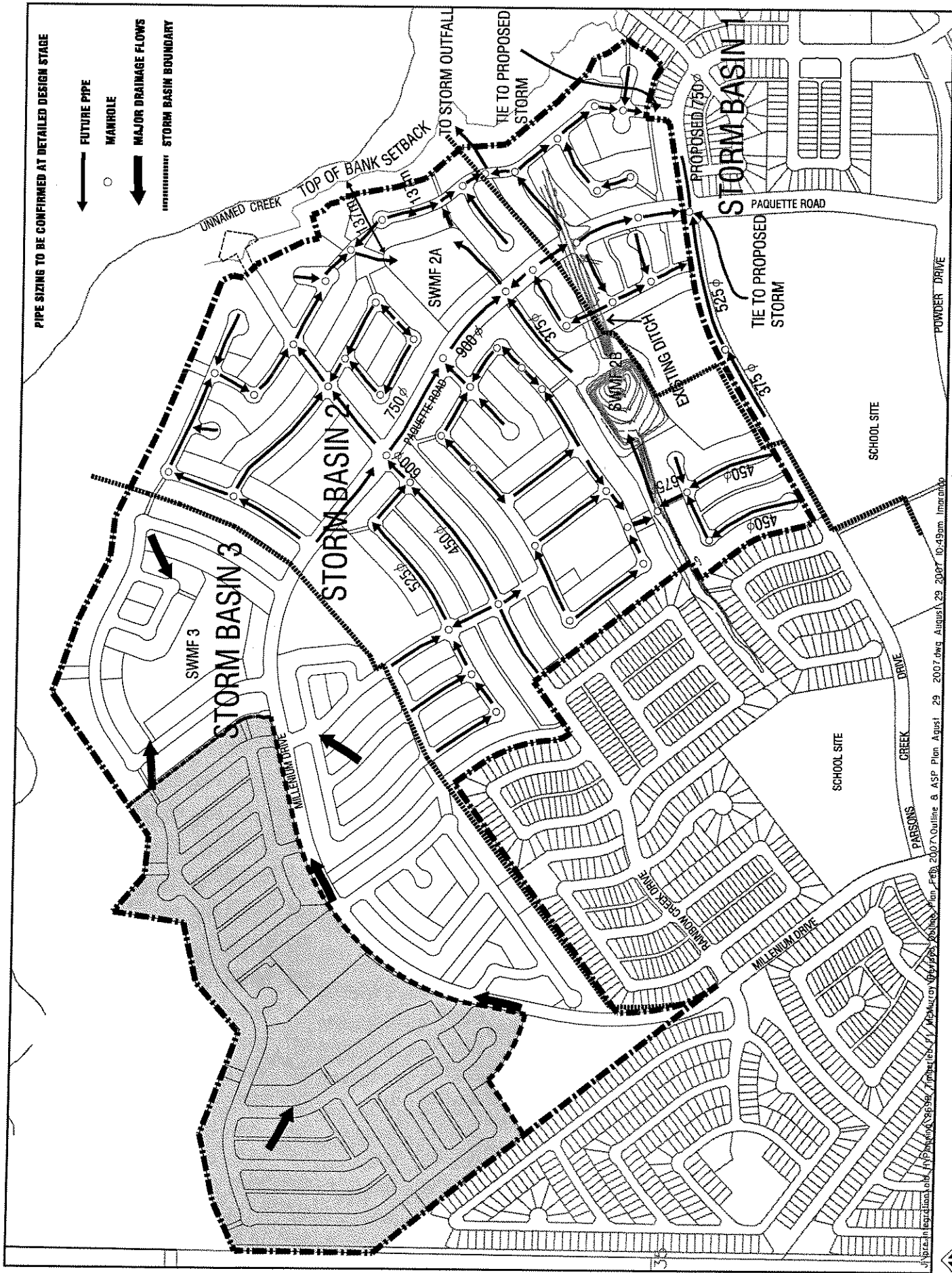
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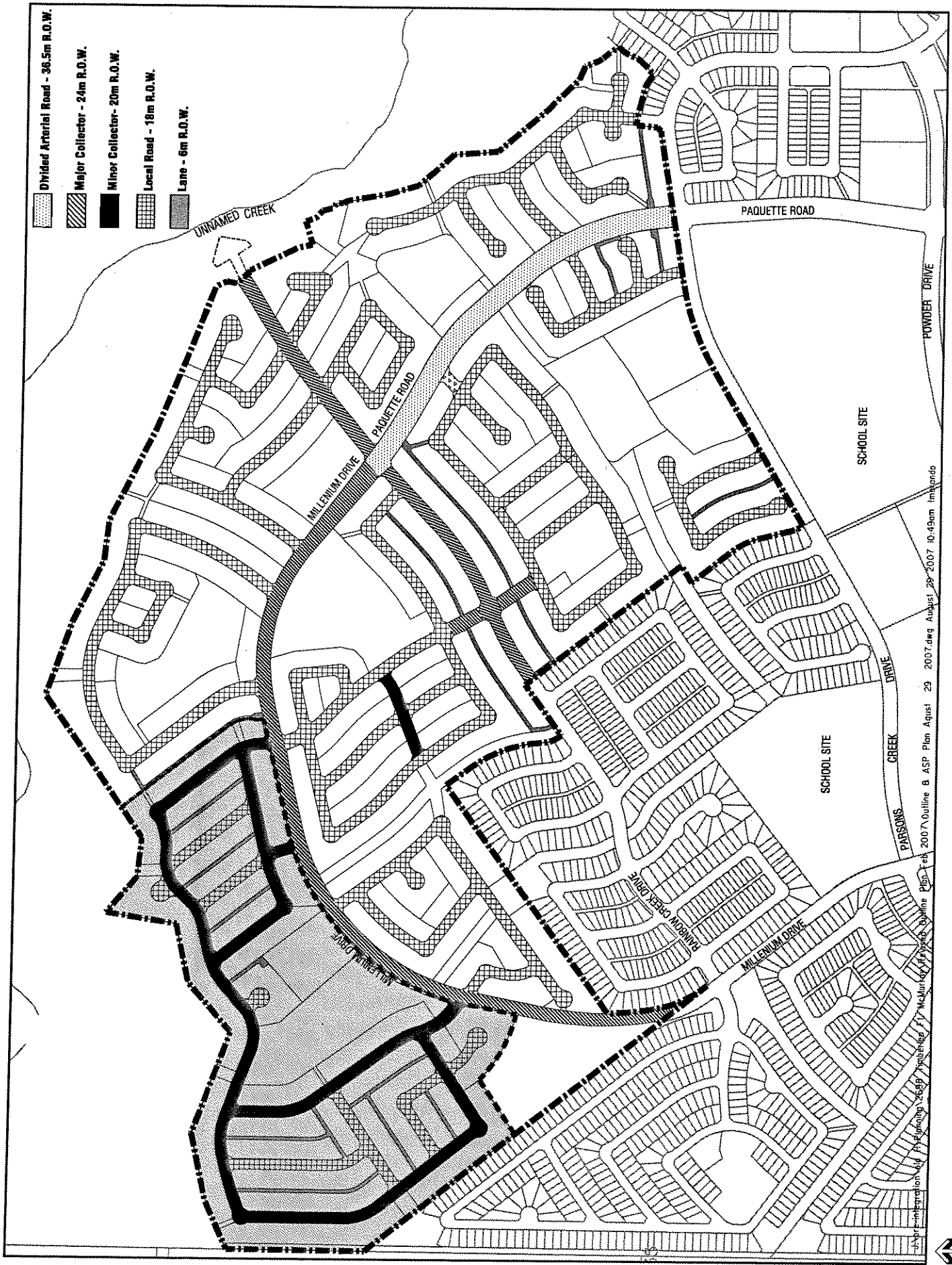








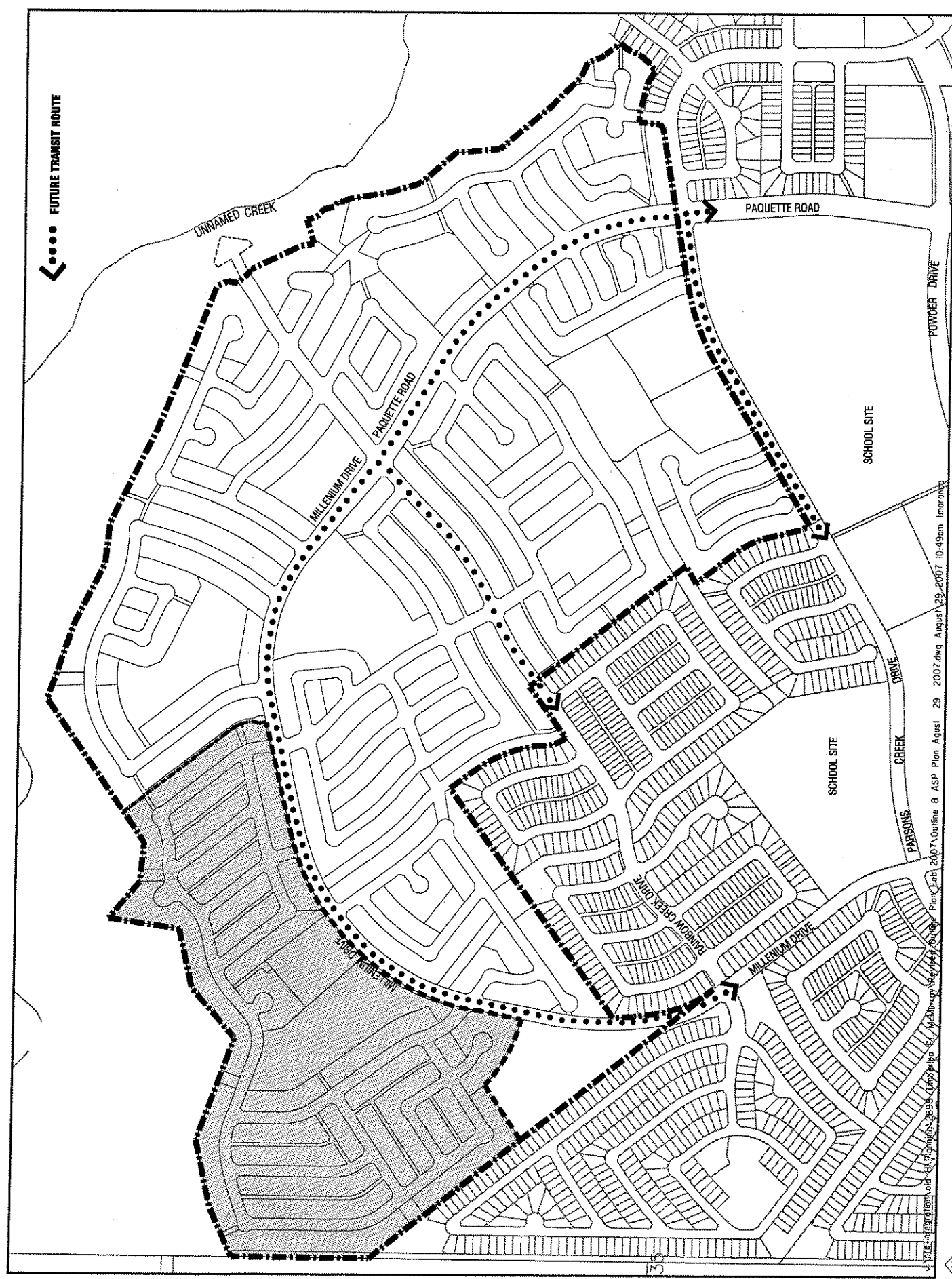






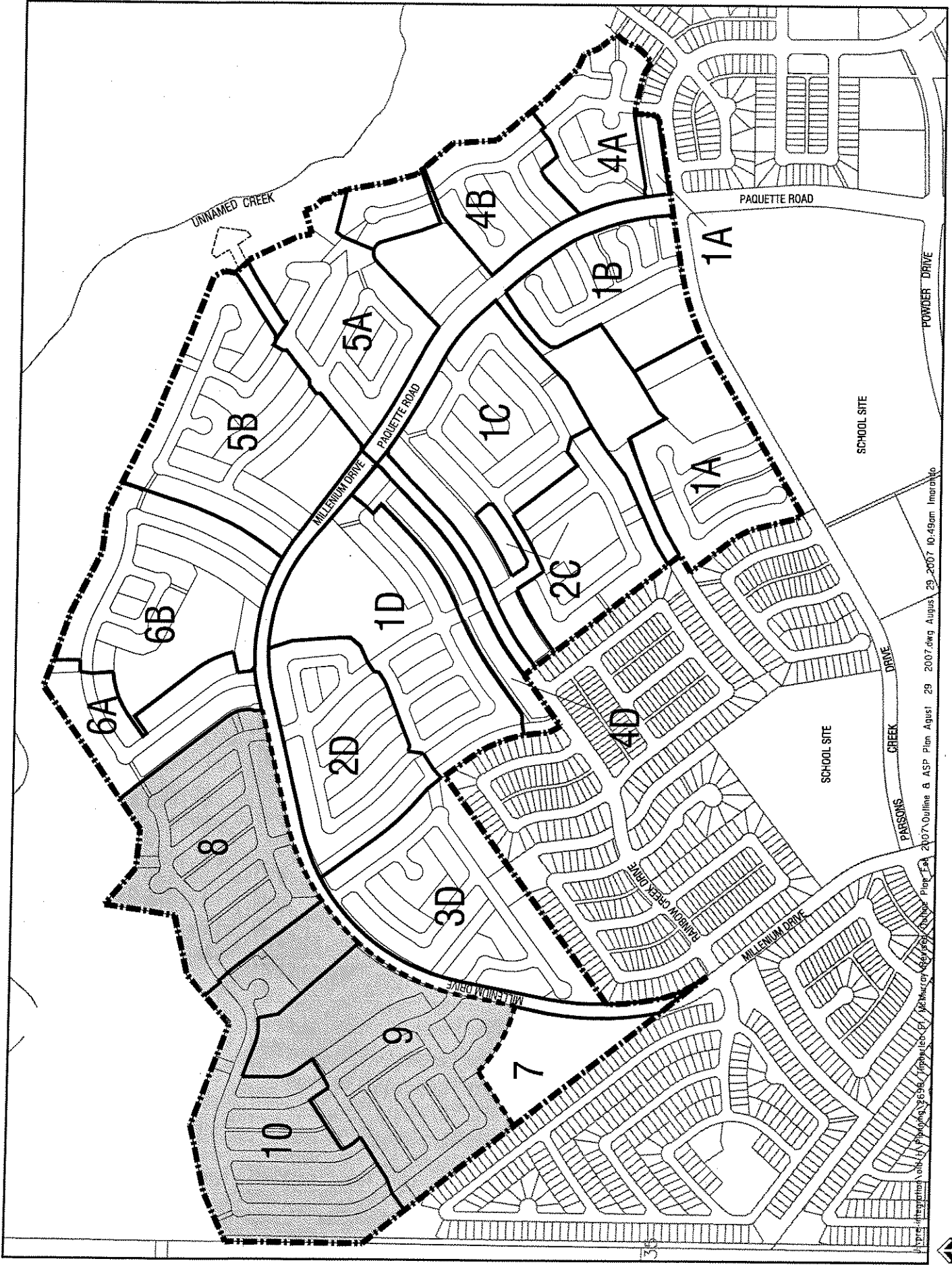






DATE: 08/01/2007 BY: J. Thompson, 3038, Unpublished, 1/2" = 100' (Horizontal) 1/4" = 100' (Vertical) Plan Date: 2007, Outline: 8 ASP, Plan: August 29, 2007, dwg: August 29, 2007, 0:49am, Inter: 00





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## 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.

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.

The additional 6 lots have a minimal affect from a basin area and will not be problematic from a sanitary capacity constraint issue.

## 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.

## 5.4 Shallow Utilities

The Amendment area will be serviced by power, gas and by the 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 in accordance 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 is 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 NO. 06/016.

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



## APPENDIX A

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### 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:	September 11, 2007
Subject:	Bylaw No. 07/062 - 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:**

- Municipal Government Act (MGA)
- Municipal Development Plan (MDP)
- Timberlea Area Structure Plan (ASP)
- 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 07/062

**ADMINISTRATIVE RECOMMENDATION:**

1. THAT Bylaw No. 07/062, being a bylaw to amend the Land Use Bylaw – Part of Lot 1, Block 17, Plan 052 3653, be read a second time.
2. THAT Bylaw No. 07/062 be read a third and final time.



**BYLAW NO. 07/062**

**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 28<sup>th</sup> day of August, A.D. 2007.

READ a second time this            day of            , 2007.

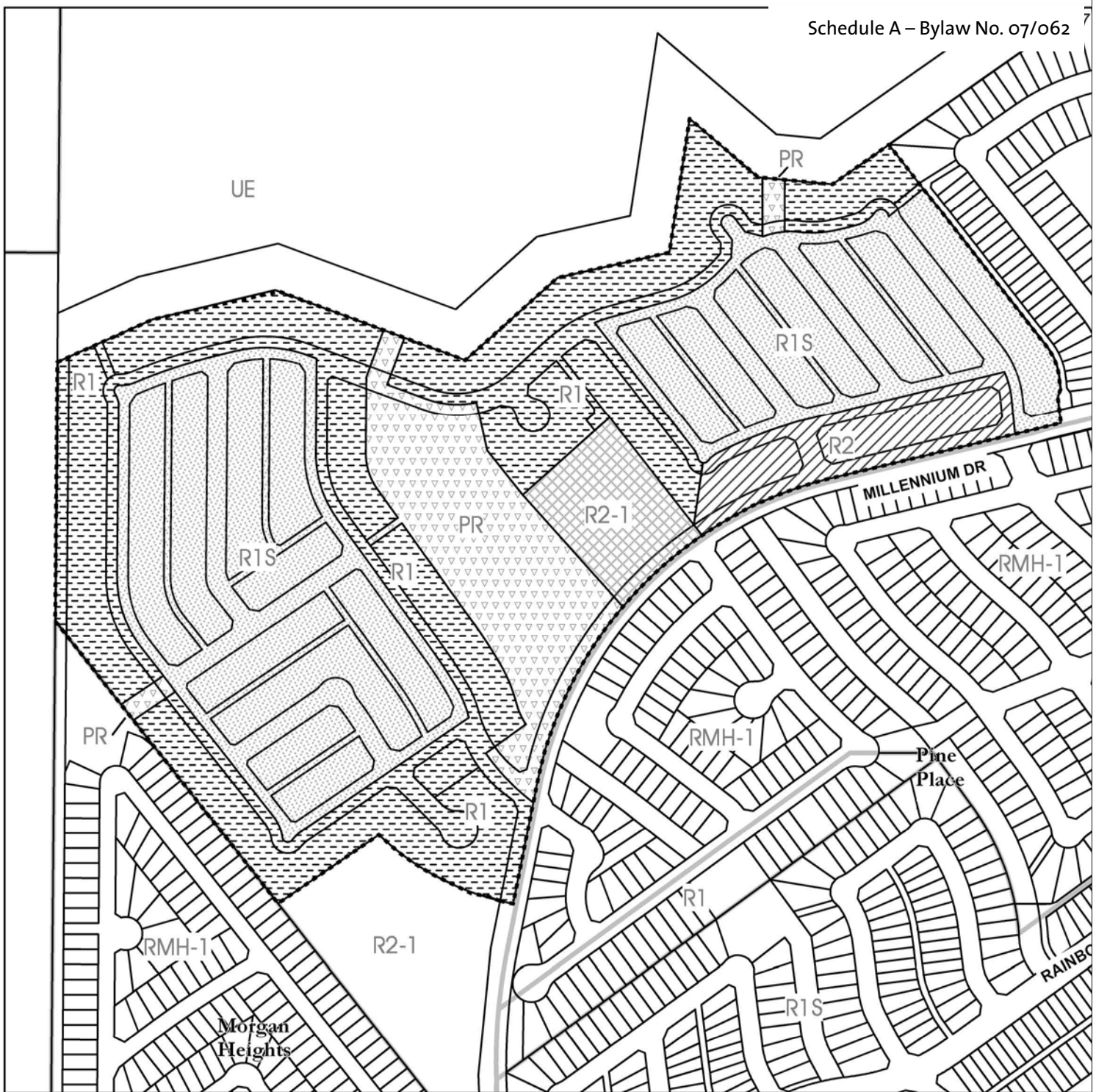
READ a third and final time this            day of            , 2007.

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF LEGISLATIVE OFFICER



**LEGEND**

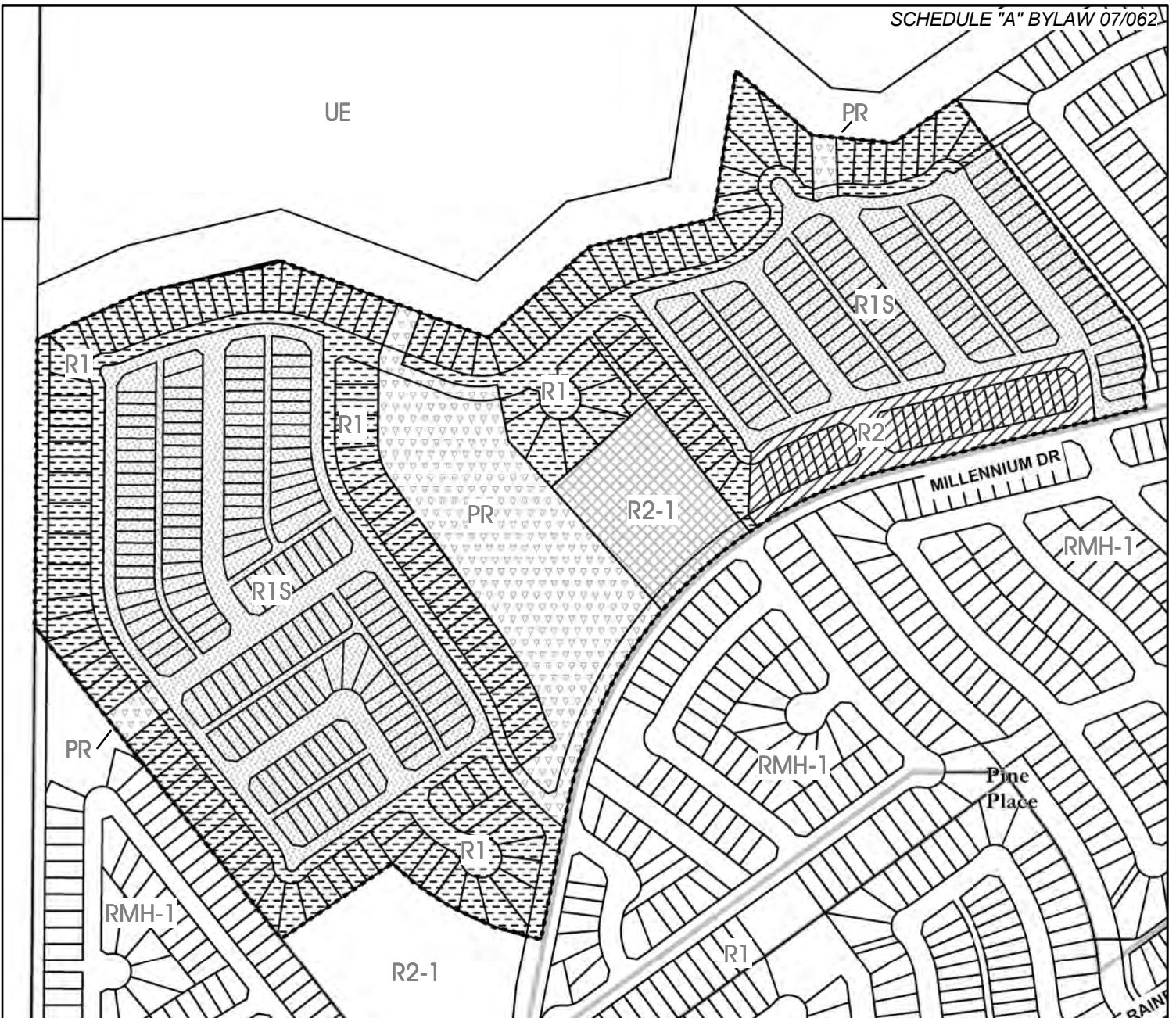
	R2 - LOW DENSITY RESIDENTIAL DISTRICT		R1S - SINGLE FAMILY SMALL LOT RESIDENTIAL DISTRICT
	PR - PARKS AND RECREATION DISTRICT		R2-1 - MODIFIED MEDIUM DENSITY RESIDENTIAL DISTRICT
	R1 - SINGLE DETACHED RESIDENTIAL DISTRICT		LUB AMENDMENT BOUNDARY

**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







# LEGEND

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



CONTEXT PLAN

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 and Development
Date:	September 11, 2007
Subject:	Bylaw No. 07/063 - Land Use Bylaw Amendment – Sections 35 & 36, Part of Sections 25 & 26 within Township 88, Range 8, W4M (Saprae Creek)

## **ISSUE:**

Amend the Land Use Bylaw 99/059 to designate an area in Saprae Creek of Urban Expansion District (UE) to Rural District (RD).

## **REFERENCE:**

1. Municipal Development Plan Bylaw 00/005
2. Land Use Bylaw 99/059
3. Fort McMurray Municipal Airport Area Structure Plan Bylaw 03/062
4. Fringe Area Development Assessment – Urban Service Area, March 22, 2007

## **HISTORY:**

Large areas around the Urban Service Area were designated UE. Council's adoption of The Fringe Area Development Assessment – Urban Service Area plan (Fringe Assessment), has generated an opportunity to reduce the extent of the UE.

## **OPTIONS:**

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

## **ANALYSIS:**

The purpose of the UE is “to protect land in the Rural Service Area suited for future urban and hamlet expansion from premature subdivision and development.” With the adoption of the Fringe Assessment, the Municipality brought in focus the lands needed for residential purposes well out into the future. While the first impulse may be to reduce the UE to those residential areas identified in the Fringe Assessment, for the UE extends well beyond those areas, this designation is still needed to ensure areas for industrial and commercial uses are similarly protected. To address these needs, the Municipality is planning to undertake an industrial and commercial analysis that will do for these land uses what the Fringe Assessment did to define future residential land needs.



Nevertheless, the opportunity is present to review the UE to assess local conditions where its replacement with a more appropriate designation is suitable. One such case is the opportunity to remove a large portion of the Clearwater River valley from the UE and replace it with RD. This will remove some of the restrictions on the use of the area (e.g.; the ski hill); however potential uses are still limited by the area's natural constraints (e.g.; slopes that are subject to local instabilities).

The Land Use Bylaw (LUB) states that the purpose of the RD “is to manage development in the Rural Service Area, outside established hamlets. . . .” The Municipal Development Plan (MDP) identifies this area for “Rural”, “Major Recreational Areas” and “Future Recreational Areas”. The re-designation compliments the MDP.

The Fort McMurray Municipal Airport Area Structure Plan (ASP) identifies similar and complimentary land uses (“Open Space”, “Environmentally Sensitive Areas”, “Existing Parks and Recreation” and “Proposed Parks and Recreation”). The re-designation compliments the ASP.

The Fringe Assessment did not need to reach out to the subject area in order to provide for the long range residential needs of the community.

It can be reasonably estimated that for future industrial and commercial needs (separate from the commercial uses built into residential neighbourhoods) the type of land that will best accommodate them will need to be largely level and stable lands that are well connected to transportation options. By all these tests the subject lands would not be good industrial or commercial lands.

## **ATTACHMENTS**

1. Bylaw No. 07/063

## **ADMINISTRATIVE RECOMMENDATION:**

1. THAT Bylaw No. 07/063, being a Land Use Bylaw Amendment – Section 35, 36 and Part of Sections 25 & 26, within Township 88, Range 8, W4M, be read a second time.
2. THAT Bylaw No. 07/063 be read a third and final time.



**BYLAW NO. 07/063**

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

1. THAT the Municipal Land Use Bylaw (Bylaw 99/059) is hereby amended by changing the designation of (need legal description), as shown on Schedule "A" attached to and forming part of this bylaw, from UE – Urban Expansion District to RD – Rural District.
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 28<sup>th</sup> day of August, A.D.

READ a second time this                      day of                      , 2007.

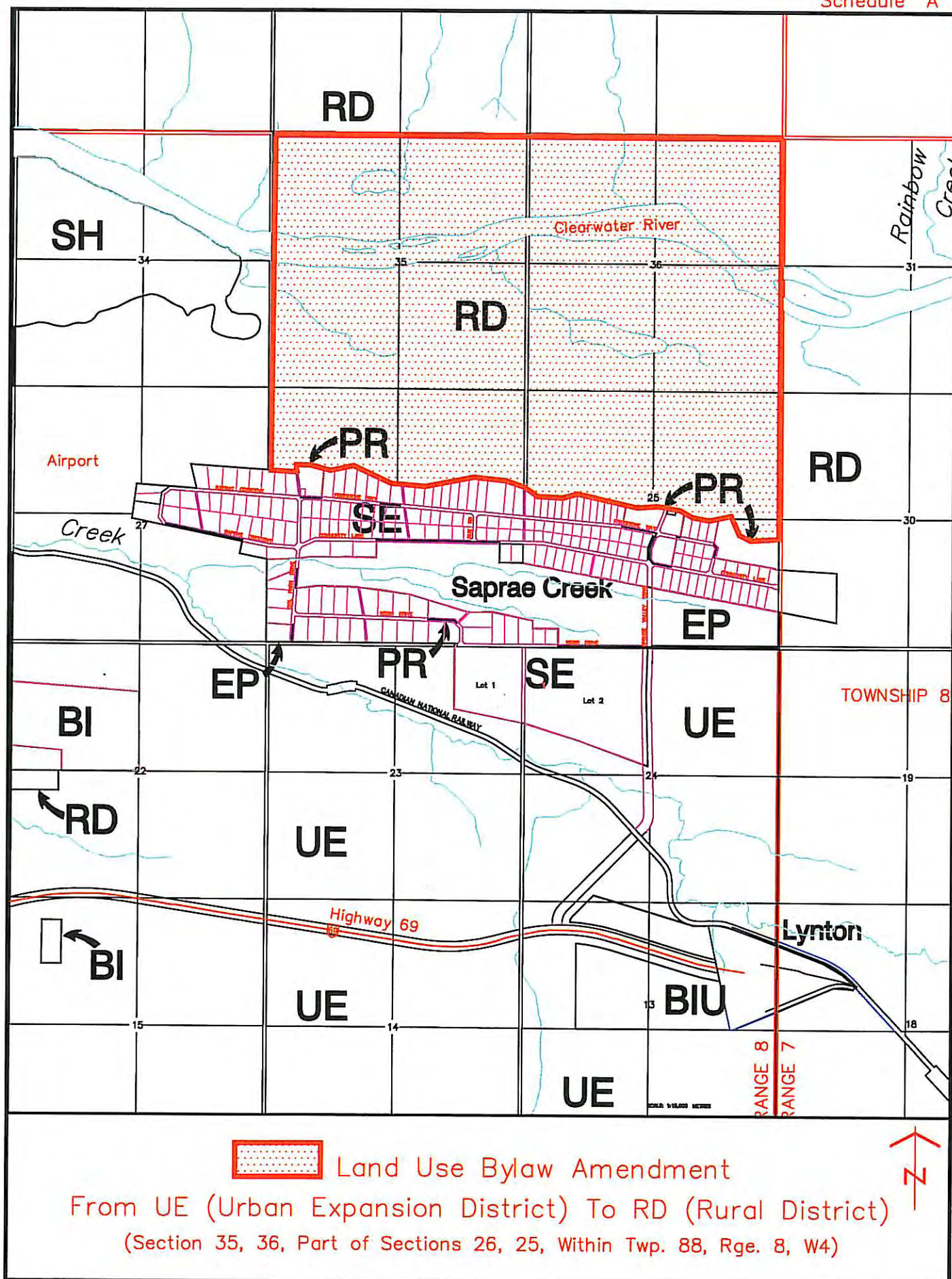
READ a third time this                      day of                      , 2007.

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF LEGISLATIVE OFFICER







# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Planning and Development
Date:	September 11, 2007
Subject:	Bylaw No. 07/064 - Land Use Bylaw Amendment - General Text Amendments

## **ISSUE:**

A number of amendments to the Land Use Bylaw are required.

## **REFERENCE:**

1. Municipal Government Act RSA 2000, Chapter M-26 Part 17
2. Land Use Bylaw 99/059

## **HISTORY:**

Ideally, minor changes should be brought forward on a bi-annual or annual basis, however due to the increased workload within the Department the last similar amendments were brought forward in 2004. The three-year gap has resulted in a higher number of changes than normally presented in a simple text amendment. A total of 84 amendments are proposed. Attachment 1 is a detailed explanation of each proposed change.

## **OPTIONS:**

1. Council may choose to adopt the proposed amendments.
2. Council may choose to reject the proposed amendments.
3. Council may choose to adopt only some of the proposed amendments.

## **ANALYSIS**

Through the day-to-day use of the Land Use Bylaw, the Planning and Development Department discover inconsistencies, typographical errors, points that need to be clarified, recent judicial decisions that need to be incorporated and related factors. When a number are collected an amendment such as this is brought forward to make minor changes to the Land Use Bylaw.

Covered within the amendments are the following topics:

1. Sixteen changes to Section 10, Definitions and where applicable in the rest of the Land Use Bylaw, are proposed. These changes are to clarify the definitions, to define terms already used in the bylaw or to simplify existing definitions.
2. Removal of several sections is proposed to bring the Land Use Bylaw in line with Provincial legislation and recent Court decisions.



3. Proposed amendments also pertain to the variance authority of the Development Officer in order to simplify procedures and reduce the number of appeals.
4. Proposals also pertain to basement suites and boarding houses. Besides improving the definitions and provisions thereof, the proposals will also allow them as Discretionary Uses in the rural residential Districts.
5. Twenty-eight changes are proposed to Section 72 which pertain to landscaping requirements. This Section was largely introduced in 2004 to the Land Use Bylaw and many inputs have been received from the Parks Division for improving the provisions.
6. Specific proposals are also made regarding the keeping of recreational vehicles on residential lots and to cover some loopholes in the existing wording of the Land Use Bylaw.
7. The Section pertaining to allowable encroachments has also been amended to provide more clarity.
8. Other general amendments have also been added to address inconsistencies and provide better clarity.

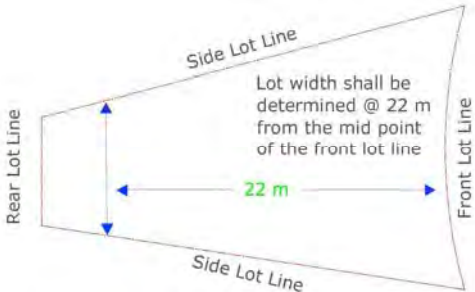
### **ATTACHMENTS**

1. Summary of proposed amendments.
2. Bylaw No. 07/064

### **ADMINISTRATIVE RECOMMENDATIONS:**

1. THAT Bylaw No.07/064, being a Land Use Bylaw Text Amendment, be read a second time.
2. THAT Bylaw No. 07/064 be read a third and final time.



#:	Proposed amendments to LUB 99/059:	Reasoning:
1	<p>Remove the definition of <b>Financial Institution</b> in Section 10.1.</p> <p>Remove "<b>other than financial institutions</b>" from the definition of <b>Office</b> in Section 10.1.</p> <p>Remove <b>Bank: 2 stalls/100m<sup>2</sup> GFA plus minimum 5 stalls for employees</b> from Section 131.5 (f) Businesses.</p> <p>Remove <b>Bank: one (1) space per bank unless occupancy survey justify the need for a second parking stall for disabled</b> from Section 136 (d).</p>	<ul style="list-style-type: none"> <li>The LUB differentiates between a Financial Institution and an Office. The difference between these two uses is marginal (if any) and should be combined into one.</li> <li>The LUB does not define "Bank" - it is only referred to in the parking requirements.</li> <li>The parking requirements for Office require 2.8 stalls/100m<sup>2</sup> GFA which incorporates the need for employee parking.</li> </ul>
2	Remove the words 'of wood frame construction' from the definition of <b>DECK</b> in Section 10.1.	<ul style="list-style-type: none"> <li>Decks do not necessarily have to consist of a wood frame construction.</li> </ul>
3	<p>Add the following sentence to the definition of Retail Store, General and Retail Store, Convenience in Section 10.1:</p> <p><b>This type of retail store may include food preparation and consumption areas with a maximum capacity of twelve persons.</b></p>	<ul style="list-style-type: none"> <li>Many convenience stores have a small seating area for food consumption purposes. The LUB needs to be amended to cater for this trend and distinguishing between these facilities and a restaurant.</li> </ul>
4	Add the following definition to Section 10.1: <b>LOT DEPTH</b> means the length of a line joining the mid points of the lot frontage and rear lot line.	<ul style="list-style-type: none"> <li>At present 'lot depth' is not defined but is referenced in the Land Use Bylaw.</li> </ul>
5	<p>Add the following extension and drawing to the existing definition of LOT WIDTH in Section 10.1</p> <p><b>For a reverse pie lot, the lot width is the horizontal distance between the side lot lines measured 22m from the front lot line.</b></p>  <p><b>For other lots where the lot width cannot be reasonably calculated by these methods, a</b></p>	<ul style="list-style-type: none"> <li>The existing definition of Lot Width does not address the width of reverse pie lots and the issues if access is obtained from the rear of the lot via a lane/alleyway.</li> </ul>



	Development Officer shall determine the lot width having regard to access, shape and buildable area of the lot, and the lot width and location of buildings on abutting lots.	
6	Add the following definition to Section 10.1: <b>VERANDAH means an entrance consisting of a roof and floor where the front and sides of the structure remains open to the outside elements and is considered to be part of the principal dwelling.</b>	<ul style="list-style-type: none"> <li>The term 'verandah' is used in the Land Use Bylaw as a specific structure and as such requires a definition.</li> </ul>
7	Add the following definition to Section 10.1: <b>RECYCLED MATERIALS DROP-OFF CENTRE means a development used for the collection and temporary and outdoor storage of recyclable materials. Recyclable materials include, but are not limited to, cardboard, plastics, paper, metal glass, and similar household goods, but shall not include hazardous materials. Recyclable material left at the drop-off centre shall be periodically removed and taken to a recycling depot for final recycling.</b>  Add <b>Recyclable materials drop-off centre</b> as a Discretionary Use - Development Officer to Sections 105.3, 106.3, 107.3, 108.3, 109.3, 110.3, 113.3, 114.3, 124.3, 204.3, 205.3	<ul style="list-style-type: none"> <li>The Land Use Bylaw only allows for a Recycling Depot. In order to accommodate, encourage and control drop-off centres, this proposed addition is required and added to the various districts.</li> </ul>
8	Add the following sentence to the definition of Religious Assembly in Section 10.1: <b>A religious assembly may include a single family dwelling for the resident religious leader, provided it is accessory to the principal use.</b>	<ul style="list-style-type: none"> <li>A parsonage/presbytery/vicarage/rectory/manse often forms part of a church/cathedral/synagogue/chapel and the Land Use Bylaw should accommodate this need.</li> </ul>
9	Remove the definition of Health Service Facility in Section 10.1 and revise the definition of Personal Service Facility to read as follows: <b>PERSONAL SERVICE FACILITY</b> means development used for the provision of personal services to an individual which are related to the <b>health</b> , care and appearance of the body, or the cleaning and repair of personal effects and includes barber shops, hairdressers, beauty salons, tanning salons, massage service, shoe repairs shops <b>and</b> dry cleaning establishments. <b>Health services entail the provision of physical and mental health services on an outpatient basis and services may be of a preventative, diagnostic, treatment,</b>	<ul style="list-style-type: none"> <li>The difference and impacts between personal service facilities and health care facilities are marginal. The day to day activities are quite similar whilst the parking requirements are the same. Hence, it is considered appropriate to combine the two definitions into one.</li> </ul>



	<p><b>therapeutic, rehabilitative or counseling nature. This use</b> does not include any facilities for patients to overnight, general retail business or adult entertainment facilities.</p> <p>Remove Health Service Facility as a Permitted use in Sections 105.2, 106.2, 107.2, 109.2, 124.2, 125.2, 204.2 and 207.2.</p> <p>Add Personal Service Facility as a Permitted Use to Section 125.2.</p>	
10	<p>Add the following definition to Section 10.1:  <b>ON-SITE SECURITY</b> means a secondary building/buildings or portion of a building used solely in order to provide surveillance for the maintenance and safety of the principle development or the natural habitat located on the lands. On-site security can consist of a security suite and/or other secondary buildings necessary to provide the security service.</p>	<ul style="list-style-type: none"> <li>On-site Security is listed as a Permitted Use in the Rural District, but is not defined. This use is considered different to a Security Suite, and separate definition is required.</li> </ul>
11	<p>Add the following definition to Section 10.1:  <b>STAFF ACCOMMODATION</b> means a residential building or buildings containing dwelling units which are used to house support staff for the operation of a recreational or commercial facility on the same site as that use.</p> <p>Add <b>Staff Accommodation</b> as a Discretionary Use to Section 116.3.</p>	<ul style="list-style-type: none"> <li>Recreational facilities (e.g. golf courses, ski hills, etc) in the rural areas do require staff on-site for operation of the facility. The RD - Rural District and the uses allowed in the district does not allow for staff accommodation and should be added as a separate use.</li> </ul>
12	<p>Change the definition of a Boarding House in Section 10.1 as follows:  <b>BOARDING HOUSE</b> means development of a dwelling unit where accommodation is provided for compensation, consisting of three or more Sleeping Units without cooking facilities and exclusive of the primary occupants of the sleeping unit.</p> <p>Add the following definition to Section 10.1  <b>SLEEPING UNIT</b> means a habitable room, not equipped with self contained cooking facilities, consists of a lockable entry and providing accommodation for not more than two persons.</p>	<ul style="list-style-type: none"> <li>The definition of a boarding house has previously been limited to a single detached dwelling, excluding all the other forms of residential accommodation available (semi-detached, duplexes, apartment buildings, etc.)</li> <li>'Sleeping rooms' have been replaced by 'Sleeping Units' and has been defined, setting the limit of occupants to only two. This will provide development officers the opportunity to legally address overcrowding issues. Also, adding 'lockable rooms' to the definition, will help development officers in providing proof of the existence of a boarding house.</li> </ul>
13	<p>Remove Section 20.1 (o). (This section exempts all accessory buildings with a floor area less than 92.9m<sup>2</sup> and located in the Rural District from</p>	<ul style="list-style-type: none"> <li>An area of 92.9m<sup>2</sup> (1000 sq. ft) was considered excessive. By removing this section, only structures with a floor area of</li> </ul>



	obtaining a development permit.)	less than 10m <sup>2</sup> and located in all districts are exempted from obtaining a development permit.
14	Add to Section 20.1: <b>(z) a deck of 0.6 metres or less.</b>	<ul style="list-style-type: none"> <li>• By defining that a permit is not needed for a deck of this height, the LUB fits the Safety Codes Regulations for decks that require building permits.</li> <li>• This exemption does not preclude this form of development from respecting yard requirements.</li> </ul>
15	Remove Section 23. (This Section pertains to Development Approval Letter Requirements.)	<ul style="list-style-type: none"> <li>• The MGA only addresses Development Permits as a legal approval for development. No mention is made of a Development Approval Letter or any procedures in that regard.</li> </ul>
16	<p>Add the following paragraph to Section 28.1:  <b>(a) a variance is a reasonable response to the physical characteristics of the lot which are not generally common to other lots in the immediate vicinity of the proposed use;</b></p> <p>Add the following sentence to Section 28.2 (a) to read as follows:          "Development Authority may allow a variance in regard to front, side and rear yard setback requirements of <b>up to fifty percent (50%) for existing or new principal or accessory buildings, decks and signs and up to one hundred percent (100%) for principal buildings existing on the site prior to adoption of Bylaw 99/059</b>"</p> <p>Remove Section 28.2 (a)(i) and (ii).</p> <p>Remove Section 28.2 (f)</p> <p>Renumber Sections accordingly.</p>	<ul style="list-style-type: none"> <li>• Adding paragraph (a) provides a better description of when variances are allowed.</li> <li>• The existing variance authority is quite complicated as e.g. it distinguishes between the urban and rural areas, whether a structure has been built before or after 1999, whether a deck is located inside the front yard setback or the side yard setback, etc.</li> <li>• In order to simplify the authority provisions, the proposal allows for a 50% variance authority by the development authority irrespective when the structure was built, where it is located, what the structure is or what setback is involved. This will also create the opportunity to significantly reduce the number of appeals the SDAB needs to decide upon.</li> </ul>
17	<p>Change the content of Section 50.8 to read as follows:  <b>With the exception of Section 50.6,</b> in all commercial and industrial districts accessory buildings are subject to the site provisions of that district.</p>	<ul style="list-style-type: none"> <li>• Section 50.6 addresses the height of accessory buildings in all urban and rural districts. Section 50.8, as originally worded, contradicted the content of Section 50.6.</li> </ul>
18	<p>Change Section 53.1 to read as follows:          "Basement suites shall be restricted to single</p>	<ul style="list-style-type: none"> <li>• A manufactured home can technically be placed on top of a basement and the</li> </ul>



	detached and semi-detached dwellings <b>and manufactured homes.</b> "  Add the following sections to Section 53. <b>53.5 A basement suite shall be limited to a maximum of 1 less number of bedrooms than the principal dwelling on the lot.</b>	basement can be converted into a suite.  <ul style="list-style-type: none"> <li>A limitation needs to be set on the size of a basement suite to ensure that it stays secondary to the principal dwelling.</li> </ul>
19	Remove Section 59.3.  Add the following section as Section 59.6: <b>A deck shall be limited in height to no more than the main floor level of the principal building.</b>	<ul style="list-style-type: none"> <li>With item 14 in place, this Section is no longer needed.</li> <li>Raised decks can impact on the privacy of surrounding properties and it is necessary to limit the height thereof. This additional section will also prevent decks constructed e.g. on top of a detached garage.</li> </ul>
20	Remove in Section 60.4(b)(i) the words 'Canada Mortgage and Housing Corporation' and replace by <b>'Industry's general'</b> guidelines for building in flood-susceptible areas.	<ul style="list-style-type: none"> <li>The CMHC no longer provides any guidelines any more pertaining to building in flood-susceptible areas.</li> </ul>
21	Change Section 61.3 to read as follows: "A minimum building setback of 30.0m is required from the high water mark of a water body to which the Public Lands claims ownership, <b>or at a setback as specified in an Area Structure Plan as approved by Council.</b> "	<ul style="list-style-type: none"> <li>This will bring the Land Use Bylaw in conformity with the recommendations of e.g. the Area Structure Plans for Conklin and Anzac which set a building setback of 100m for Christina and Gregoire Lake respectively.</li> </ul>
22	Change the last sentence in Section 68.1 to read as follows: "Length, <b>height</b> and width of the screening shall be at the discretion of the Development Officer"	<ul style="list-style-type: none"> <li>The Land Use Bylaw does not specifically address the submission of revised landscaping plans and the requirements that need to be set</li> </ul>
23	Add the following insertion to Section 72.2 (c) to read as follows: "The landscape plans require approval by a Development Officer as a condition of development permit approval. Any changes to an approved landscape plan require <b>the submission of revised landscape plans clearly identifying all revised and unaffected landscape elements, a revised cost estimate and Letter of Credit, and</b> the approval of a Development Officer prior to the landscaping being installed."  Add the following insertion to Section 72.2 (d) to read as follows: "The provision of site landscaping is a permanent obligation of a Development Permit and shall be installed in accordance to the approved landscape	<ul style="list-style-type: none"> <li>The Land Use Bylaw does not specifically address the submission of revised landscaping plans and the requirements that need to be set.</li> <li>This is to ensure that the landscape elements are not removed from the developments after approvals.</li> </ul>



<p>plan and shall be maintained <b>for the life of the development</b> in accordance with accepted horticultural practices."</p> <p>Change the wording of Section 72.3(a) to read as follows: Every application for development, listed in subsection 72.2, except individual Manufactured Homes, Single Detached Dwellings, Semi-detached Dwellings and Duplexes, shall include landscape plans for the site proposed for development as well as all adjacent boulevards. <b>These plans shall be prepared by a qualified and registered Landscape Architect or Landscape Architectural Technologist and shall be drawn...</b></p> <p>Change the scale in Section 72.3(a) from 1:500 to <b>1:250</b></p> <p>Add the following insertions to Section 72.3(a)(i) to read as follows: <b>"key plan, north arrow; the property lines, dimensions of the site, required yard setback quantities, limit of construction or work, all development phases, and identification of adjacent land uses;"</b></p> <p>Add the following insertion to Section 72.3(a)(vi) to read as follows: "existing and final site grading, including the established lot boundaries, elevations, berming shown in half-meter contours, direction of site drainage, <b>degree or percentage of slopes,</b> proposed catch basins rim elevations, top and bottom of retaining wall elevations and existing elevations of plant material to be retained;"</p> <p>Add the following insertion to Section 72.3(a)(ix) to read as follows: "proposed trees, shrubs, flower beds and ground covers labeled with a key to a cross-referenced plant list identifying the common and botanical names, quantity, size, <b>on-center spacing,</b> and method of planting, grass mix for sod and/or seed.</p>	<ul style="list-style-type: none"> <li>• In order to ensure a high standard of landscaping and eliminate the time consuming process of reviewing non-professional prepared landscaping plans, it is advised that only landscaping plans prepared by professionals be accepted for development permit applications.</li> <li>• This will bring the Land use Bylaw in conformity to the Engineering Standards and allow better ability to analyse applications..</li> <li>• These additional requirements will allow for better service response and evaluation of the landscape plans.</li> <li>• This addition will allow a more accurate analysis of drainage patterns.</li> <li>• These additions will allow a more thorough analysis of the planting scheme and how the plant material will complement the site design in future.</li> </ul>
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<p><b>All proposed plant material shall be graphically shown to full size at maturity;"</b></p> <p>Replace Section 72.3(xi) with the following:  <b>"Landscape installation notes and details identifying installations methods for landscape elements including but not limited to; tree and shrub planting, turf establishment, walkways, fencing, retaining walls, landscape barriers, signs, and garbage enclosures."</b></p> <p>Add and change Section 72.4 (a) to read as follows:          "As a condition of a Development Permit approval, a guaranteed security, from the property Developer or Owner to ensure that the landscaping is provided and installed in accordance to recognized horticultural practices. <b>The security shall be in an amount that will sufficiently cover inflationary costs over the term of the development.</b> The following forms of security are acceptable:          (i) cash to the value equal to <b>125%</b> of the landscaping cost; or          (ii) an irrevocable and automatically renewable Letter of Credit in the amount of <b>125%</b> of the landscaping cost.</p> <p>Insert the following paragraph before Section 72.4(i):  <b>(i) A landscape inspection has been completed to the satisfaction of the Development Officer and a Final Acceptance Certificate has been issued;</b></p> <p>Revise the second paragraph under Section 72.4(g) to read as follows:  <b>"Final Acceptance Inspection shall only be made during normal growing season and when foliage is in bloom, approximately June 1 through September 15.</b> All reasonable effort shall be made by a Development Officer to <b>have</b> the inspection <b>performed</b> within ten (10) days of receipt of the inspection request."</p> <p>Replace the second paragraph of Section 72.5 (b) with the following wording:  <b>The Developer or Owner of a parcel abutting a</b></p>	<ul style="list-style-type: none"> <li>• This will allow a more thorough analysis of installation methods and conformity to Engineering Standards. This will also provide more detail as to what information is required in the original permit application.</li> <li>• This will ensure a more accurate amount of security is retained to install the landscaping after site development. A two year window is normally provided for a developer to install the landscaping. Costs rise during this period and if a developer does not provide the landscaping as approved, the Letter of Credit will normally not be sufficient for the Municipality to undertake the work if necessary.</li> <li>• This insertion is to clarify that landscape acceptance is required prior to security funds.</li> <li>• This insertion formalises procedure that is currently followed. For a Final Acceptance it is preferred to have plant material in full bloom to accurately identify any deficiencies.</li> <li>• This allows the Development Officer the ability to create more 'curb appeal' and continuity between developments, providing a stronger community image.</li> </ul>
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<p>boulevard shall landscape and maintain the boulevard abutting the parcel, with all landscape and maintenance of the boulevard being entirely at the Developer's/Owner's expense. The landscaping shall consist of the following components;</p> <p>(i) all grading, placing topsoil, and seeding, sodding or performing other work that may be necessary to establish and maintain a turf boulevard, including weed control;</p> <p>(ii) placing portions of the required tree quantities, in the form of boulevard trees, at regular intervals along the boulevard. The tree species and planting shall be similar to, or complement, the existing boulevard trees.</p> <p>Add to Section 72.5 (g)(i)(a) the following: "a <b>minimum of</b> one tree for each 35m<sup>2</sup> and a <b>minimum of</b> one shrub for each 25m<sup>2</sup> of any required yard; and"</p> <p>Add to Section 72.5 (g)(ii)(a) the following: "a <b>minimum of</b> one tree and a <b>minimum of</b> one shrub for each 25m<sup>2</sup> of any required yard;</p> <p>Add to Section 72.5 (g)(ii)(c) the following: "should the landscaping be used as a visual screen or for noise attenuation measures the amount of landscaping may be increased under these special conditions <b>at the discretion of the Development Officer.</b>"</p> <p>Change Section 72.6(c)(i) to read as follows: "deciduous trees shall have a minimum caliper width of 50 mm measured from <b>150</b> mm above the root ball;"</p> <p>Change Section 72.6(c)(ii) to read as follows: "coniferous trees shall be at least <b>2.0</b> m high;"</p> <p>Change Section 72.6(e) to read as follows: "<b>During the life of the development</b>, where a tree or shrub does not survive, the Developer/Owner must replace it with a tree of similar type and size."</p> <p>Change Section 72.6(g) to read as follows:</p>	<ul style="list-style-type: none"> <li>• These additions may encourage developers to exceed minimum standards.</li> <li>• This addition gives the Development Officer the ability to determine when screening is required.</li> <li>• These changes will bring the Land Use Bylaw in conformity to the Engineering Standards.</li> <li>• This change will ensure continual conformance to the approved landscaping plan.</li> <li>• The change provides measure for a better survival percentage of poorly maintained</li> </ul>
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<p>"All shrub material shall be <b>placed in groups and</b> planted in beds to reduce maintenance. The shrub beds shall have <b>a defined edge and</b> an appropriate ground cover (mulch, bark chips, <b>decorative rock</b>). The provision of this is intended to reduce maintenance <b>and maintain moisture</b>. An appropriate minimum depth for ground cover is <b>75 mm</b>."</p> <p>Change Section 72.6(h) to read as follows: "Minimum topsoil depth shall be as follows: 100 mm for sodded areas, 150 mm for seeded areas and <b>500 mm</b> for planting beds. The Municipality reserves the right to request soil test results should the topsoil be of questionable nature."</p> <p>Change Section 72.7(b) to read as follows: "An at-grade, off-street parking lot sized to accommodate 25 or more vehicles shall provide dispersed landscaped areas within the interior of the parking area(s) to provide visual relief and break up large areas of parking into smaller cells. <b>There shall be a maximum of 15 consecutive parking stalls without a landscaped area.</b> The landscaping...."</p> <p>Insert the following section as Section 72.7 (c) <b>In addition to trees required under section 72.5(g), one tree for every 5 stalls shall be provided for parking lots with 25 or more stalls. All additional plant material required for parking areas is intended for and shall be used for the visual relief of the parking areas.</b></p> <p>Add the following paragraph to Section 72.7(d): <b>Coniferous trees or large shrubs shall not be used for visual relief in parking areas unless in the opinion of the Development Officer they do not create safety hazards and are suitable for the application.</b></p> <p>Replace Section 72.7(g) with the contents of Section 72.7 (c).</p> <p>Remove Section 72.8 (a)</p>	<p>landscapes.</p> <ul style="list-style-type: none"> <li>• This will bring the Land Use Bylaw in conformity to the Engineering Standards.</li> <li>• This change provides a standard for visual relief in parking areas and will eliminate the development of barren parking areas..</li> <li>• This addition ensures that the plant material intended for parking areas is used within the parking areas.</li> <li>• This addition ensures that greater measures are taken to provide safe parking areas for both vehicular and pedestrian traffic.</li> <li>• This improves the flow of the Section 72.7 and continuity between paragraphs.</li> <li>• The contents of Section 72.8 (a) are already addressed in Section 72.4.</li> </ul>
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	<p>Add the following paragraph to Section 72.8(b)  <b>Provision shall be made for adequate on-site pedestrian circulation, by means of a sidewalk or walkways to connect with public sidewalks and walkways adjacent to roadways or within right of ways abutting the site.</b></p> <p>Move Section 72.9(c) to Section 72.5 as a General requirement.</p> <p>Change Section 72.9(d) to read as follows:          "All boulevards adjacent to the development site shall be seeded or sodded excepting those ditch areas required for drainage, where suitable surface treatment shall be applied <b>to the satisfaction of the Development Officer.</b> Any surface treatment other than grass or tree planting on the boulevards shall receive prior approval."</p> <p>Change Section 72.9(j)(iii) to read as follows:          "may include shrubs in addition to trees provided that the shrubs are at least 2.0 m high at maturity <b>and in the opinion of the Development Officer do not create a safety hazard.</b>"</p> <p>Renumber Sections where accordingly.</p>	<ul style="list-style-type: none"> <li>• This addition ensures that greater measures will be taken to provide for on-site pedestrian circulation and connectivity with public sidewalks.</li> <li>• Section 72.9(c) is a general requirement and pertains to all Districts (and not just Industrial/Commercial districts).</li> <li>• This allows the ability to incorporate the Community Place-making Initiative and other elements into developments.</li> <li>• This change ensures that the proposed shrub material will not create visual screening that might be a possible safety hazard.</li> </ul>
24	<p>Change the wording in Section 76.1 to read as follows:          "No person shall keep or permit in any yard in any district any object or chattel which, in the opinion of the Development Authority is unsafe, unsightly or adversely affects the amenities of the district. This includes <b>but shall not be limited to</b> dismantled or wrecked motor vehicles, and any excavation, stockpiling or storage of materials, explosives, flammable liquids, diesel fuel and gasoline products."</p>	<ul style="list-style-type: none"> <li>• This addition opens up all other aspects that may contribute to unsightly premises.</li> </ul>
25	<p>Change the wording of Section 76.3 to read as follows:          "<b>Only one</b> recreational vehicle or utility trailer may be kept <b>on a residential lot provided it meets the rear and front yard</b> setback requirements for accessory buildings in that district..."</p>	<ul style="list-style-type: none"> <li>• The existing wording needs to be more clearly worded.</li> </ul>
26	<p>Change the wording of Section 76.3 to read as</p>	<ul style="list-style-type: none"> <li>• The existing wording could be interpreted</li> </ul>



	follows: "On a residential site in an urban residential district, <b>the</b> recreational vehicle or utility trailer..."	that an owner of a residential lot could be allowed have a recreational vehicle in the rear yard as well as another in the front yard.
27	Change the wording of Section 76.6 to read as follows: " No occupant of a principal dwelling in a residential district shall permit a recreational vehicle to be used <b>on their lot</b> for living or sleeping accommodation for longer than a two week period <b>per calendar year.</b> "	<ul style="list-style-type: none"> <li>The existing wording could be interpreted as an indefinite period of successive two week periods separated by e.g. a day's break.</li> </ul>
28	<p>Change the content of Section 80.1 to read as follows:</p> <p>80.1 <b>The following encroachments into required front, side and rear yard setbacks in land use districts may be permitted:</b> (<i>Bylaw No. 00/011</i>)</p> <p>(a) Front Yard:</p> <p>(i) 2.0 m for balconies;</p> <p>(ii) 1.0 m for cantilevers, eaves, gutters, landings, window sills, <b>steps and stairs and verandahs.</b></p> <p>(b) Rear Yard:</p> <p>(i) 2.0 m for balconies;</p> <p>(ii) 1.0 m for boxouts, cantilevers, eaves, gutters, landings, window sills <b>steps and stairs and verandahs.</b></p> <p>(c) Side Yard (interior):</p> <p>(i) 0.6m for boxouts (<b>maximum width of 2m</b>), eaves, gutters, landings, window sills, <b>steps and stairs and verandahs.</b></p> <p>(d) Side Yard (exterior):</p> <p>(i) 0.9m for landings;</p> <p>(ii) 0.6m for boxouts (<b>maximum width of 2m</b>), cantilevers, eaves, gutters, landings, window sills <b>and steps and</b></p>	<ul style="list-style-type: none"> <li>This section has been easily misinterpreted in the past. The various constructions listed in Section 80.1 were not all listed under the following 4 paragraphs, creating the interpretation that a 'non-listed' construction was allowed to encroach fully (instead of the opposite). Hence, all the forms of construction listed in Section 80.1, are all addressed in the following 4 paragraphs.</li> <li>Also, the words 'canopies', 'chimneys', 'gutters' and 'sills' have been removed where applicable. 'Canopies' are covered by the definition of 'verandah', chimneys' by 'boxouts', gutters by 'eave' whilst it is doubted if there will ever exist a situation where a window sill will protrude beyond an eave.</li> <li>Encroachments can affect pedestrian circulation as well.</li> </ul>



	<p><b>stairs. (Bylaw No. 04/012)</b></p> <p>Change the wording of Section 80.3 to read as follows:          "No encroachment will be permitted if, in the opinion of the Development Authority, it may interfere with a loading space, parking area, driveway, or other vehicle circulation or access <b>or pedestrian circulation.</b>"</p>	
29	<p>Change the wording of Section 87.3(g) to read as follows:  <b>"at the discretion of the Development Authority,</b> reclamation measures once the camp is no longer needed."</p>	<ul style="list-style-type: none"> <li>Many project accommodations are located on crown land and the leases that accompany them address reclamation measures. This falls outside the jurisdiction of a development officer.</li> </ul>
30	<p>Change the heading of Section 87.4 to read as follows:           Within the Urban Service Area <b>and hamlet boundaries</b> a Project Accommodation must:</p>	<ul style="list-style-type: none"> <li>The impact of a project accommodation within the Urban Service Area applies the same within the rural hamlets and as a result, should comply to the</li> </ul>
31	<p>Under Section 96.2, remove Boarding House as a Permitted use and add it to Section 96.3 as a Discretionary Use.</p>	<ul style="list-style-type: none"> <li>Boarding houses can have a negative impact on surrounding properties and the Development Authority should have the discretion to refuse such an application.</li> </ul>
32	<p>Add to Section 98.3 <b>Basement Suite</b> as a Discretionary Use.</p>	<ul style="list-style-type: none"> <li>A Single Detached Dwelling is allowed as a permitted use in this district. No apparent reason exists why a basement suite should not be allowed as a discretionary use.</li> </ul>
33	<p>Add to Sections 100.4, 101.5 and 121.4 <b>Basement Suite</b> as a Discretionary Use.           Create a new Section 127.3 and word it as follows:  <b>Discretionary Uses - Planning Commission: Basement Suite</b></p>	<ul style="list-style-type: none"> <li>It is possible to construct a manufactured home on top of a basement and converting the basement into a separate suite, subject to meeting all the other criteria for basement suites. Hence, this option should be accommodated in the various manufactured home districts.</li> </ul>
34	<p>Add to Sections 103.4 and 104.4, <b>Basement Suite</b> and <b>Boarding House</b> as Discretionary Use - Planning Commission.</p>	<ul style="list-style-type: none"> <li>There is no specific reason why basement suites and boarding houses should not be allowed in the SE - Suburban Estate Residential District and the HR- Hamlet Residential District.</li> </ul>
35	<p>Add to Section 104.4 <b>Residential Sales Centre</b> as a Discretionary Use - Planning Commission.</p>	<ul style="list-style-type: none"> <li>The development of Spruce Valley Estates by a single developer requires that show homes can be built as well.</li> </ul>
36	<p>Change Section 105.5(b) to read as follows:          Side Yard <b>Interior</b> (minimum): 4.6m</p>	<ul style="list-style-type: none"> <li>The District has no exterior side yard provision. The exterior side yard normally</li> </ul>



	<b>Side Yard Exterior (minimum): 6.0m</b>	equals the prescribed front yard setback.
37	Remove in Section 108.5 (c) the words "if abutting a residential district"	<ul style="list-style-type: none"> <li>The existing wording for the rear yard setback in the C4-district implies that the setback is 0m if not abutting a residential district. This is a cause for concern and should remain 4.6m irrespective if abutting a residential district or not.</li> </ul>
38	Remove in Section 115.3 the use: Parachute Drop Zone. Remove Section 115.6(a)	<ul style="list-style-type: none"> <li>This use is regulated by Federal legislation and falls outside the jurisdiction of the Land Use Bylaw.</li> </ul>
39	Move Sections 116.6 and 116.8 and add them respectively as Sections 90 and 91 under the General Requirements.	<ul style="list-style-type: none"> <li>These sections pertain to Intensive Agriculture and Natural Resource Extraction which are uses allowed in more than just the RD - Rural District. hence, it is advised to accommodate them under General Requirements.</li> </ul>
40	Add to Sections 108.3, 111.3 and 129.4 <b>Office</b> as a Discretionary Use.	<ul style="list-style-type: none"> <li>The commercial character of the C4-, BI- and Airport District should allow for office uses.</li> </ul>
41	Add to Section 126.5(i) the following sentence: <b>At the discretion of the Development Officer additional trees and a variety of species may be required to reduce the visual scale of the building.</b>	<ul style="list-style-type: none"> <li>The R3-1 District allows for a building height of 55m and densities up to 145 units/ha. Landscaping can soften the impact of this size of structure and a development officer should have the discretion to ask for more landscaping than is normally required.</li> </ul>
42	Replace in Section 204.3 and 205.3 'Residential units above ground floor commercial' with <b>'Dwelling</b> units above ground floor commercial'.	<ul style="list-style-type: none"> <li>A 'dwelling unit' is defined in the Land Use Bylaw (and not a 'residential unit') and should be used consistently throughout the Bylaw.</li> </ul>
43	Add to Section 136(d) the following parking requirement for disabled persons: <b>Residential:</b> <b>1 stall/11 - 25 parking stalls required</b> <b>2 stalls/26-50 parking stalls required</b> <b>3 stalls/51-100 parking stalls required</b> <b>1 additional stall/additional increment of 100 parking stalls required</b>	<ul style="list-style-type: none"> <li>The Land Use Bylaw at present does not require the provision of parking for disabled persons in residential developments. This proposal will bring the requirements into conformance with the Building Code.</li> </ul>



## **BYLAW NO. 07/064**

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

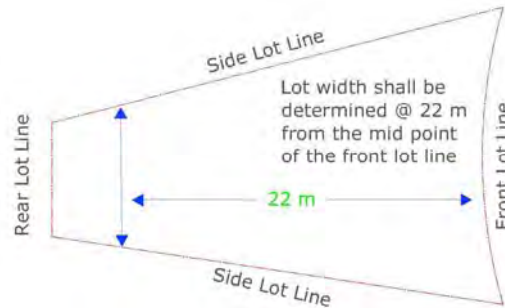
**WHEREAS** Section 639 of the Municipal Government Act, R.S.A., 2000, Chapter M-26 and amendments thereto authorizes Council to enact a bylaw adopting a Land Use Bylaw.

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

1. THAT Land Use Bylaw No. 99/059 is hereby amended by
  - 1.) Removing the definition of Financial Institution in Section 10.1.
  - 2.) Remove "other than financial institutions" from the definition of Office in Section 10.1.
  - 3.) Removing "Bank: 2 stalls/100m<sup>2</sup> GFA plus minimum 5 stalls for employees" from Section 131.5 (f) Businesses.
  - 4.) Removing "Bank: one (1) space per bank unless occupancy survey justify the need for a second parking stall for disabled" from Section 136 (d).
  - 5.) Removing the words "of wood frame construction" from the definition of DECK in Section 10.1.
  - 6.) Adding the following sentence to the definition of Retail Store, General and Retail Store, Convenience in Section 10.1: "This type of retail store may include food preparation and consumption areas with a maximum capacity of twelve persons."
  - 7.) Adding the following definition to Section 10.1: "LOT DEPTH means the length of a line joining the mid points of the lot frontage and rear lot line."
  - 8.) Adding the following extension and drawing to the existing definition of LOT WIDTH in Section 10.1: "For a reverse pie lot, the lot width is the horizontal distance between the side lot lines measured 22m from the front lot line."





For other lots where the lot width cannot be reasonably calculated by these methods, a Development Officer shall determine the lot width having regard to access, shape and buildable area of the lot, and the lot width and location of buildings on abutting lots.”

- 9.) Adding the following definition to Section 10.1: “VERANDAH means an entrance consisting of a roof and floor where the front and sides of the structure remains open to the outside elements and is considered to be part of the principal dwelling.”
- 10.) Adding the following definition to Section 10.1: “RECYCLED MATERIALS DROP-OFF CENTRE means a development used for the collection and temporary and outdoor storage of recyclable materials. Recyclable materials include, but are not limited to, cardboard, plastics, paper, metal glass, and similar household goods, but shall not include hazardous materials. Recyclable material left at the drop-off centre shall be periodically removed and taken to a recycling depot for final recycling.”
- 11.) Adding “Recyclable materials drop-off centre” as a Discretionary Use - Development Officer to Sections 105.3, 106.3, 107.3, 108.3, 109.3, 110.3, 113.3, 114.3, 124.3, 204.3, 205.3.
- 12.) Adding the following sentence to the definition of Religious Assembly in Section 10.1: “A religious assembly may include a single family dwelling for the resident religious leader, provided it is accessory to the principal use.”
- 13.) Removing the definition of Health Service Facility in Section 10.1 and revise the definition of Personal Service Facility to read as follows: “PERSONAL SERVICE FACILITY means development used for the provision of personal services to an individual which are related to the health, care and appearance of the body, or the cleaning and repair of personal effects and includes barber shops, hairdressers, beauty salons, tanning salons, massage service, shoe repairs shops and dry cleaning establishments. Health services entail the provision of physical and mental health services on an outpatient basis and services may be of a preventative, diagnostic, treatment, therapeutic, rehabilitative or counseling nature. This use does not include any facilities for patients to overnight, general retail business or adult entertainment facilities.”
- 14.) Removing “Health Service Facility” as a Permitted use in Sections 105.2, 106.2, 107.2, 109.2, 124.2, 125.2, 204.2 and 207.2 and add Personal Service Facility as a Permitted Use to Section 125.2.



- 15.) Adding the following definition to Section 10.1: “ON-SITE SECURITY means a secondary building/buildings or portion of a building used solely in order to provide surveillance for the maintenance and safety of the principle development or the natural habitat located on the lands. On-site security can consist of a security suite and/or other secondary buildings necessary to provide the security service.”
- 16.) Adding the following definition to Section 10.1: “STAFF ACCOMMODATION means a residential building or buildings containing dwelling units which are used to house support staff for the operation of a recreational or commercial facility on the same site as that use.”
- 17.) Add “Staff Accommodation” as a Discretionary Use to Section 116.3.
- 18.) Changing the definition of a Boarding House in Section 10.1 as follows:  
“BOARDING HOUSE means development of a dwelling unit where accommodation is provided for compensation, consisting of three or more Sleeping Units without cooking facilities and exclusive of the primary occupants of the sleeping unit.”
- 19.) Adding the following definition to Section 10.1: “SLEEPING UNIT means a habitable room, not equipped with self contained cooking facilities, consists of a lockable entry and providing accommodation for not more than two persons.”
- 20.) Removing Section 20.1 (o).
- 21.) Add to Section 20.1: **(z) a deck of 0.6 metres or less.**
- 22.) Removing Section 23.
- 23.) Adding the following paragraph to Section 28.1: “(a) a variance is a reasonable response to the physical characteristics of the lot which are not generally common to other lots in the immediate vicinity of the proposed use;”
- 24.) Adding the following sentence to Section 28.2 (a) to read as follows "Development Authority may allow a variance in regard to front, side and rear yard setback requirements of up to fifty percent (50%) for existing or new principal or accessory buildings, decks and signs and up to one hundred percent (100%) for principal buildings existing on the site prior to adoption of Bylaw 99/059" and renumber Section accordingly.”
- 25.) Removing Section 28.2 (a)(i) and (ii).
- 26.) Removing Section 28.2 (f)
- 27.) Changing the content of Section 50.8 to read as follows: “With the exception of Section 50.6, in all commercial and industrial districts accessory buildings are subject to the site provisions of that district.”



- 28.) Changing Section 53.1 to read as follows: "Basement suites shall be restricted to single detached and semi-detached dwellings and manufactured homes."
- 29.) Adding the following sections to Section 53. "53.5 A basement suite shall be limited to a maximum of 1 less number of bedrooms than the principal dwelling on the lot."
- 30.) Remove Section 59.3.
- 31.) Adding the following section as Section 59.6: "A deck shall be limited in height to no more than the main floor level of the principal building."
- 32.) Removing from Section 60.4(b)(i) the words "Canada Mortgage and Housing Corporation" and replacing with "Industry's general" guidelines for building in flood-susceptible areas.
- 33.) Changing Section 61.3 to read as follows: "A minimum building setback of 30.0m is required from the high water mark of a water body to which the Public Lands claims ownership, or at a setback as specified in an Area Structure Plan as approved by Council."
- 34.) Changing the last sentence in Section 68.1 to read as follows: "Length, height and width of the screening shall be at the discretion of the Development Officer."
- 35.) Adding the following insertion to Section 72.2 (c) to read as follows: "The landscape plans require approval by a Development Officer as a condition of development permit approval. Any changes to an approved landscape plan require the submission of revised landscape plans clearly identifying all revised and unaffected landscape elements, a revised cost estimate and Letter of Credit, and the approval of a Development Officer prior to the landscaping being installed."
- 36.) Adding the following insertion to Section 72.2 (d) to read as follows: "The provision of site landscaping is a permanent obligation of a Development Permit and shall be installed in accordance to the approved landscape plan and shall be maintained for the life of the development in accordance with accepted horticultural practices."
- 37.) Changing the wording of Section 72.3(a) to read as follows: "Every application for development, listed in subsection 72.2, except individual Manufactured Homes, Single Detached Dwellings, Semi-detached Dwellings and Duplexes, shall include landscape plans for the site proposed for development as well as all adjacent boulevards. These plans shall be prepared by a qualified and registered Landscape Architect or Landscape Architectural Technologist and shall be drawn..."
- 38.) Changing the scale in Section 72.3(a) from 1:500 to 1:250.
- 39.) Adding the following insertions to Section 72.3(a)(i) to read as follows: "key plan, north arrow; the property lines, dimensions of the site, required yard setback quantities, limit of construction or work, all development phases, and identification of adjacent land uses;"



- 40.) Adding the following insertion to Section 72.3(a)(ix) to read as follows: "proposed trees, shrubs, flower beds and ground covers labeled with a key to a cross-referenced plant list identifying the common and botanical names, quantity, size, on-center spacing, and method of planting, grass mix for sod and/or seed. All proposed plant material shall be graphically shown to full size at maturity;"
- 41.) Replacing Section 72.3(xi) with the following: "Landscape installation notes and details identifying installations methods for landscape elements including but not limited to; tree and shrub planting, turf establishment, walkways, fencing, retaining walls, landscape barriers, signs, and garbage enclosures."
- 42.) Adding and changing Section 72.4 (a) to read as follows: "As a condition of a Development Permit approval, a guaranteed security, from the property Developer or Owner to ensure that the landscaping is provided and installed in accordance to recognized horticultural practices. The security shall be in an amount that will sufficiently cover inflationary costs over the term of the development. The following forms of security are acceptable:
  - (a) cash to the value equal to 125% of the landscaping cost; or
  - (b) an irrevocable and automatically renewable Letter of Credit in the amount of 125% of the landscaping cost."
- 43.) Inserting the following paragraph before Section 72.4(i): (i) A landscape inspection has been completed to the satisfaction of the Development Officer and a Final Acceptance Certificate has been issued;
- 44.) Revising the second paragraph under Section 72.4(g) to read as follows: "Final Acceptance Inspection shall only be made during normal growing season and when foliage is in bloom, approximately June 1 through September 15. All reasonable effort shall be made by a Development Officer to have the inspection performed within ten (10) days of receipt of the inspection request."
- 45.) Replacing the second paragraph of Section 72.5 (b) with the following wording: "The Developer or Owner of a parcel abutting a boulevard shall landscape and maintain the boulevard abutting the parcel, with all landscape and maintenance of the boulevard being entirely at the Developer's/Owner's expense. The landscaping shall consist of the following components:
  - (a) all grading, placing topsoil, and seeding, sodding or performing other work that may be necessary to establish and maintain a turf boulevard, including weed control
  - (b) placing portions of the required tree quantities, in the form of boulevard trees, at regular intervals along the boulevard. The tree species and planting shall be similar to, or complement, the existing boulevard trees.



- 46.) Adding to Section 72.5 (g)(i)(a) the following: "a minimum of one tree for each 35m<sup>2</sup> and a minimum of one shrub for each 25m<sup>2</sup> of any required yard; and"
- 47.) Adding to Section 72.5 (g)(ii)(a) the following "a minimum of one tree and a minimum of one shrub for each 25m<sup>2</sup> of any required yard;"
- 48.) Adding to Section 72.5 (g)(ii)(c) the following : "should the landscaping be used as a visual screen or for noise attenuation measures the amount of landscaping may be increased under these special conditions at the discretion of the Development Officer."
- 49.) Changing Section 72.6(c)(i) to read as follows: "deciduous trees shall have a minimum caliper width of 50 mm measured from 150 mm above the root ball;"
- 50.) Changing Section 72.6(c)(ii) to read as follows: "coniferous trees shall be at least 2.0 m high;"
- 51.) Changing Section 72.6(e) to read as follows: "During the life of the development, where a tree or shrub does not survive, the Developer/Owner must replace it with a tree of similar type and size."
- 52.) Changing Section 72.6(g) to read as follows: "All shrub material shall be placed in groups and planted in beds to reduce maintenance. The shrub beds shall have a defined edge and an appropriate ground cover (mulch, bark chips, decorative rock). The provision of this is intended to reduce maintenance and maintain moisture. An appropriate minimum depth for ground cover is 75 mm."
- 53.) Changing Section 72.6(h) to read as follows : "Minimum topsoil depth shall be as follows: 100 mm for sodded areas, 150 mm for seeded areas and 500 mm for planting beds. The Municipality reserves the right to request soil test results should the topsoil be of questionable nature."
- 54.) Changing Section 72.7(b) to read as follows: "An at-grade, off-street parking lot sized to accommodate 25 or more vehicles shall provide dispersed landscaped areas within the interior of the parking area(s) to provide visual relief and break up large areas of parking into smaller cells. There shall be a maximum of 15 consecutive parking stalls without a landscaped area. The landscaping...."
- 55.) Inserting the following section as Section 72.7 (c): "In addition to trees required under section 72.5(g), one tree for every 5 stalls shall be provided for parking lots with 25 or more stalls. All additional plant material required for parking areas is intended for and shall be used for the visual relief of the parking areas."
- 56.) Adding the following paragraph to Section 72.7(d): "Coniferous trees or large shrubs shall not be used for visual relief in parking areas unless in the opinion of the Development Officer they do not create safety hazards and are suitable for the application."



- 57.) Replacing Section 72.7(g) with the contents of Section 72.7 (c) and renumber the Section accordingly.
- 58.) Removing Section 72.8 (a) and renumber the Section accordingly.
- 59.) Adding the following paragraph to Section 72.8(b): Provision shall be made for adequate on-site pedestrian circulation, by means of a sidewalk or walkways to connect with public sidewalks and walkways adjacent to roadways or within right of ways abutting the site.
- 60.) Moving Section 72.9(c) to Section 72.5 as a General requirement.
- 61.) Changing Section 72.9(d) to read as follows: "All boulevards adjacent to the development site shall be seeded or sodded excepting those ditch areas required for drainage, where suitable surface treatment shall be applied to the satisfaction of the Development Officer. Any surface treatment other than grass or tree planting on the boulevards shall receive prior approval."
- 62.) Changing Section 72.9(j)(iii) to read as follows: "may include shrubs in addition to trees provided that the shrubs are at least 2.0 m high at maturity and in the opinion of the Development Officer do not create a safety hazard."
- 63.) Changing the wording in Section 76.1 to read as follows: "No person shall keep or permit in any yard in any district any object or chattel which, in the opinion of the Development Authority is unsafe, unsightly or adversely affects the amenities of the district. This includes but shall not be limited to dismantled or wrecked motor vehicles, and any excavation, stockpiling or storage of materials, explosives, flammable liquids, diesel fuel and gasoline products."
- 64.) Changing the wording of Section 76.3 to read as follows: "Only one recreational vehicle or utility trailer may be kept on a residential lot provided it meets the rear and front yard setback requirements for accessory buildings in that district..."
- 65.) Changing the wording of Section 76.3 to read as follows: "On a residential site in an urban residential district, the recreational vehicle or utility trailer..."
- 66.) Changing the wording of Section 76.6 to read as follows: "No occupant of a principal dwelling in a residential district shall permit a recreational vehicle to be used on their lot for living or sleeping accommodation for longer than a two week period per calendar year."
- 67.) Changing the content of Section 80.1 to read as follows: "The following encroachments into required front, side and rear yard setbacks in land use districts may be permitted:
  - (a) Front Yard:
    - (i) 2.0 m for balconies;



- (ii) 1.0 m for cantilevers, eaves, gutters, landings, window sills, steps and stairs and verandahs.
  - (b) Rear Yard:
    - (i) 2.0 m for balconies;
    - (ii) 1.0 m for boxouts, cantilevers, eaves, gutters, landings, window sills steps and stairs and verandahs.
  - (c) Side Yard (interior):
    - (i) 0.6m for boxouts (maximum width of 2m), eaves, gutters, landings, window sills, steps and stairs and verandahs.
  - (d) Side Yard (exterior):
    - (i) 0.9m for landings;
    - (ii) 0.6m for boxouts (maximum width of 2m), cantilevers, eaves, gutters, landings, window sills and steps and stairs.”
- 68.) Changing the wording of Section 80.3 to read as follows: "No encroachment will be permitted if, in the opinion of the Development Authority, it may interfere with a loading space, parking area, driveway, or other vehicle circulation or access or pedestrian circulation."
- 69.) Changing the wording of Section 87.3(g) to read as follows: "at the discretion of the Development Authority, reclamation measures once the camp is no longer needed."
- 70.) Changing the heading of Section 87.4 to read as follows: "Within the Urban Service Area and hamlet boundaries a Project Accommodation must:"
- 71.) Under Section 96.2, removing “Boarding House” as a Permitted use and adding it to Section 96.3 as a Discretionary Use.
- 72.) Adding to Section 98.3 “Basement Suite” as a Discretionary Use - Development Officer.
- 73.) Adding to Sections 100.4, 101.5 and 121.4 “Basement Suite” as a Discretionary Use - Planning Commission.
- 74.) Creating a new Section 127.3 and word it as follows: “Discretionary Use - Planning Commission” and adding “Basement Suite” as a use.
- 75.) Adding to Sections 103.4 and 104.4, “Basement Suite and Boarding House” as Discretionary Use - Planning Commission.
- 76.) Adding to Section 104.4 “Residential Sales Centre” as a Discretionary Use - Planning Commission.
- 77.) Changing Section 105.5(b) to read as follows:
- (a) Side yard Interior (minimum): 4.6m
  - (b) Side yard Exterior (minimum): 6.0m
- 78.) Removing Section 108.5 (c) the words "if abutting a residential district".



- 79.) Removing from Section 115.3 the use: "Parachute Drop Zone."
- 80.) Removing Section 115.6(a).
- 81.) Moving Sections 116.6 and 116.8 and add them respectively as Sections 91 and 92 under the General Requirements.
- 82.) Adding to Sections 108.3, 111.3 and 129.4 "Office" as a Discretionary Use.
- 83.) Adding to Section 126.5(i) the following sentence: "At the discretion of the Development Officer additional trees and a variety of species may be required to reduce the visual scale of the building."
- 84.) Replacing in Section 204.3 and 205.3 "Residential units above ground floor commercial" with "Dwelling units above ground floor commercial".
- 85.) Adding to Section 136(d) the following parking requirement for disabled persons:  
"Residential:  
1 stall/11 - 25 parking stalls required  
2 stalls/26-50 parking stalls required  
3 stalls/51-100 parking stalls required  
1 additional stall/additional increment of 100 parking stalls required"
2. THAT the Chief Administrative Officer is authorized to consolidate this bylaw.
3. THAT this bylaw shall be passed and become effective when it receives third reading and is signed by the Mayor and Chief Legislative Officer.

READ a first time this 28<sup>th</sup> day of August, A.D 2007.

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

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

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF LEGISLATIVE OFFICER



# REGIONAL MUNICIPALITY OF WOOD BUFFALO COUNCIL REPORT

To:	Mayor and Council
From:	Assessment and Taxation
Date:	September 11, 2007
Subject:	Bylaw No. 07/060 - Assessment and Taxation Fees Bylaw

## **ISSUE:**

Present assessment complaint filing fees do not recover municipal administration costs and also encourages mass appeals being registered by tax agents. A review of the current fee structure is necessary to ensure full cost recovery and also to discourage blanket appeals by tax agents.

## **REFERENCE:**

- Municipal Government Act.
- Bylaw No. 01/019

## **HISTORY:**

The Assessment and Taxation Department recently conducted a products and services fee survey of municipalities and Assessment Review Boards across Alberta. The survey showed that few adjustments need to be made to the fee schedule with the exception of the Assessment Review Board fees. The results indicate that the majority of the surveyed Assessment Review Boards use a sliding scale fee schedule for non-residential properties. The survey results also indicate that the Regional Municipality of Wood Buffalo has extremely low assessment complaint filing fees in comparison to other municipalities.

The Assessment Complaints and Appeals Regulation (AR 238/00) provides for more stringent filing and record keeping for non-residential and other residential properties with an assessed value of greater than \$500,000. In addition, more time is required to review complaints proportionate to the amount of the assessment of the property. By increasing complaint filing fees to the sliding scale fee schedule, complainants are more likely to ensure complaints are valid prior to filing. In result, fewer complaints may be filed. As well, the withdrawal rate of non-residential and other residential complaints should decrease. In 2007, 90% of non-residential and other residential complaints were withdrawn. Property tax agents and large property owners account for at least 76% of the non-residential complaints filed.

## **Options:**

1. Sliding scale fee schedule.
2. Flat rate fee.
3. Maintain current fees as established under Fees for Products and Services Bylaw No. 01/019.



## **ANALYSIS:**

### **Sliding scale fee schedule:**

- More closely relates to the cost of complaint hearings than a flat fee as cost is linked to the assessment value under complaint.
- Allows for a greater cost recovery than the \$100 flat fee approach.
- Encourages a more timely and thorough review of assessments prior to filing complaints, particularly the high value assessments.
- Approach is widely used across Alberta.

### **Flat rate fee:**

- Does not reflect the cost of complaint hearings as closely as a sliding scale approach given higher value assessment are more costly to administer.
- Does not encourage the review of high value assessments over lower value assessments.

### **Budget/financial implications:**

- Additional revenue will be generated by a fee increase, assuming that the number of complaints filed remains consistent.
- This revenue would be used to off-set the appeal preparation costs.

## **ATTACHMENTS:**

1. Bylaw No. 07/060 (includes Schedule A)
2. Existing vs. Proposed RMWB fees for Assessment and Taxation Products and Services
3. Comparison of Assessment Review Board Assessment Complaint Filing Fees
4. Assessment and Taxation Service Fee Comparison

## **ADMINISTRATIVE RECOMMENDATION:**

1. THAT Bylaw No. 07/060, being the Assessment and Taxation Fees Bylaw, be read a second time.
2. THAT Bylaw No. 07/060 be read a third and final time.



## **BYLAW NO. 07/060**

### **BEING A BYLAW OF THE REGIONAL MUNICIPALITY OF WOOD BUFFALO FOR THE PURPOSE OF FIXING FEES FOR ASSESSMENT AND TAXATION, ASSESSMENT REVIEW BOARD, AND BUSINESS LICENSING PRODUCTS AND SERVICES.**

WHEREAS section 93 of the Freedom of Information and Protection of Privacy act R.S.A. 2000 c. F-25 provides that a Council may fix fees for providing copies of information it may possess to be paid by the person requesting the information.

AND WHEREAS section 481 of the *Municipal Government Act* authorizes Council to pass a bylaw to set fees payable by persons wishing to make complaints or to be involved as a party in a hearing before an Assessment Review Board, and further indicates that, if the Assessment Review Board makes a decision in favour of the complainant, the fees shall be refunded by the Municipality.

AND WHEREAS Council deems it appropriate to pass such a bylaw;

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

1. This Bylaw shall be titled the “Assessment and Taxation Fees Bylaw”.
2. Upon receipt of a request for a product or service and the appropriate fee, as outlined in the attached Schedule A, the Assessment & Taxation Department shall provide to the applicant the information or service described in Schedule A.
3. All information released to the public pursuant to this Bylaw shall comply with the *Freedom of Information and Protection of Privacy Act* and the *Municipal Government Act*.
4. The timelines in which information is made available in response to requests by the public shall be in accordance with the Regional Municipality Retention Policy.
5. All copying fees include Goods and Services Tax.
6. The Regional Assessor may, at his or her discretion, waive the imposition of any fee set out in Schedule A where it is just and equitable to do so or if the cost of administering any fee exceeds the revenue generated thereby.
7. Bylaw No. 01/019 and all amendments thereto are hereby repealed.



8. This Bylaw shall be passed and become effective when it has received third reading and been signed by the Mayor and Chief Legislative Officer.

READ a first time this 28<sup>th</sup> day of August, 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.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF LEGISLATIVE OFFICER



**FEES FOR PRODUCTS AND SERVICES**

- |  |  |          |
|--|--|----------|
| 1.   | Tax Certificate:   |          |
|  | (a) written request  | \$ 33.00 |
|  | (b) provided by electronic self service  | \$ 15.00 |
| 2.   | Tax Search:  |          |
|  | (a) written request  | \$ 15.00 |
|  | (b) provided by electronic self service  | \$ 3.00  |
|  | (c) request by property owner - verbal response  | \$ 0.00  |
|  | (d) request by property owner - photocopy or printing (if more than 5 accounts \$1.00/Account) | \$ 1.00  |
| 3.   | For services to lending institutions to enable them to pay taxes on behalf of their clients:   |          |
|  | (a) per account request provided in written/hard copy form                                     | \$ 15.00 |
| 4.   | Delinquent account transfer  | \$ 10.00 |
| 5.   | Assessment Certificate:  |          |
|  | (a) for the current year   | \$ 15.00 |
|  | (b) additional charge for each previous year   | \$ 5.00  |
| 6.   | Assessment Summary   | \$ 20.00 |
| 7.   | Assessment Record  | \$ 25.00 |
| 8.   | Photocopy of Assessment Roll - per page  | \$ 1.00  |
| 9.   | Assessment Review Board complaints:  |          |
|  | (a) for duplexes or single family residences   | \$ 20.00 |
|  | (b) for all other non-residential, apartments and multi-family properties                      |          |
|  | <u>Assessment Range</u>  |          |
|  | \$0 - \$500,000  | \$100.00 |
|  | \$500,001 - \$5,000,000  | \$500.00 |
|  | \$5,000,001 +  | \$800.00 |
|  | (c) local improvements   | \$100.00 |
| This fee shall apply to complaints filed on or after January 1, 2008 |  |          |
| 10.  | Photocopy of Business License listing - per page   | \$ 1.00  |
| 11.  | Other information not covered elsewhere in this schedule:                                      |          |
|  | - per hour of staff time (minimum charge of one hour)  | \$ 40.00 |



**Existing vs Proposed RMWB Fees  
For Assessment & Taxation Products and Services (June 2007)**

	Existing Manual Fee	Proposed Manual Fee	Change \$
<b>TAXATION</b>			
Tax Certificate	33.00	33.00	0.00
Tax Search	7.00	<b>15.00</b>	<b>8.00</b>
Property owner request for information	1.00	1.00	0.00
Mortgage payment listing (per account)	7.00	<b>15.00</b>	<b>8.00</b>
Delinquent Account Transfer	10.00	10.00	0.00
<b>ASSESSMENT</b>			
Assessment Certificates	15.00	15.00	0.00
Previous years - additional fee per year	5.00	5.00	0.00
Assessment Summary	20.00	20.00	0.00
Assessment record	25.00	25.00	0.00
Copy of assessment roll - per page	1.00	1.00	0.00
<b>ASSESSMENT REVIEW BOARD</b>			
Single family Residences/Duplexes	20.00	20.00	0.00
Non-Residential and Other Residential			
<u>Assessment Range</u>			
0 - 500,000	100.00	100.00	0.00
500,001 - 5,000,000	100.00	<b>500.00</b>	<b>400.00</b>
5,000,001 +	100.00	<b>800.00</b>	<b>700.00</b>
Local Improvements	100.00	100.00	0.00
Business License Listing - per page	1.00	<b>5.00</b>	<b>4.00</b>
All other information	40.00	40.00	0.00
<b>NOTES</b>			
Electronic fees remain unchanged			
Tax Certificates	15.00		
Tax Searches	5.00		
Tax Recovery fees are fully recoverable as per Municipal Government Act			



**Comparison of Assessment Review Board Assessment Complaint Filing Fees (June 2007)**

Property Type	RMWB*		Lethbridge		St Albert		Strathcona		Fort Saskatchewan		Red Deer	
SF Residential		<b>\$20</b>		<b>\$30</b>		<b>\$20</b>		<b>\$25</b>		<b>\$25</b>		<b>\$20</b>
Other Residential	0 - 500,000	<b>\$100</b>		<b>\$30</b>		<b>\$20</b>	0 - 500,000	<b>\$100</b>	0 - 200,000	<b>\$100</b>		<b>\$20</b>
	500,001 - 5,000,000	<b>\$500</b>					500,001 - 5,000,000	<b>\$500</b>	200,001 - 500,000	<b>\$250</b>		
	5,000,001 +	<b>\$800</b>					5,000,001 +	<b>\$800</b>	500,001 - 1,000,000	<b>\$450</b>		
Non-residential	0 - 500,000	<b>\$100</b>	0 - 500,000	<b>\$100</b>	0 - 500,000	<b>\$100</b>	0 - 500,000	<b>\$100</b>	0 - 200,000	<b>\$100</b>	0 - 250,000	<b>\$100</b>
	500,001 - 5,000,000	<b>\$500</b>	500,001 - 4,000,000	<b>\$500</b>	500,001 - 5,000,000	<b>\$500</b>	500,001 - 5,000,000	<b>\$500</b>	200,001 - 500,000	<b>\$250</b>	250,001 - 1,000,000	<b>\$150</b>
	5,000,001 +	<b>\$800</b>	4,000,001 +	<b>\$800</b>	5,000,001 +	<b>\$800</b>	5,000,001 +	<b>\$800</b>	500,001 - 1,000,000	<b>\$450</b>	1,000,001 - 2,500,000	<b>\$225</b>
									1,000,001 - 5,000,000	<b>\$700</b>	2,500,001 - 5,000,000	<b>\$300</b>
									5,000,001 +	<b>\$1,000</b>	5,000,001 - 10,000,000	<b>\$400</b>
											10,000,001 +	<b>\$500</b>

Property Type	Medicine Hat		Edmonton		Grande Prairie		Calgary*		Airdrie	
SF Residential		<b>\$30</b>		<b>\$30</b>		<b>\$25</b>		<b>\$20</b>		<b>\$0</b>
Other Residential	0 - 500,000	<b>\$100</b>	0 - 500,000	<b>\$100</b>	0 - 200,000	<b>\$25</b>		<b>\$20</b>		<b>\$0</b>
	500,001 - 5,000,000	<b>\$200</b>	500,001 - 1,000,000	<b>\$150</b>	200,001 - 400,000	<b>\$50</b>				
	5,000,001 - 10,000,000	<b>\$300</b>	1,000,001 - 2,500,000	<b>\$225</b>	400,001 - 600,000	<b>\$75</b>				
	10,000,001 +	<b>\$500</b>	2,500,001 - 5,000,000	<b>\$300</b>	600,001+	<b>\$100</b>				
			5,000,001 - 10,000,000	<b>\$400</b>						
Non-residential	0 - 500,000	<b>\$100</b>	0 - 250,000	<b>\$100</b>	0 - 100,000	<b>\$50</b>		<b>\$50</b>		<b>\$100</b>
	500,001 - 5,000,000	<b>\$200</b>	250,000 - 1,000,000	<b>\$150</b>	100,001 - 200,000	<b>\$100</b>				
	5,000,001 - 10,000,000	<b>\$300</b>	1,000,001 - 2,500,000	<b>\$225</b>	200,001 - 300,000	<b>\$150</b>				
	10,000,001 +	<b>\$500</b>	2,500,001 - 5,000,000	<b>\$300</b>	300,001 - 400,000	<b>\$200</b>				
			5,000,001 - 10,000,000	<b>\$400</b>	400,000 +	<b>\$250</b>				
			10,000,001 +	<b>\$500</b>						

\* Proposed Regional Municipality of Wood Buffalo Fees

\* The City of Calgary is currently reviewing their fees.



**ASSESSMENT AND TAXATION SERVICE FEE COMPARISON (effective June 2007)**

	Product/Service	RMWB	Calgary	Fort Saskatchewan	Lethbridge	Airdrie	Strathcona	Medicine Hat	Grande Prairie	Red Deer	Edmonton
<b>Tax Certificate</b>	Written Request	33.00	30.00	20.00	35.00	30.00	32.00	31.00	30.00	25.00	25.00
	On Line Account	15.00	12.75	N/A	N/A	25.00	20.00	20.00	15.00	20.00	N/A
<b>Tax Search</b>	Written Request	7.00	9.00	5.00	20.00	15.00	12.00	31.00	15.00	8.00	N/A
	On Line Account	3.00	N/A	N/A	10.00	10.00	8.00	8.00	3.00	6.00	10.00
	Written - Lending Institution	7.00	5.00	N/A	13.00	7.00	N/A	11.00	5.00	N/A	6.75
	Delinquent Account Transfers	10.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Assessment</b>	Certificate - Current Year	15.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10.00	N/A
	Certificate - Previous Year(s)	20.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Summary	20.00	25.00	N/A	3.00	15.00	12.00	31.00	10.00	10.00	6.75
	Record	25.00	25.00	N/A	20.00	N/A	N/A	31.00	15.00	10.00	6.75
<b>Assessment Roll</b>	Inspection of Roll	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Photocopy (per page)	1.00	N/A	N/A	1.00	N/A	0.28	N/A	N/A	N/A	N/A
<b>All other</b>	Hourly fee	40.00	100.00	N/A	40.00	N/A	N/A	N/A	75.00	N/A	40.00